STB FD 33388 6-23-97 A 180274TTM 1/2

180274TTM

NORFOLK SOUTHERN

POCAHONTAS DIVISION

Eastern Region

Timetable Number

1

In Effect

At 12:01 AM

Sunday, October 1, 1995

Eastern Standard Time

For The Government of Employees Only

I. THE INFORMATION FOR EACH LINE SEGMENT IS PRESENTED IN THE FOLLOWING FORMAT:

STATION PAGE

1. METHOD OF OPERATION
2. SPEED RESTRICTIONS
3. CHECKING LOCOMOTIVE SPEED INDICATOR
4. DIESEL UNIT RATING IN TONS
5. DETECTORS
6. LOCOMOTIVE AND CAR RESTRICTIONS
7. SWITCHES
8. SPECIAL INSTRUCTIONS

II. EXPLANATION OF CHARACTERS

A	—	AUTOMATIC INTERLOCKING
B	—	BULLETIN BOOK
C	—	CONTROLLED INTERLOCKING
DB	—	DRAWBRIDGE
G	—	GATE, NORMAL POSITION LINED AGAINST CONFLICTING ROUTE
g	—	GATE, NORMAL POSITION LINED FOR CONFLICTING ROUTE
J	—	JUNCTION (INTERLOCKED)
j	—	JUNCTION (NON-INTERLOCKED)
TSA	—	TRACK SIDE ANALYZER
SAD	—	STAND ALONE DETECTOR
SADD	—	STAND ALONE DRAGGING EQUIPMENT DETECTOR
*	—	ALSO HAS HOT WHEEL DETECTOR
S	—	ALSO HAS CLEARANCE DETECTOR
#	—	ALSO HAS DRAGGING EQUIPMENT DETECTOR
N	—	NON-CONTROL POINT IN CTC
R1	—	RADIO BASE STATION, ACCESS CODE
R	—	RADIO BASE STATION, MONITORED CONTINUOUSLY
S	—	STOP SIGN
SC	—	STANDARD CLOCK
X	—	RAILROAD CROSSING AT GRADE
YL	—	YARD LIMIT
Y	—	WYE

AUTHORITY FOR MOVEMENT (Schematic Display)

CTC	=	RED
ABS	=	GREEN
TWC	=	YELLOW
YL	=	WHITE

III. DIESEL UNIT GROUPS ARE AS FOLLOWS:

GROUP 1 = U23B, GP40, GP38, B23-7
2 = GP40X, GP49, GP50, GP59, GP60, D8-32B, B30-7A, B36-7
3 = SD40, C30-7
4 = C36-7, SD50
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WEST-WARD ↓	POCAHONTAS DISTRICT	↑ EAST-WARD

MILE POST	STATIONS	RADIO CHANNELS TX = 72 TX = (76)	RX = 72 RX = (76)	SIDINGS IN FEET
N360.5	East Bluefield			
N363.1	Bluefield, WV	B SC R (R) Y		
N363.4	Mercer St.	N		
N363.6	Allen Street			
N364.4	Arch			
N366.3	Bluefield, VA	R5 J		
N369.3	Falls Mills			
N370.6	* Flat Top, WV			
N371.8	Nemours			
N373.6	Bluestone	j R8		
N378.2	Maybeury	R5		
N381.8	Crozier	R8		
N383.5	Powhatan			7100
N385.4	** North Fork	J		
N387.3	Keystone			
N388.3	Eckman	j R5		
N390.8	Vivian	N		
N393.7	Big Four	R8		
N396.0	Huger	N		3300
N398.1	Welch	R5 (R8) (R8,8)		
N400.0	Hemphill	J		
N401.1	Farm	R8		7000
N401.4	* Wharf			
N402.8	Caples			
N403.1	Mohegan			
N406.7	Davy	R5		
N410.3	Claren	N		5900
N412.6	Roderfield	J R8		
N417.0	Wilmore			11120
N419.3	Sandy Huff	R5		
N422.3	Iaeger	B SC J R8 R Y		
N424.7	Hull	R5		20300
N426.4	Krollitz			
N429.7	Panther	R8		
N434.3	Alnwick	N		9400
N434.6	War Eagle			
N437.5	Old Joe			
N438.2	** Wharncliffe	J R5		
N438.8	Ben	N		6300
N440.7	Glen Alum	j R8		
N442.6	Lindsey	N		7400
N445.0	Ought-One			
N445.8	* Devon	J R2 Y		
N447.5	Beech Creek			
N449.9	Cedar	j R0 N		
N452.2	Vulcan	N		12850
N453.4	* Arrow	J		
N454.2	Delorme	R2		
N455.3	Lick Fork Jct.	j N		
N456.4	Thacker	N		
N457.6	White			11150
N460.0	McCarr	j		
N461.2	Matewan	R0 J		
N462.7	Sprigg	R2 J		2200
N466.3	Rawl			
N467.5	Sycamore	j		
N468.2	North Yard			
N470.0	Williamson	B SC j R0 R		

* CONTROL POINT ON MAIN 1 ONLY
** CONTROL POINT ON MAIN 2 ONLY

POCAHONTAS DISTRICT (Cont'd)

At Welch use R5 for the Poca Dispatcher
R8 for the PD Dispatcher
R8,8 for the Auville Yardmaster

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
East Bluefield M.P. N360.5	Mercer St. M.P. N363.4	Main 1	ABS	TC
Mercer St. M.P. N363.4	Allen St. M.P. N363.6	Main 1		Yard Limit *
East Bluefield M.P. N360.5	Bluefield M.P. N363.1	Main 2	ABS	TC
Bluefield M.P. N363.1	Allen St. M.P. N363.6	Main 2		Yard Limit *
Allen St. M.P. N363.6	Williamson M.P. N470.0	Both	ABS	TC

* Before entering these limits authority must be obtained from the Yardmaster at Bluefield Tower or the Mercer St. Switch Tender.

2. SPEED RESTRICTIONS

LOCATION AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
Between East Bluefield Yard, M.P. N360.3 and 364.0	25
Except:	
Virginia Division Pull-in track	20
Between M.P. N364 and 366.2	35
Between M.P. N366.2 and 374.8	30
Except:	
Thru West crossover, M.P. N366.2	30
Thru crossovers Falls Mills M.P. N369.3	30
Curves between M.P. N372.3 and M.P. N372.7	25
Thru crossovers Bluestone M.P. N373.6	25
Curve at M.P. N373.8	25
Between M.P. N374.8 - N386.3	40
Except	
Thru crossovers at Maybeury, M.P. N378.1	35
Thru turnouts and Middle Track Powhatan, M.P. N381.9 - N383.4	25
Curve at M.P. N383.9	35
Curve at M.P. N384.7	35
Between M.P. N386.3 — N394.2	30
Except:	
Curves between M.P. N386.4 and N387.1	25
Thru crossovers Eckman M.P. N388.2	25
Curves between M.P. N389.6 and M.P. N390.4	25
Thru crossovers Big Four M.P. N393.7	25
Between M.P. N394.2 and N470.0	35
Except:	
Curve M.P. N396.8	30
Thru crossovers Welch M.P. N398.1	25
Thru crossover Hemphill M.P. N400.0	25
Thru middle track Farm M.P. N401.1 and N402.9	10
Farm Storage tracks	10
Thru crossover Mohegan M.P. N403.3	15
Thru crossovers Davy M.P. N406.7	25
Thru crossovers Roderfield M.P. N412.8	25
Thru turnouts and Middle Track Wilmore, M.P. N417.0 and M.P. N419.2	25
Thru Middle Track between Iaeger, M.P. N422.3 and Krollitz M.P. N426.4	20
Curve at M.P. N422.5	25
Curve at M.P. N424.8	30
Thru turnout to Middle Track at Krollitz, M.P. N426.4	20
Thru crossovers Panther M.P. N429.8	35

2. SPEED RESTRICTIONS (Cont'd)

LOCATION AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
Curve at M.P. N431.9	30
Thru crossover War Eagle M.P. N434.7	25
Curves between M.P. N435.1 and N437.4	30
Thru crossover Old Joe M.P. N437.6	35
Thru crossovers Glen Alum M.P. N440.7	[illegible]
Thru crossovers Ought-one, M.P. N445.0	25
Curve at M.P. N445.1	25
Thru turnout Devon M.P. N445.6 and Buch Main Track	15
Buch Main between Ought-1 and Beech Creek	15
Curve at M.P. N446.4	30
Thru crossover Beech Creek M.P. 447.5	15
Curves between M.P. N449.6 and N450.6	25
Curve at M.P. N453.6	25
Thru crossovers Delorme M.P. N454.2	35
Thru crossover Matewan, M.P. N461.1	25
Thru crossover Sprigg M.P. N462.7	35
Thru east crossover Rawl M.P. N466.2	25
Thru west crossover Rawl M.P. N466.2	35
Between M.P. N467.8 - N469.5	30
Between M.P. N469.5 and N470	25
Thru City Hall crossover, N469.6	25
Thru Beckett crossover, N469.7	25
All tracks Williamson Yard	10
Scioto Pull-in Track Williamson	10
Auxiliary Tracks:	
Bluestone Br. M.P. N373.9	10
Cedar Branch M.P. N450.0	10
Leckie Spur M.P. WP0.2	10
McCarr Branch M.P. N459.6	10
North Fork Branch M.P. N386.0	10
Pond Creek Branch M.P. WP0.0	15
Spice Creek Branch M.P. N412.9	15
Sycamore Branch M.P. N467.8	10
Thacker Branch M.P. N456.4	10

3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

LOCATION OF TEST MILE SIGNS

WESTWARD	EASTWARD
M.P. N368.8 - 369.8	M.P. N464.7 - 463.7
M.P. N411.9 - 412.9	M.P. N458.2 - 457.3
M.P. N428.8 - 429.8	M.P. N429.8 - 428.8
M.P. N449.5 - 450.5	M.P. N380.0 - 379.0
M.P. N463.7 - 464.7	M.P. N369.8 - 368.8

4. DIESEL UNIT RATING IN TONS

	GROUP 1	GROUP 2	GROUP 3	GROUP 4	GROUP 5
West or Southbound					
Bluefield—Maybeury	3500	4650	5600	6930	7700
Maybeury—Williamson	7500	10000	12000	14850	16500
East or Northbound					
Williamson—Farm	3250	4300	5200	6435	7150
Farm—Flat Top	1550	2050	2450	3060	3400
Flat Top—Bluefield	2050	2750	3250	4050	4500

5. DETECTORS

Location of Detectors

Location	Milepost	Direction Activated	Type Detector
POCAHONTAS DISTRICT			
Falls Mills, VA			
Main 1	N368.8	Both	SADD
Main 2	N368.8	Both	SADD
Elkhorn, WV			
Main 1	N381.0	Both	SADD
Main 2	N381.0	Both	SADD
Maitland, WV			
Main 1	N396.7	Both	SADD
Main 2	N396.7	Both	SADD
Roderfield, WV			
Main 1	N413.0	Both	SADD
Main 2	N413.0	Both	SADD
Panther, WV			
Main 1	N421.9	Both	SADD
Main 2	N421.9	Both	SADD
Lindsey, WV			
Main 1	N441.6	Both	SADD
Main 2	N441.6	Both	SADD
Lickfork, WV			
Main 1	N455.4	Both	SADD
Main 2	N455.4	Both	SADD

6. LOCOMOTIVE AND CAR RESTRICTIONS

The weight of diesel units and cars is limited as follows:

BETWEEN	GROSS WEIGHT IN POUNDS			
	UNIT		LOADED CAR	
	4-AXLE	6-AXLE	4-AXLE	6-AXLE
Bluefield, WV & Williamson, WV	291,000	420,000	263,000 (b)286,000 (c)315,000	394,500

For notes see System Instruction 5b.

Maximum safe trailing tonnage behind Restricted equipment between **Bluefield** and **Williamson** is

Eastward — 5100 (4200 behind empty TTOX flat cars)
Westward — 4900 (4100 behind empty TTOX flat cars)

See System Instructions 5.K.1.

7. SWITCHES

a. MAIN TRACK SWITCHES NOT EQUIPPED WITH ELECTRIC LOCKS:

Hand-operated switches at the following locations are not equipped with electric lock and trains and engines must not clear on these tracks:

Daily News Track, M.P. N364.1
Crozier Delivery Track, M.P. N380.1
Panther Station Siding, M.P. N429.3
Advance Fuel Track Vulcan, M.P. N452.4

b. SPRING SWITCHES

Spring switches are located as follows:	Normal Position
West End Long 8, M.P. N365.4, Bluefield Yard	Long 8
South Incoming, Bluefield Yard (Derail)	No. 3 Shop
North Incoming, Bluefield Yard (Derail)	No. 3 Shop
East end of Poca Outbound Track, M.P. N468.8, Williamson Yard	Middle Yard Lead
West End of the Scioto Outbound Track M.P. N469.2, Williamson Yard	Middle Yard Lead

8. SPECIAL INSTRUCTIONS:

BLUEFIELD YARD

The assigned direction of traffic on Virginia Division Pull-In Track is westward. Eastward movement must not be made on this track without permission of the yardmaster, Bluefield Tower. Before granting such permission, the yardmaster must ascertain that the track is clear, and is maintained clear, of opposing movements. When such instructions are received, they must be repeated to the yardmaster to guard against error or misunderstanding.

Virginia Division crews will be informed by Bluefield Tower as to where they will relieve Pocahontas Division crews between Bluefield and Bluestone. Upon arrival at that location, they are to immediately notify the Bluefield Yardmaster.

Tri-levels and other overdimensional loads are prohibited on Bluefield Yard Tracks 1-8 at M.P. N363.2, Belcher Street Bridge.

Trains and engines approaching Mercer Street, Bluefield, must, before proceeding, receive a proceed hand signal or instructions to proceed from the switchtender on duty. When radio is used, positive identification must be made.

The overhead bridges across Bluefield Yard will not clear a person standing on top of cars. Trainmen and others riding on cars must keep a sharp lookout for these bridges when moving through Bluefield Yard.

Eastward two-position advance indicators are in service at east end of tangent track west of M.P. N361 East Bluefield Forwarding Yard. These indicators are installed on right side of track for which they give indication.

Aspects displayed by these indicators are as follows:

Aspect — Lunar White.

Indication — When derails and switches in the route are properly aligned and the eastward signal governing movement through interlocking at east end of Bluefield Yard is displaying a proceed indication.

Aspect — Yellow.

Indication — Proceed at Restricted Speed, except eastward trains being dispatched from Eastbound Forwarding Yard must be stopped and Yardmaster, Bluefield Tower, contacted for further instructions. Track ahead may be occupied and/or derails, switches and interlocking signal are not properly aligned.

The absence of a light on these advance indicators will have the same meaning as if a yellow light were displayed.

The following is the minimum number of hand brakes which must be applied at the east end of cuts of cars or trains standing unattended:

Tracks in Eastbound Forwarding Yard and Main Track east of M.P. N362	- 100 cars or more	- Apply 35 hand brakes
	- less than 100 cars	- Apply hand brakes on 1/3 of the cars

EXCEPTION: Cuts of grain of 90 cars or more must have 45 hand brakes applied. Cuts of less than 90 cars must have hand brakes applied in one-half the cars.

Tracks in Grant Street Yard and Main Track west of M.P. N362	- 100 Cars or more	- Apply 25 hand brakes
	- Less than 100 cars	- Apply hand brakes on 1/4 of the cars

Cuts of cars or trains standing unattended in Allen Street Yard or in the Westbound Forwarding Yard must have at least the following number of hand brakes applied at the west end:

Tracks in Allen Street Yard and Main Tracks at Allen Street Yard	- 100 cars or more	- Empties-apply 15 hand brakes - Loads or loads and empties-apply 20 hand brakes
	- Less than 100 cars	- Empties-apply hand brakes on 1/6 of the cars - Loads or loads and empties-apply hand brakes on 1/5 of the cars
Tracks in Westbound Forwarding Yard and Main Tracks at Westbound Forwarding Yard	- 100 cars or more	- Empties-apply 20 hand brakes - Loads or loads and empties-apply 25 hand brakes
	- Less than 100 cars	- Empties-apply hand brakes on 1/5 of the cars - Loads or loads and empties-apply hand brakes on 1/4 of the cars

Applicable to all tracks in Bluefield Yard

Whenever a portion of the cars are removed from a track, it must be determined that the required number of hand brakes are applied on the cars left in the track.

When the engine is to be detached from equipment to be left standing unattended, the required number of hand brakes must be applied before:

The engine is cut off; or

The air brakes are released from the engine.

Special Road Train Air Brake Test and Instructions Applicable to Eastward Heavily Loaded Trains Dispatched from Eastbound Forwarding Yard:

When train has been pre-charged and pre-tested, inspectors shall inform enginemen that the test has been made and the amount of brake pipe leakage noted.

When train is not pre-charged and pre-tested, enginemen shall perform all requirements of rules pertaining to Initial Terminal Road Train Air Brake Tests, and after completion will follow all instructions of Part No. 1 or Part No. 2, whichever is applicable to the operation.

If road locomotive clears yard track derail after coupling to pick-up or main train, derail will be restored to derailing position until pick-up or train is ready to move east.

If road locomotive does not clear yard track derail, dispatcher will keep No. 17 derail in derailing position until train is ready to depart.

Part No. 1

WHEN TRAIN IS ON ONE TRACK

Item One:

35 anchor hand brakes will be applied at the east end of the train when train is being assembled.

Item Two:

After road locomotive is coupled to train, rear trainmen will commence to release all hand brakes, other than the 35 anchor brakes. If train consists of more than 200 cars, rear trainmen will leave hand brakes set on eight cars on rear of train.

Item Three:

When brake pipe pressure supply from road locomotive releases air brakes on train and after proper signal is given, enginemen will make a full service brake pipe reduction with automatic brake valve. When it is noted that the full service reduction applies air brake on the rear car, release signal will be given to the enginemen by the inspector.

Item Four:

After release signal is given and air brake has released on rear car, rear end inspector will note brake pipe pressure on the rear gauge. When rear gauge pressure rises to 55 pounds and remains 55 or higher for a period of twelve minutes by watch, inspector will signal enginemen to apply holding brake. A holding brake is a service brake pipe reduction of 12 pounds.

Permission will be obtained from the Dispatcher for train to depart, and when route is lined, holding brake will be applied. After the route is lined and holding brake applied, head brakeman will release hand brakes on the head end of train and rear brakeman will release hand brakes on rear of train. When all of the anchor brakes are released, train may depart.

Item Five:

If the train starts to roll out prematurely, enginemen will make a brake pipe reduction necessary to stop the roll-out. Yardmaster must be notified of the train's premature roll-out, and he will, in turn, notify all concerned.

After sufficient anchor hand brakes are reapplied, rear end inspector shall be notified and all concerned will commence again with instructions of Item Four, Part No. 1.

Any cases of roll-out must be reported to the Virginia and Pocahontas Division Superintendents and to the Master Mechanic at Bluefield.

Part No. 2

WHEN TRAIN IS ON MORE THAN ONE TRACK

Item One:

35 anchor hand brakes will be applied at the east end of the main train when the train is being assembled.

Item Two:

Required number of anchor hand brakes will be applied at the east end of the pick-up when pick-up is being assembled.

Item Three:

After road locomotive is coupled to pick-up and brake pipe pressure supply air from road locomotive releases air brake on the rear car of the pick-up, and when proper signal is given, enginemen will make a full service reduction with automatic brake valve.

When it is known that the full service reduction applies air brake on the rear car of the pick-up, inspector will signal the enginemen to release air brakes. After the air brake has released on rear car, inspector will wait seven minutes and then signal enginemen to apply holding brake. For a pick-up, a holding brake is a reduction of six pounds. After holding brake is applied, permission will be obtained from the New River Dispatcher to double over. After permission to double over is obtained, hand brakes will be released and the double over movement to the main train made.

After coupling to main train, instructions given in Items Two, Three, Four and Five of Part No. 1 will apply.

The procedure outlined in the preceding rule will also apply for eastward heavily loaded trains dispatched from Grant Street Yard, with the following exceptions:

The holding brake may be applied and anchor brakes released before the route at the east end of Bluefield Yard is lined for the train to depart

if the locomotive of the train is at least 75 car lengths west of the east end of the yard.

When an eastward train being dispatched from the Eastbound Forwarding Yard is ready for the route at 'RD' to be lined, a crew member on the head end will communicate directly with the New River Dispatcher; advising as to which track that head end of train is occupying and requesting that the route at 'RD' be lined for the intended movement. If the dispatcher cannot be contacted, this may be handled through the yardmaster at Bluefield Tower.

After securing advice that the route at 'RD' is lined for the intended movement, the crew member must contact the yardmaster at Bluefield Tower to secure his permission to proceed.

Regardless of instructions received, if the governing eastward two-position advance indicator signal (located approximately 35 car lengths west of 'RD') displays a yellow aspect, or if the signal is blacked out, the train must be stopped and the Yardmaster at Bluefield Tower contacted for further instructions, unless crew is advised that derails are being controlled manually and Signal personnel or a supervisor advises that derails are lined for movement.

Due to the construction of permanent freight car work platforms (scaffolds), close clearance conditions exist on No. 2 and No. 3 Shop Tracks, Bluefield Car Shop, Bluefield, West Virginia, immediately east of the Car Shop Building, and employees are prohibited from riding sides or end of equipment on these tracks. Only NW Open Top system hoppers should be spotted on No. 3 track.

Close clearance signs have been erected.

Close clearance exists between the following tracks in Bluefield Yard when cars or equipment are on adjacent tracks:

Tracks 8 through 13 -	West Yard
Tracks 5 through 10 -	Grant Street Yard
Tracks 1, 2, 3 -	Pocket located just east of East Yard signal

Employees should not ride on sides or ends of equipment in these tracks.

Account installation of a permanent loading and unloading platform on the north side of No. 2 Hurts Track, Bluefield, West Virginia, close clearance conditions exist. Employees are prohibited from riding close clearance side or end of equipment passing this structure. All employees should use extreme caution when working in this area. Close clearance signs have been erected.

In Bluefield Yard, between Arch Crossover, Mile Post N364.4, and Mercer Street, Mile Post N363.4, normal position for switches on Motor Car Track is lined for movement on the Motor Car Track. Between these points on Track No. 1, normal position for switches is lined for movement on Track No. 1. All switches on the Motor Car Track and Track No. 1 between Arch Crossover and Mercer Street, after being used, must be left lined in normal position.

The following tracks are designated as "EXCEPTED TRACK" in accordance with FRA Track Safety Standards, Section 213.4:

(1) Tracks 7 through 13, West yard, Bluefield Terminal. Tracks 3 through 6 will remain in current non-excepted status.

These tracks are subject to the following restrictions:

A. No train shall be operated at speeds in excess of 10 MPH.

B. No revenue passenger train shall be operated; and

C. No freight train shall be operated that contains more than five cars required to be placarded by the Hazardous Materials Regulations.

No-Whistling Ordinance in effect through city limits of Bluefield, Va., all hours except as may be necessary for transmission of signals and in case of emergency to prevent accident.

BLUEFIELD YARD (Cont'd)

When approaching grade crossings, engine bell must be rung starting not less than 300 yards nor more than 600 yards in advance of crossing, and must be rung continuously until the engine occupies the crossing.

POCAHONTAS DISTRICT

Engineers of westward trains stopped at Stop signal on Main 2 at North Fork, will stop their trains to clear crossing at M.P. N384.4. Westward crews setting off empties in the vicinity of North Fork will leave detached portion of train east of highway crossing to avoid blocking same.

All Pocahontas District conductors will contact Yardmaster at Auville Yard Office, Iaeger, West Virginia, prior to setting off any and all non-coal traffic cars destined within the Wilcoe-Auville Territories. Examples of such non-coal traffic cars are:

(1) Empty gondolas of any type
(2) Company material
(3) Covered hoppers, either loaded or empty, and
(4) Any other non-coal traffic cars not herein listed

Engines must not be operated under overhead tipple at:

Dans Branch Tipple, M.P. ED-0.4, Dans Branch.

Flag protection must be provided when trains or engines are operated over Rt. 52/Sec. 9 crossing, M.P. ED0.0 + 390 feet, Dans Branch and over Rt. 52, M.P. RP4 + 4110, Spice Creek Branch.

All switching within Auville Yard will be conducted on Channel 2 (TX = 76 RX = 76).

Cars or engines left standing in Vulcan Middle Track must not be left less than 250 feet from the crossing at M.P. N451.3. Yellow markings have been painted to indicate this clearance limit.

Eastward train or engine movements on Main 2 receiving Approach Diverging at Mile Post N462.8 and Diverging Approach at signal located at Mile Post N461.2 will proceed preparing to take the diverging route onto Mate Creek Branch at a speed not exceeding 15 MPH, unless diverging route is taken onto Main 1 at the Matewan Crossover at a speed not to exceed 25 MPH.

CEDAR BRANCH

Due to substandard track centers, cars on any adjacent tracks in the Majestic Mine Facility will not clear employees riding equipment. Be on the look-out for close clearances at all times in this area.

Division Wide Instructions #10 for trains operating on heavy descending grades applies.

Accounting Crossing Protection Inoperative, crews must flag protect crossing at M.P. CR0.4.

SYCAMORE BRANCH

Division Wide Instructions #10 for trains operating on heavy descending grades applies.

Sycamore Branch is out of service from a point 500 feet west of main track switch to end of line.

WILLIAMSON YARD

An electric control derail is in service at M.P. N469.3. Derail is located between the Middle Yard Lead and Inbound Service Tracks 1, 2 & 3.

Two electric control derails are in service, one at east end of Scioto Inbound Track, located 150 feet west of No. 1 Shop Track switch, the other at east end of East Middle Track, located 180 feet west of Middle Track switch. Control of these derails will be made by contacting Williamson Service Building by radio.

Inbound crews must contact Motive Power on yard channel #3 to have derail removed. The derail is equipped with blue and yellow lights.

WILLIAMSON YARD (Cont'd)

Trains and engines will ring bell while moving between Mile Post N469.4 and N470.

Account close clearance, crews are prohibited from riding on sides of cars on SV return lead (also known as the Turkey Trot) when cars are standing on old main line.

The West End of #1 and #2 Pocket is to be left lined for movement on the Middle Yard Lead.

WEST-WARD ↓	TUG FORK BRANCH	↑ EAST-WARD

MILE POST		STATIONS RADIO CHANNELS TX = (72) TX = 76	RX = (72) RX = 76	SIDINGS IN FEET
N400.0		....Hemphill....	J (R8) (R8,8)	
T0.0				
T4.8		....Wilcoe....	R2 j YL B R5 R2,2 R5,5 Y	
T12.4		...South Fork...	j R8 R8,8	
T15.0		....Pageton....		

Note: At Hemphill use the single tone for the Pocahontas Dispatcher. At Wilcoe or South Fork use the single tone for the PD Dispatcher. Use the double tone for the Auville Yardmaster.

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
Hemphill M.P. T0.0	Wilcoe M.P. T3.0	Main		TWC
Wilcoe M.P. T3.0	Wilcoe M.P. T7.5	Main		Yard Limit
Wilcoe M.P. T7.5	Pageton M.P. T15.0	Main		TWC

2. SPEED RESTRICTIONS

LOCATION AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
M.P. T0.0 - M.P. T12.5	15
M.P. T12.5 - M.P. T15.0	10

3. NONE

4. DIESEL UNIT RATING IN TONS

	GROUP 1	GROUP 2	GROUP 3	GROUP 4	GROUP 5
West or Southbound					
Wilcoe—Hemphill	5000	6650	8000	9900	11000

5. - 7. NONE

8. SPECIAL INSTRUCTIONS:

Authority to occupy the Main Track within yard limits at Wilcoe must be obtained from the Auville Yardmaster.

Trains clearing Wilcoe Yard limits will report clear to the Auville Yardmaster.

WEST-WARD ↓	SAND LICK BRANCH	↑ EAST-WARD

MILE POST		STATIONS RADIO CHANNELS TX = 76 RX = 76		SIDINGS IN FEET
T6.5 SL6.5 SL10.2		.... Wilcoe ....Filbert.....	j YL R5 Y	.....

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
Wilcoe M.P. SL6.5	Wilcoe M.P. SL7.0	Main		Yard Limit
Wilcoe M.P. SL7.0	Filbert M.P. SL10.2	Main		TWC

2. SPEED RESTRICTIONS

LOCATION AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
M.P. SL6.5 - M.P. SL10.2	10

3. - 7. NONE

8. SPECIAL INSTRUCTIONS:

No items

WEST-WARD ↓	SOUTH FORK BRANCH	↑ EAST-WARD

MILE POST		STATIONS RADIO CHANNELS TX = 76 RX = 76		SIDINGS IN FEET
T12.3 SF0.0 SF5.3		...South Fork... ....Munson....	J R8	.....

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
South Fork M.P. SF0.0	Munson M.P. SF5.3	Main		TWC

2. SPEED RESTRICTIONS

LOCATION AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
M.P. SF0.0 - M.P. SF5.3	10

3. - 7. NONE

8. SPECIAL INSTRUCTIONS:

No items.

WEST-WARD ↓	GILBERT BRANCH	↑ EAST-WARD

MILE POST		STATIONS RADIO CHANNELS TX = 72 RX = 72		SIDINGS IN FEET
GR42.5 W11.4 W7.7 W4.2 W3.2 W0.0 N438.2		.....Neds..... ....Scaggs.... ...Ben Creek... .....Pekin..... ...Wharncliffe...	j(CSX) R5 N J R0 J R5	.... 5000 .....

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
Wharncliffe M.P. W0.0	Neds M.P. W11.4	Single	ABS	TC

2. SPEED RESTRICTIONS

LOCATION AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
M.P. W0.0 - M.P. W3.0	25
M.P. W3.0 - M.P. W11.4	20

3. NONE

4. DIESEL UNIT RATING IN TONS

	GROUP 1	GROUP 2	GROUP 3	GROUP 4	GROUP 5
West or Southbound					
Gilbert—Staggerweed	2500	3350	4000	4950	5500
East or Northbound					
Wharncliffe Staggerweed .	1600	2150	2550	3150	3500

5. NONE

6. LOCOMOTIVE AND CAR RESTRICTIONS

The weight of diesel units and cars is limited as follows:

GROSS WEIGHT IN POUNDS

BETWEEN	UNIT 4-AXLE	UNIT 6-AXLE	LOADED CAR 4-AXLE	LOADED CAR 6-AXLE
Wharncliffe, WV & Gilbert, WV	291,000	420,000	263,000 (b)286,000 (c)315,000	394,500

For notes see System Instruction 5b.

7. SWITCHES

a. MAIN TRACK SWITCHES NOT EQUIPPED WITH ELECTRIC LOCKS:

Wharncliffe Sta. Sdg., M.P. W0.3
Scaggs, M.P. W6.0 and M.P. W7.8

8. SPECIAL INSTRUCTIONS:

No items.

WEST-WARD ↓	BEN CREEK SPUR			↑ EAST-WARD
MILE POST		STATIONS RADIO CHANNELS TX = 72 RX = 72		SIDINGS IN FEET
W4.2 BS0.0 BS2.8		. . . Ben Creek . . . . Timbar	J	

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
Ben Creek Jct. M.P. BS0.0	Timbar M.P. BS2.8	Main		TWC

2. SPEED RESTRICTIONS

LOCATION AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
M.P. BS0.0 - M.P. BS2.8	15

3. - 7. NONE

8. SPECIAL INSTRUCTIONS:

No items.

WEST-WARD ↓	BRIAR MOUNTAIN BR.			↑ EAST-WARD
MILE POST		STATIONS RADIO CHANNELS TX = 72 RX = 72		SIDINGS IN FEET
N440.3 BM0.0 BM1.9		. . . Glen Alum . . . . Light	j R8	

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
Glen Alum M.P. BM0.0	Light M.P. BM1.9	Main		TWC

2. SPEED RESTRICTIONS

LOCATION AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
M.P. BM0.0 - M.P. BM1.9	15

3. - 7. NONE

8. SPECIAL INSTRUCTIONS:

Division Wide Instructions #10 for trains operating on heavy descending grades applies.

Switch Point Derail at M.P. BM2.3 may be left locked in non-derailing position when not protecting unattended equipment. Crews must approach this location expecting to find the derail in derailing position.

WEST-WARD ↓	DELORME BRANCH			↑ EAST-WARD
MILE POST		STATIONS RADIO CHANNELS TX = 72 RX = 72		SIDINGS IN FEET
N453.4 DB0.0 DB5.5 DB9.0		. . . . . Arrow . . . . Phelps . . . . Thomas	J j R5 R0	

Note: Use R5 to contact the Dispatcher.
Use R0 to contact the Yardmaster at Auville.

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
Arrow M.P. DB0.0	Thomas M.P. DB9.0	Main		TWC

2. SPEED RESTRICTIONS

LOCATION AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
M.P. DB0.0 - M.P. DB2.0	15
M.P. DB2.0 - M.P. DB6.4	20
M.P. DB6.4 - M.P. DB9.0	15

3. - 7. NONE

8. SPECIAL INSTRUCTIONS:

The Delivery Track switch at Kencar Operation, Mile Post DB9 + 310', Thomas, Kentucky, will be left lined and locked for movement between the Tail Track and Delivery Track.

Close clearance conditions exist on No. 4 and No. 5 Outlet Tracks, Kencar Outlet, M.P. DB8.7. Employees are prohibited from riding sides of equipment at this location.

Division Wide Instructions #10 for trains operating on heavy descending grades applies.

WEST-WARD ↓	JAMBOREE SPUR			↑ EAST-WARD
MILE POST		STATIONS RADIO CHANNELS TX = 72 RX = 72		SIDINGS IN FEET
DB5.5 JB0.0 JB6.0		. . . . Phelps . . . . Chisholm . . .	j R8	

JAMBOREE SPUR (Cont'd)

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
Phelps M.P. JB0.0	Chisholm M.P. JB6.0	Main		TWC

2. SPEED RESTRICTIONS

LOCATION AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
M.P. JB0.0 - M.P. JB6.0	15

3. - 7. NONE

8. SPECIAL INSTRUCTIONS:

All train and engine employees should be on lookout for privately owned locomotive operating at the Chisholm Mine Operation.

Division Wide Instructions #10 for trains operating on heavy descending grades applies.

WEST-WARD ↓	LICK FORK SPUR		↑ EAST-WARD
MILE POST		STATIONS RADIO CHANNELS TX = 72 RX = 72	SIDINGS IN FEET
N455.3 TE0.0 TE2.6		. . Lick Fork Jct . . j . . . . Old Ben	

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
Lick Fork Jct. M.P. TE0.0	Old Ben M.P. TE2.6	Main		TWC

2. SPEED RESTRICTIONS

LOCATION AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
M.P. TE0.0 - M.P. TE2.6	10

3. - 7. NONE

8. SPECIAL INSTRUCTIONS:

Flag protection must be provided when trains or engines are operated over State Route 49 Crossing, M.P. TE0.1.

Division Wide Instructions #10 for trains operating on heavy descending grades applies.

WEST-WARD ↓	MATE CREEK BRANCH		↑ EAST-WARD
MILE POST		STATIONS RADIO CHANNELS TX = 72 RX = 72	SIDINGS IN FEET
N460.7 MC0.0 MC6.3		. Mate Creek Jct . J . . . . Mabley	

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
Mate Creek Jct. M.P. MC0.0	Mabley M.P. MC6.3	Main		TWC

2. SPEED RESTRICTIONS

LOCATION AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
M.P. MC0.0 - M.P. MC6.3	15

3. - 7. NONE

8. SPECIAL INSTRUCTIONS:

Account substandard clearance, cars or other equipment must not be placed or operated within 10 feet of door openings of Lime and Shakeout Building, Akers Supply, Track B-1.

Division Wide Instructions #10 for trains operating on heavy descending grades applies on Track "C".

WEST-WARD ↓	ALMA BRANCH		↑ EAST-WARD
MILE POST		STATIONS RADIO CHANNELS TX = 72 RX = 72	SIDINGS IN FEET
N462.5 AL0.0 AL1.6		. . . . Alma Jct . . . . J . Sprouse Creek .	

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
Alma Jct. M.P. AL0.0	Sprouse Creek M.P. AL1.6	Main		TWC

2. SPEED RESTRICTIONS

LOCATION AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
M.P. AL0.0 - M.P. AL1.6	15

ALMA BRANCH (Cont'd)

3. - 7. NONE

8. SPECIAL INSTRUCTIONS:

A fence has been erected adjacent and parallel to the North Side of the Main Track between M.P. AL2.8 and M.P. AL3.5. Additionally, there is a gate installed across the Main Track at M.P. 1.8, incorporated in the fence. This gate is operated by security personnel of Sprouse Creek Mine. All employees be on the lookout for close clearance in this area.

WEST-WARD ↓ KENOVA DISTRICT ↑ EAST-WARD

MILE POST		STATIONS RADIO CHANNELS TX = 76 TX = (72)	RX = 76 RX = (72)	SIDINGS IN FEET
N470.0		...Williamson...	B SC j R8 (R)	
N475.6		...Borderland...		4000
N477.6		....*Nolan....	J	6800
N484.3		...Naugatuck...	J Y	3650
Na0.0				
Na3.0		.....Panco.....		11600
NA4.0		....UB Jct.....	J	
Na4.2		...Wolf Creek...	J R5 Y	
Na6.4		...Grey Eagle...		
Na7.4		...Stepdown...		
Na12.4		....Tunnel 4....		
Na16.0		....Tunnel 7....		
Na18.2		.....Webb.....	N	9485
Na24.7		...Glen Hayes...	N	9460
Na31.0		.....See.....		
Na33.8		....Fort Gay....	R8 N	
Na39.2		....Hewlet....	N	9700
Na43.5		.....Dean.....		
Na46.5		....Prichard....	R8 R	10600
Na49.1		.....Cyrus.....		9530
Na54.1		.....Neal.....		9100
Na57.0		..57 Crossover..		
Na58.8		....Kenova....	B SC J j R (R) Y	
NA59.13				
N567.9				
N569.1		.**Coach Track.		
N570.0		.South Point, OH.		
N579.5		....Ironton....		
N585.2		.....Union.....		
N587.0		...Lawrence...	R8	8155
N588.8		....Haverhill....	N	
N590.2		...*Gennetts...		6275
N596.2		.Wheelersburg.	B SC N	
N602.1		...Star Yard...		
N603.9		..West Avenue..		
N605.0		Portsmouth Yard	B SC R (R) Y	
N605.9		....Galia St.....		
N606.9		...15th Street...		
N607.5		..Spring Lane..		
N608.5		.....Vera.....		

* CONTROL POINT ON MAIN 1 ONLY.
** CONTROL POINT ON MAIN 2 ONLY.

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
Williamson M.P. N470	Signal W-4 Williamson Yard	Pull-IN	ABS	Yard Limit
Williamson M.P. N470	Vera M.P. N608.5	Main 1	ABS	TC

KENOVA DISTRICT (Cont'd)

1. METHOD OF OPERATION (Cont'd)

From	To	Tracks	Signals	Authority
Williamson M.P. N476	Star Yard M.P. N602.1	Main 2	ABS	TC
Star Yard M.P. N602.1	Galia St. M.P. N605.9	Main 2	ABS	Yard Limit
Galia St. M.P. N605.9	15th St. M.P. N606.9	Main 2	ABS	TC
15th St. M.P. N606.9	Vera M.P. N608.5	Main 2	ABS	Yard Limit

All movements East of Star Yard M.P. N602.1 are controlled by the Pocahontas Division Kenova District dispatcher.

All movements West of Star yard M.P. N602.1 are controlled by the Lake Division Columbus District dispatcher.

Within Traffic Control limits on Main 1 between Star Yard M.P. N602.1 and Galia Street, and on Main 1 and Main 2 between Galia Street and 15th Street, permission must be secured from the Columbus district dispatcher before reversing any hand-operated switch or removing padlock from an electric lock.

2. SPEED RESTRICTIONS

LOCATION AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
KENOVA DISTRICT	
Between M.P. N470 and M.P. N471.7	25
Between M.P. N471.7 and Na9.5	35
Except:	
Scioto pull-in Williamson	10
Through crossover M.P. N470.4 Williamson	25
Through double crossovers Borderland M.P. N475.6	35
Through crossover at west end Naugatuck Middle Track M.P. N484.1	35
Through crossover west of Naugatuck Wye M.P. Na0.6	35
Through turnout east end and west end Tunnel No. 1 M.P. Na3.0 and 4.2	35
Eastward and Westward Connection track, Wolf Creek Branch Junction	25
Curve M.P. Na5.9, eastward main track	30
Curve M.P. Na7.4	30
Turnouts east end and west end Tunnel No. 3 M.P. Na6.5 and 7.5	35
Between M.P. Na9.5 and Na14.8	40
Except:	
Turnout east end Tunnel No. 4 and M.P. Na12.5	35
Between M.P. Na14.8 - M.P. Na22.5	35
Between M.P. Na22.5 and M.P. Na40.1	40
Except:	
Through double crossovers at See, M.P. Na31.0	40
Between M.P. Na40.1 and M.P. Na47.0	45
Except:	
East crossover M.P. Na43.1	45
West crossover M.P. Na43.8	25
Prichard Middle Track between east switch M.P. Na43.5 and M.P. Na45.0	25
Prichard Middle Track between M.P. Na45.0 and M.P. Na46.5 including west turnout	20
Curve M.P. Na44.3, Westward main track	40
Over weigh-in-motion scales, Prichard, M.P. Na46 (when weighing)	8
Between M.P. Na47.0 and M.P. Na52.0	50

2. SPEED RESTRICTIONS (Cont'd)

LOCATION AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
KENOVA DISTRICT (Cont'd)	
Between M.P. Na52.0 and M.P. Na57.7	40
Except:	
Through double crossover M.P. Na57.0, East of Kenova	40
Between M.P. Na57.7 and M.P. N569.0	30
All yard tracks Kenova Yard - Kenova Belt	15
Between M.P. N569.0 and M.P. N581.0	50
Except:	
Trains consisting entirely of piggyback (TOFC/COFC) cars, multilevels, or Triple Crown® trains	55
Through double crossover South Point M.P. N570.0	45
Curves between M.P. N573.8 and M.P. N577.7	45
Curves between M.P. N577.7 and M.P. N578.1	40
Curves between M.P. N578.1 and M.P. N581.0	45
All yard tracks Ironton Yard	10
Between M.P. N581.0 and east end Star Yard M.P. N602.1	50
Except:	
Trains consisting entirely of piggyback (TOFC/COFC) cars or Triple Crown® trains	60
Curves between M.P. N600.7 and N602.1	45
Auxiliary Tracks:	
Upper Burning Creek Br. M.P. NA4.0	15
All tracks within Wheelersburg Terminal	10
PORTSMOUTH TERMINAL	
Between east end Star Yard M.P. N602.1 and Gallia Street M.P. N605.9	30
Through crossover east end Star Yard M.P. N602.2	25
Through No. 1 and No. 2 Storage tracks, Star Yard to the dwarf signals at West End M.P. N603.7	25
Between M.P. N605.7 and M.P. 607.1	20
Between M.P. N607.1 and Vera, M.P. N608.5	30
All Portsmouth Yard Track except #1 and #2 Storage	10

3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

LOCATION OF TEST MILE SIGNS

WESTWARD	EASTWARD
M.P. N478 - N479	M.P. N595 - N594
	M.P. Na56 - Na55

4. DIESEL UNIT RATING IN TONS

	GROUP 1	GROUP 2	GROUP 3	GROUP 4	GROUP 5
West or Southbound					
Williamson—Portsmouth	7500	10000	12000	14850	16500
East or Northbound					
Portsmouth—Williamson	3600	4800	5750	7110	7900

5. DETECTORS

Location of Detectors

Location	Milepost	Direction Activated	Type Detector
Maher, WV			
Main 1	N482.6	Both	TSA
Main 2	N482.6	Both	TSA
Tunnel 4, WV	Na13.1	Both	TSA
Glenhayes, WV			
Main 1	Na27.9	Both	TSA
Main 2	Na27.9	Both	TSA
Hewlet, WV			
Main 1	Na40.1	Both	TSA
Main 2	Na40.1	Both	TSA
Cyrus, WV			
Main 1	Na52.0	Both	TSA
Main 2	Na52.0	Both	TSA
Coal Grove, OH			
Main 1	N576.3	Both	TSA
Main 2	N576.3	Both	TSA
Franklin Furnace, OH			
Main 1	N593.5	Both	TSA
Main 2	N593.5	Both	TSA

6. LOCOMOTIVE AND CAR RESTRICTIONS

GROSS WEIGHT IN POUNDS

BETWEEN	UNIT		LOADED CAR	
	4-AXLE	6-AXLE	4-AXLE	6-AXLE
Williamson, WV & Portsmouth, O.	291,000	420,000	263,000 (b)286,000 (c)315,000	394,500

For notes see System Instruction 5b.

NS locomotives are restricted from operating on Loop Track at Ohio River Terminal, Kenova, WV.

Six-axle units must not be operated:

(a) Aristech Plant, Haverhill.
(b) Allied Warehouse (Creasley), Kenova, WV, N567.0

7. SWITCHES

a. MAIN TRACK SWITCHES NOT EQUIPPED WITH ELECTRIC LOCKS

Chattaroy House Track (Goodman), M.P. N473.7
Borderland Storage, M.P. N474.8
Nolan House, M.P. N477.4
Stonecoal Bad Order, M.P. Na8.3
Crum Team, M.P. Na11.2
Sloan Spur, M.P. Na14.6
Webb Stg. Track, M.P. 19.4
Glenhayes House Track, M.P. Na24.5
Model Dredging, M.P. Na31.8
Mill Creek Spur, M.P. NA33.5
Ft. Gay House Track, M.P. Na33.9
Haverhill Team, M.P. N587.9

8. SPECIAL INSTRUCTIONS:

KENOVA DISTRICT

Operation of trains, engines, and on-track equipment **EAST** of the eastward home signals at M.P. N470.5 will be under the jurisdiction of the Bluefield Operator, and all communications will be handled direct with the Bluefield Operator or Pocahontas District dispatcher.

Operation of trains, engines, and on-track equipment **WEST** of M.P. N470.5 will be under the jurisdiction of the Kenova District Dispatcher at Bluefield, and all communications will be handled direct with the Kenova District Dispatcher.

A Lunar Light on the signal on main one track at Mile Post N470.5 will be used in connection with eastward movements on main one track eastward onto main two track at new crossovers.

When a diverging approach aspect is displayed on this signal and the route is lined for movement through the crossover to main two track, the Lunar Light will be lighted.

When a diverging approach aspect is displayed on this signal and the route is lined for movement through the crossover to number two station track, Mile Post N469.8, or the middle track, Mile Post N469.85, the Lunar Light will not be lighted.

A lunar light installed in the center of the bracket between existing signal masts on the westward controlled signals located at east end of Tunnel 1, approximately 4,900 feet west of M.P. Na2 will indicate as follows:

When an Approach Diverging aspect is displayed either signal, and route is lined for movement onto eastward main track west of Tunnel 1, lunar light will be lighted.

When an Approach Diverging aspect is displayed on either signal, and lunar light is not lighted, route will be considered to be lined for movement onto Wolf Creek Branch.

A Lunar Light is in service to work with signal S401 located at Mile Post NA40.2, which governs westward movements on the Main Two Track. It will indicate as follows:

When an Approach Diverging aspect is displayed on this signal and the route is lined for movement through the crossover onto the Main One Track at Dean, Mile Post NA43.1, the Lunar Light will be lighted.

When an Approach Diverging aspect is displayed on this signal and the route is lined for movement to the Middle Track at Dean, Mile Post NA43.1, the Lunar Light will not be lighted.

A Lunar Light is in service to work with Signal S403 located at Mile Post NA40.1, which governs westbound movements on the Main One Track. It will indicate as follows:

When an Approach Diverging aspect is displayed on this signal and the route is lined for movement through the crossover onto the Main Two Track at Dean, Mile Post NA43.1, the Lunar Light will be lighted.

When an Approach Diverging aspect is displayed on this signal and the route is lined for movement through the crossover to the Middle Track at Dean, Mile Post NA43.1, the Lunar Light will not be lighted.

A Lunar Light is in service to work with signal S413, located at M.P. NA41.3, which governs westbound movement on the eastward main track at Hubbardstown, W.VA. will indicate as follows:

When an Approach Diverging aspect is displayed on this signal and the route is lined for movement through the crossover onto the westward main track at Signal 86L, M.P. NA43.1, the Lunar Light will be lighted.

When an approach diverging aspect is displayed on the same signal and the Lunar Light is not lighted, the route will be considered to be lined for movement through the crossover and onto Prichard Scale track.

PRICHARD - WEIGH-IN-MOTION SCALES

(a) Trains routed through Prichard Middle Track are restricted to eight (8) MPH over the scales while weighing.

(b) Two lunar white indicators, mounted back to back, are on a metal pole located between the eastward main track and the middle track at M.P. NA45.6. When indicators are illuminated, proceed for weighing. When not illuminated, stop and contact dispatcher for instructions.

(c) Speed over Prichard Scales will be monitored and speed will be transmitted every five axles on Channel NW #1. All crews entering Scale Track are to monitor NW Channel #1 until scales are cleared.

The private grade crossing at Mile Post NA55.05, Neal, W.Va., in the vicinity of the east end of the Aristech Chemical facility will be cut in accordance with Operating Rule #103(d) in order to provide emergency access routing for the industries located south of the Main Tracks in this area.

In Ohio, rolling stock set off on line for storage must clear public crossings at grade by at least 500 feet.

Crews placing cars into South Point Ethanol, (SPE), will physically check gate to insure that it is properly secured prior to starting movement into plant.

Crews picking up west coal at Gennetts, the conductor will furnish Portsmouth Yardmaster the east and west car numbers of their pick up.

Do not block Upper Hayport Road Crossing at Mile Post N595.8, or Moore's Road Crossing, Mile Post N595.2.

Do not block crossings at Cyrus while setting off or picking up. Make cuts at east end.

Dow Chemical Plant:

NS Employees are "NOT" to operate any derails. If you find a derail on, you are to contact Dow guard on duty and notify him so he can remove.

NS Employees are not to kick and/or hump any cars inside Dow Chemical Plant.

Crews are to switch lower Dow first. (Styron) After switching Styron, the conductor will notify guard, so he can replace derails.

Crews are not to "Build" their outbound train at Styron. After guard has replaced derails in lower Dow (Styron), their employees will be able to return to work. Previously, they were waiting until crew had completed switching in both lower and upper Dow. Crews will not be able to go back into Styron after derails are restored.

If Crew cannot contact guard, conductor will note it on his switch list he turns in at Kenova. While switching at Dow, if cars cannot be placed or pulled, the track location, time, and reason should be noted on the switch list.

Secure all cars per operating rules.

If you have any questions about spotting or pulling Dow, call 4143, on inner plant phone located at gate.

Radios:

On the Kenova District, field personnel will receive an answerback tone after the calling signal is sent, but they will not be able to communicate with the Dispatcher until he answers their call.

DTMF CODE

Williamson, W.Va.	NW-2	8
Wolf Creek, W.Va.	NW-2	5
Fort Gay, W.Va.	NW-2	8
Prichard, W.Va.	NW-2	8
Laurel Ridge, W.Va.	NW-2	8

Emergency Call-In Feature

On the Kenova District, after transmitting signal access tone, press "O" within five (5) seconds and an answerback will be heard in the field indicating that the emergency call-in light is flashing on the Dispatcher's console.

Wolf Creek, W.Va.	NW-2	5
Fort Gay, W.Va.	NW-2	8
Portsmouth, O. (Columbus District)	NW-2	8

KENOVA DISTRICT (Cont'd)
KENOVA YARD

Permission must be obtained from the Kenova yardmaster before entering Kenova yard.

Normal position of switch east end Kenova Yard is lined for No. 3 and Loop Track toward CSXT.

Normal position for switch at east end Transfer Terminal Delivery is lined for No. 1 Track.

Permission must be obtained from Ohio River company before entering the portion of track, "The Old Way," between 23rd Street derail and Ohio River Switch. Yardmaster will be responsible for obtaining permission to enter this track. Trains and engines must not enter this track without permission from the Yardmaster.

While working Tri-State Refinery, to prevent Ohio River Company from coming around "The Old Way" and running through the switch at Tri-State Delivery, cars must either be left on "The Old Way" or a train crew employee must position himself to flag against Ohio River Company's engine.

Account close clearance, do not ride cars in or out of Ohio River Terminal, located at Kenova, West Virginia, M.P. N567.

Employees are prohibited from going between cars in Ohio Riv Company, when plant is in operation.

Account close clearance, do not ride cars in or out of Allied Warehouse (Creasey), located at Kenova, West Virginia, M.P. N567.

Do not pull cars from under shakers in Ohio River Company located in Tracks No.s 11 and 12.

Use extreme caution when coupling to cars in Ohio River Tracks 11 and 12. Excessive coupling speed will damage their pulling dogs.

Do not pull empties from Ohio River and Transfer Terminal Dumping Tracks, unless first checking to ascertain that the car left under shaker is uncoupled.

All doors on hopper cars must be shut and latched before pulling empties out of Ohio River and Transfer Terminal. Please advise Yardmaster on duty if any cars are not shut and properly latched.

After placing or pulling cars in Transfer Terminal, Tracks 2, 3, or 4 always line switches on east end of Transfer for their empty track No. 1.

It will not be necessary to apply hand brakes on cars placed in Ohio River and Aristech Neal. These two locations are the only exception to the two hand brake rule on Kenova District.

Crews placing cars into Ohio River Tracks 1 through 7, (all of which are dead end tracks) are to stop short of yellow markings which have been painted on rails at the east end of tracks by at least one car length.

Due to close clearance, do not allow units to go past the steps of loading facility at TRI-STATE REFINING (TSR), bay windows on unit will not clear walkway on TRI-STATE'S loading dock.

All crews working Kenova River Yard, must leave switches locked at 23rd Street for NEW WAY with derail in derailing position on old way and cross over at Sunoco Crossing on Blue Steel, in normal position with switches locked, when not switching.

Empty trains leaving river will have to make arrangements with Yardmaster to restore derail as soon as movement has cleared.

The switch off the Coach Track, which allows movement over the diesel track, shop tracks, etc., must always be left lined for the Coal Track.

The Turntable and Log Track switches are to be left lined for the movement into the Round House Lead.

WHEELERSBURG TERMINAL

Locomotives are not permitted to operate through the dumper.

KENOVA DISTRICT (Cont'd)
PORTSMOUTH YARD

All Pocahontas Division westward trains using:

Main 2 — unless otherwise instructed will stop clear of Mill Crossover Signal, M.P. N603.7.

Storage tracks Nos. 1 and 2 — will stop clear of dwarf signals located at the west end of these tracks, near West Avenue.

Main 1 — will stop short of East Yard Pullout Switch, M.P. 603.8, near West Avenue.

All trains will be yarded beyond these points only on instructions from the yardmaster at East Yard or other proper authority.

The assigned direction of traffic on Storage Tracks Nos. 1 and 2 is westward.

Movements in the opposite direction on these tracks east of the dwarf signals located at M.P. N603.7 must not be made without permission of the dispatcher, who must arrange for protection against opposing movements before granting such permission.

Trains arriving East Yard, West Yard, or Flat Yard should, when practicable, spot the head end of train at ground air plug.

Unless governed by signal indication, all trains and engines must approach No. 19 Pull Out Switch, located on Main 1 at M.P. N603.8, near West Avenue prepared to stop. The switch will be lined and locked as last used unless otherwise instructed and movements approaching it will expect to find it lined against their movement. No. 19 Pull Out Switch is a crossover switch and Rule 104E applies.

WEST-WARD ↓		NOLAN SPUR		↑ EAST-WARD
MILE POST		STATIONS RADIO CHANNELS TX = 76 RX = 76		SIDINGS IN FEET
N477.6		..... Nolan	J	
NH0.0				
NH2.5		. Long Fork Jct. .	j	

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
Nolan M.P. NH0.0	Long Fork Jct. M.P. NH2.5	Main	ABS	TC

2. SPEED RESTRICTIONS

LOCATION AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
M.P. NH0.0 - M.P. NH2.5	15

3. - 7. NONE

8. SPECIAL INSTRUCTIONS:

On Nolan Spur, the normal position for junction switch to Long Fork Spur is lined and locked for movement on Long Fork Spur.

Division Wide Instructions #10 for trains operating on heavy descending grades applies.

WEST-WARD ↓	LONG FORK SPUR		↑ EAST-WARD
MILE POST	STATIONS RADIO CHANNELS TX = 76 RX = 76		SIDINGS IN FEET
NH2.5	. Long Fork Jct .	j	
LF0.0			
LF3.9	Sidney Gund Jct	J	
LF5.8	. . . . . Gund		

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
Long Fork Jct. M.P. LF0.0	Sidney Gund Jct M.P. LF3.9	Main	ABS	TC
Sidney Gund Jct. M.P. LF3.9	Gund M.P. LF5.8	Main		TWC

2. SPEED RESTRICTIONS

LOCATION AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
M.P. LF0.0 - M.P. LF5.8	15

3. - 7. NONE

8. SPECIAL INSTRUCTIONS:

Division Wide Instructions #10 for trains operating on heavy descending grades applies.

WEST-WARD ↓	SIDNEY SPUR		↑ EAST-WARD
MILE POST	STATIONS RADIO CHANNELS TX = 76 RX = 76		SIDINGS IN FEET
LF3.9	Sidney Gund Jct	J	
SS0.0			
SS4.5	. . . Addington . . .		
SS5.6	. . . . Cottage		
SS7.2	. . . . Sidney		

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
Sidney Gund Jct. M.P. SS0.0	Sidney M.P. SS7.2	Main		TWC

2. SPEED RESTRICTIONS

LOCATION AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
M.P. SS0.0 - M.P. SS7.2	15

SIDNEY SPUR (Cont'd)

3. - 7. NONE

8. SPECIAL INSTRUCTIONS:

The switch located at the west end of siding at Sidney Coal, Mile Post SS6.8, is to be left lined and locked for movement onto the siding. The east end of siding is equipped with a derail and the switch is to be left lined for main line movement.

WEST-WARD ↓	LENORE BRANCH		↑ EAST-WARD
MILE POST	STATIONS RADIO CHANNELS TX = 76 RX = 76		SIDINGS IN FEET
N484.6	. . . Naugatuck . . .	J Y	
N485.6	Marrowbone Jct.	J	
N488.6	. . . . Lenore		
L0.0			
L9.8	. . . . Millstone	R8	8442
L17.9	. . Scarlett Glen . .		

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
Naugatuck M.P. N484.6	Marrowbone Jct M.P. N485.6	Main	ABS	TC
Marrowbone Jct. M.P. N485.6	Scarlett Glen M.P. L17.9	Main		TWC

2. SPEED RESTRICTIONS

LOCATION AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
M.P. N484.6 - M.P. L17.9	15

3. - 7. NONE

8. SPECIAL INSTRUCTIONS:

Locomotives and cabooses will not clear the loading facility at Northland Resources, M.P. L7.6. They must not be operated past the load out.

Division Wide Instructions #10 for trains operating on heavy descending grades applies.

WEST-WARD ↓	MARROWBONE BRANCH		↑ EAST-WARD
MILE POST	STATIONS RADIO CHANNELS TX = 76 RX = 76		SIDINGS IN FEET
N485.6	. Marrowbone Jct.	J	
MS0.0			
MS2.5	. . Marrowbone . .		

MARROWBONE BRANCH (Cont'd)

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
Marrowbone Jct. M.P. MS0.0	Marrowbone M.P. MS2.5	Main		TWC

2. SPEED RESTRICTIONS

LOCATION AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
M.P. MS0.0 - M.P. MS2.5	15

3. - 7. NONE

8. SPECIAL INSTRUCTIONS:

Division Wide Instructions #10 for trains operating on heavy descending grades applies.

WESTWARD ↓ WOLF CREEK BRANCH ↑ EASTWARD

MILE POST		STATIONS RADIO CHANNELS TX = 76	RX = 76	SIDINGS IN FEET
NA4.2		...Wolf Creek...	J R8 Y	.....
WC0.0				
WC1.4		.... Pilgrim		.....
WC3.3		...Peter Cave...		9560
WC6.7		..Pigeon Roost..		9905
WC8.5		....McClure....		.....
WC11.8		... Blue Bird ...		.....
WC13.0		.... Pontiki		.....
WC15.3		.... Toptiki		.....
WC17.2		..... Rowe		9700
WC22.3		.....Pevler.....		.....

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
Wolf Creek M.P. WC0.0	Pevler M.P. WC22.3	Main	ABS	TC

2. SPEED RESTRICTIONS

LOCATION AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
M.P. WC0.0 - M.P. WC22.3	25

3. NONE

WOLF CREEK BRANCH (Cont'd)

4. DIESEL UNIT RATING IN TONS

	GROUP 1	GROUP 2	GROUP 3	GROUP 4	GROUP 5
West or Southbound					
Wolf Creek Jct.—Rowe	2700	3600	4300	5355	5950
Rowe—Pevler	1300	1750	2050	2565	2850
East or Northbound					
Pevler—Rowe	2900	3900	4650	5715	6350

5. - 6. NONE

7. SWITCHES

a. MAIN TRACK SWITCHES NOT EQUIPPED WITH ELECTRIC LOCKS

Bad Order Track, M.P. WC19.4

8. SPECIAL INSTRUCTIONS:

No items.

WESTWARD ↓ WAYNE BRANCH ↑ EASTWARD

MILE POST		STATIONS RADIO CHANNELS TX = 76	RX = 76	SIDINGS IN FEET
WB8.1		... East Lynn ...	j	.....
WB0.0				
N544.9		.... Wayne		.....
N565.6		.... Ceredo	YL	.....

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
East Lynn M.P. WB8.1	Ceredo M.P. N565.6	Main		TWC

2. SPEED RESTRICTIONS

LOCATION AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
M.P. WB8.1 - M.P. N565.6	10

3. - 5. NONE

6. LOCOMOTIVE AND CAR RESTRICTIONS

All 6 axle locomotives except those listed below are prohibited on Wayne Branch:

SD40
C30-7
C36-7

7. NONE

8. SPECIAL INSTRUCTIONS:

No items.

WEST-WARD ↓	COLMONT SPUR	↑ EAST-WARD

MILE POST		STATIONS RADIO CHANNELS TX = 76 RX = 76		SIDINGS IN FEET
CS3.8		.... Colmont		.....
CS0.0				
WB8.1		... East Lynn ...	j	.....

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
Colmont M.P. CS3.8	East Lynn M.P. CS0.0	Main		TWC

2. SPEED RESTRICTIONS

LOCATION AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
M.P. CS3.8 - M.P. CS0.0	10

3. - 7. NONE

8. SPECIAL INSTRUCTIONS:

No items.

WEST-WARD ↓	CLINCH VALLEY DISTRICT	↑ EAST-WARD

MILE POST		STATIONS RADIO CHANNELS TX = 72 TX = (76) RX = 72 RX = (76)		SIDINGS IN FEET
N366.3		.. Bluefield, VA ..	J R2	.....
CV366.3				
CV366.6		.... Graham		.....
CV367.6		.... Furnace		4850
CV369.8		.... St. Clair		9031
CV371.6		..... Sam		.....
CV373.1		..... Bailey		.....
CV376.0		.... Tip Top	R0 N	4500
CV383.4		..... Burks		8340
CV385.2		.... Tazewell		.....
CV390.0		.... Youngs	R2,2 N	4250
CV393.3		.... Cliffield		.....
CV395.1		.... Gillespie		8525
CV397.0		.. Pounding Mill ..	N	.....
CV400.7		... Cedar Bluff ...	J Y	.....
CV401.2		.... Maiden		.....
CV402.5		..... Kent		.....
CV404.2		... Richlands ...	B SC J R5 Y	7170
CV404.8		..... Alley		.....
CV407.1		..... Raven	J	.....
CV407.8		.... Alfredon		.....
CV409.1		..... Hoops		.....
CV409.7		..... Daw	R8,8	.....
CV410.7		.... Redcut		5083
CV413.8		. Swords Creek .	R0	.....
CV415.5		..... Bostic		7690
CV420.0		.... Honaker	R2 N	.....
CV424.5		.... Finney		.....
CV426.3		..... Sykes		8524
CV431.5		... Cleveland ...		.....
CV433.1		... Mill Creek ...		8276
CV434.4		..... Carbo	B SC J R5,5 (R2) Y	.....
CV436.3		... Carterton ...		.....
CV438.0		..... Zack		10000
CV440.3		.. Castlewood ..	N	.....
CV441.2		..... Clinch		.....
CV442.5		..... Boody		5310
CV442.9		.... St. Paul	J R8 C (CSX) Y	.....
CV443.5		. CSX Connection ..	J	.....
CV446.7		.. Russell Creek ..	J	.....
CV452.3		..... Pine	R0 N	.....
CV454.0		.... Banner		.....
CV455.6		.... Coeburn	J R7	.....
CV458.3		.... Tacoma	J R2,2	.....
CV459.7		..... Spring		6865
CV464.0		.... Ramsey		.....
CV465.4		.... Norton	B YL SC R8,8	.....

NOTE: At Carbo use (R2) to contact the Norton Operator.
At Coeburn use R7 to contact the Norton Operator.

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
Bluefield, Va. M.P. CV366.3	Norton M.P. CV465.4	Main	ABS	TC
Norton M.P. CV465.4	Norton M.P. CV466.4	Main		Yard Limit *

* Before entering these limits authority must be obtained from the operator or yardmaster at Norton.

2 SPEED RESTRICTIONS

LOCATION AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
Thru turnout Bluefield, Va. M.P. CV366.2	25
Between Bluefield, Va. M.P. CV366.2 and Furnace M.P. CV367.5	25
Between Furnace M.P. CV367.5 and St. Clair M.P. CV369.9	30
Between St. Clair M.P. CV369.9 and west end Tip Top M.P. CV376.5	35
Except:	
Thru Sam Passing Siding M.P. CV369.9 to M.P. CV371.7	25
Between west end Tip Top M.P. CV376.5 and Pounding Mill M.P. CV396.1	30
Except:	
Curves between M.P. CV376.8 and M.P. CV377.2	25
Curve M.P. CV378.5	25
Curve M.P. CV380.2	25
Curves M.P. CV382.9 and CV383.3	25
Curves between M.P. CV386.3 and CV386.6	25
Curve M.P. CV389.0	25
Curve M.P. CV389.3	25
Between Pounding Mill M.P. CV396.1 and M.P. CV416.3	20
Between M.P. CV416.3 - M.P. CV435.0	30
Except:	
Curves between M.P. CV420.8 and M.P. CV421.5	25
Curve M.P. CV422.4	25
Curve M.P. CV424.0	25
Curves between M.P. CV428.5 and M.P. CV428.8	25
Curves between M.P. CV429.9 and M.P. CV430.3	20
Curves between M.P. CV431.1 and M.P. CV431.4	20
Both Legs of Wye Carbo	15
Between M.P. CV435.0 and M.P. CV459.7	25
Except:	
Thru Carterton Passing Siding M.P. CV436.2 - M.P. CV438.0	25
Curve M.P. CV437.2 (Main and Siding)	20
Thru turnouts to CSXT main track St. Paul M.P. CV442.9	25
Thru NS to CSXT connection track St. Paul M.P. CV443.4	15
Curves between M.P. CV444.5 and M.P. CV446.4	20
Rapid Discharge hoppers (quick dumps) thru Creagan Tunnel M.P. CV444.6 and thru Little Bull Tunnel M.P. CV448.6	10
Curve M.P. CV449.5	20
Curve M.P. CV451.8	20
Curve M.P. CV452.8	20
Thru Turnout to Clinch Valley Extension M.P. CV458.6	15
Between M.P. CV459.7 and Norton, 466.5	20
Except:	
Curve M.P. CV462.5	15
Curve M.P. CV464.4	15
Auxiliary Tracks:	
Little Toms Creek Br. M.P. CV454.0	10
Russell Creek Br. M.P. CV446.7	10

3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

LOCATION OF TEST MILE SIGNS

WESTWARD	EASTWARD
M.P. CV377 - 378	M.P. CV457.9 - 456.9
M.P. CV398 - 399	M.P. CV439 - 438
M.P. CV411 - 412	M.P. CV423 - 422
M.P. CV418 - 419	M.P. CV378 - 377

4. DIESEL UNIT RATING IN TONS

	GROUP 1	GROUP 2	GROUP 3	GROUP 4	GROUP 5
West or Southbound					
Bluefield—St. Paul	2000	2650	3200	3960	4400
St. Paul—Banner	1200	1600	1900	2385	2650
Banner—Norton	2000	2650	3200	3960	4400
East or Northbound					
Norton—Finney	3300	4400	5250	6525	7250
Finney—Richlands	1250	1700	2000	2475	2750
Richlands—Bluefield	1850	2500	2950	3645	4050

5. DETECTORS

Location of Detectors

Location	Milepost	Direction Activated	Type Detector
St. Clair, VA	CV369.2	Both	SADD
Wittens Mill	CV380.6	Both	SADD
Pounding Mill, VA	CV397.0	Both	SADD
Steeles Branch	CV412.9	Both	SADD
Artrip	CV428.1	Both	SADD
Burton Ford	CV445.6	Both	SADD
Mineral	CV460.7	Both	SADD

6. LOCOMOTIVE AND CAR RESTRICTIONS

The weight of diesel units and cars is limited as follows:

GROSS WEIGHT IN POUNDS

BETWEEN	UNIT		LOADED CAR	
	4-AXLE	6-AXLE	4-AXLE	6-AXLE
Bluefield, VA & Norton, VA	291,000	420,000	263,000 (b)286,000 (c)315,000	394,500

For notes see System Instruction 5b.

Maximum safe trailing tonnage behind Restricted equipment between **Richlands** and **Norton** is

Eastward — 3300
Westward — 2800

See System Instructions 5.K.1.

Before handling cars exceeding plate "B" on tracks other than the Main Track or Sidings, it must be determined that adequate clearance exists. Plate "C" cars and cars exceeding plate "C" dimension must not be handled between M.P. CV444.0 west of St. Paul and M.P. CV453.0, west of Little Tom Tunnel.

Fully enclosed auto rack cars (exceeding Plate F but not exceeding 19'00" above top of rail) must not be handled west of Richlands.

Wreck cars of 200 tons or more capacity must not exceed a speed of 10 MPH over bridges between M.P. CV449.5 and M.P. CV451.0 between Russell Creek and Banner.

7. SWITCHES

a. MAIN TRACK SWITCHES NOT EQUIPPED WITH ELECTRIC LOCKS

Farmer's Feed & Supply, M.P. CV383.5
Maxwell Spur, M.P. CV391.1
Doran Dock Track, M.P. CV405.9
Artie Dock Track, M.P. CV406
Gardner Side Track, M.P. CV417
Big Fork Coal Co. Track, M.P. CV417.6
Cleveland Station Siding, M.P. CV431.5
Virginia City House Track, M.P. CV447.6
No 2 Storage Track, Tacoma, M.P. CV457.6

b. CONTROLLED ELECTRIC LOCK SWITCHES

The unlock must be obtained from the Dispatcher before the following switches can be operated:

Boody, West End Boody Yard, M.P. CV442.4

c. SPRING SWITCHES

Spring switches are located as follows:	Normal Position
Furnace, M.P. CV367.6	Main track

8. SPECIAL INSTRUCTIONS:

CLINCH VALLEY DISTRICT

Emergency call-in feature:

On the Clinch Valley District, except Richlands, and Tug Fork Branch, after transmitting signal access tone, as listed in the timetable, to set the radio up, after hearing the location announced, dial the digit zero "O" within six seconds. This will cause that particular radio to announce the words "EMERGENCY" and the "LOCATION". In an emergency, field personnel can talk directly to the Dispatcher. To repeat the emergency call-in, the above procedure must be followed.

Conductors on coal trains relieved between Altredon and Bluefield are to bring tags with them to Bluefield.

All engineers or other crew member who either pick up and/or set off units at Richlands will be required to call the clerk at Bluefield Tower (4214) with the following information:

Train Symbol
Unit Numbers
Track name and station where units were picked up or set off.

Loaded cars exceeding 100 tons gross weight in blocks of 10 or more cars will be handled on the head end of trains.

Account close clearance conditions located at Wedron Silica Storage Tank, St. Paul, Virginia, Mile Post CV443.1, employees must not ride, walk, or stand on north side of East House Track while equipment is moving on this track.

BOODY YARD - CSXT INTERCHANGE

CSXT trains will use NS tracks between Castlewood, M.P. CV440.3 and Creagan Tunnel, M.P. CV444.4, under the direction of the Dispatcher in Bluefield. CSX trains will be governed by NS Operating Rules, Pocahontas Division Timetable, and Train Dispatcher bulletin addressed to their train.

NS trains and engines may use CSXT main track between North switch to CSXT Boody Siding and Waycross by authority and under the direction of the CSXT train dispatcher at Jacksonville. CSXT rules will govern NS trains on CSXT track.

At Boody Yard, before using connecting track between the two yards, a flagman must be stationed at the south end of CSXT Yard to protect the movement.

Waybills for cars delivered to CSXT will be left in the telephone box at the west end of the NS Boody yard.

The provisions of Operating Rule 466 do not apply in approach to the interlocked Railroad Crossing at St. Paul.

Locomotives and cabooses must not be operated under the tipple at the following locations:

Tacoma Fuel.

NORTON YARD

Yard limits are in effect between M.P. CV465.3 and M.P. CV466.5. Authority for movement within yard limits will be granted verbally by the Operator at Norton. All movements on main track will be made in accordance with Operating Rule 93.

All radio communication within yard limits will be conducted on Channel 1.

When necessary to control speed of eastward shoving movements of empty equipment moving through turnouts and crossovers, west end Norton Yard, automatic brake reduction must not exceed 6 PSI unless additional air brake reduction is required to make final stop. In addition, tractive effort must be limited to no more than 10 powered axles using GP40X, GP49, GP50, GP59, B30-7A, B36-7, SD50, SD60, C36-7, C39-8, GP60, D8-32B, or D8-40C locomotives, and no more than 12 powered axles using other types of locomotives.

Above does not apply when movement consists entirely of loaded equipment coupled to locomotive with or without caboose on leading end.

WESTWARD ↓ DRY FORK BRANCH ↑ EASTWARD

MILE POST		STATIONS / RADIO CHANNELS TX = 72	RX = 72	SIDINGS IN FEET
CV400.7	Dry Fork Branch	...Cedar Bluff...	J Y	
144.9				
144.5		..Dry Fork Jct...		
143.8		..Indian No. 3..	R0	4500
142.8		....Asbury....		
138.9		.....Bandy.....	N	
131.8		...Beech Fork...	J R2	
126.5		....Dawson....	N	3250
125.5		..Jacobs Fork..	J	
124.5		.....Rift.....	R0	4295
122.2		.....War.....		
120.5		..Caretta Jct...	J R2	
119.8		.....Lomax.....	R0	
118.4		.....Yukon.....		7550
116.4		....Bartley....		
115.1		.....Atwell.....		
113.7		.....Lester.....		7200
111.6		...Bradshaw...	R2	
17.2		.....Carlos.....	R0	
12.5		..Mile Branch..		
10.6		.....Kelly.....		
10.3		....Auville....		
10.0				
N422.3		.....Iaeger.....	Y J	

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
Cedar Bluff	Auville	Single	ABS	TC

2. SPEED RESTRICTIONS

LOCATION AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
Between M.P. 144.9 and 144.5	
East Leg of Wye	15
West Leg of Wye	15
Between Cedar Bluff M.P. 144.5 and Canebrake M.P. 129.5	30
Except: Bridge 2288 at Fields M.P. 135.2	20
Between Canebrake M.P. 129.5 and Iaeger M.P. 10.2	25
Between 10.2 and 10.0	
East Leg of Wye	15
West Leg of Wye	15
Auxiliary Tracks:	
Beech Fork Spur	15
Carretta Branch	15

3. NONE

4. DIESEL UNIT RATING IN TONS

	GROUP 1	GROUP 2	GROUP 3	GROUP 4	GROUP 5
West or Southbound					
Cedar Bluff—Summit Tunnel	3300	4400	5250	6525	7250
East or Northbound					
Iaeger—Berwind	2500	3350	4000	4950	5500
Berwind—Summit Tunnel	1550	2100	2450	3060	3400

5. DETECTORS

Location of Detectors

Location	Milepost	Direction Activated	Type Detector
Bandy	140.8	Both	SADD
Excelsior	121.5	Both	SADD
Garland	15.3	Both	SADD

6. LOCOMOTIVE AND CAR RESTRICTIONS

The weight of diesel units and cars is limited as follows:

GROSS WEIGHT IN POUNDS

BETWEEN	UNIT 4-AXLE	UNIT 6-AXLE	LOADED CAR 4-AXLE	LOADED CAR 6-AXLE
Dry Fork Jct. & Auville	291,000	420,000	263,000 (b)286,000 (c)315,000	394,500

For notes see System Instruction 5b.

Maximum safe trailing tonnage behind Restricted equipment between **Cedar Bluff** and **Auville** is

Eastward — 4100
Westward — 5800

See System Instructions 5.K.1.

7. SWITCHES

a. MAIN TRACK SWITCHES NOT EQUIPPED WITH ELECTRIC LOCKS

Rift Coal Wharf Trk., East End, M.P. 125
Jacobs Fork - Both switches on east leg, M.P. 125.5
Dawson Siding, West and East Ends, M.P. 126
Bandy Station Sdg., M.P. 138.9

8. SPECIAL INSTRUCTIONS:

DRY FORK BRANCH

Diesel units must not be operated on shake-out track at Blueboy Coal Mining corp., Beartown, M.P. 17.9.

BEECH FORK SPUR

Division Wide Instructions #10 for trains operating on heavy descending grades applies.

CARETTA BRANCH

Flag protection must be provided when trains or engines are operated over State Rt. 16 Crossing, M.P. CB0.0 + 2013 feet.

Division Wide Instructions #10 for trains operating on heavy ascending grades applies.

WESTWARD ↓ JACOBS FORK BRANCH ↑ EASTWARD

MILE POST		STATIONS RADIO CHANNELS TX = 72	RX = 72	SIDINGS IN FEET
JF10.3		.... Bishop		.....
JF0.0				
125.5		.. Jacobs Fork ..	R5 R8 Y	.....

Note: Use R5 to contact the yardmaster at Auville
Use R8 to contact the CV dispatcher

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
Bishop M.P. JF10.3	Jacobs Fork M.P. JF0.0	Main		TWC

2. SPEED RESTRICTIONS

LOCATION AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
M.P. JF0.0 - M.P. JF10.3	10

3. - 7. NONE

8. SPECIAL INSTRUCTIONS:

JACOBS FORK BRANCH

Highway crossings requiring flag protection when trains or engines are operated over such crossings;

Branch Line	Mile Post Location	State Route Number
Jacobs Fork Branch	JF 6+ 1639 Ft.	Sec. 11
Jacobs Fork Branch	JF 3+ 5272 Ft.	St. Rt. 16
Jacobs Fork Branch	JF10+ 237.5 Ft.	St. Rt. 16

WEST-WARD ↓	BIG CREEK BRANCH		↑ EAST-WARD
MILE POST	STATIONS RADIO CHANNELS TX = 72	RX = 72	SIDINGS IN FEET
CV404.2	... Richlands ...	B SC J Y	.....
R0.0			
R3.4	... Seaboard ...		
R5.5	..... Lark	R8	8966
R7.2	.....Jewell.....		.....
R8.2	..... Blair	R5	.....
R14.8			
DC16.1	.....Wyatt.....	J R5 Y	.....

Note: At Wyatt use R5 to contact the CV Dispatcher
R8 to contact the PD Dispatcher

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
Richlands M.P. R0.0	Wyatt M.P. R14.8	Main	ABS	TC

2. SPEED RESTRICTIONS

LOCATION AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
M.P. R0.0 - M.P. R0.1	15
M.P. R0.0 - M.P. R0.1	
East Leg Wye	15
West Leg Wye	15
M.P. R0.1 - M.P. R14.8	20

3. NONE

4. DIESEL UNIT RATING IN TONS

	GROUP 1	GROUP 2	GROUP 3	GROUP 4	GROUP 5
West or Southbound					
Richlands—Wyatt	900	1200	1450	1755	1950
East or Northbound					
Wyatt—Richlands	900	1200	1450	1755	1950

5. NONE

6. LOCOMOTIVE AND CAR RESTRICTIONS

The weight of diesel units and cars is limited as follows:

GROSS WEIGHT IN POUNDS

BETWEEN	UNIT 4-AXLE	UNIT 6-AXLE	LOADED CAR 4-AXLE	LOADED CAR 6-AXLE
Richlands, VA & Wyatt	291,000	420,000	263,000 (b)286,000 (c)315,000	394,500

For notes see System Instruction 5b.

Maximum safe trailing tonnage behind Restricted equipment between **Richlands** and **Wyatt** is

Eastward — 2500
Westward — 2500

See System Instructions 5.K.1.

BIG CREEK BRANCH (Cont'd)

7. NONE

8. SPECIAL INSTRUCTIONS:

Division Wide Instructions #10 for trains operating on heavy descending grades applies.

When empties are set off at Big Creek Tiller Mine, Mile Post R6.8, Big Creek Branch, cars left standing will be secured with at least a hand brake applied on every other car.

WEST-WARD ↓	DISMAL CREEK BRANCH		↑ EAST-WARD
MILE POST	STATIONS RADIO CHANNELS TX = 72	RX = 72	SIDINGS IN FEET
DC17.2	.....Queen.....	N	.....
DC16.1	.....Wyatt.....	J R8 Y	.....
DC14.1	...Whitewood...		10600
DC11.3	.....Dwight.....	J R5	8600
DC5.4	...Long Spur...	R8	.....
DC2.5	.....Helen.....		10600
DC0.3	.....Stokes.....		.....
DC0.0			
D42.5	.....Dismal.....	J Y	.....

Note: At Wyatt use R5 to contact the CV Dispatcher
R8 to contact the PD Dispatcher

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
Queen M.P. DC17.2	Wyatt M.P. DC16.1	All		Rule 105
Wyatt M.P. DC16.1	Dismal M.P. DC0.0	Main	ABS	TC

2. SPEED RESTRICTIONS

LOCATION AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
M.P. DC17.2 - M.P. DC16.1	15
M.P. DC16.1 - M.P. DC0.0	25
Maximum authorized speed for train and engines at the following locations are restricted until the leading end of movement occupies the switch.	
Over VP #1 outlet switch M.P. DC1.0	20

3. - 5. NONE

6. LOCOMOTIVE AND CAR RESTRICTIONS

The weight of diesel units and cars is limited as follows:

GROSS WEIGHT IN POUNDS

BETWEEN	UNIT 4-AXLE	UNIT 6-AXLE	LOADED CAR 4-AXLE	LOADED CAR 6-AXLE
Wyatt & Dismal	291,000	420,000	263,000 (b)286,000 (c)315,000	394,500

For notes see System Instruction 5b.

DISMAL CREEK BRANCH (Cont'd)

Maximum safe trailing tonnage behind Restricted equipment between **Wyatt** and **Dismal** is

Eastward — 2500
Westward — 2500

See System Instructions 5.K.1.

7. NONE

8. SPECIAL INSTRUCTIONS:

DISMAL CREEK BRANCH

The westward signal at M.P. DC16.3 in approach to Wyatt is an inoperative approach signal and does not afford automatic block protection.

Division Wide Instructions #10 for trains operating on heavy descending grades applies.

Close clearances exist at the following locations:

Jewell Smokeless No. 2 Outlet Track, M.P. DC0.3

Employee should not ride on sides or ends of cars in these tracks.

WESTWARD ↓ SPRUCE PINE SPUR ↑ EASTWARD

MILE POST		STATIONS RADIO CHANNELS TX = 72	RX = 72	SIDINGS IN FEET
SP2.9		.. Spruce Pine ..		.....
SP0.0				
DC11.3		.... Dwight	j	.....

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
Dwight M.P. SP0.0	Spruce Pine M.P. SP2.9	Main		TWC

2. SPEED RESTRICTIONS

LOCATION AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
M.P. SP2.9 - M.P. SP0.0	15

3. - 7. NONE

8. SPECIAL INSTRUCTIONS:

SPRUCE PINE SPUR

Division Wide Instructions #10 for trains operating on heavy descending grades applies.

WESTWARD ↓ BUCHANAN BRANCH ↑ EASTWARD

MILE POST		STATIONS RADIO CHANNELS TX = 72	RX = 72	SIDINGS IN FEET
D50.6		.... Consol	R5	.....
D49.5		.... Parmac		.....
D48.1		... Page Jct. ...	J	.....
D46.5		.... Hanger	Y J	.....
D42.6		..... Webb		.....
D42.5		.... Dismal	B SC J R5 Y	.....
D40.5		.... Anchor		Yard
D38.9		.... Vansant	J R8	6326
D34.4		.... Grundy	R5	.....
D28.4		.... Bull Creek	J	.....
D27.9		... EE Weller ...		.....
D26.0		.. Weller Yard ..	B SC R5 R YL	Yard
D25.8		... WE Weller ...		.....
D25.0		.. Thomas Wye ..	J Y	.....
D24.0		...Lynn Camp...		.....
D18.5		.. Home Creek ..	R8	.....
D17.6		.. Virginia Lee ..		.....
D16.9		... Cartwright ...		6451
D16.3		..... Rait	R5	.....
D15.2		..... Kopp	N	.....
D12.8		..... Knox		7620
D12.1		.... Midway		.....
D11.4		..... Hurley	R8	.....
D11.1		...Lester Fork...		.....
D10.1		..... Luke		11691
D10.0		... Extension ...		.....
D9.6		....Pineoaks....		.....
D8.6		.... Justice		.....
D5.3		..... Ward		8269
D3.8		..... Burke	R5	.....
D0.7		... Woodman ...		.....
D0.0				
N445.2		..... Devon	J Y	.....

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
Colsol M.P. D50.6	Page Jct. M.P. D48.1	Main		TWC
Page Jct. M.P. D48.1	E. E. Weller M.P. D27.9	Main	ABS	TC
E. E. Weller M.P. D27.9	W. E. Weller M.P. D25.8	Main		Yard Limit
W. E. Weller M.P. D25.8	Home Creek M.P. D18.5	Both	ABS	TC
Home Creek M.P. D18.5	Devon M.P. D0.0	Main	ABS	TC

2. SPEED RESTRICTIONS

LOCATION AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
Between Consol M.P. D50.6 and E. E. Weller M.P. D27.9	25
Except:	
Both legs of wye, Hanger M.P. D46.5	15
Both legs of wye, Dismal M.P. D42.5	15
Over engine track switch, Dismal M.P. D41.5	20
Between E. E. Weller M.P. D27.9 and Thomas wye M.P. D25.0	20
Between Thomas wye M.P. D25.0 and Devon M.P. D0.0	25
Except:	
Thru turnout Home Creek M.P. D18.5	25
Both legs of wye, Devon M.P. D0.0	15
Maximum authorized speed for train and engines at the following locations are restricted until the leading end of movement occupies the switch.	
Over engine track switches, Dismal M.P. D40.8 and M.P. D41.3	20
Over Coke Plant outlet switch, M.P. D41.4	20
Auxiliary Tracks:	
Bull Creek Spur, M.P. D28.4	15
Hanger Spur, M.P. D46.5	15
Upper Elk Creek Br. M.P. D3.8	10

3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

LOCATION OF TEST MILE SIGNS

WESTWARD	EASTWARD
M.P. D31 - 30	M.P. D22.7 - 23.7
M.P. D23.7 - 22.7	M.P. D30 - 31

4. DIESEL UNIT RATING IN TONS

	GROUP 1	GROUP 2	GROUP 3	GROUP 4	GROUP 5
West or Southbound					
Thomas—Raitt	1300	1750	2050	2565	2850
East or Northbound					
Hurley—Raitt	1100	1500	1750	2160	2400

5. DETECTORS

Location of Detectors

Location	Milepost	Direction Activated	Type Detector
Kelsa, VA	D7.5	Both	SADD
Grundy, VA	D33.6	Both	SADD

6. LOCOMOTIVE AND CAR RESTRICTIONS

The weight of diesel units and cars is limited as follows:

GROSS WEIGHT IN POUNDS

BETWEEN	UNIT 4-AXLE	UNIT 6-AXLE	LOADED CAR 4-AXLE	LOADED CAR 6-AXLE
Dismal & Devon	291,000	420,000	263,000 (b)286,000 (c)315,000	394,500

For notes see System Instruction 5b.

Maximum safe trailing tonnage behind Restricted equipment between **Dismal** and **Weller** is

Eastward — 2500
Westward — 2500

See System Instructions 5.K.1.

7. SWITCHES

a. MAIN TRACK SWITCHES NOT EQUIPPED WITH ELECTRIC LOCKS

Woodman, M.P. D0.5
Kelsa, M.P. D8.1
Lester Coal (Kelsa No. 2), M.P. D10.1
Knox Creek No. 2 (Hurley Coal), M.P. D13.3
Belibe, M.P. D23.0
Bear No. 1, Delivery, M.P. N24.8
Wellmore No. 4 (Primrose), M.P. N29.4
Black Watch No. 2, (Tiny), M.P. D30.2
Wellmore No. 1 (Grundy Fuel), M.P. D33.9
Edith Fay, M.P. D37.1
Tookland, M.P. D37.4, D37.8

8. SPECIAL INSTRUCTIONS:

BUCHANAN BRANCH

Division Wide Instructions #10 for trains operating on heavy descending grades.

Permission must be obtained from the yardmaster before entering yard limits at Weller.

Permission must be obtained from yardmaster at Weller before lining either crossover switch at the west end of Weller Yard. After use, they must be restored to normal position and yardmaster at Weller so notified.

Transportation Department employees removing ground air from cars or trains at Weller Yard must allow at least 2 minutes after closing angle cock and ground air cut-out cock for pressure equalization (bleeding) in the ground air line before separating gladhands. Ground air cut-out cock and gladhand are color-coded. All employees must be certain color on gladhand matches color on ground air cut-out cock before uncoupling ground air.

Except when used in compliance with Operating Rule 14(l) or in an emergency to insure safety, the use of engine whistle is pronibited from 10:00 P.M. until 7:00 A.M. between Mile Post D-39 and D-41 on the Buchanan Branch.

UPPER ELK CREEK SPUR

Division Wide Instructions #10 for trains operating on heavy descending grades applies.

BULL CREEK SPUR

Division Wide Instructions #10 for trains operating on heavy descending grades applies.

The westward signal at Mile Pot BH0.4 in approach to Bull Creek is an inoperative Approach Signal and does not afford automatic block protection.

WEST-WARD ↓	LEVISA BRANCH		↑ EAST-WARD
MILE POST	STATIONS RADIO CHANNELS TX = 72 RX = 72		SIDINGS IN FEET
D25.3	.. Thomas Wye ..	J Y	.....
H0.0			.....
H1.1	..... Stric	YL	.....
H4.0	... State Line ...		.....
H8.3	. Feds Creek Jct .	R0	.....
H11.5	..... Curb		.....

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
Thomas Wye M.P. H0.0	Stric M.P. H1.1	Main	ABS	TC
Stric M.P. H1.1	State Line M.P. 4.0	Main		Yard Limit
State Line M.P. 4.0	Curb M.P. H11.5	Main		TWC

Yard limits are in effect on Levisa Branch between the end of Traffic Control at Stric, M.P. H1.1 and M.P. H4, and trains and engines must not enter this track section from either direction without first securing permission from the yardmaster at Weller. Such authority must not be granted until positive arrangements have been made for protection of the movement.

Operating Rule 93 will govern.

2. SPEED RESTRICTIONS

LOCATION AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
M.P. H0.0 - M.P. H11.5	20

3. - 7. NONE

8. SPECIAL INSTRUCTIONS:

No items.

WEST-WARD ↓	BIG CREEK SPUR		↑ EAST-WARD
MILE POST	STATIONS RADIO CHANNELS TX = 72 RX = 72		SIDINGS IN FEET
H11.5	..... Curb		.....
BC0.0			
BC0.6	.... Dunlap	j	.....
BC1.5	..... Biggs	R2	.....

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
Curb M.P. BC0.0	Biggs M.P. BC1.5	Main		TWC

2. SPEED RESTRICTIONS

LOCATION AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
M.P. BC0.0 - M.P. BC1.5	20

3. - 7. NONE

8. SPECIAL INSTRUCTIONS:

Division Wide Instructions #10 for trains operating on heavy descending grades applies.

WEST-WARD ↓	LEVISA SPUR		↑ EAST-WARD
MILE POST	STATIONS RADIO CHANNELS TX = 72 RX = 72		SIDINGS IN FEET
BC0.6	.... Dunlap	j	.....
LJ20.7			
LJ14.5	..... Bane		.....

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
Dunlap M.P. LJ20.7	Bane M.P. LJ14.5	Main		TWC

2. SPEED RESTRICTIONS

LOCATION AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
M.P. LJ20.7 - M.P. LJ14.5	20

3. - 7. NONE

8. SPECIAL INSTRUCTIONS:

Flag protection must be provided when trains or engines are operated over crossing at M.P. LJ19+2600 Nigh Road.

WEST-WARD ↓	BIG PRATER SPUR		↑ EAST-WARD
MILE POST	STATIONS RADIO CHANNELS TX = 72 RX = 72		SIDINGS IN FEET
BP3.5	.... Koenig		.....
BP0.0			
D38.9	.... Vansant	J	.....

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
Koenig M.P. BP3.5	Vansant M.P. BP0.0	Main		TWC

BIG PRATER SPUR (Cont'd)

2. SPEED RESTRICTIONS

LOCATION AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
M.P. BP3.5 - M.P. BP0.0	15

3. - 7. NONE

8. SPECIAL INSTRUCTIONS:

Division Wide Instructions #10 for trains operating on heavy descending grades applies.

WEST-WARD ↓	GARDEN CREEK SPUR		↑ EAST-WARD
MILE POST		STATIONS RADIO CHANNELS TX = 72 RX = 72	SIDINGS IN FEET
GC1.1 GC0.0 D48.2		. . . . Corneliu . . . . Page Jct. . . .	J

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
Corneliu M.P. GC1.1	Page Jct. M.P. GC0.0	Main		TWC

2. SPEED RESTRICTIONS

LOCATION AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
M.P. GC1.1 - M.P. GC0.0	15

3. - 7. NONE

8. SPECIAL INSTRUCTIONS:

Division Wide Instructions #10 for trains operating on heavy descending grades applies.

Close clearance exists at the following location:
Island Creek, VP No. 6 Outlet Track, M.P. GC2.0

Employees should not ride on sides or ends of cars in this track.

WEST-WARD ↓	COAL CREEK BRANCH		↑ EAST-WARD
MILE POST		STATIONS RADIO CHANNELS TX = 72 RX = 72	SIDINGS IN FEET
CV407.1 RG0.0 RG2.2		. . . . . Raven . . . . New Garden . .	

COAL CREEK BRANCH (Cont'd)

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
Raven M.P. RG0.0	New Garden M.P. RG2.2	Main		TWC

2. SPEED RESTRICTIONS

LOCATION AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
M.P. RG0.0 - M.P. RG2.2	15

3. - 7. NONE

8. SPECIAL INSTRUCTIONS:

The switch point derail located at Mile Post GR2.2 may be left line and locked in the non-derailing position when not protecting unattended equipment and the switch at the west end of New Garden Siding, Mile Post RG2.8, is lined and locked for New Garden Siding, its normal position. Trains and engines approaching this location must expect to find this derail in derailing position at all times.

Crews working Knox Creek Operation must be prepared to stop short of mine locomotive moving cars on tracks between New Garden and the tipple.

Division Wide Instructions #10 for trains operating on heavy descending grades applies.

WEST-WARD ↓	DUMPS CREEK BRANCH		↑ EAST-WARD
MILE POST		STATIONS RADIO CHANNELS TX = 76 RX = 76	SIDINGS IN FEET
CV434.3 C0.0 C2.4 C3.8 C6.7 C7.3 C9.3 C10.4 C12.2		. . . . . Carbo . . . . . J B SC YL R2 Y . . . Lonesome . . . . . . Hurricane . . . R0 . . . . Tunnel . . . . R5 . . . . . Wilder . . . . High . . . . Low . . . . CDX . . . . . j R8	

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
Carbo M.P. C0.0	Carbo M.P. C1.7	Main		Yard Limit
Carbo M.P. C1.7	CDX M.P. C12.2	Main		TWC

Yard limits are in effect on Dumps Creek Branch main track between M.P. C0.0 and M.P. C1.7. Authority for movement within these limits will be granted verbally by the yardmaster or operator at Norton, VA. All movement on main track is to be made in accordance with Operating Rule 93.

2. SPEED RESTRICTIONS

LOCATION AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
M.P. C0.0 - M.P. C0.2 (Both legs of wye)	15
M.P. C0.2 - M.P. C12.2	20
Auxiliary Tracks:	
Hurricane Branch	
M.P. CH3.8 - M.P. CH6.3	10
Lamberts Fork Branch	
M.P. C12.2 - M.P. C13.7	10
M.P. CL13.7 - M.P. CL16.8	10

3. NONE

4. DIESEL UNIT RATING IN TONS

	GROUP 1	GROUP 2	GROUP 3	GROUP 4	GROUP 5
West or Southbound					
Carbo—Lonesome	3600	4800	5400	6480	7200
Lonesome—Hurricane	1330	1775	2000	2400	2660
Hurricane—Wilder	740	990	1100	1330	1480
East or Northbound					
CDX—Wilder	970	1290	1450	1740	1940

5. - 7. NONE

8. SPECIAL INSTRUCTIONS:

Division Wide Instructions #10 for trains operating on heavy descending grades applies.

Loaded cars exceeding 100 tons gross weight in blocks of 10 or more cars will be handled on the head end of trains.

The following procedure will govern crews using Clinchfield Coal Co. tracks at the Moss No. 3 Cleaning Plant at Carbo, Va.

LOWER YARD - Crews switching in the Lower Yard will use the Lower Yard Switch Protection Control Panel and be governed by the instructions thereon.

#1 RR Crew - Notify CCC Lower Car Dropper to position switches to tracks to leave "In Service". Green lights indicate switch alignment.

#2 RR Crew - Turn appropriate selector switch to "Out Service". Red lights will flash on selector switch.

#3 RR Crew - Service Yard.

#4 RR Crew - Notify CCC Lower Car Dropper when service is complete.

#5 RR Crew - Turn ALL Selector Switches to "In Service".

Whenever cars are tailed out over the power switches at the West End of the Lower Yard, Conductors will check the Control Board to assure proper switch alignment and will take all switches in the route "Out Service" before the move is made. An employee will be stationed to observe the movement over the switches.

When the Plant is not working, crews will service the Lower Yard in the same manner as done in the past with exception of the requirement of the preceding paragraph.

RAW COAL YARD - When the plant is working, Conductors will contact the Engineer of the Moss No. 3 Switch Crew and will arrange for protection before placing cars into the "Raw Coal Yard".

Due to close clearance, employees must not ride sides of cars between tracks 4 and 5, or 5 and 6, east end, first curve, Mile Post C-3.2, Moss No. 3 Raw Coal Yard.

Empty car(s) must not be mixed within a train consist containing ten (10) or more loaded cars, or handled between locomotives and ten (10) or more loaded cars when shoving into Appalachian Power Plant at Carbo, Va., Mile Post C-0.2.

Close clearance exists between Dumps Creek Main Line and Lonesome Storage between Mile Post C-1.8 and Mile Post C-3.

Empty equipment must not be shoved eastward through the turnout, west end of Lowe Siding, Mile Post C-10.6, Dumps Creek Branch, when tonnage leading the empty equipment exceeds 3000 tons.

Locomotive and cabooses must not be operated under the tipple at the following locations:

Dumps Creek Branch — Banner, Wilder, Moss #3 Cleaning Plant

WEST-WARD ↓	TILLER SPUR		↑ EAST-WARD
MILE POST	STATIONS RADIO CHANNELS TX = 76 RX = 76		SIDINGS IN FEET
C12.2	..... CDX	j R8	
TS0.0			
TS1.8	..... Tiller		

[illegible]D OF OPERATION

[illegible]	To	Tracks	Signals	Authority
M. TS0.0	Tiller M.P. TS1.8	Main		TWC

2. SPEED RESTRICTIONS

LOCATION AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
M.P. TS0.0 - M.P. TS1.8	10

3. - 7. NONE

8. SPECIAL INSTRUCTIONS:

Division Wide Instructions #10 for trains operating on heavily descending grades applies.

Loaded cars exceeding 100 tons gross weight in blocks of 10 or more cars will be handled on the head end of trains.

WEST-WARD ↓	BIG TOMS CREEK BRANCH		↑ EAST-WARD
MILE POST	STATIONS RADIO CHANNELS TX = 72 RX = 72		SIDINGS IN FEET
CV455.6	.... Coeburn	J R2,2 R7	
BT0.0			
BT0.5	.... Feed Mill		
BT1.1	.. Toms Creek ..		

NOTE: Use R7 to contact the Norton Operator.
Use R2,2 to contact the Dispatcher.

BIG TOMS CREEK BRANCH (Cont'd)

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
Coeburn M.P. BT0.0	Toms Creek M.P. BT1.1	Main		TWC

2. SPEED RESTRICTIONS

LOCATION AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
M.P. BT0.0 - M.P. BT1.1	15
Auxiliary Tracks:	
Dale Ridge	10

3. - 7. NONE

8. SPECIAL INSTRUCTIONS:

Loaded cars exceeding 100 tons gross weight in blocks of 10 or more cars will be handled on the head end of trains.

WEST-WARD ↓ CLINCH VALLEY EXTENSION ↑ EAST-WARD

MILE POST	STATIONS RADIO CHANNELS TX = 72 RX = 72 TX = (56) RX = (56)		SIDINGS IN FEET
CV458.6	Tacoma		
IN22.9			
IN20.7	Deep		
IN19.7	Ramsey		
IN18.5	Grave		
IN17.6	Hawthorne		
IN17.1	Bopar		
IN16.7	Tank	j Y	
IN16.4	Miller	X (NS)	
IN16.2	Texaco		
IN15.7	Ford		
IN15.4	Top	R	
IN15.1	Yard		
IN14.3	Dorchester		
IN13.0	Jane		
IN11.7	Blackwood		
IN9.3	Kent	j (R) Y	
IN8.4	Sawmill		
IN4.5	Andover	B SC YL (R) j Y	
IN2.4	Mudlick	j (R)	
-IN0.2	Osaka		
-IN1.0	Wentz		

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
Tacoma M.P. IN22.9	Andover M.P. IN5.8	Main		TWC
Andover M.P. IN5.8	Andover M.P. IN3.1	Main		Yard Limit
Andover M.P. 3.1	Wentz M.P. -IN1.0	Main		TWC

Note: Authority for movement between Tacoma and Jane will be granted by the operator at Norton. (TX72 RX72)

Authority for movement between Jane and Wentz will be granted by the operator at Andover. (TX56 RX56)

CLINCH VALLEY EXTENSION (Cont'd)

The following instructions will govern trains approaching the Norton Coal Crossing M.P. IN16.4:

Trains moving on Main Track will approach the crossing prepared to stop and shall not foul the crossing until the way is seen to be clear.

Trains moving on the Norton Coal Lead will stop before fouling crossing and shall not enter the crossing unless holding Track Warrant Authority to occupy the Main Track at that location. The authority granted must not be Joint Authority, ie. Box 9 must not be checked on the Track Warrant form.

Movement of on track equipment over the crossing will be as prescribed by Rule 810.

Yard limits are in effect at Andover, Va. on main track between M.P. IN3.1 and M.P. IN5.8. Authority for movement within these limits will be granted verbally by the Trainmaster or the Operator at Andover. All movement on main track is to be made in accordance with Operating Rule 93.

2. SPEED RESTRICTIONS

LOCATION AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
M.P. IN22.9 - M.P. IN16.0	25
Except:	
Curves between M.P. IN17.9 - M.P. IN17.5	15
Over Diamond at M.P. IN16.6	15
M.P. IN16.0 - M.P. IN2.4	20
Except:	
Over bridge M.P. IN6.0	15
Curve at M.P. IN5.9	15
M.P. IN2.4 - M.P. -IN1.0	15
Auxiliary Tracks:	
Scale Track, M.P. IN4.8	5

3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

LOCATION OF TEST MILE SIGNS

WESTWARD	EASTWARD
M.P. IN15 - 14	M.P. IN7 - 8

4. DIESEL UNIT RATING IN TONS

	GROUP 1	GROUP 2	GROUP 3	GROUP 4	GROUP 5
West or Southbound					
Norton—Andover	5000	6650	8000	9900	11000
Amdover—Mudlick	2400	3200	3850	4725	5250
Mudlick—Stonega	1200	1600	1900	2385	2650
East or Northbound					
Andover—Kent Jct.	2000	2700	3200	3960	4400
Kent Jct.—Norton	1500	2000	2400	2970	3300

5. NONE

6. LOCOMOTIVE AND CAR RESTRICTIONS

The weight of diesel units and cars is limited as follows:

GROSS WEIGHT IN POUNDS

BETWEEN	UNIT 4-AXLE	UNIT 6-AXLE	LOADED CAR 4-AXLE	LOADED CAR 6-AXLE
Tacoma Jct. & Appalachia	245,000 (d)268,000	(d)414,000	220,000 (a)286,000	(d)315,000

For notes see System Instruction 5b.

CLINCH VALLEY EXTENSION (Cont'd)

Maximum safe trailing tonnage behind Restricted equipment between **Tacoma Jct.** and **Andover** is

Eastward — 2800
Westward — 2800

See System Instructions 5.K.1.

7. NONE

8. SPECIAL INSTRUCTIONS:

Loaded cars exceeding 100 tons gross weight in blocks of 10 or more cars will be handled on the head end of trains.

Clinch Valley Extension main track switch, east leg of Norton Wye, Mile Post IN-16.8, will be left lined and locked for movement to/from east leg Norton Wye. All movements on Clinch Valley Extension main track, Mile Post IN-16.8, will proceed expecting to find main track switch lined for movement to/from east leg of Norton Wye.

All movements within yard limits Andover will be made under the direction of the Operator or Yardmaster at Andover.

Switch located at the east end of the New Connection Track, Appalachia, M.P. IN5.4, will be left lined and locked for movement on the New connection Track. Junction switch located in the vicinity of the Old Ice Plant Crossing, M.P. IN5.1, will be left lined and locked for movement on the T-Line.

The main track switch for the yard lead at the west end of Andover Yard, M.P. IN3.95, may be left lined as last used. All trains, engines, and on track equipment must approach this switch expecting to find it lined against their movement.

All trains originating at Andover will operate with 100 pounds train line pressure.

The normal position for the junction switch at Mudlick Junction will be lined and locked for movement on the Clinch Valley Extension.

Locomotives and Cabooses must not be operated under the tipple at the following locations:

Blackwood #2 (track #2)

WEST-WARD ↓	GLAMORGAN BRANCH		↑ EAST-WARD
MILE POST	STATIONS RADIO CHANNELS TX = 72	RX = 72	SIDINGS IN FEET
IN16.7	Tank	j R Y	
G0.0			
G0.2	Hood		
G0.3	Board		
G1.7	Guest		
G2.5	Wells		
G3.2	Holton	j R5 Y	
G3.5	Back		
G5.8	Glamorgan		

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
Tank M.P. G0.0	Glamorgan M.P. G5.8	Main		TWC

GLAMORGAN BRANCH (Cont'd)

2. SPEED RESTRICTIONS

LOCATION AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
M.P. G0.0 - M.P. G5.8	10

3. NONE

4. DIESEL UNIT RATING IN TONS

	GROUP 1	GROUP 2	GROUP 3	GROUP 4	GROUP 5
East or Northbound					
Esserville—Norton	2000	2700	3200	3960	4400

5. - 7. NONE

8. SPECIAL INSTRUCTIONS:

Unless otherwise directed, junction switch at Holton may be left lined as last used. Trains, engines, and on-track equipment must approach this switch expecting to find it lined against their movement.

Loaded cars exceeding 100 tons gross weight in blocks of 10 or more cars will be handled on the head end of trains.

Locomotives and cabooses must not be operated under the tipple at the following locations:

1. Hood (#2 Track)
2. Bruton
3. Esserville

WEST-WARD ↓	DIXIANA BRANCH		↑ EAST-WARD
MILE POST	STATIONS RADIO CHANNELS TX = 72	RX = 72	SIDINGS IN FEET
G3.2	Holton	j R5 Y	
GD0.0			
GD1.5	Hollow		
GD5.6	Doug		
GD6.2	Dust		
GD7.3	Dixiana		

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
Holton M.P. GD0.0	Dixiana M.P. GD7.3	Main		TWC

2. SPEED RESTRICTIONS

LOCATION AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
M.P. GD0.0 - M.P. GD7.3	10

3. - 7. NONE

8. SPECIAL INSTRUCTIONS:

When equipment is left unattended, standing on Dixiana Branch main track west of Steer Branch Tipple, Mile Post GD6.7, the Dixiana Branch main track switch west end of Runaround Track, M.P. GD6.7, will be left lined and locked for movement to/from Runaround track.

Unless otherwise directed, junction switch at Holton may be left lined as last used. Trains, engines, and on-track equipment must approach this switch expecting to find it lined against their movement.

Loaded cars exceeding 100 tons gross weight, in blocks of 10 or more cars, will be handled on the head end of trains.

WEST-WARD ↓	PARDEE BRANCH		↑ EAST-WARD
MILE POST		STATIONS RADIO CHANNELS TX = 56 RX = 56	SIDINGS IN FEET
IN9.3		..... Kent	j R Y
P0.0			
P4.4		.... RF Jct.	j R
P7.7		.... Pardee	

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
Kent M.P. P0.0	Pardee M.P. P7.7	Main		TWC

2. SPEED RESTRICTIONS

LOCATION AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
M.P. P0.0 - M.P. P7.7	15

3. NONE

4. DIESEL UNIT RATING IN TONS

	GROUP 1	GROUP 2	GROUP 3	GROUP 4	GROUP 5
West or Southbound					
Kent Jct.—Cane Patch	1300	1750	2050	2565	2850

5. NONE

6. LOCOMOTIVE AND CAR RESTRICTIONS

250 ton derricks are not allowed.

7. NONE

8. SPECIAL INSTRUCTIONS:

Division Wide Instructions #10 for trains operating on heavy descending grades applies.

The normal position for the junction switch at RF Jct. will be lined and locked for movement on the Pardee Branch.

WEST-WARD ↓	PINE BRANCH		↑ EAST-WARD
MILE POST		STATIONS RADIO CHANNELS TX = 56 RX = 56	SIDINGS IN FEET
P4.4		.... RF Jct.	j R
PB0.0			
PB3.8		..... Pine	

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
RF Jct. M.P. PB0.0	Pine M.P. PB3.8	Main		TWC

2. SPEED RESTRICTIONS

LOCATION AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
M.P. PB0.0 - M.P. PB3.8	15

3. - 5. NONE

6. LOCOMOTIVE AND CAR RESTRICTIONS

250 ton derricks are not allowed.

7. NONE

8. SPECIAL INSTRUCTIONS:

Division Wide Instructions #10 for trains operating on heavy descending grades applies.

Loaded cars exceeding 100 tons gross weight, in blocks of 10 or more cars will be handled on the head end of trains.

Locomotives and Cabooses must not be operated under tipple at the following locations:

Amos Ridge Tipple
Roaring Fork Tipple

WEST-WARD ↓	DERBY BRANCH		↑ EAST-WARD
MILE POST		STATIONS RADIO CHANNELS TX = 56 RX = 56	SIDINGS IN FEET
IN3.9		.... Andover	j R YL
A0.0			
A3.0		..... Derby	

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
Andover M.P. A0.0	Andover M.P. A0.3	Main		Yard Limit
Andover M.P. A0.3	Derby M.P. A3.0	Main		TWC

DERBY BRANCH (Cont'd)

2. SPEED RESTRICTIONS

LOCATION AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
M.P. A0.0 - M.P. A3.0	10

3. NONE

4. DIESEL UNIT RATING IN TONS

	GROUP 1	GROUP 2	GROUP 3	GROUP 4	GROUP 5
West or Southbound					
Andover—Derby	400	550	650	810	900

5. NONE

6. LOCOMOTIVE AND CAR RESTRICTIONS

250 ton derricks are not allowed.

7. NONE

8. SPECIAL INSTRUCTIONS:

Loaded trains descending grade between Derby, M.P. A3.0 and Arno Jct., M.P. A0.0, must be handled in accordance with the following instructions:

Feed valve setting on locomotives descending these grades must be adjusted to 100 lbs.

Prior to descending grade, a brake test must be made as outlined by Form NS-1, Rule A-6. Any car on which the air brake does not apply must have a handbrake set and the car number provided to the Andover Operator. When inspection is completed, engineer will recharge air brake system to 90 lbs. for five minutes as indicated by a gauge on the rear of the train. During the inspection of the release, all retaining valves must be placed in the high pressure position.

When ready to depart, engineer will release independent brake and apply power, if necessary. As soon as the train begins to move, engineer must apply full dynamic brake and sufficient air brake applications to control speed of train, not to exceed ten miles per hour. If dynamic brake become inoperative on one or more locomotives, handbrakes must be applied on head ten cars to control speed of train. Should the brake pipe pressure reduce below 770 lbs. on rear of train, the train must be stopped immediately, sufficient handbrakes applied to hold train and air brake system recharged before proceeding down grade.

Derail on Derby Branch Main Track, at M.P. A0.1, must be locked in non-derailing position unless this track is occupied by unattended cars. When this derail is placed in derailing position, it must be locked and the operator at Andover so notified. When so notified, the operator must notify other trains as well as on-track equipment before authority is granted to occupy that track section. All trains, engines, and on track equipment must approach this derail expecting to find it in derailing position.

WEST-WARD ↓	RODA BRANCH		↑ EAST-WARD
MILE POST		STATIONS RADIO CHANNELS TX = 56 RX = 56	SIDINGS IN FEET
IN2.4		.... Mudlick	j R
RB0.0			
RB3.3		..... Roda	

RODA BRANCH (Cont'd)

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
Mudlick M.P. RB0.0	Roda M.P. RB3.3	Main		TWC

2. SPEED RESTRICTIONS

LOCATION AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
M.P. RB0.0 - M.P. RB3.3	10

3. NONE

4. DIESEL UNIT RATING IN TONS

	GROUP 1	GROUP 2	GROUP 3	GROUP 4	GROUP 5
West or Southbound					
Mudlick—Roda	700	950	1100	1395	1550

5. NONE

6. LOCOMOTIVE AND CAR RESTRICTIONS

250 ton derricks are not allowed.

7. NONE

8. SPECIAL INSTRUCTIONS:

Division Wide Instructions #10 for trains operating on heavy descending grades applies.

WEST-WARD ↓	T-LINE		↑ EAST-WARD
MILE POST		STATIONS RADIO CHANNELS TX = 56 RX = 56	SIDINGS IN FEET
3.4T		.Big Stone Gap.	
1.6T		....TB Line....	j
0.0TB			
0.6T		...Appalachia...	
0.0T			
IN5.1		....Andover....	B SC YL R j Y

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
Big Stone Gap M.P. 3.4T	Andover M.P. 0.0T	Main		Yard Limit

Yard limits are in effect at Andover on Main Track between M.P. 3.4T and M.P. 0.0T. Authority for movement within these limits will be granted verbally by the Trainmaster or Operator at Andover. All movement on main track is to be made in accordance with Operating Rule 93.

T-LINE (Cont'd)

2. SPEED RESTRICTIONS

LOCATION AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
M.P. 3.4T - M.P. 0.0T	20
Except:	
Curve between M.P. 0.5T - 0.2T	10
Auxiliary Tracks:	
Transloader, all tracks	10
#1 Appalachia, from derail East to Main Line	10
#2 Appalachia	10
#3 Appalachia	10

3. - 7. NONE

8. SPECIAL INSTRUCTIONS:

No whistling ordinance in effect through City limits of Appalachia, all hours, except as may be necessary for transmission of signals, and in case of emergency, to prevent accidents.

When approaching grade crossings, engine bell must be rung and ditch lights activated on units so equipped, starting not less than 300 yards nor more than 600 yards in advance of crossing and must be rung continuously until the engine occupies the crossing.

The main track switch, M.P. 0.5T, New Connection, may be left lined as last used. All trains, engines, and on track equipment must approach this switch expecting it to be lined against their movement.

Loaded cars exceeding 100 tons gross weight, in blocks of 10 or more cars, will be handled on the head end of trains.

TRANSLOADER - APPALACHIA

Prior to entering or performing work in any track in Yellow Ball empty yard, conductor will contact operator at Andover for permission to enter and perform work.

Operator at Andover will contact the foreman at Transloader to get permission for the crew to enter the empty yard and determine which tracks the Transloader is dropping empties into. Authority is granted to enter all tracks except those tracks which are being used by the Coal Company to drop cars.

After completing work in Yellow Ball Empty Yard, Conductor will report clear to the Andover Operator. Crews must not re-enter the Yellow Ball Empty Yard without again securing permission.

WEST-WARD ↓ ST. CHARLES BRANCH ↑ EAST-WARD

MILE POST		STATIONS RADIO CHANNELS TX = 56 RX = 56		SIDINGS IN FEET
1.6T		....Andover....	B SC j R YL	
0.0TB				
2.6TB		....Imboden....		
4.4TB		.....Crest.....	R	
6.5TB		....Keokee....		
10.5TB		.....Bundy.....	j R	
10.5TB		....Pockett....	j (CSX)	
22.5TB		...St. Charles...	B SC YL R Y	

ST. CHARLES BRANCH (Cont'd)

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
Andover M.P. 0.0TB	Andover M.P. 1.0TB	Main		Yard Limit
Andover M.P. 1.0TB	St. Charles M.P. 21.4TB	Main		TWC
St. Charles M.P. 21.4TB	St. Charles M.P. 25.5TB	Main		Yard Limit

Yard limits are in effect on St. Charles Branch main track between M.P. 0.0TB and M.P. 1.0TB and between M.P. 21.4TB and M.P. 25.5TB. Authority for movement within these limits will be granted verbally by the Trainmaster or the Operator at Andover. All movement on main track is to be made in accordance with Operating Rule 93.

2. SPEED RESTRICTIONS

LOCATION AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
M.P. 0.0TB - M.P. 0.2TB	15
M.P. 0.2TB - M.P. 9.0TB	20
Except:	
Loaded trains between M.P. 0.0TB and M.P. 5.0TB	10
M.P. 9.0TB - M.P. 18.0TB	15
M.P. 18.0TB - M.P. 20.3TB	20
M.P. 20.3TB - M.P. 23.8TB	15
M.P. 23.8TB - M.P. 25.5TB	10
Auxiliary Tracks:	
Holton Lead, M.P. 4.4TB	10

3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

LOCATION OF TEST MILE SIGNS

WESTWARD	EASTWARD
M.P. TB5 - 6	M.P. TB21 - 20
M.P. TB20 - 21	M.P. TB6 - 5

4. DIESEL UNIT RATING IN TONS

	GROUP 1	GROUP 2	GROUP 3	GROUP 4	GROUP 5
West or Southbound					
Andover—St. Charles	600	800	950	1170	1300
East or Northbound					
St. Charles—Bundy	1200	1600	1900	2385	2650
Bundy—Andover	1500	2000	2400	2970	3300

5. NONE

6. LOCOMOTIVE AND CAR RESTRICTIONS

The weight of diesel units and cars is limited as follows:

GROSS WEIGHT IN POUNDS

BETWEEN	UNIT 4-AXLE	UNIT 6-AXLE	LOADED CAR 4-AXLE	LOADED CAR 6-AXLE
Andover & St. Charles	235,000 (d)268,000	(d)414,000	220,000 (a)286,000	(d)315,000

For notes see System Instructions 5b.

7. NONE

ST. CHARLES BRANCH (Cont'd)

8. SPECIAL INSTRUCTIONS:

All trains originating at Andover or on the St. Charles Branch will operate with 100 pounds train line pressure.

Descending Grade - Crest

Loaded trains descending grade between Crest, 4.4TB and Andover, M.P. 0.0TB, must be handled in accordance with the following instructions:

Feed valve setting on locomotives descending these grades must be adjusted to 100 lbs.

Prior to descending grade, a brake test must be made as outlined by Form NS-1, Rule A-6. Any car on which the air brake does not apply must have a handbrake set and the car number provided to the Andover operator. When inspection is completed, engineer will recharge air brake system to 90 lbs. for five minutes as indicated by a gauge on the rear of the train. During the inspection of the release, all retaining valves must be placed in the high pressure position.

When ready to depart, engineer will release independent brake and apply power if necessary. As soon as the train begins to move, engineer must apply full dynamic brake and sufficient air brake applications to control speed of train not to exceed ten miles per hour. If dynamic brake becomes inoperative on one or more locomotives, handbrakes must be applied on head ten cars to control speed of train. Should the brake pipe pressure reduce below 70 lbs. on rear of train, the train must be stopped immediately, sufficient handbrakes applied to hold train and air brake system recharged before proceeding down grade.

Division Wide Instructions #10 for train operating on heavy descending grades applies on Benedict Spur and Mayflower Spur.

Locomotive and cabooses must not be operated under the tipple at the following locations:

Williams Tipple, St. Charles

The normal position of the switch located at Mile Post 0.05TB will be lined toward Coal co., Tracks #1 - #3, "below Imboden".

CSXT crews operating between Pocket M.P. 19.5TB and St Charles will be governed by NS Operating Rules, Pocahontas Division Timetable, NS Special Instructions and Train Dispatcher Bulletin addressed to their train.

The three switches on the Wye at St. Charles Mile Post 22.5TB will be left lined as last used. All train and engines will proceed expecting to find these switches lined against your movement until determined otherwise. These switches have no normal position.

Main track derails located on the Mayflower Spur at Ralph Baker's tipple and at the east end of the Meade Track and on Kemmer Gem Spur at the Junction must be locked in non-derailing position unless these tracks are occupied by unattended cars or equipment. All trains and engines as well as on-track equipment must approach these derails expecting to find them in derailing position.

WEST-WARD ↓	CALVIN SPUR		↑ EAST-WARD
MILE POST		STATIONS RADIO CHANNELS TX = 56 RX = 56	SIDINGS IN FEET
TB10.5		.....Bundy.....	j R
CS0.0			
CS1.3		.....Calvin.....	

CALVIN SPUR (Cont'd)

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
Bundy M.P. CS0.0	Calvin M.P. CS1.3	Main		TWC

2. SPEED RESTRICTIONS

LOCATION AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
M.P. CS0.0 - M.P. CS1.3	10

3. - 7. NONE

8. SPECIAL INSTRUCTIONS:

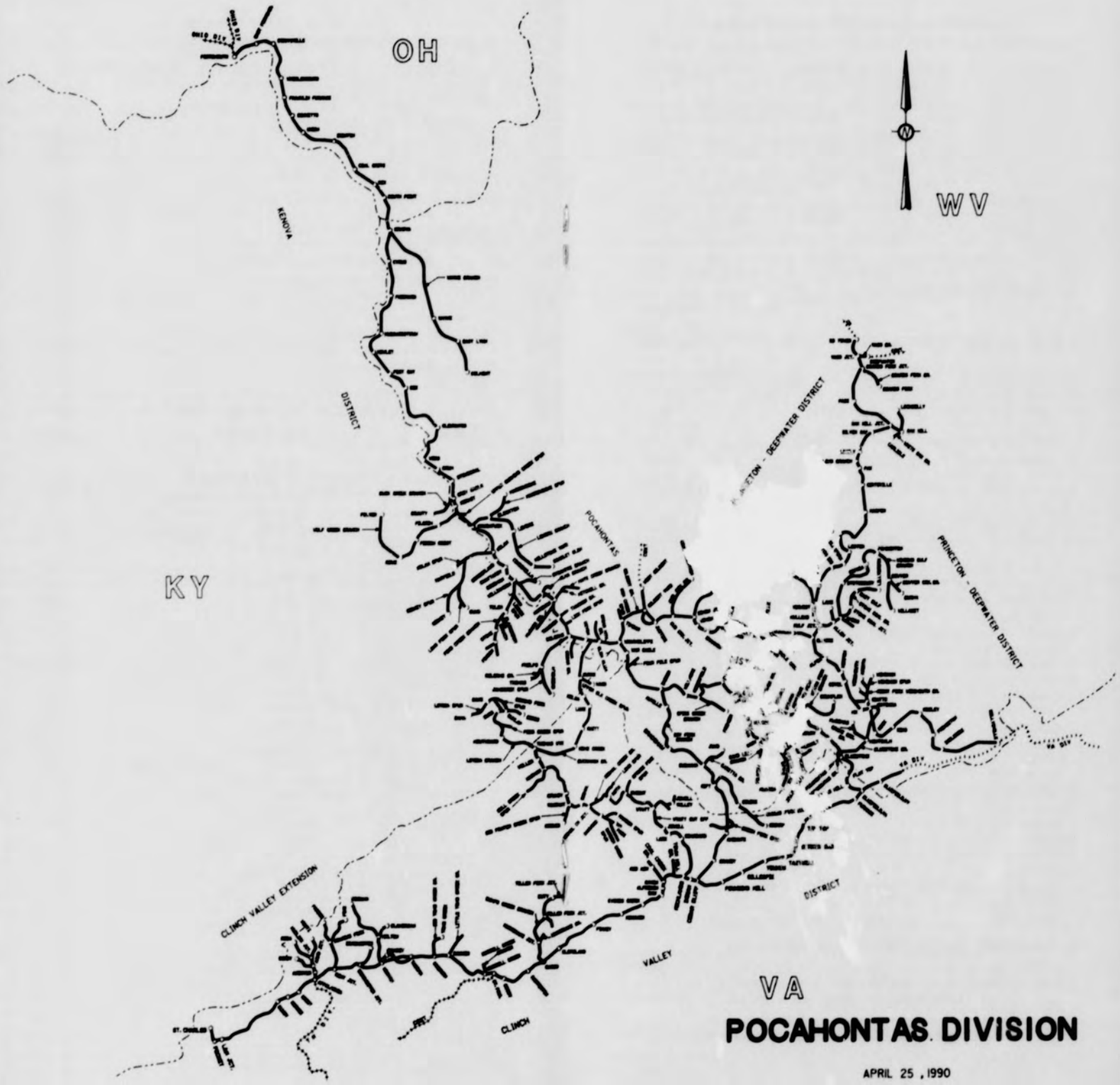
Locomotives and cabooses must not be operated under the tipple at the following locations:

Calvin (old tipple)

The normal position for the Main Line Crossover Switch just east of the new tipple is lined for the crossover.

WEST-WARD ↓	PRINCETON-DEEPWATER DISTRICT		↑ EAST-WARD
MILE POST	STATIONS RADIO CHANNELS TX = 22 RX = 22 TX = (72) RX = (72)		SIDINGS IN FEET
V344.1	...Kellysville...	J	
V327.3			
V339.0	....Ambrose....		
V339.9	.....Beggs.....		10800
V341.9	...Princeton...		
V345.0	....Kegley....		6350
V351.6	.....Rock.....		
V356.0	....Matoaka....		
V358.1	...Weyanoke...		
V359.9	...Clarks Gap...		
V361.3	...Algonquin...		
V368.3	....Herndon....	R5	
V371.8	....Alpoca....		1100
V373.7	...** Tralee...		
V374.4	.No. 1 Crossover.		
V374.8	....Elmore....	B SC J (R8) (R) R Y	
V375.2	...Spiderweb...		
V376.5	..Gulf Junction..	J R2,2	
V377.4	....Mullens....		
V380.4	....Virwest....	j	6712
V381.7	.....Maben.....	(R0)	
V387.9	...Slab Fork...	(R8)	
V390.1	...Jenny Gap...		
V392.2	.....Lester.....		
V394.7	....Surveyor....		
V400.6	....Harper....	R0	
V409.1	.....Pax.....	(R8)	
V411.6	....Lively.....		
V415.8	...Silver Gap...		
V417.7	..Oak Hill Jct...	j (R0)	
V426.8	.....Page.....	(R8)	
V430.3	Beards Fork Jct.	j	
V430.8	....Robson....	(R0)	
V434.1	...Vaco Jct....	j	
V435.0	.....D.B.....	j (CR)	

** CONTROL POINT ON MAIN 2 ONLY.



POCAHONTAS DIVISION

APRIL 25, 1990

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
Kellysville M.P. V327.3	Weyanoke M.P. V358.1	Single	ABS	TC
Weyanoke M.P. V358.1	Algonquin M.P. V361.3	Both	ABS	TC
Algonquin M.P. V361.3	Herndon M.P. V368.3	Single	ABS	TC
Herndon M.P. V368.3	Elmore M.P. V374.7	Both	ABS	TC
Elmore M.P. V374.7	Maben M.P. V381.7	Single	ABS	TC
Maben M.P. V381.7	DB M.P. V345.0	Main		TWC

2. SPEED RESTRICTIONS

LOCATION AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
Between Kellysville M.P. V327.3 and M.P. V338.3	25
Between M.P. V338.3 and M.P. V347.6	35
Except:	
M.P. V339.9 to V340.0 East End Princeton (Head end only)	20
Curve M.P. V342.2	30
Between M.P. V347.6 and M.P. V352.9	30
Except:	
Curve M.P. V349.3	25
Between M.P. V352.9 and M.P. V358.1	25
Except:	
Curves between M.P. V353.7 and M.P. V354.3	20
Curves between M.P. V355.9 and M.P. V356.6	20
Thru Turnout at end of double track M.P. V358.1	25
Between Weyanoke M.P. V358.1 and Algonquin M.P. V361.3	25
Thru Turn Out Algonquin M.P. V361.3	25
Between Algonquin M.P. V361.3 and M.P. V362.0	25
Between M.P. V362.0 and Herndon M.P. V368.4	20
Thru Turnout Herndon, M.P. V368.4	25
Between Herndon M.P. V368.4 and Alpoca M.P. V371.9	25
Except:	
Curve M.P. V370.1	20
Curve M.P. V371.1 (Main 1 only)	20
Between Alpoca M.P. V371.9 and Elmore M.P. V374.5	20
Between M.P. V374.5 - M.P. V432	25
Between M.P. V432 - M.P. V435	20
Auxiliary Tracks:	
Beards Fork Br. M.P. V430.3	10
Carlise Branch M.P. WL1.2	10
White Oak Br. M.P. V417.7	10

3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

LOCATION OF TEST MILE SIGNS

WESTWARD	EASTWARD
M.P. V350 - 349	M.P. V349 - 350

4. DIESEL UNIT RATING IN TONS

	GROUP 1	GROUP 2	GROUP 3	GROUP 4	GROUP 5
West or Southbound					
Kellysville—Princeton	1300	1750	2050	2565	2850
Princeton—Elmore	1900	2550	3050	3735	4150
Elmore—Kenny Gap	1300	1750	2050	2565	2850
Jenny Gap—Silver Gap	2000	2650	3200	3960	4400
East or Northbound					
DB—Page	900	1200	1450	1755	1950
Page—Silver Gap	1100	1450	1750	2160	2400
Silver Gap—Harper	1300	1750	2050	2565	2850
Harper—Jenny Gap	1700	2300	2700	3375	3750
Elmore—Clarks Gap	1000	1350	1600	1980	2200
Clarks Gap—Kellysville	3600	4800	5750	7110	7900

5. DETECTORS

Location of Detectors

Location	Milepost	Direction Activated	Type Detector
Ingleside	V334.3	Both	SADD
Kegley, WV	V344.0	Both	SADD
Matoaka	V355.1	Both	SADD
Herndon	V366.4	Both	SADD

6. LOCOMOTIVE AND CAR RESTRICTIONS

The weight of diesel units and cars is limited as follows:

GROSS WEIGHT IN POUNDS

BETWEEN	UNIT 4-AXLE	UNIT 6-AXLE	LOADED CAR 4-AXLE	LOADED CAR 6-AXLE
Kellysville, VA & Deepwater, WV	291,000	420,000	263,000 (b)286,000 (c)315,000	394,500

For notes see System Instruction 5b.

Maximum safe trailing tonnage behind Restricted equipment between **Kellysville** and **Elmore** is

Eastward — 2100
Westward — 2500

between **Elmore** and **DB** is

Eastward — 1500
Westward — 2200

See System Instructions 5.K.1.

7. SWITCHES

a. MAIN TRACK SWITCHES NOT EQUIPPED WITH ELECTRIC LOCKS:

Ingleside, M.P. V334.5
Beggs, Yard Lead, M.P. V339.9
Keystone No. 2, M.P. V369.8
Gulf Jct., Old Wye Track, M.P. V376.8

b. CONTROLLED ELECTRIC LOCK SWITCHES:

The unlock must be obtained from the Dispatcher before the following switches can be operated:

Algonquin, Eastward Track, M.P. V361.2

c. AUTOMATIC ELECTRIC LOCK SWITCHES

Operation of automatic electric switch locks, EXCEPT those between M.P. GR26 and M.P. GR41.1, Guyandot River Branch:

(1) Electric lock will release and switch can be reversed to leave main track after train or engine has occupied a short track circuit immediately ahead of switch points.

(2) To enter main track, first secure permission of the train dispatcher. Raise lock lever handle to "B" position (45 degree angle), and wait until lock indicator is displaying "unlocked" indication. This will allow switch points to be reversed by use of the handthrow lever.

(3) When entering main track from auxiliary track, no part of the fouling circuit on the auxiliary track must be occupied, or derail operated, until permission has been secured from the train dispatcher.

(d) SPRING SWITCHES

Spring switches are located as follows:	Normal Position
M.P. V374.4 Elmore, Main 1	Main track
M.P. V374.45 Elmore, Main 1	Main track
M.P. V374.5 Elmore, Main Track	Main track

8. SPECIAL INSTRUCTIONS:

PRINCETON-DEEPWATER DISTRICT

Division Wide Instructions #10 for trains operating on heavy descending grades applies on Beard's Fork Branch.

The radio, "Ivy Knob", in service for Emergency Only. The Access code must be sent twice to help avoid accidental use.

Derails have been installed on the inbound and outbound tracks, Mullens Locomotive Shop, located at M.P. W.G. 0.01, Mullens, West Virginia. All personnel are required to contact the Locomotive Shop Foreman on duty to see that derails and blue signals are removed before entering or leaving the inbound or outbound tracks at Mullens Locomotive Shop.

The following tracks are designated as "EXCEPTED TRACK" in accordance with FRA Track Safety Standards, Section 213.4:

(1) All yard tracks in Princeton Yard west of east end of Princeton Passing Track and that portion of No. 2 Track (track adjacent to Passing Track) extending from east end of Yard westward 3250 feet to Main Line road crossing for Princeton Shops.

(2) All yard track Elmore except No. 1 and No. 2 Class Yard, Nos. 1, 2, 5 and 6 Receiving Yard, Departure Yard, Alpoca Middle, Water Lead, Oil Spur and Engine Tracks.

These tracks are subject to the following restrictions:

A. No train shall be operated at speeds in excess of 10 MPH.
B. No revenue passenger train shall be operated; and
C. No freight train shall be operated that contains more than five cars required to be placarded by the Hazardous Materials Regulations.

The proper alignment for the connection switch for the Glen Rogers Branch at Virwest is for the Glen Rogers Branch.

NS trains may use Conrail trackage between DB and Dickinson under the direction of Conrail Dispatcher at Indianapolis, IN at 1-800-288-4261. Conrail rules will govern NS trains on Conrail track.

CSX trains may use NS trackage between M.P. V333.5 and DB and between Oak Hill Junction, Carlisle and Lochgelly under the direction of the NS Dispatcher in Bluefield.

NS Rules govern CSX trains on NS track.

WHITE OAK BRANCH

Highway crossings requiring flag protection when trains or engines are operated over such crossings.

Branch Line	Mile Post Location	State Route Number
White Oak Branch	WL1 + 528 ft.	Route 61
White Oak Branch	WL2 + 1100 ft.	Route 28
White Oak Branch	WL2.2	Virginia St.

Old Station Siding Switch, M.P. WL1.4, is used as a switch point derail. Any cars or equipment left standing must be left west of this derail.

BEARD'S FORK BRANCH

Engines handling freight trains descending Beard's Fork Branch must have feed valve adjusted to 100 pounds, and in addition, retainers must be used on all cars.

WESTWARD ↓ WINDING GULF BRANCH ↑ EASTWARD

MILE POST		STATIONS RADIO CHANNELS TX = 72	RX = 72	SIDINGS IN FEET
V376.5		Gulf Junction	J	
WG0.0				
WG1.4		Black Eagle	R5	
WG6.5		Horsepen		4381
WG7.5		Amigo	j R2	
WG14.7		Stotesbury	N	
WG16.1		Woodbay		
WG21.1		Sophia	R5	
WG23.6		Pemberton	XS (CSX) j	
WG29.3		Bowyer		

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
Gulf Jct. M.P. V376.5	Woodbay M.P. WG16.1	Single	ABS	TC
Woodbay M.P. WG16.1	Pemberton M.P. WG22.5	Main		TWC
Pemberton M.P. WG22.5	Pemberton M.P. WG23.7	Main		Yard Limit
Pemberton M.P. WG23.7	Bowyer M.P. WG29.3	Main		TWC

2. SPEED RESTRICTIONS

LOCATION AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
M.P. WG0.0 - M.P. WG7.5	20
M.P. WG7.5 - M.P. WG29.3	10
Auxiliary Tracks:	
Stone Coal Br. M.P. WG7.5	15

3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

LOCATION OF TEST MILE SIGNS

WESTWARD	EASTWARD
M.P. WG2 - 3	M.P. WG22 - 21
M.P. WG21 - 22	M.P. WG3 - 2

WINDING GULF BRANCH (Cont'd)

4. DIESEL UNIT RATING IN TONS

	GROUP 1	GROUP 2	GROUP 3	GROUP 4	GROUP 5
West or Southbound					
Gulf Jct.—Amigo	3600	4800	5750	7110	7900
Amigo—Tams	2300	3050	3650	4545	5050
Tams—Sophia	1200	1600	1900	2385	2650
East or Northbound					
Pemberton—Sophia	3600	4800	5750	7110	7900

5. - 7. NONE

8. SPECIAL INSTRUCTIONS:

WINDING GULF BRANCH

Division Wide Instructions #10 for trains operating on heavy descending grades applies on Winding Gulf Branch, Bolt Branch and Laurel Fork Spur.

The westward signal at M.P. WG16.4, in approach to Woodbay is an inoperative approach signal and does not afford automatic block protection.

NS trains may use CSX trackage between Pemberton, Westwood and Prosperity under the direction of the CSX Dispatcher in Jacksonville.

CSX rules will govern NS trains on CSX track.

STONE COAL BRANCH

CSX trains may use NS trackage between Stone Coal Junction and Lillybrook under the direction of the NS Dispatcher at Bluefield.

NS Rules will govern CSX trains on NS track.

Division Wide Instructions #10 for trains operating on heavy descending grades applies.

WESTWARD ↓ GLEN ROGERS BRANCH ↑ EASTWARD

MILE POST		STATIONS RADIO CHANNELS TX = 76 RX = 76		SIDINGS IN FEET
V330.4		.... Virwest	j	.....
VG0.0				
VG4.5		....Polk Gap....		.....
VG9.3		... Milam Jct ...		.....
VG12.5		.....Bolt.....		.....

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
Virwest M.P. VG0.0	Bolt M.P. VG12.5	Main		TWC

2. SPEED RESTRICTIONS

LOCATION AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
M.P. VG0.0 - M.P. VG12.5	10
Auxiliary Tracks:	
Laurel Fork Spur M.P. VG9.3	10

3. NONE

GLEN ROGERS BRANCH (Cont'd)

4. DIESEL UNIT RATING IN TONS

	GROUP 1	GROUP 2	GROUP 3	GROUP 4	GROUP 5
West or Southbound					
Virwest—Polk Gap	1200	1600	1900	2385	2650
East or Northbound					
Milam—Polk Gap	2100	2800	3350	4140	4600

5. - 7. NONE

8. SPECIAL INSTRUCTIONS:

Division Wide Instructions #10 for trains operating on heavy descending grades applies.

WESTWARD ↓ VACO BRANCH ↑ EASTWARD

MILE POST		STATIONS RADIO CHANNELS TX = 76 RX = 76		SIDINGS IN FEET
V434.1		... Vaco Jct. ...	j	.....
VC0.0				
VC0.6		...Deepwater...	j (CSX) YL	.....

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
Vaco Jct. M.P. VC0.0	Deepwater M.P. VC0.6	Main		TWC

2. SPEED RESTRICTIONS

LOCATION AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
M.P. VC0.0 - M.P. VC0.6	10

3. - 7. NONE

8. SPECIAL INSTRUCTIONS:

CSX trains may use NS trackage between Deepwater and Vaco Jct. under the direction of the NS Dispatcher in Bluefield.

NS Rules govern CSX trains on NS track.

STB FD 33388 6-23-97 A 180274TTM 2/2

WEST-WARD ↓	GUYANDOT RIVER BR.	↑ EAST-WARD

MILE POST		STATIONS RADIO CHANNELS TX = 72 RX = 72		SIDINGS IN FEET
V374.5		.... **Elmore**	**J R8 R Y**	
GR0.0				
GR0.5		.. **Hotwater Rd.** ..		10,500
GR2.3		... **Paul Green** ...		
GR4.1		.... **Itmann**		3877
GR4.8		... **Clevenger** ...		
GR6.2		. **New Richmond** .	**R2**	5351
GR7.4		..... **Jazbo**		
GR11.9		**Pinnacle Creek Jct.**	**J**	
GR12.4		.... **Pineville**	**R8**	6126
GR13.7		... **Rockview** ...		
GR17.0		..... **Kepler**		9000
GR18.9		..... **Mada**	**R2**	
GR23.2		..... **Aliff**		5764
GR24.4		.. **Indian Creek** ..		
GR26.2		... **Bailysville** ...	**R,0,0 N**	
GR28.2		.... **Shannon**	**N**	
GR28.7		..... **Simon**	**R8,8**	10145
GR30.8		.. **Morri Br. Jct.** ..	**J**	
GR32.7		.... **Lincoln**		6325
GR34.0		. **Cub Creek Jct** .	**J**	
GR37.9		.... **Justice**	**R2 N**	
GR41.1		.... **Gilbert**		
GR42.5		..... **Neds**	**j (CSX)**	
W11.4				

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
Elmore M.P. GR0.0	Neds M.P. GR42.5	Single	ABS	TC

2. SPEED RESTRICTIONS

LOCATION AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
Between M.P. GR0.0 and M.P. GR1.4	20
Between M.P. GR1.4 and M.P. GR13.5	25
Between M.P. GR13.5 and M.P. GR17.0	30
Between M.P. GR17.0 and M.P. GR21.1	25
Between M.P. GR21.1 and M.P. GR26.0	30
Except:	
Curves at M.P. GR23.0, GR24.5 and GR24.6	25
Between M.P. GR26.0 and GR41.0	25
Between M.P. GR41.0 and GR42.5	20

3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

LOCATION OF TEST MILE SIGNS

WESTWARD	EASTWARD
M.P. GR4 - 5	M.P. GR34 - 33
M.P. GR14 - 15	M.P. GR15 - 14
M.P. GR33 - 34	M.P. GR5 - 4

4. DIESEL UNIT RATING IN TONS

	GROUP 1	GROUP 2	GROUP 3	GROUP 4	GROUP 5
West or Southbound					
Elmore—Gilbert	4200	5600	6700	8325	9250
East or Northbound					
Gilbert—Cub Creek Jct.	2100	2800	3350	4140	4600
Cub Creek Jct.—Simon	6000	8000	9600	11880	13200
Simon—Mada	4500	6000	7200	8910	9900
Mada—Itmann	3900	5200	6250	7700	8550
Itmann—Elmore	4900	6550	7850	9675	10750

5. DETECTORS

Location of Detectors

Location	Milepost	Direction Activated	Type Detector
Justice	GR37.9	Both	SADD
Bailysville	GR26.3	Both	SADD
Kepler	GR16.3	Both	SADD
Clevenger	GR5.2	Both	SADD

6. LOCOMOTIVE AND CAR RESTRICTIONS

The weight of diesel units and cars is limited as follows:

GROSS WEIGHT IN POUNDS

BETWEEN	UNIT 4-AXLE	UNIT 6-AXLE	LOADED CAR 4-AXLE	LOADED CAR 6-AXLE
Elmore, WV & Gilbert, WV	291,000	420,000	263,000 (b)286,000 (c)315,000	394,500

For notes see System Instruction 5b.

Maximum safe trailing tonnage behind Restricted equipment between **Elmore** and **Gilbert** is

Eastward — 7400
Westward — 7400

See System Instructions 5.K.1.

7. SWITCHES

a. MAIN TRACK SWITCHES NOT EQUIPPED WITH ELECTRIC LOCKS

Hand-operated switches at the following locations are not equipped with electric lock and trains and engines must not clear on these tracks:

Justice Mine Tk., M.P. GR40

b. CONTROLLED ELECTRIC LOCK SWITCHES

The unlock must be obtained from the Dispatcher before the following switches can be operated:

Gilbert, Guyandot River Branch M.P. GR41.1

c. AUTOMATIC ELECTRIC LOCK SWITCHES

Operation of automatic electric switch locks between M.P. GR26 and GR41.1, Guyandot River Branch.

(1) Electric lock will release and switch can be reversed to leave a track after train or engine has occupied a short track circuit immediately ahead of switch points.

(2) To enter main track, first secure permission of the train dispatcher. The padlock must be removed and the foot pedal depressed which allow the points to be reversed by use of the hand-throw lever.

(3) When entering main track from auxiliary track, no part of the fouling circuit on the auxiliary track must be occupied, or derail operated, until permisson has been secured from the train dispatcher.

GUYANDOT RIVER BR. (Cont'd)

c. SPRING SWITCHES

Spring switches are located as follows:	Normal Position
M.P. GR0.3 Elmore	Main Track

8. SPECIAL INSTRUCTIONS:

CSX trains may use NS trackage between Gilbert and Pemberton under the direction of the NS Dispatcher in Bluefield. NS rules will govern CSX trains on NS track.

Flat protection must be provided when trains or engines are operated over Route 52 Crossing, M.P. GR44 + 2600 feet.

WEST-WARD ↓	PINNACLE CREEK BRANCH		↑ EAST-WARD
MILE POST		**STATIONS RADIO CHANNELS TX = 72 RX = 72**	**SIDINGS IN FEET**
PC2.6		.... Gary 50	
PC 0.0			
GR11.9		Pinnacle Cr. Jct. J	

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
Gary 50 M.P. PC2.6	Pinnacle Cr. Jct. M.P. PC 0.0	Main		TWC

2. SPEED RESTRICTIONS

LOCATION AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
M.P. PC2.6 - M.P. PC0.0	15

3. - 7. NONE

8. SPECIAL INSTRUCTIONS:

When train encounters a restricting signal westbound at Mile Post PC1.2 and train length does not permit clearing between Route #16 crossing and Pinnacle Creek Jct., train must not proceed until signal indicates approach diverging or authorization from the control station or other proper authority is received.

Close clearance conditions exist at the following locations:

Load Tracks Nos. 1, 2, 3, and 4
U. S. Steel Gary #50 Pinnacle Creek Plant

WEST-WARD ↓	MORRI BRANCH		↑ EAST-WARD
MILE POST		**STATIONS RADIO CHANNELS TX = 72 RX = 72**	**SIDINGS IN FEET**
GR30.8		Morri Branch Jct. J	
SK0.0			
SK5.2		..... Toler ..... N	
SK7.6		.... Plunkett .... B N	
SK11.9		.... Oceana R5,5	
SK16.0		.... Hatcher	
SK18.0		.. Kopperston .. R8,8	

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
Morri Branch M.P. SK0.0	Oceana M.P. SK11.9	Single	ABS	TC
Oceana M.P. SK11.9	Kopperston M.P. SK18.0	Single		TWC

2. SPEED RESTRICTIONS

LOCATION AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
M.P. SK0.0 - M.P. SK18.0	20
Except at M.P. SK12.3	10

3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

LOCATION OF TEST MILE SIGNS

WESTWARD	EASTWARD
M.P. SK10 - 11	M.P. SK11 - 10

4. DIESEL UNIT RATING IN TONS

	GROUP 1	GROUP 2	GROUP 3	GROUP 4	GROUP 5
West or Southbound					
Morri Branch Jct.— Hatcher	2200	2950	3500	4365	4850
Hatcher—Kopperston	900	1200	1450	1755	1950

5. - 7. NONE

8. SPECIAL INSTRUCTIONS:

Division Wide Instructions #10 for trains operating on heavy descending grades applies.

Close clearance conditions exist at the following locations:

Hatcher Lead at M.P. SK14.9
Load Tracks #1 - #6 Kopperston

Close Clearance signs have been erected at these locations.

The Eastward Signal at M.P. SK12.4 in approach to Oceana is an inoperative Approach Signal and does not afford automatic block protection.

At Kopperston, T.S.I. employees operate a shuttle consisting of a unit and a hopper working between the Shaker track and the loadout. Contact must be made with the T.S.I. employee at the loadout before entering the siding at Kopperston. The normal position for the switch at the west end of Kopperston Siding, M.P. SK19.4, is lined and locked for movement into the siding.

WEST-WARD ↓	CUB CREEK BRANCH	↑ EAST-WARD

MILE POST		STATIONS RADIO CHANNELS TX = 72	RX = 72	SIDINGS IN FEET
GR34.0		. Cub Creek Jct. .	J R8	.....
CM0.0				
CM6.0		.... Bradley	R5	.....
CM7.5		. Coal Mountain .		.....

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
Cub Creek Jct. M.P. CM0.0	Coal Mountain M.P. CM7.5	Main		TWC

2. SPEED RESTRICTIONS

LOCATION AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
M.P. CM0.0 - M.P. CM7.5	10

3. NONE

4. DIESEL UNIT RATING IN TONS

	GROUP 1	GROUP 2	GROUP 3	GROUP 4	GROUP 5
West or Southbound					
Cub Creek—Coal Mountain	700	950	1100	1400	1550

5. - 7. NONE

8. SPECIAL INSTRUCTIONS:

Division Wide Instruction #10 for trains operating on heavy descending grades applies.

Slide detector indicators are located 2,800 feet west of M.P. CM0.0 (on north side of track) for westward movements, and 4,430 feet east of M.P. CM4.0 (on south side of track) for eastward movements.

These indicators will display a lunar light when slide detector fence has not been activated, and movement may proceed at prescribed speed.

When a lunar light is not displayed, movement through this track section must be made at restricted speed until it has been determined that the track is not obstructed.

DIVISION-WIDE INSTRUCTIONS

1. Except where a different speed is authorized by Timetable or Special Instructions, **speed on all tracks other than the main track** must not exceed ..... 15 MPH
2. Except where a different speed is authorized by Timetable or Special Instructions, **speed on sidings** must not exceed ... 15 MPH
3. In Traffic Control territory, where **two main tracks** are in service, the track to the right as viewed by a westbound train is Main 2, and the track to the left is Main 1.
4. Locations where **running switches** are authorized.

   None.
5. The following table lists designated AAR channels when using **"All Channel" radios**:

FREQUENCY	AAR (TX) TRANSMIT CHANNEL	AAR (RX) RECEIVE CHANNEL
SOU 1-Road	56	56
SOU 2-Dispatcher	48	09
NW 1	72	72
NW 2	76	76
NW 3	22	22
CSX 1-Road	84	84
CSX 2-Dispatcher	94	94
CSX 3-Road	32	32
CSX 4-Road	66	66

   When operating on other railroads, it will be necessary to consult the governing foreign line timetable or special instructions to ascertain the AAR transmit and receive channels for that road.

   Transmitting on unauthorized channels is a violation of Federal Law, and is prohibited.
6. Your attention is drawn to NS-1, Rule L-242. **Shoving and backup movements** may be made at all locations on the Pocahontas Division with maximum authorized head end power (not to exceed the equivalent of 18 powered axles), as long as the engineer exercises due caution when handling empty equipment to avoid shoving out or jackknifing cars.

   When necessary to control slack by the use of automatic brake or handbrake application during shoving movements, the minimum brake application is to be used. Under no circumstances should more than a ten (10) pound brake pipe reduction or a maximum of 5 handbrakes be applied for this purpose.
7. **Ground air** systems at Norton, Andover, Auville and Flat Top are equipped with self-venting cut off valves, which will allow air to vent from the hose after valve is closed. Air hoses may be separated after pressure has vented. If valve does not vent, allow 2 minutes for pressure equalization before separating hose.

   At Alfredon, the ground air hoses at the East End of the yard are equipped with self venting cut off valves. The ground air hoses at the Middle Road Crossing are equipped with a manual bleed valve on the hose gladhand which must be used to relieve air pressure from the hose, after running single cocks and before uncoupling ground air from the train line.
8. Transportation Department employees removing **ground air** from cars and trains at Weller, Virginia, will allow 2 minutes after closing both the angle cock and ground air cut-out cock for pressure equalization (bleeding) in the ground air line before separating gladhands. The Weller ground air system **(is not)** equipped with self venting cut off valves.

9. Conductors in charge of mine crews will make a **report to Car Distributor** of all cars being unnecessarily delayed at operations worked by them. If a car is not being loaded or tagged and taking its turn with other cars for any reason, the Car Distributor's office must be notified, giving full particulars, as to what is holding the car up, as far as the conductors are able to determine.

10. **Train Operating Instructions on Heavily Descending Grades**

These instructions apply to the following Branch Line segments on the Pocahontas Division where trains are initially assembled:

Beard's Fork Branch	Nourri Branch
Benedict Spur	Marrowbone Spur
Big Creek Branch	Mayflower Spur
Big Creek Spur	Nolan Branch (GEX)
Big Prater Creek Spur	North Fork Branch
Bolt Branch	Pardee Branch
Briar Mountain Branch	Pine Branch
Buchanan Branch	Beech Fork Spur
Bull Creek Spur	Right Fork of Garden Creek Spur
Buzzard's Creek Branch	Roda Branch
Caretta Branch	Sandlick Branch
Cedar Branch	South Fork Tug Fork
Coal Creek Branch	Spice Creek Branch
Cub Creek	Spruce Pine Spur
Delorme Branch	Stone Coal Branch
Dumps Creek Branch	Sycamore Branch
Foul Pole Spur	Tiller Spur
Glen Rodgers Branch	Track "C"/Mate Creek Branch
Hurricane Branch	Tug Fork Branch
Jamboree Spur	Upper Elk Creek Spur
Laurel Fork Spur	Wentz
Lenore Branch	Winding Gulf Branch
Lick Fork	White Oak Branch
Long Spur	

Prior to descending grade at any of the above locations, a brake test must be made in accordance with NS-1 Rules A-6 or A-14. When inspection is completed and prior to departing, engineer will recharge air brake system to within 15 PSI of Feed Valve Setting for five minutes as indicated on the rear of the train.

At locations where independent brakes will not hold a train, a sufficient number of hand brakes must be applied to secure train while air brake system is being charged.

When air brakes have released, a signal will be given to the engineer to apply a holding brake (a holding brake is a brake service reduction sufficient to hold train while hand brakes are being released).

When ready to depart, engineer will release independent brake and apply power, if necessary. As soon as the train begins to move, engineer must apply full dynamic brake and make a sufficient air brake application to control speed of train.

11. **The following instructions apply to all main and branch line segments of the Pocahontas Division:**

Any time a freight train is descending a heavy grade and automatic brake application is required to control speed of train, should the equalizing reservoir pressure be reduced to 55 PSI (70 PSI when carrying 100 PSI feed valve setting) below the feed valve setting on lead locomotive, the train must be stopped immediately, sufficient handbrakes applied to hold train on grade and air brake system recharged before proceeding downgrade.

12. Employees will not **ride the leading end** of a car, when it places the employee between the gauge of the track except when it is necessary to operate the handbrake on a moving car not coupled

to a locomotive. This does not prohibit an employee from riding under the slope sheets of a hopper or covered hopper on an extended shove movement.

13. Some tipples and structures will not clear engines, cabooses, or other equipment. Employees must know that equipment will clear before operating under or through tipples and structures.

14. Southern hoppers in series 75000-76599 **(Big Reds)**, identifiable by a 6-pocket design are confined to coke loading only and are not to be placed for coal loading. These cars must not be handled at the following coal loading operations, due to insufficient clearance:

Mine Number	Mine
3083	Jewell No. 12
6030	Bolt
0079	Moss. No. 3 - Raw Coal unloader

Conductors will notify train dispatcher when handling this equipment in their train and will protect clearance when placing same.

15. In addition to **Operating Rule 102b and 103d**, when car(s) are left standing, cars must be secured by hand brakes as follows:

1 car — 1 hand brake
2 cars — 2 hand brakes
3 or more cars — 2 hand brakes, plus a sufficient number of brakes to secure the cut of cars.

Except where cutting cars off on line of road with defective hand brakes, only one (1) additional car with a good hand brake applied will be required.

16. **Before a pusher Engineer couples to a train**, he is to advise the train crew he is assisting, stating:

"This is pusher Engineer_____ on the J(_____) pusher. I will be your pusher."

Before coupling, (including handling EOT), the pusher Engineer must notify the Engineer on the train to apply his automatic brake and that he will be working between the locomotives and the rear car and not to release the brake or move until he has notified him his work is complete.

When coupling has been completed, the pusher Engineer must notify the Engineer on the train, as follows:

"This is Engineer_____ on J(_____) pusher. I am in the clear of your train and ready to proceed when you are ready."

Before uncoupling, (except when uncoupling by use of cut-on-the-fly valve), the pusher Engineer must notify the Engineer on the train apply his automatic brake and that he will be moving between the locomotives and the rear car and not to release the brake or move until he has notified him his work is complete.

When uncoupling has been completed, (including handling EOT device), pusher engine should further separate the pusher engines from rear of train a minimum of three (3) car lengths for slack adjustment before releasing train brakes. The pusher Engineer must notify the Engineer on the train, as follows:

"This is Engineer(_____) on J(_____) pusher. I am in the clear of your train with locomotives cut off."

17. A single **Engineer working alone** as a one person crew (hereinafter referred to as 'Single Engineer'), without Blue Signal protection, must not go between standing equipment to couple or uncouple a pusher consist from a train, couple or uncouple locomotives to be set out or picked up, or engage in any other work that places him on the ground between standing equipment or at the end of equipment where he would be subject to injury if unexpected movement of the equipment should occur, unless the requirements listed below are met:

(a) The work being performed must be limited to one or more of the following functions: couple or uncouple air hoses and

other electrical or mechanical connections; prepare rail cars for coupling; set wheel blocks or wheel chains; conduct air brake tests to include cutting air brake components in or out; inspect, test, install, remove or replace a rear end marking device or end-of-train device.

(b) Locomotives in his charge must either be coupled to the train or other railroad rolling equipment to be assisted or stopped at least 50 feet from the train or equipment and secured as prescribed by Rule L-236(a). Form NS-1, except apply the hand brake only on the controlling unit instead of each unit. **An approved orange tag (with the words ASSIGNED LOCOMOTIVE—DO NOT OPERATE) must be displayed on the control stand of the controlling unit.**

(c) Before assisting another train, a single engineer must communicate directly with the crew of the train to be assisted. The crews of both movements must notify each other in advance of all moves to be made by their respective equipment. Prior to attachment or detachment of the assisting locomotive(s), the crew of the train to be assisted must inform the single engineer that the train is secured against movement. The crew of the train to be assisted must not move the train or permit the train to move until authorized by the single engineer. Communication between engineer and the crew of the movement being assisted will be through direct verbal contact or by radio. Note: the term 'train' as used above will also include yard movements when assisted by a single engineer.

(d) Before picking up or setting off locomotives, a singe engineer must first secure permission from the dispatcher, yardmaster, or other employee responsible for directing train and engine movements in the area, who, in turn, will not grant such permission until effective measures have been taken to assure that other movements will not enter the affected track section while the work is being performed. The consist must be secured as prescribed by Rule L-236(a). Form NS-1, exept apply the hand brake only on the controlling unit instead of each unit, and an approved orange tag (with the words ASSIGNED LOCOMOTIVE—DO NOT OPERATE) must be displayed on the control stand of the controlling unit. The single engineer will promptly notify the employee who granted the permission as soon as the work is completed.

Attention is called to the second paragraph of Operating Rule GR-4, which remains in full force.

18. No more than equivalent of 8 conventional powered axles may be used when **pushing** a mixed time freight or empty train.

No more than the equivalent of 18 conventional powered axles may be used when pushing a solid loaded bulk commodity train; **EXCEPT:** no more than the equivalent of 24 conventional power axles may be used when pushing a solid loaded bulk commodity train at the following locations:

Williamson	to	Bluefield
Carterton	to	Bluefield
Weller	to	Raitt
Elmore	to	Clarks Gap

When pushing trains eastbound into Bluefield, the following will govern:

The lead consist will reduce to Run No. 7, near Highway 52 overhead bridge. Also, the locomotive engineer must monitor the brake pipe pressure and immediately notify the pusher engineer of an emergency brake application. The pusher engineer must monitor the brake pipe pressure and immediately reduce power in the event an emergency application occurs on the head end.

Reference System Timetable Instruction 5K.2:

On Pocahontas Division, loaded articulated rapid discharge hoppers in solid block commodity trains may be pushed with up to 24 conventional axles.

Trains operating with Silversides, SOU 1000-1749 or NS 11000-NS11749, as the rear car must not be pushed using the cut-on-the-fly valve.

19. Any **Utility Person** who joins a train or engine crew to assist it must advise the Conductor and Engineer of the train or engine crew that he is joining as follows:

"This is Utility Brakeman/Switchman Smith and I will be working as a member of your crew in the operation of (Train No. _____) or (Yard Assignment No. _____)."

When the work in which he is assisting has been completed, the Utility Man must advise the Conductor and Engineer that he is assisting as follows:

"This is Utility Brakeman/Switchman Smith and I am in the clear and am no longer working as a member of your crew in the operation of (Train No. _____) or (Yard Assignment No. _____)."

Any train or engine crew, or other train or yard service employee, assisting another train or engine crew must advise the **Conductor and Engineer** of the train or engine that they are assisting as follows:

"This is Conductor Jones, Brakeman Casey and I will be working as members of your crew in the operation of (Train No. _____) or (Yard Assignment No. _____)."

When the work has been completed, the train or engine crew assisting another train or engine crew must advise the **Conductor and Engineer** that they are assisting as follows:

"This is Conductor Jones, Brakeman Casey and I are in the clear and are no longer working as members of your crew in the operation of (Train No. _____) or (Yard Assignment No. _____)."

20. When efficiency checks are conducted to check compliance with Restricted Speed, a **banner** with 12 inch high red letters on a white background on poles approximately 5 feet high, will be stretched across the track displaying the following:

STOP

OBSTRUCTION

Train and engine movements must stop short of the obstruction banner.

21. The use of **conditional stop signs** and approach prepared to stop sign in traffic control territory is authorized on the Pocahontas Division. (See Page 57 in Operating Rule Book for illustration of signs.)

The provision of train order form "Y" will be issued on dispatcher's bulletins as prescribed by Operating Rule 110. (See Page 117 in Operating Rule Book for example of train order form "Y".

When conditional stop sign instructions are issued by dispatcher's bulletin, they will be shown as the first item(s) in the bulletin following safety items.

22. A train with a Dispatcher Bulletin containing a **contact order** must not proceed beyond the point designated in the order until the engineer is notified by Radio Communication or in person by the person named in the order that the track is not fouled.

23. Instructions governing the issuing of Joint Track Time Form 23-A.

The issuing Operator/Dispatcher, hereafter referred to as issuing party, will contact the other Operator/Dispatcher involved, hereafter referred to as the other party, and inform him that he wishes to authorize someone to do work on a specified track, and will be issuing a Track Time Form 23-A to cover the movement. The issuing party will supply the other party with the number he intends to use on his 23-A. The other party will then supply the issuing party with his number. Then, both parties will block out the control points involved, after which the issuing party will issue the movement a 23-A, using both numbers. When the 23-A is given up by the movement, the issuing party will contact the other party and release the joint 23-A with him.

24. At any time an **air hose separates twice** between the same two cars, both cars are to be set out unless instructed otherwise by a Division Officer or Mechanical Department representative on the scene, who advises cars are okay to move.

25. Railway employees are prohibited from **disposing of non-railroad/home generated trash or garbage** in Company containers.

26. Be governed by the following interpretation of Operating Rule 593.
    1. If the lead unit has two seats and there is a fireman or engineer trainee, then the conductor can ride a trailing unit.
    2. If the lead unit has two seats and there is no fireman and/or engineer trainee, then the conductor will ride the lead unit.
    3. If the lead unit has three seats and there is a fireman or engineer trainee, then the conductor will still occupy the lead unit.
    4. If there is a brakeman trainee, then he will ride the lead unit with the conductor if a seat is available.

    Hoppers in dedicated service at Appalachia, Va. "Yellow Ball Hoppers", are restricted to a minimum speed of 15 MPH.

27. Loaded multi-levels must be shoved to a coupling when handled on this Division.

28. Gloves must be worn when your duties may expose your hands to injuries from cuts and bruises.

    Under all conditions, gloves must be of a construction that they do not present a safety hazard and are suitable for duties to be performed.

29. Attention is called to Rule GR-8, which remains in full force. The Conductor must notify the dispatcher at least 3 hours in advance of the earliest time any member of the crew will reach maximum time on duty under the Hours of Service Law.

30. When any two movements are being made into the same or adjacent tracks within a yard, the yardmaster will advise both crews of movements.

31. The display of a proceed aspect governing movement on to non-signaled branches, spurs, or other tracks does not convey authority beyond the opposing home signal of the interlocking. Trains or engines must have the necessary prescribed authority before proceeding onto non-signaled territory (Track Warrant, Rule 105 or rule 93). Be governed accordingly.

32. When all provisions contained in **Operating Rule 103** have been complied with, prior to making any shove not headed by a crew member, the following information must be transmitted by radio:

    Train Identification, Location, Track Identification, Direction of Shove, Number of Cars, and when movement is complete.

    Example:

    "NS 855 is shoving 50 cars into the east end of Flat Top, Track No. 5, out."

    "NS 855 has now completed shove, Track No. 5 at Flat Top, out."

32. PHYSICIANS' DIRECTORY

Lawrence J. Fleenor, Jr., FP	Big Stone Gap, VA
M. B. Ford, FP	Big Stone Gap, VA
M. D. Kiser, FP	Big Stone Gap, VA
Gary S. Williams, FP	Norton, VA
Jashbhai N. Patel, MD, F.I.C.S.	Grundy, VA
William B. Harden, IM	Bluefield, VA
David M. Harris, OTO	Bluefield, VA
Frank J. Johnson, Jr., FP	Bluefield, VA
Phillip A. Peterson, MD	Bluefield, VA
A. J. Paine, OTO	Bluefield, WV
J. E. Blaydes, Jr., OPH	Bluefield, WV
E. L. Gage, Jr., NS	Bluefield, WV
J. Brookins Taylor, IM	Bluefield, WV
J. P. Thomas, VS	Bluefield, WV
R. B. Miller, OTO	Bluefield, WV
Gregory F. MacIsaac, MD	Bluefield, WV
Elaine MacIsaac, MD	Bluefield, WV
Ann Marie Hynes, MD	Bluefield, WV
J. T. Spencer, Jr., OTO	Charleston, WV
Edward B. Headley, FP	Delbarton, WV
D. W. Cook, OPH	Huntington, WV
Colin M. Craythorne, ORS	Huntington, WV
L. C. Smith, P	Huntington, WV
Janet Vondran, P	Kermit, WV
S. A. Muscari, SR., D.O., GP	Mullens, WV
S. A. Muscari, Jr., D.O., GP	Mullens, WV
Roy A. Adams, FP	Portsmouth, OH
George E. Esham, IM	Portsmouth, OH
Thomas O. Morris, III, OPH	Portsmouth, OH
J. R. Sheets, FP	Portsmouth, OH
Ronald R. Turner, ORS	Portsmouth, OH
Harlan Williams, FP	Portsmouth, OH
Keith H. Gaspich, FP	Wheelersburg, OH
R. L. McCollister, IM	Wheelersburg, OH
Mando Tampoyia, FP	Williamson, WV

KEY TO PHYSICIANS' DIRECTORY SPECIALTY CODES

A	Allergy
ABS	Abdominal Surgery
ADL	Adolescent Medicine
AI	Allergy and Immunology
AM	Aerospace Medicine
AN	Anesthesiology
BE	Broncho-Esophagology
BLB	Bloodbanking
CD	Cardiovascular Diseases
CDS	Cardiovascular Surgery
CHN	Child Neurology
CHP	Child Psychiatry
CLP	Clinical Pathology
CRS	Colon and Rectal Surgery
D	Dermatology
DIA	Diabetes
DMP	Dermatopathology
DR	Diagnostic Radiology
EM	Emergency Medicine
END	Endocrinology
FOP	Forensic Pathology
FP	Family Practice
GE	Gastroenterology
GER	Geriatrics
GP	General Practice
GPM	General Preventive Med.
GS	General Surgery
GYN	Gynecology
HEM	Hematology
HNS	Head & Neck Surgery
HS	Hand Surgery
HYP	Hypnosis
ID	Infectious Diseases
IG	Immunology
IM	Internal Medicine
LAR	Laryngology
LM	Legal Medicine
MFS	Maxillofacial Surgery
N	Neurology
NA	Neuropathology
ND	Neoplastic Diseases
NEP	Nephrology
NM	Nuclear Medicine
NPM	Neonatal-Perinatal Medicine
NR	Nuclear Radiology
NS	Neurological Surgery
NTR	Nutrition
OBG	Obstetrics and Gynecology
OBS	Obstetrics
OM	Occupational Medicine
ON	Oncology
OPH	Ophthalmology

KEY TO PHYSICIANS' DIRECTORY (Cont'd)
SPECIALTY CODES

ORS	Orthopedic Surgery	PM	Physical Medicine and Rehabilitation
OS	Other, i.e., Physician designated a speciality other than appearing here.	PNP	Pediatric Nephrology
OT	Otology	PS	Plastic Surgery
OTO	Otolaryngology	PSF	Facial Plastic Surgery
P	Psychiatry	PTH	Pathology
PA	Clinical Pharmacology	PUD	Pulmonary Diseases
PD	Pediatrics	PYA	Psychoanalysis
PDA	Pediatric Allergy	PYM	Psychosomatic Medicine
PDC	Pediatric Cardiology	R	Radiology
PDE	Pediatric Endocrinology	RHI	Rhinology
PDR	Pediatric Radiology	RHU	Rheumatology
PDS	Pediatric Surgery	RIP	Radioisotophic Pathology
PH	Public Health	TR	Therapeutic Radiology
PHO	Pediatric Hematology—Oncology	TRS	Traumatic Surgery
		TS	Thoracic Surgery
		U	Urological Surgery
		VS	Vascular Surgery

SYSTEM-WIDE INSTRUCTIONS

1. CLEARANCE CARDS/DISPATCHER'S BULLETINS

A. Clearance Cards

Not Applicable

B. Dispatcher's Bulletins

Engineers and Conductors must receive a current Dispatcher's Bulletin addressed to their train before leaving their initial station. Trains must receive a current Dispatcher's Bulletin which is addressed to their train for each district over which they will operate, including other Divisions and Foreign Lines. Engineers and Conductors must show Dispatcher's Bulletin to other members of their crew and they must read and be familiar with the contents and assist Engineer and Conductor in complying with the requirements contained therein.

When Dispatcher's Bulletins are received, all crew members, when reading bulletins, must be certain that the total number of items and messages indicated above the Dispatcher's initials, correspond with actual numbers of items and messages listed in the Bulletins. If any discrepancy is noted, the Dispatcher must immediately be contacted for further instructions.

Instructions contained in Dispatcher's Bulletins must be complied with on all trips during the tour of duty on which the Bulletins are received.

When Engineer and/or Conductor are relieved before the completion of a trip, Dispatcher's Bulletins held must be delivered to the relieving Engineer and/or Conductor. Such bulletins must be compared by Engineer and Conductor before proceeding. When tying up on line, Dispatcher's Bulletins must be retained and inspected on next tour of duty. When this is done, Engineer or Conductor must contact Dispatcher prior to commencing next tour for further instructions, if any.

Each Dispatcher is responsible for the correctness of the contents of the Dispatcher's Bulletins issued on the territory for seeing that Engineer and Conductor of originating train receives a copy at designated location. Additions to and deletions of items in Dispatcher's Bulletins must be made without delay and such changes must be promptly provided to concerned trains while enroute.

When Dispatcher is relieved, the Dispatcher must see that the relieving Dispatcher has a clear understanding of changes needed for updating

of Dispatcher's Bulletins. Any additons or deletions that have not been provided to trains enroute must be clearly conveyed. This information must also be included in Dispatcher's written transfer, as provided in the Operating Rules.

Separately numbered Dispatcher's Bulletin will be issued for operation over each of the following track sections, including all Branches and Spurs leading from them:

Pocahontas District
Kenova District
Clinch Valley District
Clinch Valley Extension
Princeton-Deepwater District
Buchanan Branch
Dry Fork Branch

2. OTHER TRAIN MOVEMENT INSTRUCTIONS

1. When cars moving on Government bills of lading annotated

AS - ARMED GUARD SERVICE
DC - DOD CONSTANT SURVEILLANCE
TK - TANK SURVEILLANCE SERVICE
RS - RAIL SURVEILLANCE SERVICE

are set off between terminals other than at final destination, seals protecting must be inspected and seal numbers recorded on the waybill. Also, the Chief Dispatcher must be notified by the quickest available means of communication, furnishing car number, location set off, and seal numbers. Any exceptions such as broken or missing seals must be reported in the same manner. Chief Dispatcher must immediately notify NS Police Department officer for further handling.

2. Cabooses will be handled on rear of trains unless otherwise authorized by the General Manager.

3. When a near miss is encountered, train or engine crew should contact Dispatcher with relevant information on the Near Miss Incident. The Dispatcher in turn will notify Police Department. Crew must fill out Near Miss card at first opportunity and give to supervisor. Prompt handling with Dispatcher will enable Police Department to expeditiously handle with involved party.

4. Enginemen and trainmen will report changes in highway traffic on specific crossings.

Grade crossings should be reported where highway traffic has changed, such as increased heavy truck movements, new or more school buses, trucks hauling a dangerous commodity, or anything that may jeopardize safe train movement.

Each report should contain the name of the District, Mile Post and crossing, if possible, and should be forwarded to the Chief Dispatcher's Office.

5. Reverse movements with Triple Crown Service trailer, when in a yard or on line of road, may be made only when absolutely necessary and then only under the following conditions:

(a) Reverse movement may be for a short distance only and at a speed not exceeding 10 MPH as long as the consist involved is made up entirely of Mark V units. Trains using the older adapterrailers, Mark IV type equipment, as opposed to the new couplermate, are restricted to a speed of 5 MPH.

(b) All locomotives except the controlling locomotive must be isolated.

(c) Caution must be used in handling locomotive brake, or dynamic brake; with amperage being limited to a safe level.

6. (a) Triple Crown Services has converted the Mark V RoadRailer fleet to a single trainline air brake system with a 1-1/8" diameter brake pipe and gladhand connection. These improvements make it possible to operate the RoadRailer trains using the guidelines from NS-1 that govern cutting out air brakes on standard freight cars; therefore, restrictions on cutting out air brakes on RoadRailer units are cancelled.

These improvements also make it possible to specify the acceptable length for RoadRailer trains during cold weather using the temperature-to-length chart published in the timetable up to 100 units.

(b) Engineers operating Triple Crown trains must not leave a terminal with less than 110 PSI rail supply line pressure.

When operating on line of road, rail supply line pressure must be periodically monitored for pressure reduction. When pressure falls below 110 PSI due to horn blowing or air bag adjustments on heavy curvature and engine is not in a high throttle position, the generator field switch may be opened and engine advanced to NO. 8 throttle until rail supply line is restored to 110 PSI.

7. Instructions concerning the use of toilet facilities on locomotives and cabooses:

(a) Prior to departure, ensure the presence on lead locomotive and caboose of waste receptacle with lid, secure toilet frame, and functional urinal. Report any defects to immediate supervisor, and obtain necessary supplies from servicing personnel.

(b) To use, insert bag in facility and drape over seat portion of frame.

(c) After using, remove the bag and securely apply a bag tie, deposit the bag in waste receptacle, and replace receptacle cover. THE BAG, AFTER USE, IS NOT TO BE DISPOSED OF IN ANY OTHER MANNER.

(d) Misuse of the system or theft of bags, bag ties, or waste receptacle is prohibited.

8. Except at crew change points, while stopped, the following procedures for insuring continuous train line pressure must be observed when using end-of-train device (EOT).

(a) Make full service application and determine that train line pressure is being reduced as indicated on the head-of-train (HOT) receiver on the locomotive.

(b) When train is ready to proceed, release brakes and determine that brake pipe pressure is increasing by indication on the HOT receiver.

(c) If brake pipe pressure does not decrease or increase on the HOT receiver as required above, it must be determined there is continuous train line pressure through the rear car and EOT is in place before proceeding.

(d) If immediately after starting, EOT signal is lost or pressure indication on HOT receiver is reduced five pounds or more, it must be determined that train consist is complete and there is continuous train line pressure through train and EOT is in place before proceeding.

Any malfunction regarding end-of-train device must be promptly reported to the Chief Dispatcher.

Exceptions - If EOT or HOT device becomes inoperative, inspection to insure there is continuous train line pressure through rear car and that EOT is in place will not be required when operating:

- Triple Crown trains, regardless of type of territory.
- Other trains in Traffic Control or Remote Control territory, single track ABS territory, on a signaled siding, or on a yard track.

9. All train and engine service employees, yardmasters, and clerical employees are required to wear glasses with side shields while on duty and/or Company property in an operating environment, including occupying cabooses or locomotive cabs at all times. Exceptions are when employees are in enclosed offices, highway vehicles, and enroute to and from offices and office parking lots.

Employees who do not wear prescription glasses will be issued approved safety glasses.

Employees who wear personal prescription glasses will be issued appropriate side shields.

10. Each Operations Division employee who engages in any activity specified below is required to obtain and have accessible at all times when on duty or on Company property an approved hearing protection device. Each Operations Division employee must use an approved hearing protection device whenever he or she is:

On an operating locomotive.

In an open area within 100 feet of working retarders;

In a work area identified by sign or instructions as requiring hearing protection at any Mechanical, Maintenance of Way, or other facility.

Using tools or equipment or performing duties identified by sign or instructions as requiring hearing protection; or

At any location at which he or she is subject to exposure to loud noise ("loud noise" is any noise that would require a person to speak above a normal level in order to be heard at arm's length).

Those employees who have not been instructed by the Medical Department as to the specific type of protection device to use must obtain from their supervisors one of the devices which have been available for use on a voluntary basis. Once an employee has been tested, the Medical Department will notify him or her of the specific type of protection device to use.

If you feel that the hearing protection device ordered for your use interferes with the safe performance of your duties by making it difficult for you to hear and understand speech, radio communications or other warning devices, you should report this to your supervisor at once for further instructions.

You are allowed and encouraged to use the hearing protection device in any area to the extent needed for personal comfort. You are also encouraged to use the hearing protection device whenever you are exposed to loud noises at home or elsewhere.

11. In order to assist in avoiding muscle strain, all train and engine service employees are required to perform five minutes of stretching exercises from the warm-up exercise examples depicted in the Safety Rule Book at the beginning of each tour of duty. The conductor, or in the absence of the conductor, the engineer, is responsible for ensuring that all crew members, including himself, perform the stretching exercises. Stretching exercise is a safety preparation to be used in advance of performing your work that presents potential strenuous activity.

Take care of yourself by doing the stretching preparation in a reasonable and moderate manner within your physical ability.

12. The following procedure must be observed when using drawbar alignment strap:

(a) ATTACH - Move equipment within three feet of drawbar to be aligned. Stop movement. For protection, establish clear understanding with all concerned, advising that strap is to be applied. Attach strap to both knuckles.

(b) ALIGN - Employee(s) stand clear of strap while movement is made. Engineer, when directed, pull ahead slowly until strap slack is eliminated and drawbar is centered.

(c) REMOVE - Operate cut lever to allow strap to slide free from knuckle. (If strap fails to slide free, stop movement, get slack, and remove by hand.) Separate equipment one-half car length and remove strap from remaining knuckle. Repackage and/or properly store strap for future use.

Drawbar alignment strap may be used only at locations authorized and only by employees that have been qualified on its use by a division or terminal officer.

13. FRA has established minimum qualifications for locomotive engineers. The rule requires railroads to have a formal process for evaluating prospective

operators of locomotives to determine that they are competent before permitting them to operate a locomotive or train. The procedures require that railroads (1) make a series of four determinations about a person's competency which are: A. Eligibility, B. Vision and hearing acuity, C. Demonstration of knowledge, and D. Demonstration of performance skills. (2) Devise and adhere to an FRA-approved training program for locomotive engineers; and (3) employee standard methods for identifying qualified locomotive engineers and monitoring their performance.

Each locomotive engineer, including student engineers and locomotive servicing engineers, shall have his or her current locomotive engineer certificate in his or her possession upon reporting to work and while on duty. The federal rules require that the certificate be displayed upon request to:

(a) A representative of the Federal Railroad Administration,

(b) An officer of Norfolk Southern, or

(c) An officer of another railroad when operating a locomotive or a train in joint operations territory over that railroad.

Each locomotive engineer, including student and locomotive servicing engineers, must promptly report the loss, damage or destruction of his certificate to the proper company authority.

A copy of federal regulations 49 CFR, Part 240, will be available at division headquarters.

14. When locomotive consist of a train stops on a bridge, the engineer will inform all other crew members of that fact, advising them to take caution when dismounting.

15. Conductor of train moving FRA defective cars will be notified in writing outlining defects, position in train, restrictions, or any other information concerning subject car. The conductor must inform all other crew members of the presence of the defective car, its location, maximum speed, and other restrictions.

Foreign cars with FRA defects moving home for repairs must be accompanied by a non-revenue waybill. Such waybill must bear the notation "FRA DEFECTIVE CAR MOVING FOR REPAIR - PART 215.9". The maximum speed and other restrictions for safely conducting movement of the defective car must be shown on the waybill. If no speed restriction is required for safe movement of the car, the words "normal freight train speed" must be shown on the defect card and the waybill.

16. When handling bad order cars as rear car in train, air must be cut in to such cars if possible. If this cannot be done, cars must be chained/cabled to caboose or rear car, kept under observation, and restricted to 15 MPH. When observation is not possible, bad order car must not be handled in train.

17. Gates across tracks must be equipped with proper fasteners (hooks, latches, chains). Gates that cannot be properly secured in the open position must be reported immediately, and cars or engines will not enter until repairs are made.

18. At any time a train separates twice between the same two cars, both cars are to be set out. This will be handled per instructions of Chief Dispatcher. The only exception to these instructions is that when a representative of the Mechanical Department is on the scene and advises the cars are okay to move.

19. When Rail Gangs, Timbering and Surfacing Gangs, or Surfacing Gangs are to work on a main track in multiple track territory, the foreman or supervisor must contact the Chief Dispatcher at least 12 hours in advance, advising (1) track to be used by MW&S forces, (2) date and time work is to be performed, and (3) work limits, (must begin and end at specified mile posts.)

If authorized speed on track(s) immediately adjacent to MW&S forces is greater than 25 MPH, the Chief Dispatcher will arrange for issuance of 25 MPH slow order, to be in effect only when passing work limits during specified time period. Restriction will have been complied

with when leading end of train or engine reaches end of work limits, or when notified by MW&S foreman or supervisor that leading end has passed entire work gang. Engine whistle and bell must be sounded frequently when approaching and passing work limits.

20. Before a rail train unloads rail within the limits of a railroad crossing at grade or interlocked junction, protection as prescribed below must be established and maintained to insure that a crossline or conflicting movement will not enter the limits until the rail is clear of affected routes:

At a controlled interlocking or a junction equipped with power-operated switch, time and working limits (Form 23A) must be obtained. At locations where the home signal for crossline or conflicting route is controlled by a foreign line railroad, communication must be established with foreign line dispatcher or control operator and it must be ascertained that positive protection has been established and will be maintained against foreign line movements until affected track section is reported clear by employee who requested protection.

At an automatic interlocking or non-interlocked railroad crossing, flag protection must be provided.

21. When a train, engine, on-track equipment, or employees performing maintenance are reported clear of the limits authorized by a track warrant or Form 23-A, the following must be stated to insure against misunderstanding:

(a) Number of track warrant or Form 23-A being cleared; and

(b) Limits being cleared; and

(c) Designation of track being cleared when operating in multiple track territory.

If the employee reporting clear fails to give this information, the dispatcher or control station must ask for and obtain it before the limits are considered to be clear.

22. The following governs the operation and protection of Sperry Rail Test Cars, FRA T-10 Track Geometry Cars, and other special units of equipment operating in TC or Remote Control territory.

Sperry Rail Test Cars and FRA T-10 Track Geometry Cars will be operated as trains, except that Form 23-A protection must be provided at all times, opposing and following trains will not be permitted, and speed must not exceed 30 MPH or the maximum authorized speed for freight trains, whichever is less. On-track equipment may follow a Sperry Rail Test Car or FRA T-10 Car under the provisions of Rule 443.

Loram, Speno, and similar equipment will be operated and protected as on-track equipment. Authority must not be granted for such equipment to traverse power-operated switches unless it is known they are in correspondence or have been placed on hand operation and lined by hand. Rule 431 applies.

23. The following instructions prescribe protection required for utility employees whose activities require working on, under or between rolling equipment (as defined in Safety Rule 1300) and subjects them to the danger of personal injury posed by any movement of such equipment.

(a) A utility employee shall perform service as a member of only one train or yard crew at any given time. Service with more than one crew may be sequential, but not concurrent. No more than three utility employees may be attached to one train or yard crew at any given time.

(b) A utility employee may be assigned to and serve as member of a train or yard crew without blue signal protection only under the following conditions:

1. The train or yard crew is assigned a controlling locomotive that is under the actual control of the assigned engineer of that crew;

2. The engineer is in the cab of the controlling locomotive, or while the locomotive is stationary be replaced by another member of the same crew;
3. The utility employee established communication with the crew by contacting the ranking crew member on arriving at the train or yard crew and before commencing any duties with the crew;
4. Before each utility employee commences duties, the ranking crew member shall provide notice to each crew member of the presence and identity of the utility employee. Once all crew members have acknowledged this notice the ranking crew member shall advise the utility employee that he is authorized to work as part of the crew. Thereafter, communication shall be maintained in such a manner that each member of the crew understands the duties to be performed and whether any of those duties will cause any crew member to go on, under or between rolling equipment; and
5. The utility employee is performing one or more of the following functions; set or release hand brakes; couple or uncouple air hoses and other electrical or mechanical connections; prepare rail cars for coupling; set wheel blocks or wheel chains; conduct air brake tests to include cutting air brake components in or out and position retaining valves; inspect, test, install, remove or replace a rear end marking device or end-of-train device. Under all other circumstances a utility employee working on, under or between rolling equipment must be protected by blue signal.

(c) When the utility employee has ceased all work in connection with that train or yard crew and is no longer on, under or between the equipment, the utility employee shall notify the ranking crew member. The ranking crew member shall then provide notice to each crew member that the utility employee is being released from the crew. Once each crew member has acknowledged the notice, the ranking crew member shall then notify the utility employee that he is released from the train or yard crew.

(d) Communications required by Paragraphs (b)3 and (c) shall be conducted between the utility employee and the ranking crew member either through direct verbal contact or by radio.

24. In signaled territory cuts of three cars or less must not be left standing on rail covered with grease, sand, rust, or other material that may interfere with shunting of track circuits.

25. Due to more responsive brake valves on certain types of freight car equipment, when a running release is made and it is necessary to reapply the air brakes within 15 seconds, a service application of at least 5 PSI greater than the previous brake pipe reduction must be made to insure that all brakes reapply.

26. When a car or locomotive is set out account of a hot journal, a hot box tag (reverse side of LOCOMOTIVE ISOLATION OR SHUTDOWN REPORT, FORM ME 569) shall be completed by a crew member and attached to or as close as possible to the defective journal.

The Locomotive Isolation or Shutdown Report will be located with the FRA cardholder in the cab of all locomotives.

27. Except as provided below, any work that would interfere with the safe passage of trains and engines is an obstruction and must not be attempted until full protection in both directions has been provided by flag, Form 23A, conditional stop sign, train order (removing track or affected portion of track from service), or track warrant.

When Engineering Department employees, including, without limitation, C&S and MW&S employees, perform work that requires lining switches, protection must be provided as follows:

ABS AND NON-SIGNALED TERRITORY

The location of all trains that could be affected must be ascertained from the dispatcher or current lineup to ensure that work will not interfere with their safe passage. When necessary to align switch, switch must be restored to normal position not less than 10 minutes before the calculated arrival time of affected trains, which must be based on maximum authorized speed for the approaching movement(s).

In addition to clearing the calculated arrival time of trains by 10 minutes in ABS territory, switch must be restored to normal position and in sufficient time to allow for signals to display correct aspects for approaching movements.

TRAFFIC CONTROL AND REMOTE CONTROL TERRITORY

When work entails throwing switch or other activity that would endanger the safe passage of trains and engines, time and working limits (Form 23A) must be obtained in the same manner as prescribed by Rule 809 for the operation of on-track equipment.

When work does not involve lining switches or other activity that could endanger trains and engines, but could result in a train or engine encountering a Stop signal not indicated by the preceding signal, the location of trains and engines must be ascertained from the control station and work planned to ensure that signals display correct aspects for approaching movements.

INTERLOCKINGS

1. Controlled Interlockings:
   Permission must be obtained from the interlocking operator and protection against movements that could be approaching on any route must be provided by controlled signal.
2. Automatic Interlockings:
   Protection against movements that could be approaching on any route must be provided by flag or by setting all interlocking signals in Stop position and waiting five minutes before performing work.

28. FLAGGING DISTANCES

(a) Flagging Distances - Trains

When proteciton to the front of a train is required by rule, crew member providing flag protection must go out:

At least one (1) mile where maximum authorized speed is 30 MPH or less.

At least two (2) miles where maximum authorized speed is more than 30 MPH.

On Pocahontas Division branches where automatic block signals are not in service, whenever flag protection is required to the rear of a stopped train as prescribed by Rule 99, crew member providing flag protection must go out at least 3,000 feet.

(b) The following will be observed by Engineering Department employees when providing flag protection:

Maximum Authorized Speed	Minimum Flagging Distance
0 - 10 MPH	1/4 Mile
11 - 20 MPH	1/2 Mile
21 - 30 MPH	3/4 Mile
31 - 40 MPH	1 Mile
41 - 50 MPH	1 1/4 Miles
51 - 60 MPH	1 1/2 Miles
61 - 70 MPH	1 3/4 Miles
71 - 80 MPH	2 Miles

Torpedoes will be placed the same distance in advance of the flagman, but not exceeding one (1) mile.

3. GENERAL SPEED RESTRICTIONS

CONDITIONS	MAXIMUM Miles Per Hour All Trains and Engines
CARS	
Trains handling more than 40 empty multi-levels unless handled as solid block on the rear of train (up to 70 empty multi-levels) or in solid train (up to 150 empty multi-levels)	25
Trains handling more than 40 OTTX flat cars either loaded or empty	30
Short ore hopper cars: (35 feet or less)	
loaded	30
empty	35
Trains handling empty bulkhead flat cars and/or empty woodrack cars, foreign or system	45
Exception: Restriction does not apply.	
1. If car is shown on train consist, but is not identified as restricted equipment. (Bulkhead flat cars and woodrack cars equipped with constant contact side bearings are not restricted and will not be identified by the computer as restricted equipment.)	
2. To centerbeam flat cars.	
Log cars series NS 111500 - 111538 and SOU 118039 when empty	45
Trains handling flat cars loaded with creosoted poles	45
LOCOMOTIVES	
Controlling locomotive not equipped with an operative speed indicator	20
Single light locomotive	30
All steam locomotives	40
All other light locomotive consists of 2 or more units	50
TRAINS	
Key Trains (See Sect. 7)	50
Loaded Welded Rail Trains	50
All other trains	50
Trains consisting entirely of Triple Crown, TOFC/COFC, Multi-level, or Stack equipment will be governed by passenger train speed on curves and turnouts not to exceed	60
Trains handling empty general service open top hoppers and empty top gons in series NS 20000 - 35499 unless handled in a solid empty train	45
When freight trains handling one or more loaded cars are operated on jointed rail, the engineer will avoid prolonged operation in speed range of 16 to 21 mph. If speed cannot be maintained above 21 mph, it must be reduced to 15 mph.	
Passenger Trains	60
OTHER	
Snow plow NW 590000, when plowing	25
Shoving movements with NS31 on leading end	25
Single unit of self-propelled work equipment that is designed to shunt track circuits (i.e. Sperry Rail Test cars, Loram railgrinder and ballast cleaner)	30

3. GENERAL SPEED RESTRICTIONS (Cont'd)

CONDITIONS	MAXIMUM Miles Per Hour All Trains and Engines
OTHER (Cont'd)	
Sperry Rail Test Cars and FRA T-10 Track Geometry Cars must not exceed 30 MPH or the maximum speed for freight trains whichever is less.	
Lucky Loader, NW 14317 loaded on gon NW 59802	35

4. LOCOMOTIVE AND TRAIN LENGTH INFORMATION

4a. DIESEL UNIT RATING IN TONS

The ratings are for single units and will be increased in proportion to the number of units in multiple service. If a unit fails, tonnage will be reduced in proportion to the number of units inoperative and an allowance of 150 tons made for each inoperative unit handled.

These ratings are based on maximum grade and can be increased over certain parts of the line when necessary. Tonnage on time freight trains will be limited to that which will permit maintaining scheduled speed.

When engine will not handle their rating a report must be made to the dispatcher by the Engineer.

In making computations, less thatn 1,000 pounds will be dropped. 1,000 pounds will be counted as a ton.

Above ratings are to be reduced 1% for trains consisting entirely of empty equipment.

4b. NORFOLK SOUTHERN SYSTEM LOCOMOTIVES SERIES TABLE

ROAD NOS.	MODEL	ROAD NOS.	MODEL
50-59	SD9M	4100-4159	GP38AC
67-83	SW1500	# * 4600-4605	GP49
100-104	TC10	# * 4606-4641	GP59
115-116	F40PH	5000-5256	GP38-2
1002-1012	SW1	6073-6206	SD40-2
1209	SW12	* 6500-6505	SD50
1357-1388	GP40	# * 6506-6525	SD50
1580-1624	SD40	# * 6550-6700	SD60
1625-1652	SD40-2	# * 7000-7002	GP40X
1733	SW1500	# * 7003-7092	GP50
2105	SW1	# * 7101-7150	GP60
2290-2347	SW1500	8003-8082	C30-7
2348-2435	MP15	* 8500-8542	C36-7
# * 2501-2556	SD70	* 8550-8563	C39-8
2717-2822	GP38	# * 8564-8688	C39-8
2823-2878	GP38AC	# * 8689-8763	D8-40C
2879-2886	GP38	# * 8764-8888	D9-40C
3170-3200	SD40	9710-9713	RP-E4
3201-3328	SD40-2	9714-9741	RP-E4D
# * 3500-3521	B30-7A	9819-9820	RP-F4U
# * 3522-3566	D8-32B	9834	RP-E4U
* 3815-3820	B36-7	9835-9841	RP-A4U
3900-3969	U23B	9842-9855	RP-E4U
3970-4023	B23-7	9902-9919	RP-F6Y
		9920-9923	RP-E6Y

* — High Adhesion

\# — High Capacity Dynamic Brake

4c. HIGH ADHESION UNITS AND MIXED CONSIST FORMULA

Head End Power Limitations are the equivalent of 20 conventional axles in power or 18 conventional axles in dynamic brake:

IN POWER

1 — High Adhesion Axle	=	1.33 Conventional Axles
1 — 6-Axle High Adhesion Unit	=	8.00 Conventional Axles
1 — 4-Axle High Adhesion Unit	=	5.33 Conventional Axles

IN DYNAMIC BRAKE

1 — High Capacity Axle	=	1.35 Conventional Axles

4d. TABLE OF MAXIMUM TRAIN LENGTHS

Freight trains, except radio trains, coal trains and empty hopper trains must not exceed 150 cars, unless authorized by Chief Dispatcher.

When ambient temperature is 34° or less, train length should not exceed that indicated below.

TRAINS WITH HEAD END BRAKE PIPE SUPPLY ONLY

Ambient Temp. °F	*Maximum Train Length Based on 50-foot Cars	
	Cars	Feet
32° to 34°	200	10,000
29° to 31°	185	9,250
26° to 28°	175	8,750
20° to 25°	160	8,000
15° to 19°	150	7,500
10° to 14°	140	7,000
5° to 9°	130	6,500
0° to 4°	120	6,000
-1° to -5°	110	5,500
-6° to -10°	100	5,000
-11° to -15°	90	4,500
-16° to -25°	80	4,000

*Long cars such as bi-level, tri-level, TTX, or high cube cars are to be counted as two (50-foot) cars. Radio trains may be increased 50% over the number of cars prescribed above, and in no case are radio trains to be restricted to less than 9,350 feet account temperature.

4e. CHECKING LOCOMOTIVE SPEED INDICATOR

Test for accuracy will be made at the locations indicated as test miles in section 3 under each line segment and at other locations as necessary. Engineers will adjust speed in accordance with any inaccuracy. Engineers operating in outlying local freight or branch line service will choose a location appropriate for making tests to check speed indicators.

TABLE FOR DETERMINING TRAIN SPEEDS

Sec. per Mile	Miles per Hour	Sec. per Mile	Miles per Hour	Sec. per Mile	Miles per Hour	Sec. per Mile	Miles per Hour
45	80.0	61	59.0	84	42.9	116	31.0
46	78.3	62	58.1	86	41.9	118	30.5
47	76.6	63	57.1	88	40.9	120	30.0
48	75.0	64	56.3	90	40.0	122	29.5
49	73.5	65	55.4	92	39.1	124	29.0
50	72.0	66	54.5	94	38.3	126	28.6
51	70.6	67	53.7	96	37.5	128	28.1
52	69.2	68	52.9	98	36.7	130	27.7
53	67.9	69	52.2	100	36.0	135	26.7
54	66.7	70	51.4	102	35.3	140	25.7
55	65.5	72	50.0	104	34.6	145	24.8
56	64.3	74	48.6	106	34.0	150	24.0
57	63.2	76	47.4	108	33.3	180	20.0
58	62.1	78	46.2	110	32.7	240	15.0
59	61.0	80	45.0	112	32.1	360	10.0
60	60.0	82	43.9	114	31.6	720	5.0

5. LOAD LIMITS AND EQUIPMENT RESTRICTIONS

5a. Locomotives — Instructions and Restrictions

1. Engineers operating multiple unit engine consist equipped with MU hose must have the MU hose coupled and cut in service.

2. During switching moves with multiple unit engine consist, the independent brake must be applied gradually to a safe level to control slack run in or run out for the prevention of damage to equipment. After the slack is bunched or stretched throughout the cars being handled, a heavier application of the independent brake must be made to complete the stop.

3. All units of radio operated empty coal trains must be on head end of train and in accordance with Rule R-306 of NS-1. The lead unit and the first unit behind the Radio Control Car must be on line. All other units will be shut down in accordance with Rule L-236 of NS-1 unless tagged by Mechanical Department not to shut engine down. Radio continuity must be maintained and feed valve on radio unit must be maintained in the "Out" position.

4. Air brakes are not to be cut out on Radio control mid train power (not radio receiver car) by air bleeders or other employees when bleeding air on train in yards.

Additionally, hostlers and yard crews, when operating such locomotive units, are to make brake test prior to moving locomotive units from trains, set out track, or other locations.

5. Employees setting up radio units and radio receiver cars on radio trains must see that all windows and doors on radio units are closed before train departs terminal, in compliance with Operating Rule GR-18.

6. When a locomotive is set out at an outlying point, including on line of road, a 27-point jumper cable must be left with the locomotive or at that location.

7. If it is necessary to add oil to a locomotive air compressor, governor, or engine crankcase at any outlying point where a Mechanical Department representative is not present, the employee who is to add the oil must first check with the Mechanical Department.

8. Anytime a M/U hose, M/U valve, or an air brake control stand is changed on a locomotive consist, a retest of locomotive consist air brakes must be performed to insure brakes properly apply and release.

5b. Locomotive Unit and Car Restrictions

(a) Loaded 4-axle cars weighing between 220,001 lbs. and 286,000 lbs. may be handled at the weight shown in the table provided their coupled length, truck centers and axle spacing are not less than the following:

Coupled Length ..... 37'-7"
Truck Centers ..... 25'-3"
Axle Spacing in Trucks ..... 5'-8"

These cars must not be operated over open deck trestles on side or industrial tracks, except where authorized.

(b) Loaded 4-wheel cars weighing between 263,001 lbs. and 286,000 lbs. may be handled at the weight shown in the table provided their coupled length, truck centers and axle spacing are not less than the following:

Coupled Length ..... 37'-7"
Truck Centers ..... 25'-3"
Axle Spacing in Trucks ..... 5'-8"

These cars must not be operated over open deck trestles on side or industrial tracks, except where authorized.

(c) Loaded 4-axle cars weighing not more than 286,000 lbs. and 315,000 lbs. may be handled at the weight shown in the table provided their coupled length, truck centers and axle spacing are not less than the following:

Coupled Length ..... 49'-0"
Truck Centers ..... 36'-8"
Axle Spacing in Trucks ..... 6'-0"

These cars must not be operated over open deck trestles on side or industrial tracks, except where authorized.

(d) Must not be handled on side or industry tracks except where authorized.

5c. DERRICKS

Derricks are grouped as follows:

GROUP 1: NS 960000, SOU 903012, 14, 16 and 26 (250-ton RB)
GROUP 2: NW 514923, and 24, and NS 540037
GROUP 3: SOU 903015

1. **General Restrictions:**
   (a) Derricks must not be operated coupled to engine or car weighing more than 90,000 lbs.
   (b) For line-of-road movement:
      1. Derrick must be handled on head end of train with the required spacer car next to the engine.
      2. Boom must be in trailing position except when in use or when the derrick is to be picked up on line by other trains where facilities for turning are not available.
      3. Must have swinging or rotating mechanism properly secured.
   (c) Derricks must not be operated over structures on industrial tracks without specific authority.
   (d) Derrick speed shall not exceed the slowest of the following:
      1. Authorized freight train speed.
      2. Group 1 Derricks, 45 MPH; Group 2 Derricks 35 MPH; Group 3 Derricks 25 MPH.
      3. Speed restriction for line or structure over which derrick is handled.
   (e) When work train movements are being made with the equipment in service, particular care must be taken to avoid contact with overhead or side obstructions.

5d. LOCOMOTIVE CRANES/DERRICK CARS/PILE DRIVERS

SOU 903093 (DC-3), SOU 992312 (LC-35), NW 500504 (LC-4803), SOU 992340 (LC-8201), NW 514892 (LC-8501), and SOU 992412 (LC-89036)

1. Must not exceed 25 MPH.
2. May be operated on all main and passing tracks.
3. Locomotive cranes, derrick cars, and derrick cars with attached boom idler cars, must not be moved over humps or through retarders when being operated under derrick's own power. Retarders must not be set up while such equipment is in the retarders.
4. Pile drivers must not be moved through the retarders under any circumstances due to insufficient clearance. When pile drivers are placed in one of the classification tracks, they must be handled in the same manner as explosive cars.
5. While working, care must be taken to avoid contact with overhead or side obstructions.

5e. JORDAN SPREADERS

1. While working, care must be taken to avoid contact with overhead or side obstructions.
2. Movement in trains
   (a) Must not exceed 40 MPH.
   (b) Must be handled next ahead of caboose or on rear of train with "B" end trailing so that side spreaders, hinged near the "A" end of the car are in trailing position.
   (c) Must have swinging or rotating mechanism properly secured.
3. Movement in yards
   (a) Must not be moved through retarders due to insufficient clearance.
   (b) Must be handled in the same manner as explosive cars when placed in a classification track.

5f. SNOW PLOW - NW 590000

1. When plowing:
   Except where further restricted, must not exceed 25 mph.
2. When being moved to a location to begin plowing:
   No restrictions apply.
3. Other movements:
   Handle within rear five cars of a train.

5g. SCALE TEST CARS

1. Two-axle Scale Test Cars: SOU 992501, SOU 992506, SOU 992507, SOU 992508, SOU 992511, NW 514754, MPX 192, MPX 194, MPX 195, MPX 1034, MPX 1900, UP 903145, WWBX 911000, and MKT 77:
   (a) Must move only on authority of Chief Dispatcher.
   (b) Must be handled as second car ahead of rear car of train or caboose.
   (c) Must not be coupled to a car exceeding 50' - 0" in length.
   (d) Must not exceed 30 MPH.
   (e) Must not be humped.
2. Four-axle scale test cars: SOU 992550, SOU 992551, SOU 992552, NW 514757, NW 514758, NW 514759, NW 514760, NW 514762, NW 514763, MP 15507, MP 15510, MP 15511, MP 15512, UP 900700, UP 903006, WWBX 199917, WWBX 199918, WWBX 199919 must not be humped. If four axle scale test cars are destined to a hump yard, they should be moved as the head or rear car or in an established "Do Not Hump" block.
3. Scale Monitor Cars SOU 992520 through SOU 992529 and NW 514761 have no special restrictions.

5h. SCHNABEL AND HIGH CAPACITY FLAT CARS

1. Restrictions for "schnabel" and other high capacity flat cars having eight (8) axles or more:
   (a) Except where further restricted, speed must not exceed that indicated below:

Speed restrictions	Loaded	Empty
8 to 15 axle cars Except as listed below	45 MPH	None
16 or more axles, also APWX 1004 (12 axle but excluding CEBX 800	25 MPH	45 MPH
36 axle CEBX 800	15 MPH	25 MPH

   (b) APWX 1004 (12 axle) and all cars having sixteen (16) or more axles must be handled in a special train of no more than ten (10) cars when loaded.
   (c) Loaded cars having twelve (12) or more axles, when not moving in a special train, must be handled at the head end of a train, and train length must not exceed 100 cars. Loaded cars must be accompanied by sufficient cars that can be used as brake cars in the event it becomes necessary to set such load out between terminals and when securing car in yards, terminals, or sidings.
   (d) In addition to the above restrictions, the cars listed below must not be placed in trains requiring pusher service, must not be humped, or flat switched with motive power detached.

and when moving empty must be handled on rear end of train, properly locked, secured, and switching moves kept to a minimum.

CAR IDENTITY AND AXLES	NO.	CAR IDENTITY AND AXLES	NO.
APWX 1004	12	GEX 80000	16
BBCX 1000	20	GEX 80002	16
CAPX 1001	20	GEX 80003	20
CEBX 100	12	GPUX 100	12
CEBX 101	12	HEPX 200	20
CEBX 800	36	KWUX 10	20
CPOX 820	20	ABWX 20002	12
CWEX 1016	12	WECX 101	20
DODX 39898	8	WECX 102	22
DODX 39899	8	PTDX 200	12
GEX 711	12	PTDX 201	14
GEX 40010	20	PTDX 202	20
GEX 40013	12	PTDX 203	14
GEX 40017	12	PTDX 204	12
GEX 40018	12	WECX 301	22

(e) Cars with ten (10) axles or more, either loaded or empty must not be forwarded in a train without permission of the Division Superintendent.

2. Transformers, rotors, circuit breakers, or similar electrical equipment with net weight exceeding 200,000 lbs., loaded on well, depressed, or flat car must be handled on or near the head end of trains, except on locals. When these loads are designated to move on locals or high-wide specials, they will be positioned as instructed by Control Center.

3. Loads with waybill having "high value" sticker, transformers, rotors, circuit breakers, or similar electrical equipment loaded on well, depressed, or flat cars will not be humped or permitted to roll free. Instead, they will be shoved to a coupling with motive power attached. Cars being coupled to such equipment will be handled in the same manner.

5i. EXCESSIVE DIMENSION EQUIPMENT

Before handling cars exceeding Plate "B" on tracks other than main tracks or sidings, it must be determined that adequate clearance exists.

(1) Plate "B", "C", "E" and "F" freight cars.
Freight cars stenciled "C", "E" and "F", and unstenciled general service equipment having dimensions within Plate "B" may be handled on all main tracks and sidings of the Pocahontas Division EXCEPT:
Plate "C" and cars exceeding Plate "C" dimensions must not be handled between M.P. CV444.0 west of St. Paul and M.P. CV453.0 west of Little Tom Tunnel.

(2) Plate "F+" or "Exceeds Plate F" freight cars.
Movement of cars exceeding 17'-0" or stenciled "F+" or "Exceeds Plate F" must be cleared by Chief Dispatcher, except as otherwise noted herein.

(3) Fully enclosed auto rack cars.
Fully enclosed auto rack cars (exceeding Plate "F" but not exceeding 19'-0" above top of rail) may be handled on all main tracks and sidings EXCEPT on the Clinch Valley District west of Richlands.

(4) Double stack cars.
(a) Do not handle double stack cars on any track.

(5) Other cars
(c) Multi-level auto racks with initials TTQX are excessive dimension cars (20'-2" high, loaded or empty) and must be handled in accordance with high-wide clearance message only.

5j. EXCESSIVE CURVATURE

Long (73 ft. or more) cars may be handled on main and passing tracks without restrictions account curvature and grade.

The following instructions apply to movement on tracks other than main and passing tracks.

1. Long cars must not be handled through No. 6 turnouts.
2. Long cars moving over tracks having a curvature in excess of 12 degrees 30 minutes must be coupled on each end to cars not shorter than 50 ft. If curvature is in excess of 15 degrees, or turnouts are No. 7, the movement must be accomplished under observation at slow speed.
3. Long cars must not be handled on curves exceeding 17 degrees.

5k. OTHER EQUIPMENT RESTRICTIONS

1. Trailing tonnage must be limited on line segments as shown below, behind the following equipment:

(a) Empty multi-level cars.

(b) Empty intermodal single platform flats or such cars loaded with empty trailers or containers.

(c) Empty 85 foot long or longer flats and such flat cars when loaded with empty trailers or containers, or loaded with only one trailer or container.

(d) Empty intermodal single axle truck flat cars or such cars loaded with empty trailers or containers.

Division	Between	And	Maximum Trailing Southward/ Westward	Safe Tonnage Northward/ Eastward
Poca.	Bluefield	Williamson	4900*	5100*
Poca.	Richlands	Norton	2800	3300
Poca.	Tacoma Jct.	Andover	2800	2800
Poca.	Weller	Richlands	2500	2500
Poca.	Cedar Bluff	Auville	5800	4100
Poca.	Kellysville	Elmore	2500	2100
Poca.	Elmore	DB Tower	2200	1500
Poca.	Elmore	Gilbert	7400	7400
Virginia	Roanoke	Walton	5300	5300
Virginia	Walton	Bluefield	4900*	5300
Lake	Batavia	Portsmouth	5000	5000

*Except: 4100 tons westward Bluefield to Williamson;
4200 tons eastward Williamson to Bluefield
behind empty TTOX (single axle truck) flat cars.

These instructions do not apply to radio trains or to a flat car loaded with more than one trailer or container, one of which is loaded.

Any district or segment not listed is unrestricted except that safe trailing tonnage will not exceed the unit tonnage rating for five GP38 type units as shown in section 4 of the Timetable Special Instructions.

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2. Single or multiple unit double stack cars, articulated single platform (SPINE) cars, drawbar connected rapid discharge cars, and any articulated or permanently coupled cars loaded or empty must not be humped or flat switched with motive power detached except to a clear track. Double stack cars must not be moved over hump retarders unless it is known there is proper clearance.

Whenever practicable, articulated cars and cars with slackless drawbars should be placed ahead of cars with conventional draft gears, which in turn should be placed ahead of cars with end-of-car cushion units.

Trains handling any of the aforementioned equipment must not be pushed with more than the equivalent of twelve conventional (non-high adhesion) powered axles. High adhesion axles are equivalent to one and one-third conventional axles.

3. The following restrictions are applicable to two-unit TTEX cars in 353000 series and to two-unit RTTX cars in series 165200 to 165552:

A. Cars having three loaded trailers, or cars having empty or loaded trailers at both outer loading positions can be handled without restrictions.

B. Cars must not be humped or flat switched with motive power detached, except to a clear track.

C. Empty cars or cars carrying one loaded or empty trailer at one outer loading position must be handled per the following restrictions:

1. Trailing tonnage restricted to 4000 tons except in radio controlled trains. Yard shove movements are restricted to 400 tons and must not exceed twelve (12) powered conventional or ten (10) powered high adhesion axles.
2. Car must not be handled in the first ten (10) cars ahead of radio controlled units or rear end helpers. Helper units must not exceed twelve (12) powered conventional or ten (10) powered high adhesion axles.
3. Locomotive amperage must be limited to 400 AMPS in dynamic braking while these cars are traversing turnouts or crossover restricted to 25 MPH or less and while within terminal limits.

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4. All cars handled in rail-highway trains must be equipped with roller bearings. No exceptions.

Rail-highway trains will not handle tank cars containing flammable Gas.

Rail-highway trains (200 series trains, excluding Triple Crown) must handle only intermodal and multilevel cars unless authorized by Division Superintendent's Bulletin.

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5. Rail-highway trains handling Radio Receiver Cars in-tow on the headend may be operated at maximum authorized speed for rail-highway trains except: train crews should observe these cars in transit for any abnormal dynamic activity (violent track hunting or vertical bounce or pitch). If abnormal dynamic activity occurs, train speed must be reduced and report made to Chief Dispatcher.

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6. NW 525032 and NW 527212 may be handled in all freight trains on NS without restrictions. This includes movement in rail-highway trains at maximum authorized rail-highway or passenger train speeds, not to exceed 60 MPH.

In yard operations, the following restrictions will apply:

(a) Must not be humped.
(b) Must not be switched with motive power detached.
(c) Couple to this car with not more force than necessary to make coupling.

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7. Roller bearing equipped cars with converted friction bearing side frames are prohibited in interchange. Do not place for loading any car with converted friction bearing side frames. Any cars found with converted friction bearing side frames must be turned over to the Mechanical Department for disposition.

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8. Loaded traction motor cars in series NS 996000 - 996150 must not be humped except when they are humped to a clear track.

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9. **Blocks of Empty Cars -** Blocks of 30 or more empty cars must be handled on the rear of trains whenever practicable.

Blocks of Heavy Cars - Blocks of 30 or more loaded cars of coal, grain, phosphate, rock, sand, sulphur or similar bulk commodities must be handled on the head of trains next behind locomotives, whenever practicable.

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10. Crews must not pull or switch covered or open-top hoppers with hopper doors open.

Top hatches and bottom outlets on open-top hoppers and covered hoppers are to be closed by the customer prior to pulling car.

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11. Loaded cars refused by consignee must not be pulled until all doors have been properly closed and sealed.

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12. Cars equipped with plug doors will not be moved from industrial tracks or out of yards with doors open. DOORS MUST BE CLOSED AND LATCHED.

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13. Jet Snow Blowers loaded on the flat cars shown below must not be humped or flat switched with motive power detached:

Snow Blower No.	Loaded ON
SB 6702-JN	NW 527602
SB 7901-JN	NW 590349
SB 7902-JN	NW 590332
SB 7903-JN	NW 590330
SB 7904-JN	NW 590344
SB 8001-JN	NW 590341

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14. Loaded multilevel cars must not be placed for movement in trains behind open top hopper cars or gondolas loaded with stone gravel, sand, lime, coal, or soda ash, except when separated by 10 buffer cars.

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15. Movement of wreck-damaged or disabled rail cars, or parts of such cars loaded on flat cars or in open-top cars, when lading extends above or beyond the car sides, must be confined to locals, shifters, work, or wreck trains, unless authorization for movement in other trains is secured from Transportation Department Clearance Bureau for each individual car.

Before such equipment is handled in any train, it must be inspected by a Mechanical Department employee who will authorize its movement and designate any speed restriction required for its safe handling.

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16. When switching or coupling cuts of cars, coupling must be done to prevent mismatched couples.

Cars will not be cut off to roll free against other cars if one or both cars involved in the coupling are on curved track or in a turnout. At any time a coupling is attempted with any equipment on curved track or in a turnout, a member of the crew will be at the point of coupling and will stop the movement short of coupling. The couplers will be aligned when necessary to prevent mismatched couplers before the coupling is completed.

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17. Empty OTTX flat cars originating at non-mechanized stations or to be placed in trains at outlying points will be handled on rear of trains.

Empty OTTX flat cars not equipped with the approved end-of-car cushion units will be restricted to rear of trains and will be identified in the following manner.

Car initials will be indicated on advance train consist as OTT (instead of OTTX) with a message to "run on rear only." In the TIPS yard inventory list, under the heading "hand", the handling indicator will show "OTTX."

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18. End doors must be closed and secured on enclosed multi-level cars before they are moved.

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19. Oversize shipments must not be left on any track adjacent to the main track or sidings unless authorized by the Chief Dispatcher.

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20. Crews handling loaded pulpwood cars must inspect the cars to determine if any of the loads are excessive width before meeting or passing passenger trains and high and wide shipments.

Inspection of pulpwood cars must be done sufficiently ahead of the arrival of passenger trains to avoid unnecessary delay.

A train handling pulpwood must be stopped while passenger train is being met or is passing on adjacent track, except when passenger train is first to arrive at meeting point, train handling pulpwood may pass passenger train at slow speed provided inspection of pulpwood can be made and train stopped short of passenger train if and when excessive dimension loads are detected.

Passenger train will meet or pass standing train handling pulpwood on adjacent track at reduced speed unless notified that train has been inspected and there are no excessive dimension loads of pulpwood in train being met or passed.

When notified that train being met or passed has been inspected and there are no excessive dimension loads of pulpwood in train being met or passed, passenger train may run at maximum authorized speed.

Load must be balanced before switching partially loaded woodrack cars.

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21. Cars equipped with chain tie-down devices must not be moved unless chains are properly secured.

Cars with bands improperly secured are not to be moved.

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22. Center partition lumber cars, foreign or system, must not be moved when cars are partially unloaded. These cars must not be pulled from industry or moved without the tie down cables being secured. Loading and unloading instructions, along with warnings not to move car without cables secured, are stencilled on these cars at several locations. System cars are in series SOU 118300 through SOU 118335, and NS 120000 through NS 120249, and NS 114000 through NS 114024.

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23. A crane or other machine equipped with a boom, even if boom is detached, loaded on open top car or moving on its own wheels must not be handled in trains unless the boom end is trailing except that it may be handled in local freight and work trains with boom forward when properly anchored. (Exception: Machines, including cranes and military equipment, loaded on open top car may be handled in any train with boom or rotating part forward provided that is is properly anchored with visible securement and does not overhang the end of the car.)

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24. Poles or similar loads on flat car or in open-top equipment loaded above ends of cars must not be handled in trains next to open shipments subject to damage by shifting loads on adjacent cars.

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25. Any open type car where lading may shift and fall to tracks surface (such as loaded regular flats, gondolas loaded above sides or ends) must not be used as rear car of any train being operated without a caboose.

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26. The equipment listed below must not be placed and handled in a train immediately behind an occupied locomotive unit or immediately ahead of an occupied caboose.

Open end flat cars loaded with poles, pipe, lumber, or similar lading which might shift and protrude beyond the car ends;

Open-top cars or bulkhead flats loaded with similar lading that extends above the car ends or beyond the car sides; or

Flat bed or stake-body trailers loaded with similar lading when the open end is toward the locomotive or caboose or when the lading extends above the end toward the locomotive or caboose.

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27. Employees are prohibited from mounting, dismounting or riding cars in the series TBCX 76702 through TBCX 76710, which is a modified flat car containing a covered housing for transporting aircraft parts shipped by Gruman Aviation (Boeing Commerical).

If necessary to set these cars out, another car with an operating handbrake must be set out with it.

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28. When complying with instructions in regard to placement in train of placarded cars containing hazardous materials, company material cars in series NW 565900-565984 and SOU 911208-911270, and similar type cars carrying freight cars wheels are to be considered as a loaded flat car.

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29. Any train containing GROX rapid dump hoppers must have the following test performed prior to departing the initial terminal or any location where train line continuity has been disturbed.

The engineer must make a 25 lb. brake pipe reduction and a corresponding reduction must be observed by use of the end-of-train device. If the end-of-train device is defective or missing, an air gauge must be connected to the brake pipe at the rear of the train to confirm that brake pipe pressure at the rear corresponds to engineer's reduction.

Examination of cars with GROX markings revealed that on the "A" end of this series of cars, the train line hose is on the left of the coupler and the door dump line hose is on the right of the coupler. On the "B" end of this series of cars the door dump line hose is on the left of the coupler and the train line hose is on the right of the coupler. Additionally, the glad hands on both train line and door dump hoses are the same size and configuration on this series of cars.

All employees are to use extreme caution when coupling these hoses to ensure that the correct connections are made and that afterwards the brake tests performed are in accordance with all applicable rules and instructions.

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30. **TURNOUT CARS**

The following turnout car sets are **not to be separated when in transit, loaded or empty**. In the event of one car being bad ordered, both cars must be set off until repairs are made. If the cars are bad ordered because of mechanical problems, the Master Mechanics Office of that division must notify the Atlanta Track Assembly in Atlanta, Ga.

Set Numbers: (2 cars per set)

SOU 991001 - 991021	SOU 991007 - 991027
SOU 991002 - 991022	SOU 991008 - 991028
SOU 991003 - 991023	SOU 991009 - 991029
SOU 991004 - 991024	SOU 991010 - 991030
SOU 991005 - 991025	SOU 991011 - 991031
SOU 991006 - 991026	

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31. **Welded Rail Trains and Associated Equipment:**

Two loaded rail trains, or one loaded and one empty rail train, may be handled as one movement. When loaded and empty rail trains are handled together, the empty train must be on the rear.

Empty rail trains may now be handled on the rear of revenue freight trains, excluding those designated as corporate trains. Should pusher service be required, the pusher must be placed ahead of the empty rail equipment.

Rail Laying, T&S, and associated equipment may be handled on a loaded rail train, but must be handled on the rear end only.

Rail trains are permanently coupled together by having the approved locking device inserted in the uncoupling lever mechanism and secured with a bolt. These cars are not to be separated, and in the event of a bad order car, the entire train must be set off until repairs are made.

In the event of bad ordering any rail train and associated equipment the Chief Dispatcher must notify Rail Welding Plant in Atlanta, Ga.

Crew members taking charge of a loaded welded rail train will inspect it to determine that the uncoupling lever mechanism locks are in place on each car before train is moved, except when relieving a crew that has previously handled the train, or when notified by the proper authority that the securement between the cars has been checked. This paragraph does not apply to a rail train originating in Atlanta, Ga.

Loaded rail trains must not be originated from any crew change point without first being inspected and approved for movement by Maintenance of Way forces.

Rail trains and associated equipment must not be handled without air on the trains and all other NS Rules applying to train air brakes and services apply when handling these trains.

In addition, the following **thirteen groups of cars**, coupled together and equipped to pick up and to unload strands of welded or bolted rail, **are not to be separated** account of possible damage to the hydraulic hose connection between these cars:

NW 516813, 516814, 516815, and 516816
NW 516975, 516976, 516977, and 516978
NW 517007, 517008, 517009, and 517010
NW 517037, 517038, 517039, and 517043
SOU 991636, 991639, 991634, and 992997
SOU 991534, 991535, 991536, and 992998
SOU 991734, 991735, 991736, and 992999
SOU 992834, 992835, 992836, and 992990
SOU 992936, 992935, and 992934
SOU 992984, 992985, and 992986
NW 527956 and NW 527957
NW 517041 and NW 517042
NW 527986 and NW 527909

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6. COMMUNICATION & SIGNAL INFORMATION

6a. Instructions for handling Electric Switch Locks.

1. G.R.S. Electric Locks

The locking mechanism is located in a metal housing on a post adjacent to the switch stand and is connected by means of a lock rod to the switch points. Release of the locks is automatic for trains entering the switches from the main track. For trains or engines moving from the siding or spur track to the main track after clearing the main track, a predetermined release time is required before the lock and switch can be operated.

(a) For movement from main track to siding or spur track:
   1. Stop engine or cars just ahead of switch points.
   2. Open door of lock housing which has a standard switch lock.
   3. Lift lock lever until it rests against stop in 45 degree position. When indicator clears or moves to the unlock position, complete the movement of lock lever to the extreme left hand position. This unlocks the switch and it can be operated the same as any other hand thrown switch.

(b) For movements from siding or spur track to the main track:
   1. Secure permission from the control station to operate the electric lock and enter the main track. The switch must be unlocked and thrown before the derail or inside crossover switch is operated.
   2. Lift lock lever until it rests against stop in 45 degree position. Immediately or after predetermined time interval has expired, indicator should show "clear" or "unlock" and switch can be unlocked by completing the movement of the lock lever to the extreme left hand position.

(c) For movements using controlled electric locks:
   1. Proceed as above after obtaining release from control station.

(d) After a movement into or out of the switch has been completed and the hand lever of switch returned to normal position, the crank handle in the lock housing must be restored to the right hand or normal position and the door on the lock housing closed and locked.

An emergency release is provided in the lock housing for use in case of trouble or if the electric lock fails to operate promptly. To operate the emergency release, after obtaining permission from control station, break seal and move emergency lever to release position, then operate in the usual manner. When emergency release is operated to enter main track from a spur, Rule 404 must be observed. If emergency release is operated, notify control station immediately as signals will remain in stop position until mechanism has been reset by signal maintainer.

2. US&S Electric Locks

One type of locking mechanism is located in a metal housing on a post adjacent to the switch stand and is connected by means of a lock rod to the switch point and is actuated by operating handle. The second type of locking mechanism locks the operating lever of switch and is actuated by a foot pedal. The release of the locks is automatic for train entering the switches from the main track.

(a) For movement from main track to siding or spur track:
   1. Stop engine or cars just ahead of switch points.
   2. Actuate operating handle or foot pedal to unlock position. This unlocks the switch and it can be operated the same as any other hand throw switch.

(b) For movement from siding or spur track to the main track:
   1. Secure permission from the control station to operate the electric lock and enter main track. The switch must be unlocked and thrown before the derail or inside crossover switch is operated.
   2. Actuate operating handle or foot pedal to request unlock of switch. Immediately or after predetermined time interval has expired the switch is unlocked and it can be operated the same as any other hand throw switch.

(c) For movements using controlled electric locks, proceed as above after obtaining release from control station.

(d) When movement over switch is completed, return handles and padlocks to normal position.

When an emergency release is provided in the lock housing for use in case of trouble or if the electric lock fails to operate properly, advise and secure authority from control station to break the seal, insert switch key and turn to release electic lock, then switch may be lined and movement made. When emergency release is operated to enter main track from a spur, Rule 404 must be observed.

If electric lock is not equipped with emergency release seal, communicate with control station for instructions.

16b. DETECTORS

1. INSTRUCTIONS FOR DETECTORS

When a detector announces one or more defects, the crew must stop the train and examine the specified journal(s) for excessive heat or for dragging equipment, hot wheel, or overheight as alarmed. If hot wheel alarms, after stopping, engineer will release train brakes after making full service application and employee at car will see that brake has released. If not released, engineer will again make full service application and release. If still not released, brake may then be cut out.

When a crew member inspects for a suspected hot box or dragging equipment in addition to tools and supplies, he will take available fire extinguishing material for use when needed.

When stopped by hot box detector and no hot box is found, the conductor on inbound train will advise proper authority at the final terminal so these cars may be inspected by mechanical forces prior to train departing.

When a train is stopped for a hot box, hot wheel or dragging equipment indication, the following information must be given as quickly as radio communication can be established.

1. Car Number.
2. Hot or not hot (or type of dragging equipment found).
3. Type of car.
4. Loaded or empty.
5. Type of journal.
6. Standard or unusual journal configuration (if cars are not hot).
7. Disposition of car.

2. TRACK SIDE ANALYZERS (TSA)

TSA make automatic analysis of train condition by monitoring hot journals and dragging equipment, followed by an automatic radio transmission concerning same.

1. When approaching, passing, or departing TSA location, crew members must be alert for TSA radio transmission (on road frequency for the territory). When in the vicinity of TSA locations, all employees must keep radio transmissions to an absolute minimum to avoid interference with TSA radio messages.
2. When a train is occupying a TSA and a defect has been detected, an automatic radio transmission as shown in example (a) or (b) below will occur:
   (a) A "TONE" will indicate that a hot bearing has been detected and, after rear has cleared TSA, train must be stopped for inspection. When rear has cleared TSA, a radio message will be transmitted twice to indicate nature of defect and its location in train. The location will be given by axle count, counting from the first axle in the locomotive consist. TSA will identify track to which message is applicable in double track territory.
   (b) When an excessively hot journal or dragging equipment has been detected, a radio message stating "CRITICAL ALARM" will be transmitted at once and train must be stopped for inspection as soon as possible, consistent with safe train handling procedures. When TSA has stopped analyzing the train (this will occur when train clears TSA, when train is stopped on TSA, or when train speed over TSA drops below 8 MPH), a radio message will be transmitted twice to indicate nature of defect and its location in train. The location will be given by axle count counting from the first axle in the locomotive consist. TSA will identify track to which message is applicable (in double track territory).

Note: When inspection is required by either (a) or (b) above, a thorough inspection will be made of both sides of car(s) indicated as being defective. If no apparent defects are found, five cars on either side of designated car(s) will be thoroughly inspected on both sides. After a defect message has been received, if train is stopped while occupying TSA, or if train speed over TSA drops below 8 MPH, all cars following the last car indicated as being defective must be inspected. While enroute to and from either end of train to car(s) to be inspected, crew members will, when practicable and safe to do so, make a visual inspection of both sides of train. All defect messages, including nature of defect and its location in train, must be acknowledged to the Dispatcher. Dispatcher must be notified of results of inspection, even if no trouble is located.

3. When no defects have been indicated, and one of the following conditions exist, a visual inspection must be made of both sides of train by crew member(s) on the ground, unless a visual inspection of train by crew member(s) on the ground, unless a visual inspection of both sides of train can or is to be made by other employees located in the near vicinity:
   - Train stops on TSA;
   - Train speed over TSA drops below 3 MPH;
   - Train is operated over a track which causes it to by-pass a TSA it normally would pass over.

EXCEPTION: If the dispatcher has positive knowledge that a proper reading was obtained for all or a portion of the train, he will instruct crew members to inspect only the portion for which a proper reading was not obtained.

4. When no defects have been detected, the exit radio message will be: "NS TSA, mile post location, and identification of track to which message is applicable (in double track territory), followed by axle count of the train and message "NO DEFECTS". When a "NO DEFECTS" message has been received, it will not be necessary to acknowledge same to the dispatcher. Operating Rules 506 and 609 are modified accordingly.

   NOTE: If "NO DEFECTS" message has not been received from either TSA or dispatcher before passing the designated radio acknowledgment point (ie. train length plus approximately 20 car lengths beyond the detector), train must be stopped and dispatcher contacted for further instructions. If dispatcher cannot be contacted, entire train must be inspected in accordance with Item 4.
5. When a TSA reports "Analyzer Failure" to a train crew, the train must be stopped and inspected. If any message other than "Analyzer Failure" is transmitted to a train, and the crew does not understand the message, the CRT in Dispatcher's Office may be used to determine if train needs inspected.

   When notified that a defect has been detected that requires stopping for inspection before yarding train, stop must be made promptly and inspection of indicated car(s) made in accordance with noted Item 3.
6. If radio message "Train too slow from axle (XXX)" is received, the train must be inspected from the identified axle to end of train in accordance with Item 4.

b. Stand Alone Detectors (SAD)

SAD makes automatic analysis of train condition by monitoring hot journals and dragging equipment, followed by an automatic radio transmission concerning same.

1. When approaching, passing, or departing SAD location, crew members must be alert for SAD radio transmission (on road frequency for the territory). When in the vicinity of SAD locations, all employees must keep radio transmissions to an absolute minimum to avoid interference with SAD radio messages.
2. When a train is occupying a SAD and a defect has been detected, an automatic radio transmission as shown in example (a) or (b) below will occur:
   (a) A "TONE" will indicate that a hot bearing has been detected and, after rear has cleared SAD, train must be stopped for inspection. When rear has cleared SAD, a radio message will be transmitted twice to indicate nature of defect and its location in train. The location will be given by axle count, counting from the first axle in the locomotive consist. SAD will identify track to which message is applicable in double track territory.
   (b) When SAD has stopped analyzing the train (this will occur when train clears SAD, when train is stopped on SAD, or when train speed over SAD drops below 8 MPH), a radio message will be transmitted twice to indicate nature of defect and its location in train. The location will be given by axle

count counting from the first axle in the locomotive consist. SAD will identify track to which message is applicable (in double track territory).

NOTE: When inspection is required by either (a) or (b) above, a thorough inspection will be made of both sides of car(s) indicated as being defective. If no apparent defects are found, five cars on either side of designated car(s) will be thoroughly inspected on both sides. After a defect message has been received, if train is stopped while occupying SAD, or if train speed over SAD drops below 8 MPH, all cars following the last car indicated as being defective must be inspected. While enroute to and from either end of train to car(s) to be inspected, crew members will, when practicable and safe to do so, make a visual inspection of both sides of train. All defect messages, including nature of defect and its location in train, must be acknowledged to the Dispatcher. Dispatcher must be notified of results of inspection, even if no trouble is located.

3. When no defects have been indicated, and one of the following conditions exist, a visual inspection must be made of both sides of train by crew member(s) on the ground, unless a visual inspection of both sides of train can or is to be made by other employees located in the near vicinity:
   - Train stops on SAD;
   - Train speed over SAD drops below 8 MPH;
   - Train is operated over a track which causes it to by-pass a SAD it normally would pass over.

   EXCEPTION: If the dispatcher has positive knowledge that a proper reading was obtained for all or a portion of the train, he will instruct crew members to inspect only the portion for which a proper reading was not obtained.
4. When no defects have been detected, the exit radio message will be: "NS SAD, mile post location, and identification of track to which message is applicable (in double track territory), followed by axle count of the train and message "NO DEFECTS". When a "NO DEFECTS" message has been received, it will not be necessary to acknowledge same to the dispatcher. Operating Rules 506 and 609 are modified accordingly.

   NOTE: If "NO DEFECTS" message has not been received from SAD before passing the radio acknowledgment point (ie. train length plus approximately 20 car lengths beyond the detector), train must be stopped and dispatcher contacted for further instructions. If dispatcher cannot be contacted, entire train must be inspected in accordance with Item 4.
5. When a SAD reports "Detector Malfunction" to a train crew, the train must be stopped and inspected. If any message other than "Detector Malfunction" is transmitted to a train, and the crew does not understand the message, contact the dispatcher for further instructions.

   When notified that a defect has been detected that requires stopping for inspection before yarding train, stop must be made promptly and inspection of indicated car(s) made in accordance with noted Item 3.

   If a detector announces "NO DEFECTS, CALL MAINTAINER," the crew should notify the Chief Dispatcher immediately for further handling. The train should not be stopped.
6. If radio message "Train too slow from axle (XXX)" is received, the train must be inspected from the identified axle to end of train in accordance with Item 4.

7. HAZARDOUS MATERIALS

7A. GENERAL INSTRUCTIONS:

1. Compliance with the Code of Federal Hazardous Materials Regulations (49 CFR) of the U.S. Department of Transportation (found in the current edition of the AAR Bureau of Explosives Tariff BOE-6000 Series), and Norfolk Southern's special rules for handling hazardous materials, is required of all employees of Norfolk Southern Railway Company. References to specific sections of the 49 CFR included in the BOE Tariff are enclosed in brackets, for example [174.24].

2. A carrier must forward each shipment of hazardous materials promptly and within 48 hours (Saturdays, Sundays, and holidays excluded) after acceptance at the originating point, except that where biweekly or weekly service only is performed, a shipment of hazardous materials must be forwarded on the first available train [174.14].

3. Definitions of terms for these instructions are listed in 49 CFR Section 171.8. For technical interpretations on these instructions call Hazardous Materials Management in Roanoke at 7-981-3762 or (540)-981-3762, or in Atlanta at 7-529-2242 or (404)-529-2242.

7B. SWITCHING OF PLACARDED CARS:

1. Every employee involved in the switching of hazardous materials cars, both on line of road and in yards, must be familiar with and be governed by the instructions contained in the "Hazardous Materials Switching Chart" found in the back of the timetable [174.82-174.83].

2. When switching loaded placarded tank cars, or switching cars that will couple to loaded placarded tank cars, maximum reasonable efforts must be made to achieve couplings at speeds not to exceed 4 MPH.

3. Employees must position themselves at least fifteen (15) feet, and more if possible, from the manway and valves prior to coupling. Contents of tank cars may splash during or immediately following coupling due to improperly secured closures.

4. Persons having access to waybills or shipping instructions must see that concerned employees are notified when hazardous materials are to be handled.

5. Cars placarded "EXPLOSIVES", "FLAMMABLE GAS", or "FLAMMABLE" must not be left on any track unless track is free from combustible material such as dead grass and weeds.

6. Residue (empty) DOT-113 specification tank cars placarded Division 2.1 **(FLAMMABLE GAS)**, shall not be cut-off in motion or struck by a free rolling car. A Car Movement Restriction Message has been added to the computerized switch list to flag these cars. Additionally, these cars can be identified by the tank car specification marking located on the right-hand side of the car, for example, DOT-113*****W.

7. There are five handling codes that pertain to hazardous materials switching as follows:

- **EXPL, FGAS,** and **PGAS** all identify cars that cannot be cut off in motion or struck by a free rolling car. (See HazMat Switching Chart Restriction #2.)
- **DANG** identifies the majority of hazardous materials shipments and these cars should be handled in accordance with the NS Timetable Instructions for Hazardous Materials.
- **HAZM** identifies hazardous materials that have no restrictions, except couple into with no more force than necessary to make coupling. (See Group 5 on Train Placement/Switching Charts.)

Car Movement Restriction Messages (CMRM) are determined by 49 STCC numbers; therefore, if the Handling Code does not match the placards or other shipping description information, the car should be set out and the shipping documents should be corrected. **EXCEPTION:** If a car placarded Combustible shows a DANG handling code, it should be handled identical to cars with a HAZM handling code (no restrictions apply). The easiest way to tell the difference between a Flammable andCombustible placard displaying UN/NA Identification Numbers is to look at the color of the lower quadrant (black = Flammable; white = Combustible).

7C. TRAIN PLACEMENT OF PLACARDED CARS:

1. Every employee involved in the positioning in train of hazardous materials cars, must be familiar with and be governed by the instructions contained in the "Hazardous Materials Position in Train Chart" found in the back of the timetable [174.82-174.85].

2. The "Hazardous Materials Position in Train Chart" will also apply to yard movements on a main track if the intended movement will exceed one mile.

3. At the commencement of each trip, the conductor or competent crew member directed by the conductor must inspect the six head cars behind the engine and the six rear cars ahead of an occupied caboose to ascertain that placarded hazardous material cars are properly positioned. This will not be required at a terminal when relieving an NS crew, and the train has remained intact.

4. The train crew must have a document (consist, wheel report, or hazardous materials list) indicating the position in train of each loaded placarded car containing hazardous materials, except when the position is changed or the placarded car is placed in the train by a crew member of the train [174.26(b)].

5. At each terminal or other place where trains are made up or switched by crews other than the outbound train crew, the outbound train and engine crew must receive a consecutively numbered notice (NS FORM 11562) indicating the position in the train of each car placarded Division 1.1 or 1.2 (Explosives), Division 2.3 Hazard Zone A (Poison Gases), or Division 6.1 PG I Hazard Zone A (Poison). These placards will be mounted on white square background for ease of identification [174.26(a) & 172.510].

6. When loaded cars containing hazardous materials are picked up on line of road and there is no agent or clerical force on duty, the train dispatcher or other appropriate authority (trainmaster, yardmasters, and operators as applicable), must be notified that pick-up includes hazardous materials.

7. A rail shipment (other than tank car) placarded as in Group 2, on the Train Placement Chart, is not allowed to be transported on the NS system (see NS Intermodal Rules Circular).

7D. KEY TRAINS:

1. The definition of a **"KEY TRAIN"** is:

- Any train handling five (5) or more carloads of **POISON INHALATION HAZARD** (Hazard Zone A or B) gases or liquids;

- OR -

- Any train handling any combination of twenty (20) or more carloads, including intermodal portable tank loads, of:
  - (a) **POISON INHALATION HAZARD** (Hazard Zone A or B) commodities;
  - (b) Division 1.1 or 1.2 (Explosives);
  - (c) Division 2.1 (Flammable Gas); or
  - (d) Environmentally Sensitive Chemicals

— A commodity designated as a Poison Inhalation Hazard "PIH" will be identified by the "Poison Inhalation Hazard" or "Inhalation Hazard" notation on waybill or shipping document. The same notation will be stenciled in 4-inch letters on each side of tank cars containing "PIH" materials.

— Division 1.1 or 1.2 (Explosives) and/or Division 2.1 (Flammable Gas) commodities will be identified by the corresponding placard, or the Hazard Class on the waybill or shipping document.

— Environmentally Sensitive Chemicals can be identified by Car Movement Restriction Messages on train consist and/or Switch List; or by the chemical name or commodity code on the following list:

List of Environmentally Sensitive Chemicals

1. Allyl Chloride (4907412)
2. Carbon Tetrachloride (4921830/4921831)
3. Chlorobenzene (4909153)
4. Chloroform (4921767/4921769/4925224/4925225)
5. Dichlorobenzene (4925203)
6. Dichloropropane (4909269)
7. Dichloropropane/Dichloropropene mixture (4910234)
8. Dichloropropene (4909255)
9. Ethyl Chloride (4905712/4908162)
10. Ethylene Dibromide - (Also PIH) (4921497)
11. Ethylene Dibromide and Methyl Bromide Mixtures - (Also PIH) (4921438)
12. Ethylene Dichloride (4909166/4912081)
13. Epichlorohydrin (4921005)
14. Methyl Chloroform or 1,1,1-Trichloroethane (4925182)
15. Methylene Chloride (Dichloromethane) (4925131)
16. Methylene Chloride/Chloroform Mixture (4960150)
17. Perchloroethylene (Tetrachloroethylene) - (4840355/4925202)
18. Perchloroethylene/Trichloroethylene mixture (4940373)
19. Trichloroethylene (4925181)

NOTE: Yard movements on a main track will also be governed by the definition and operating requirements of **KEY TRAINS** if the intended movement will exceed one mile.

2. **KEY TRAINS** will be identified at certain locations on train consist copy, but at all locations conductor will be responsible for examining waybills to ascertain whether or not hazardous materials cars in train meet **KEY TRAIN** criteria. Conductor will promptly notify the dispatcher, or the appropriate authority for notification purposes (trainmasters, yardmasters, and operators as applicable) who in turn will notify the dispatcher, if the train or yard movement is to be designated as a **KEY TRAIN**.

3. In addition to the above, yard clerical forces handling outbound trains at train makeup or intermediate terminals must notify the dispatcher or the appropriate authority for notification purposes, if a train is to be designated as a **KEY TRAIN**. This notification should be made as soon as possible and may be made by telephone, or by entering information directly into the Computer Aided Dispatching system where this capability is available. In the event the computer is down, or if not equipped to determine this information by computer, a review of waybills must be made to determine **KEY TRAIN** status.

4. If train sets out or picks up loaded hazardous materials cars on line of road, and set-out or pick-up changes **KEY TRAIN** status, conductor will promptly notify dispatcher. The positions of the hazardous materials cars picked up will be recorded by the conductor on his consist.

5. The following **RESTRICTIONS** must be observed for movement of **KEY TRAINS:**

(a) Maximum authorized speed of 50 MPH, unless further restricted.

(b) At meeting or passing points, when practicable, **KEY TRAIN** will hold main track unless a speed of 15 MPH or greater is authorized for siding or auxiliary track.

(c) When any track with an authorized speed of 10 MPH or less is used for meeting or passing a **KEY TRAIN**, one of the trains must be stopped before the other train passes.

(d) When a **KEY TRAIN** is stopped by an emergency brake application or by some unknown cause, the train must be inspected for derailed or defective cars in accordance with **NS Operating Rule 102**.

(e) If a defect in a **KEY TRAIN** journal is reported by a wayside detector, but inspection of the journal fails to confirm evidence of a defect, the train will not exceed 30 MPH until it has passed over the next wayside detector. If the same car again sets off the next detector, it must be set out from the train.

(f) Cars with friction bearings will not be permitted in **KEY TRAINS**

7E. DOCUMENTATION:

1. No hazardous materials car, loaded or residue (empty), may be moved on line of road without a waybill, consist, switch list, wheel report, or other shipping document which identifies its contents or previous contents by proper shipping name, hazard class, UN/NA 4-digit identification number, a 24-hour emergency contact number, and quantity (may be properly specified as "One (1) Tank Car Load", or "1 T/C"). Other common elements which must be included if applicable are the packing group, placard notation, placard endorsement, reportable quantity (RQ), poison inhalation hazard notation, hazard zone, residue notation, marine pollutant notation, and/or shipper certification [172.210 & 174.24].

2. **EXAMPLE OF SHIPPING PAPER DESCRIPTION:**

1 T/C CHLORINE
2.3 (POISON GAS)
UN 1017
RQ (CHLORINE)
MARINE POLLUTANT (CHLORINE)
POISON INHALATION HAZARD ZONE B
PLACARDED: POISON GAS
EMERGENCY TELEPHONE: (###) ### ####

3. At the commencement of each trip, the conductor or competent crew member directed by the conductor must examine waybills and/or consist to identify cars containing hazardous materials. A member of the train crew of a train transporting hazardous materials must have in his possession a copy of the shipping papers (as described in 1 above) for all shipments of hazardous materials [174.24].

4. A member of a train or yard crew is required to have a copy of the shipping papers (as described in 1 above) for any hazardous materials shipments before they are removed from the shipper's plant for direct or eventual forwarding to the yard; or when making delivery of hazardous materials shipments to a consignee's plant or siding. Documentation is not required for respotting within a plant or for movement to adjacent carrier tracks when the cars are to be respotted within the plant confines and are not being forwarded to the yard [174.24].

5. When picking up a hazardous material shipment from the shipper, the train crew should assure that the shipper's certification and signature are on the shipping papers received from the shipper. Shipper's certification is a signed statement from the shipper declaring that the hazardous materials are properly classified, described, packaged, marked and labeled, and are in proper condition for transportation according to DOT regulations. This is not required if Norfolk Southern is not the original carrier, if the certification is already in possession of the agency or central waybilling center, or for the return of empty tank cars which previously contained hazardous materials [172.204 & 174.24].

6. Agents, yardmasters, dispatchers, and train and engine service employees (both road and yard), must have a current copy of the DOT Emergency Response Guidebook accessible when on duty. A crew member's copy maintained on the engine will be considered as being accessible to crews performing yard or switching service. Conductors will ascertain that a copy is on the controlling unit at the start of each trip or tour of duty [172.602].

7F. INSPECTION:

1. Rail cars carrying hazardous materials and each rail car immediately adjacent thereto, must be inspected before acceptance at originating point, when received in interchange, and at any point where a train is required to be inspected (including the point where the car is placed in the train). The cars may continue in transit only when the inspection indicates that the cars are in safe condition for transportation [174.8].

2. Before coupling to a placarded tank car, loaded or residue/ (empty), employees must by observation from the ground determine:
   - that there is no visible or detectable leak;
   - that all loading and unloading lines are disconnected;
   - that all platforms are raised or in the clear; and
   - that manway cover bolts, valve housing covers, bottom outlet caps, and plugs or caps on other openings are in their proper places.

   EXCEPTION: Heater coil inlet and outlet pipes on residue tank cars must be left open for drainage. Be advised that heater coils can be easily identified by stenciling on the tank car. THE CAPS TO THESE PIPES MUST BE IN THE OFF POSITION BEFORE EMPTY/RESIDUE TANK CARS CONTAINING HAZARDOUS MATERIALS ARE ACCEPTED AT INDUSTRIES OR INTERCHANGE.

3. Before any closed (box or hopper) car containing hazardous materials is coupled into or moved, the crew must determine that the doors are closed and securely fastened [174.8 and 174.104].

4. DOT specification tank cars not equipped with top and bottom shelf couplers will not be accepted in interchange, placed or pulled at industrial tracks, or moved in a train. The Mechanical Department must be notified of such cars when offered in interchange or when released from industries. This restriction applies to (1) all DOT specification tank cars, whether or not they are displaying a hazardous material placard, and (2) both loaded and empty cars.

5. Check to make sure the safety valve and tank test due dates are current (a car is within test until the last day of the month or year shown). These will appear on the right-hand side of the car under the specification marking. If they are not in date, notify your supervisor.

6. Intermodal tanks containing hazardous materials must not be accepted in interchange, pulled at an industrial track, or moved in a train, unless the DOT Proper Shipping Name of the material is legibly marked on two opposing sides of the tank, and this DOT Proper Shipping Name matches the one shown on the hazardous materials shipping paper for the tank.

7G. MARKING AND PLACARDING HAZARDOUS MATERIALS:

1. Hazardous Materials shipments must not be accepted at industries or in interchange unless placards, as specified on shipping papers, are affixed on each end and on each side of the car as required by regulations. Such placards must be securely in place before pulling loaded and/or residue (empty) tank cars, or other type rail cars containing hazardous materials. Cars with missing, damaged, faded, or improper placards must not be pulled [172.508 & 174.59].

2. Each agent or yardmaster shall maintain an adequate supply of placards or markers (which are available through the NS Material Management System), to replace those that are lost or damaged, based on the information on the shipping papers [174.33].

Missing, damaged, or faded placards discovered in transit should be replaced at the next inspection point, and those not required must be removed at the next terminal where the train is classified [174.59]. Each specific operating location should have a standard procedure for replacing placards.

3. Hazardous materials shipping papers must include the Placard Notation indicating the placards applied to the car of a hazardous materials shipment, and the Placard Endorsement on the billing instructions near the car number, according to following table [174.25].

Hazard Class	Placard Notation	Placard Endorsement
DIVISION 1.1	Placarded EXPLOSIVES 1.1	EXPLOSIVES
DIVISION 1.2	Placarded EXPLOSIVES 1.2	EXPLOSIVES
DIVISION 1.3	Placarded EXPLOSIVES 1.3	DANGEROUS
DIVISION 1.4	Placarded EXPLOSIVES 1.4	DANGEROUS
DIVISION 1.5	Placarded EXPLOSIVES 1.5	DANGEROUS
DIVISION 1.6	Placarded EXPLOSIVES 1.6	(None)
DIVISION 2.1	Placarded FLAMMABLE GAS	DANGEROUS
DIVISION 2.2	Placarded NON-FLAMMABLE GAS	DANGEROUS
DIVISION 2.3 —		
(Zone A)	Placarded POISON GAS	POISON GAS ZONE A
(Zone B, C or D	Placarded POISON GAS	DANGEROUS
CLASS 3	Placarded FLAMMABLE	DANGEROUS
COMBUSTIBLE LIQ.	Placarded COMBUSTIBLE	(None)
DIVISION 4.1	Placarded FLAMMABLE SOLID	DANGEROUS
DIVISION 4.2	Placarded SPONTANEOUSLY COMBUSTIBLE	DANGEROUS
DIVISION 4.3	Placarded DANGEROUS WHEN WET	DANGEROUS
DIVISION 5.1	Placarded OXIDIZER	DANGEROUS
DIVISION 5.2	Placarded ORGANIC PEROXIDE	DANGEROUS
DIVISION 6.1 -		
(PG I ZONE A)	Placarded POISON	POISON PGI ZONE A
(PG I ZONE B)	Placarded POISON	DANGEROUS
(PG II ZONE C)	Placarded POISON	DANGEROUS
(PGIII)	Placarded KEEP AWAY FROM FOOD	(None)
CLASS 7	Placarded RADIOACTIVE	RADIOACTIVE MATERIAL
CLASS 8	Placarded CORROSIVE	DANGEROUS
CLASS 9	Placarded CLASS 9 (OPTIONAL FOR DOMESTIC)	(None)
Mixed Loads of Hazmat Placarded DANGEROUS	Placarded DANGEROUS	DANGEROUS

NOTE: For tank cars which contain a residue of a hazardous material the Placard Notation will be followed by the word Residue, for example Placarded Flammable-Residue. The Placard Endorsement will be DANGEROUS, except for a residue of Combustible Liquid, a 6.1 PG III material, or a Class 9 material, the Placard Endorsement will be (None).

4. Federal regulations require SECONDARY placards for certain commodities which have subsidiary hazards. The addition of the SECONDARY placard does not change switching or position in train requirements, and the PRIMARY placard will govern. The PRIMARY and SECONDARY placards can be identified as follows: 1) the PRIMARY placard classification is the first hazard class following the proper shipping name on the shipping documents; 2) the use of the UN/NA 4-digit identification number is prohibited on the SECONDARY placard; and 3) no hazard class or division number may be displayed in the lower quadrant of a SECONDARY PLACARD [172.505 & 172.519].

EXCEPTION: Tank cars loaded with **ETHYLENE OXIDE** (UN 1040) displaying a Division 2.3 **POISON GAS** primary placard and a **FLAMMABLE GAS** secondary placard will not be cut off in motion. A Car Movement Restriction Message has been added to the computerized switch list to flag these cars.

5. If more than one of the UN/NA 4-digit identification number markings on placards, orange panels, or white square-on-point configurations are lost, damaged, or destroyed in transit, the carrier shall replace them as soon as practicable. The numbers may be entered legibly by hand using an indelible marking material [172.338].

6. A bulk packaging that contains a marine pollutant must be marked on each end and each side with the MARINE POLLUTANT mark. EXCEPTION: On a bulk packaging, freight container, or transport vehicle that bears a placard specified in hazardous materials timetable Rule G.3, the MARINE POLLUTANT marker is not required [172.203(1) & 172.322].

7. A tank car containing an "Elevated Temperature Material" must be marked on two opposing sides of the vehicle with the word "HOT". The "HOT" marking will either be painted on the car or displayed as follows:

Loaded "Elevated Temperature Material" cars must be handled only with proper hazardous material documentation (See HazMat Timetable Rule E). For example:

"Elevated Temperature Material, Liquid, N.O.S. (Petroleum Asphalt), 9, NA 9259, PG III"

Empty "Elevated Temperature Material" cars may be returned with the "HOT" markings left on the car, even though the **cool** residue is no longer considered a hazardous material. These cars can be billed as empties and do not require Hazardous Materials documentation.

EXCEPTION: Tank cars containing molten aluminum or molten sulfur must be marked "MOLTEN ALUMINUM" or "MOLTEN SULFUR" respectively on both sides of car.

8. Placarded intermodal containers transported in stack cars must display placards which are visible for containers loaded in the wells of stack cars, even if it requires moving the placards already affixed to the container, or adding additional placards to the shipment [174.59].

9. The words **TOXIC** and **POISON** may be used interchangeably on placards. Therefore, cars placarded **TOXIC** will be handled in the same manner as cars placarded **POISON**, and cars placarded **TOXIC GAS** will be handled in the same manner as cars placarded **POISON GAS**.

7H. HAZARDOUS WASTE AND PCB WASTE MANIFESTS:

1. Hazardous waste and polychlorinated biphenyl (PCB) wastes shipments must be handled with hazardous waste manifest forms. Manifests must be signed and dated when subject waste materials are picked up and appropriate signed and dated documents obtained when the wastes are delivered. Tracking of the waste by rail will be handled by waybill or other appropriate document with initial and final rail transporters being responsible for executing manifest requirements outlined above. A copy of the manifest may or may not be attached to the waybill or switchlist. Modified waybills may be used in lieu of hazardous waste manifest.

2. Whenever Norfolk Southern Railway Company is the origin or destination carrier, and you are pulling or placing a hazardous waste or PCB waste car at industry, coordinate with agent for instructions regarding signing and dating of the required waste management documents.

7I. HYDROCYANIC ACID (HCN) TANK CARS

1. Tank cars containing Hydrocyanic Acid (HCN), are painted white with horizontal and vertical red stripes and placarded on each side and each end. They must be handled in accordance with the following instructions.

(a) To be handled only when authorized by the Chief Dispatcher.

(b) **NS FORM 11562**, "Notice of cars placarded Division 1.1 or 1.2 (Class A Explosives), Division 2.3 Hazard Zone A (Poison Gases), or Division 6.1 PG I Hazard Zone A (Poison)", must be issued to conductor and engineer (See Operating Rule 573).

(c) The Chief Dispatcher must be notified immediately of any occurrence that may be hazardous.

(d) In case of suspected leakage, car must be isolated and all except authorized persons kept away.

(e) Under no circumstances should other than authorized persons get close to car in case of derailment.

(f) The instructions posted on bulletin boards, in cabooses, and in cars assigned to wreck outfits must be read carefully.

(g) Instructions attached to each waybill and placarded instructions on each car must be followed.

(h) These instructions (a-g above) are applicable to both LOADED and RESIDUE (empty) cars.

7J. LEAKING TANK CARS:

1. A tank car discovered in a leaking condition in transit may not be **unnecessarily** moved until the unsafe condition has been corrected. In the case of a small leak, short movements may be made if a receptacle is attached under the leak to prevent the spread of liquid over tracks. A leaking tank car containing hazardous material may be switched to a location distant from habitation and highways if the move can be made safety (174.50).

2. An Industry must be notified before a leaking tank car is spotted on its track for unloading and then only with their permission.

3. Whenever the leaking condition of a tank car requires the transfer of lading or makes the tank unfit for reloading, the car must be stenciled on both sides **"LEAKY TANK. DO NOT LOAD UNTIL REPAIRED."** The location of the leak must be marked with an **"X"**. The car owner must be immediately notified and advised of the exact location of the leak. The stenciling cannot be removed until the leak is repaired (174.50).

7K. REPORTING HAZARDOUS MATERIALS INCIDENTS:

The following hazardous material incidents must be reported **immediately** to the Division Chief Dispatcher:

- All unauthorized, unintentional, and/or accidental releases (including **minor** leaks) of commodities classified as hazardous under federal and/or state Department of Transportation and Environmental Protection Agency regulations, including hazardous materials, hazardous substances, extremely hazardous substances, and hazardous wastes and toxic substances.
- All derailments/accidents involving tank cars or other rolling stock containing hazardous materials, substances, and/or waste in which:
  - (1) the car is damaged, OR
  - (2) the car is off the track and not upright regardless of damage, leaks, or releases.
- All spills of any petroleum product or a derivative thereof, including oil, diesel fuel, or other materials that can cause water pollution or other damage to the environment, including water discoloration. All spills of any petroleum product or a derivative thereof, including oil or diesel fuel, onto shorelines next to water must also be reported.
- When in doubt, report all release incidents (regardless of amount involved).

7L. INSTRUCTIONS TO EMPLOYEES IN THE EVENT OF A HAZARDOUS MATERIALS INCIDENT OR ACCIDENT:

In case of a hazardous materials incident, employee safety is the first consideration. The responsibility of a train crew or incident observer is to determine the status of the incident (when safe to do so) and report the detection to the yardmaster, chief dispatcher, and/or your immediate supervisor.

The following on-scene actions are to be carried out as closely as possible; however, it is realized that on-the-scene judgment based on actual circumstances must be the final guide for protecting lives, the environment and property. **Safety is of first importance**

1. **On line of road, protect the train and make an emergency call by radio. In the yard, contact the yardmaster by the most expeditious means available.** State the specific location of the incident and train/car status.
2. **Determine the status of all crew members.** Any rescue efforts you make to assist fellow crew members (such as removing them if conditions so indicate) should be voluntarily made. You should weigh those rescue efforts against the possibility of putting yourself at risk. **Act only if it is safe to do so. Do not put yourself in danger.**
3. On line of road, check the train consist and shipping papers to determine which cars and commodities are likely involved. In the yard, get the car number and placard information if safe to do so.
4. **Extinguish ignition sources** such as lanterns, flares, fusees, open flames, switch heaters, and smoking materials in the immediate area until it is definitely determined there are no flammable vapors in the area.
5. Do not go near derailed or damaged hazardous materials cars to investigate the accident until **IT IS DETERMINED TO BE SAFE**. Follow available Emergency Response Information Guidelines. Sources include: Shipping Documents and US DOT Emergency Response Guidebook. **Some simple rules are:**
   - **(a) Do not take undue risks. Use "Buddy System" when possible.**
   - **(b) Do not walk into or touch spilled material.**
   - **(c) Stay out of ditches or low areas.**
   - **(d) Avoid inhalatin of fumes, smoke, and vapors.**
   - **(e) Stay upwind (wind at your back).**
   - **(f) In the event you detect fire, vapor or gas cloud, smoke, leak, or unusual smells or noises, DO NOT GO NEAR THE CARS, and evacuate to a safe distance.**
6. Give dispatcher or yardmaster information on:
   - (a) Your name and title.
   - (b) Train identification symbol.
   - (c) Whether you need fire or medical assistance.
   - (d) How many cars are involved with their location and condition but only if it is **POSSIBLE TO OBTAIN THIS INFORMATION SAFELY.**
   - (e) Each hazardous material car initial and number, commodity description, placards, and condition of car but only if it is **POSSIBLE TO OBTAIN THIS INFORMATION SAFELY**.
   - (f) Locaiton of people, property, or public systems (roads, power lines, hospitals, etc.), which could be subject to danger.
   - (g) Location of any nearby storm sewer, drain, pipes, ditches, or body of water.
   - (h) Indicate the location where the train crew will meet emergency responders and how the train crew can be identified. Also, identify access roads.

7. Identify yourself to police and fire personnel when they arrive. Share shipping papers and emergency response information with them.
8. Remain at the scene, at a safe distance, until relieved by a company operating official.
9. A company spokesperson will handle all questions asked by the media or other persons about the incident.

- **ALWAYS CONSIDER YOUR SAFETY BEFORE ACTING!!!!!**

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Effective October 1, 1994

NORFOLK SOUTHERN

HAZARDOUS MATERIALS POSITION IN TRAIN CHART

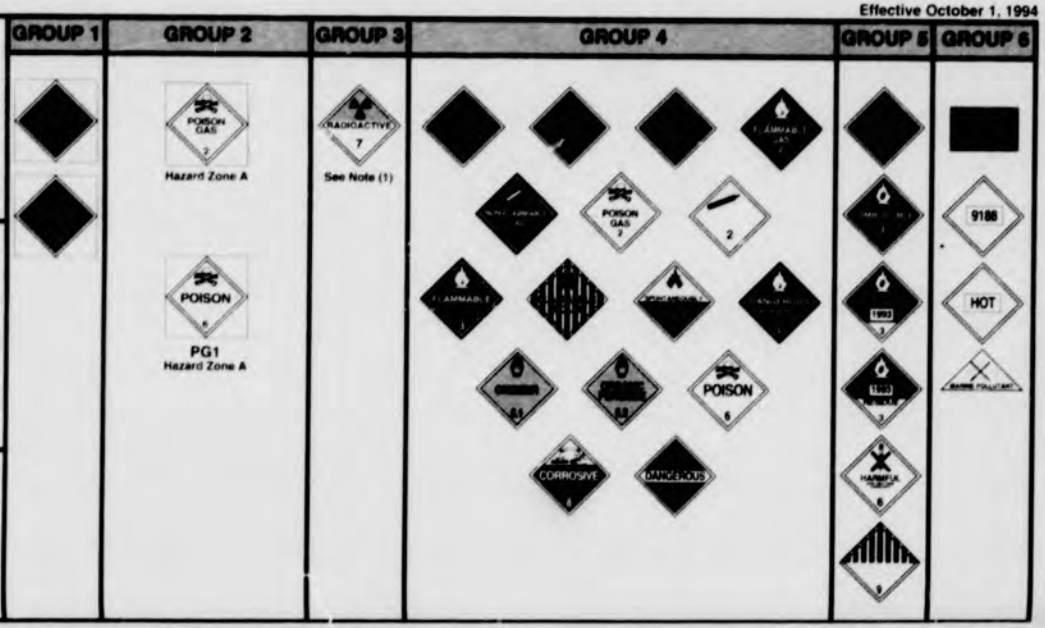
HOW TO USE THIS CHART

TO DETERMINE WHERE A PLACARDED CAR CAN BE PLACED IN A TRAIN, FOLLOW THESE STEPS:

1.) DETERMINE THE TYPE OF PLACARDS APPLIED TO THE CAR.
2.) DETERMINE THE TYPE OF CAR (TANK CAR OR OTHER RAIL CAR).
3.) FOLLOW VERTICALLY DOWN THE APPROPRIATE COLUMN OF THE CHART TAKING NOTE OF THE SYMBOL **X**, WHICH INDICATES A RESTRICTION.
4.) FOLLOW HORIZONTALLY ACROSS EACH ROW TO DETERMINE WHAT RESTRICTIONS ARE APPLICABLE.

EQUIVALENT PLACARDS

CARS WITH PLACARDS DISPLAYING 4-DIGIT IDENTIFICATION NUMBERS OR NON-BULK CONTAINERS DISPLAYING A PLACARD WITHOUT THE WORD DESCRIPTOR WILL BE HANDLED THE SAME AS CARS WITH WORD DESCRIPTION PLACARDS.



	RESTRICTIONS	Any Car	Loaded Tank Car	Empty/residue Tank Car	Any Car	Loaded Tank Car	Empty/residue Tank Car	Loaded Other Than Tank Car	Any Car	Any Car
1.	WHEN TRAIN LENGTH PERMITS, PLACARDED CAR MAY NOT BE NEARER THAN THE SIXTH CAR FROM ENGINE OR OCCUPIED CABOOSE	X	X			X				
2.	WHEN TRAIN LENGTH DOES NOT PERMIT, PLACARDED CAR MUST BE PLACED NEAR THE MIDDLE OF THE TRAIN, BUT NOT NEARER THAN THE SECOND CAR FROM AN ENGINE OR OCCUPIED CABOOSE	X	X			X				
3.	MUST NOT BE NEXT TO: ENGINE	X	X	X	X	X	X			
4.	MUST NOT BE NEXT TO: OCCUPIED CABOOSE	X	X (See Note (2))	X	X	X	X			
5.	MUST NOT BE NEXT TO: OPEN TOP CAR - (includes bulk head flat cars) — APPLIES WHEN ANY LADING PROTRUDES BEYOND THE CAR ENDS OR IF SHIFTED WOULD PROTRUDE BEYOND THE CAR ENDS	X	X			X				
6.	MUST NOT BE NEXT TO: LOADED FLAT CAR - EXCEPT: CLOSED TOFC/COFC EQUIPMENT, MULTI-LEVELS, AND OTHER SPECIALLY EQUIPPED CARS WITH TIE DOWN DEVICES FOR HANDLING VEHICLES	X	X			X				
7.	MUST NOT BE NEXT TO: ANY RAIL CAR, TRANSPORT VEHICLE, OR FREIGHT CONTAINER WITH TEMPERATURE CONTROL EQUIPMENT OR INTERNAL COMBUSTION ENGINE IN OPERATION	X	X			X				
8.	MUST NOT BE NEXT TO: GROUP 1: DIVISION 1.1 OR 1.2 (CLASS A EXPLOSIVES)		X		X	X		X		
9.	MUST NOT BE NEXT TO: GROUP 2: DIVISION 2.3 HAZARD ZONE A (POISON GAS) OR DIVISION 6.1 PG I HAZARD ZONE A (POISON)	X			X	X		X		
10.	MUST NOT BE NEXT TO: GROUP 3: CLASS 7 RADIOACTIVE	X	X			X		X		
11.	MUST NOT BE NEXT TO: ANY LOADED PLACARDED CAR, OTHER THAN A CAR PLACARDED WITH THE SAME PLACARD; OR ANY CAR PLACARDED AS IN GROUP 5 OR MARKED AS IN GROUP 6	X	X		X					

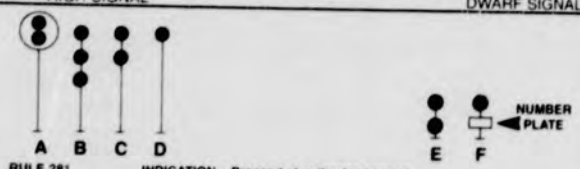
NOTES (1) ANY CAR PLACARDED AS IN GROUP 3, MAY NOT BE PLACED NEXT TO CARS CONTAINING UNDEVELOPED FILM.

(2) ANY CAR PLACARDED AS IN GROUP 1 OR GROUP 2, IN A MOVING OR STANDING TRAIN, MUST BE NEXT TO AND AHEAD OF ANY CAR OCCUPIED BY GUARDS OR TECHNICAL ESCORTS ACCOMPANYING THE PLACARDED RAIL CAR. HOWEVER, IF A RAIL CAR OCCUPIED BY THE GUARDS OR TECHNICAL ESCORTS HAS TEMPERATURE CONTROL EQUIPMENT IN OPERATION, IT MUST BE THE FOURTH CAR BEHIND ANY CAR PLACARDED AS IN GROUP 1.

NORFOLK AND WESTERN RAILWAY

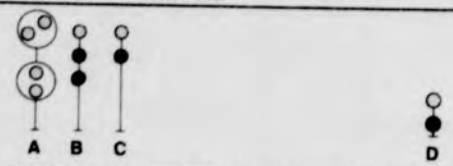
AUTOMATIC BLOCK, INTERLOCKING, AND TC SIGNALS

HIGH SIGNAL — DWARF SIGNAL



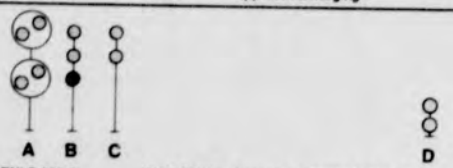
RULE 281

INDICATION – Proceed at authorized speed.
NAME – Clear



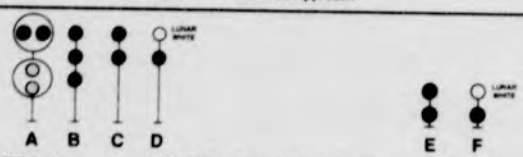
RULE 282

INDICATION – Proceed preparing to take diverging route beyond next signal at authorized speed.
NAME – Approach Diverging



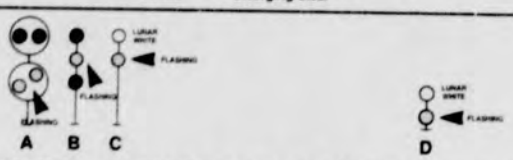
RULE 282-A

INDICATION – Proceed preparing to stop at second signal.
NAME – Advance Approach



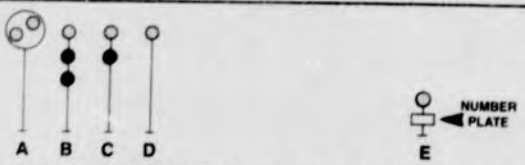
RULE 283

INDICATION – Proceed through diverging route, observing authorized speed through turnout(s) or crossover(s).
NAME – Diverging Clear



RULE 283-B

INDICATION – Proceed through turnout(s) or crossover(s) at authorized speed preparing to take diverging route beyond next signal at authorized speed.
NAME – Diverging Approach Diverging



RULE 285

INDICATION – Proceed preparing to stop at next signal. Train or engine exceeding Medium Speed must at once reduce to that speed.
NAME – Approach

SPEED:

MEDIUM SPEED - A speed not exceeding 30 MPH.

REDUCED SPEED - A speed that will permit complying with flagging signals and stopping short of train or obstruction.

RESTRICTED SPEED - A speed that will permit stopping within half the range of vision, short of train, engine, obstruction, railroad car, men or equipment fouling track, Stop signal, derail or switch lined improperly and looking out for a broken rail, but not exceeding 20 MPH.

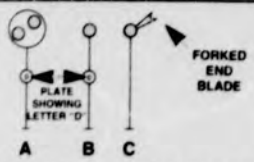
(Note: The provisions of Restricted Speed do not solely provide protection for men or equipment working on or near the track.)

SLOW SPEED - A speed not exceeding 15 MPH.

NORFOLK AND WESTERN RAILWAY

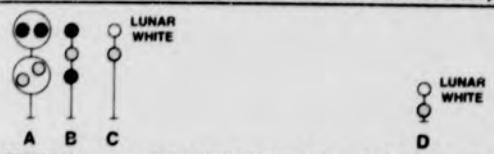
AUTOMATIC BLOCK, INTERLOCKING, AND TC SIGNALS

HIGH SIGNAL — DWARF SIGNAL



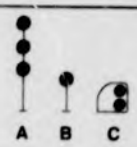
RULE 285-A

INDICATION – Proceed preparing to stop at next home signal. Train or engine exceeding Medium Speed must at once reduce to that speed.
NAME – Approach Distant
NOTE: Signal DOES NOT afford automatic block protection.



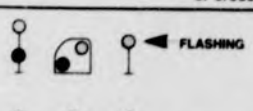
RULE 286

INDICATION – Proceed through diverging route, observing authorized speed through turnout(s) or crossover(s), preparing to stop at next signal. Train or engine exceeding Medium Speed must at once reduce to that speed.
NAME – Diverging Approach



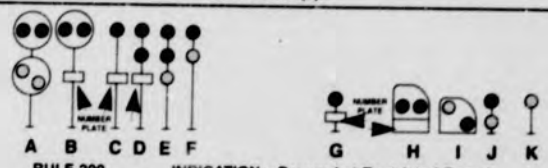
RULE 287

INDICATION – Proceed; Slow Speed within interlocking limits or through turnout(s) or crossover(s).
NAME – Slow Clear
NOTE: Slow Speed applies until leading end of movement reaches opposing home signal when route is lined for straight track movement. Slow Speed applies for entire movement through turnout(s) or crossover(s).



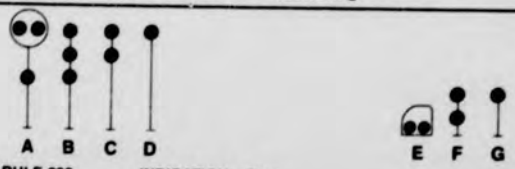
RULE 288

INDICATION – Proceed preparing to stop at next signal; Slow Speed within interlocking limits or through turnout(s) or crossover(s).
NAME – Slow Approach
NOTE: Slow Speed applies until leading end of movement reaches opposing home signal when route is lined for straight track movement. Slow Speed applies for entire movement through turnout(s) or crossover(s).



RULE 290

INDICATION – Proceed at Restricted Speed.
NAME – Restricting



RULE 292

INDICATION – Stop
NAME – Stop

RUNNING TIMES OF TRAINS, IN MINUTES — FOR INSPECTION CAR OPERATION ONLY

INSTRUCTIONS — (1) Use MAXIMUM SPEED for kind of train (passenger or freight) unless line-up shows lower train speed (if timetable maximum speed is not listed below, *use next higher MPH column*). (2) Use MILES from train's last recorded (timetable or line-up) location to point where inspection car clears. (3) Read MPH column down to MILES line for running time of train in minutes. Example — a train at 45 MPH going 11 miles uses 14 minutes. (4) Add running time to the train's time at last recorded location to determine when the train is due at clearing point. ***CLEAR THIS TIME NOT LESS THAN TEN MINUTES. See Rule 624.***

Miles	10 MPH	15 MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	75 MPH	79 MPH
1	6	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2	12	8	6	—	—	—	—	—	—	—	—	—	—	—	—
3	18	12	9	7	6	5	—	—	—	—	—	—	—	—	—
4	24	16	12	9	8	6	6	5	—	—	—	—	—	—	—
5	30	20	15	12	10	8	7	6	6	5	5	—	—	—	—
6	36	24	18	14	12	10	9	8	7	6	6	5	5	—	—
7	42	28	21	16	14	12	10	9	8	7	7	6	6	5	5
8	48	32	24	19	16	13	12	10	9	8	8	7	6	6	6
9	54	36	27	21	18	15	13	12	10	9	9	8	7	7	6
10	60	40	30	24	20	17	15	13	12	10	10	9	8	8	7
11	66	44	33	26	22	18	16	14	13	12	11	10	9	8	8
12	72	48	36	28	24	20	18	16	14	13	12	11	10	9	9
13	78	52	39	31	26	22	19	17	15	14	13	12	11	10	9
14	84	56	42	33	28	24	21	18	16	15	14	12	12	11	10
15	90	60	45	36	30	25	22	20	18	16	15	13	12	12	11
16	96	64	48	38	32	27	24	21	19	17	16	14	13	12	12
17	102	68	51	40	34	29	25	22	20	18	17	15	14	13	12
18	108	72	54	43	36	30	27	24	21	19	18	16	15	14	13
19	114	78	57	45	38	32	28	25	22	20	19	17	16	15	14
20	120	80	60	48	40	34	30	26	24	21	20	18	17	16	15
21	126	84	63	50	42	36	31	28	25	22	21	19	18	16	15
22	132	88	66	52	44	37	33	29	26	24	22	20	18	17	16
23	138	92	69	55	46	39	34	30	27	25	23	21	19	18	17
24	144	96	72	57	48	41	36	32	28	26	24	22	20	19	18
25	150	100	75	60	50	42	37	33	30	27	25	23	21	20	18
26	156	104	78	62	52	44	39	34	31	28	26	24	22	20	19
27	162	108	81	64	54	46	40	36	32	29	27	24	23	21	20
28	168	112	84	67	56	48	42	37	33	30	28	25	24	22	21
29	174	116	87	69	58	49	43	38	34	31	29	26	24	23	22
30	180	120	90	72	60	51	45	40	36	32	30	27	25	24	22

180274TTN

NORFOLK SOUTHERN

Western Region

Illinois Division

Effective Sunday, July 30, 1995

12:01 A.M. Central Standard Time

Timetable Number

3

RECEIVED
JUN 23 1997
MAR
MANAGEMENT
STB

For The Government of Employees Only

EXPLANATION OF TRACK DIAGRAMS:

† †	**Automatic Block Signal Territory - Single Track**
†† ††	**Automatic Block Signal Territory - Double Track**
| |	**Traffic Control & Remote Control Territory - Single Track**
|| ||	**Traffic Control & Remote Control Territory - Double Track**
||| |||	**Traffic Control & Remote Control Territory - Triple Track**
§ §	**Non-Signaled Territory - Single Track**
§§ §§	**Non-Signaled Territory - Double Track**

Column designating other tracks in cars is based on 50 ft. cars.

See Method of Operation table in Special Instruction section for movement authority.

Lafayette District — WESTWARD

Capacity of Tracks: Other Tracks In Cars	Capacity of Tracks: Sidings In Feet	MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSINGS	SEE SPEC. INST. SECTION 3	MILES FROM DETROIT
Yard		D202.5	Peru	††				202.5
		D204.5	West Peru					204.5
	12800	D213.0	Danes					213.0
Yard		D218.5	Logansport		C	◇		218.5
10	12400	D224.3	Clymers		C	◇		224.3
	8375	D232.1	Rockfield					232.1
		D238.6	Delphi					238.6
	12700	D243.8	Colburn					243.8
80		D247.4	Buck Creek					247.4
		D253.1	East Yard					253.1
Yard		D255.4	Lafayette	††				255.4
		D257.2	Lafayette Jct.		C	◇		257.2
		D257.7	West Demun					257.7
10	12575	D265.3	West Point					265.3
20	8725	D276.8	Attica					276.8
		D280.5	Williamsport					280.5
5		D284.9	West Lebanon					284.9
84		D288.7	Marshfield					288.7
10		D294.2	State Line					294.2
		D296.2	Eldan					296.2
		D300.4	Danville Jct.	††	C	◇		300.4
		D300.8	CR Crossing	††	C	◇		300.8
Yard		D301.6	Danville	††				301.6
Yard		D303.8	Tilton	††				303.8
		D306.7	N.T. Jct.	††				306.7
10	7020	D313.3	Ryan					313.3
100	6375	D321.5	Homer					321.5
112		D327.6	Sidney					327.6
15		D332.2	Philo					332.2
50	16100	D338.0	Tolono		C	◇		338.0
50		D342.5	Sadorus					342.5
5	7860	D345.6	Sloan					345.6
40		D348.6	Ivesdale					348.6
		D353.3	East Bement					353.3
100		D355.4	Bement					355.4
		D357.5	Veech					357.5
25		D359.4	Milmine	††				359.4
		D363.7	Cerro Gordo	††				363.7
		D372.9	Brush					372.9
Yard		D375.6	Decatur (Wabic)		C	◇		375.6

Frankfort Branch — WESTWARD

Capacity of Tracks: Other Tracks In Cars	Capacity of Tracks: Sidings In Feet	MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSINGS	SEE SPEC. INST. SECTION 3	MILES FROM FRANKFORT
		SP234.8	CR Crossing	§	A	◇		
Yard		SP235.5	Frankfort Yard	§				0.0
44		SP243.6	Mulberry	§				8.1
	7862	SP250.9	S. Yd. Siding					15.4
Yard		SP253.1	South Yard					17.6
50		SP254.8	Altamont					19.3
		SP257.2	East Demun					21.7
		SP257.7	West Demun					22.2
		SP257.2	East Demun					21.7
		SP257.7	Lafayette Jct.		C	◇		22.2
Yard		SP258.5	CSXT Jct.		C			23.0
		SP259.1	Wabash River Br.	§				23.6

Bloomington District — SOUTHWARD

Capacity of Tracks: Other Tracks In Cars	Capacity of Tracks: Sidings In Feet	MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSINGS	SEE SPEC. INST. SECTION 3	MILES FROM PEORIA
		SP415.3	Peoria	§				0.0
		SP412.9	Wesley Jct.	§				2.4
Yard		SP411.8	E. Peoria Yd.	§				3.5
		SP411.3	P&PU Jct.	§				4.0
30		SP410.6	Farmdale	§				5.5
	3882	SP403.3	Crandall	§	A	◇		12.0
20		SP397.1	Deer Creek	§				18.2
10		SP394.2	Goodfield	§				21.1
		SP389.9	Congerville	§				25.4
		SP385.4	Carlock	§				29.9
50	3365	SP381.0	Yuton	§				35.0
Yard		SP379.0	Good Yard	§				35.3
		SP375.6	SPCSL Jct.	§	C	◇		39.7
		SP375.0	Bloomington	§				40.6
40		SP372.8	Dean	§				42.0
	4456	SP369.6	Brokaw	§				46.4
		SP364.0	Holder	§				51.3
5		SP359.2	Ellsworth	§				56.1
	3217	SP355.3	Arrowsmith	§				60.5
3		SP348.7	Saybrook	§				66.6
	4478	SP339.4	Gibson City	§	C	◇		75.9
10		C120.2	Foosland					84.0
	8353	C125.1	Osman					88.9
10		C131.2	Mansfield		C	◇		95.0
15		C136.1	Galesville					99.9
	88[illegible]6	C140.0	Lodge					103.8
25		C145.0	Monticello					108.8
		C153.0	Bement					116.8

Brooklyn District — SOUTHWARD

Capacity of Tracks: Other Tracks In Cars	Capacity of Tracks: Sidings In Feet	MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSINGS	SEE SPEC. INST. SECTION 3	MILES FROM DETROIT
Yard		D375.6	Decatur (Wabic)		C	◇		375.6
		D376.6	Mosser					376.5
		D379.2	Knights					379.2
		D381.0	B D Jct.					381.0
20		D389.8	Blue Mound	†				389.8
	4500	D395.3	Stonington	†				395.3
Yard	16690	D401.6	Taylorville	†				401.6
30		D412.4	Palmer	†				412.4
25		D416.2	Morrisonville	†				416.2
6		D422.2	Harvel	†				422.2
	14450	D423.6	Midway	†				423.6
15		D425.5	Raymond	†				425.5
25		D436.5	Litchfield	†				436.5
		D437.8	Winston	†	A	◇		437.8
8		D444.6	Mt. Olive	†				444.6
	12380	D447.1	Karnes	†				447.1
20		D449.2	Staunton	†				449.2
		D452.1	Decamp	†	A	◇		452.1
		D456.2	Worden	†				456.2
		D460.5	Carpenter	†				460.5
		D467.1	Edwardsville	†				467.1
		D469.1	Poag Jct.	†				469.1
30		D474.7	Mitchell	††	C	◇		474.7
50		D478.5	25th St.	††				478.5
		D480.2	Granite City	††				480.2
		D480.4	WR Tower	††	C	◇		480.4
		VIA	SH Interlock					482.2
		TRRA	May Street					484.1
Yard		SL5.1	Luther	§§ §§				485.2

Madison Branch — EASTWARD

Capacity of Tracks: Other Tracks In Cars	Capacity of Tracks: Sidings In Feet	MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSINGS	SEE SPEC. INST. SECTION 3	MILES FROM CNW YARD
120		TS447.0	CNW Madison Yard	§				0.0
		TS445.7	A&S	§	A		◇	1.3
		TS445.0	Madison	§				2.0
	6645	TS441.3	Stallings	§				5.7
		TS436.6	Glen Carbon	§				10.4
45		TS433.7	Leclaire	§				13.3
		TS431.0	Edwardsville	§				16.0
	5869	TS429.8	White	§				17.2
	6934	TS412.6	New Douglas	§				34.4
	3510	TS406.8	Sorento	§	A		◇	40.2
53		TS400.7	Donnellson	§				46.3
82		TS396.0	Coffeen	§				55.0

Springfield/Hannibal District — WESTWARD

Capacity of Tracks: Other Tracks In Cars	Capacity of Tracks: Sidings In Feet	MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSINGS	SEE SPEC. INST. SECTION 3	MILES FROM DECATUR
Yard		D375.0	Decatur					0.0
		D375.6	Wabic		C	◇		0.6
10		DH376.5	Mosser					1.5
	8720	DH382.8	Harristown					7.8
15		DH387.2	Niantic					12.2
110		DH391.1	Illiopolis					16.1
20		DH396.8	Lanesville					21.8
2	10702	DH402.9	Dawson					27.9
110		DH411.2	Starne		C	◇		36.2
20		DH412.9	C&IM Crossing		C	◇		37.9
		DH414.0	10th & Madison					39.0
Yard		DH414.7	Springfield					39.7
		DH416.5	Iles					41.5
		DH417.6	Hazel Dell					42.6
		DH418.4	West End Siding					43.4
		DH419.6	K.C. Jct.					44.6
30		DH423.5	Curran					48.5
6	12222	DH430.6	New Berlin					55.6
4		DH437.4	Alexander					62.4
	10020	DH443.0	Arnold					68.0
60		DH447.9	Jacksonville		C	◇		72.9
	10720	DH457.9	Chapin					82.9
Yard		DH465.4	Bluffs					90.4
55		DH469.5	Naples					94.5
20		DH473.8	Valley City		C			98.8
25	7360	DH478.7	Griggsville					103.7
	12663	DH491.2	Hadley					116.2
2		DH502.9	Kinderhook					127.9
1	12720	DH514.1	East Hannibal					139.1
		DH514.4	Bridge		C	◇		139.4
		DH515.0	Hannibal					140.0
Yard		H2.1	Outer Depot					142.1
		H4.2	Oakwood					144.2
	12720	H15.2	Huntington					155.2
7		H22.3	Monroe City					162.3
	7220	H30.6	Clapper					170.6
20		H39.5	Goss					179.5
30		H43.9	Paris					183.9
15	12720	H51.7	Holliday					191.7
3		H57.7	Madison					197.7
5		H63.1	Evansville					203.1
Yard		H69.7	Moberly					209.7

Meredosia Branch — NORTHWARD

Capacity of Tracks: Other Tracks In Cars	Capacity of Tracks: Sidings In Feet	MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSINGS	SEE SPEC. INST. SECTION 3	MILES FROM BLUFFS
Yard		M467.0	Bluffs	§				0.0
Yard		M470.8	Meredosia	§				3.8

St. Louis District — WESTWARD

Capacity of Tracks: Other Tracks In Cars	Capacity of Tracks: Sidings In Feet	MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSINGS	SEE SPEC. INST. SECTION 3	MILES FROM LUTHER
Yard		SL5.1	Luther					0.0
29		SL7.9	Jennings					2.8
		SL8.3	McLaran					3.2
	7200	SL2.1	Ferguson					5.6
Yard		SL4.5	Berkeley					8.0
Yard		SL6.9	Robertson					10.4
85		SL3.0	St. Charles					16.5
15		SL32.3	St. Peters					25.8
10		SL36.4	O'Fallon					29.9
Yard	14885	SL44.0	Wentzville Siding					37.5
		SL46.7	Wentzville					40.2
25		SL53.9	Wright City	†				46.4
102		SL59.2	Truesdale	†				51.7
10		SL65.7	Pendleton	†				58.2
20		SL70.2	Jonesburg	†				62.7
12	8976	SL75.3	High Hill	†				67.8
25		SL78.8	New Florence	†				71.3
Yard		SL84.2	Montgomery	†				76.7
	6470	SL92.8	Wellsville Siding	†				85.3
10		SL96.6	Martinsburg	†				89.1
	8690	SL104.0	Benton City	†				96.4
Yard		SL110.2	Mexico	†	A	◇		102.6
	4720	SL116.0	Thompson Siding	†				108.4
Yard	10470	SL124.0	Centralia	†				116.4
10		SL132.0	Sturgeon	†				124.4
20		SL136.8	Clark	†	A	◇		129.2
35		SL142.3	Renick	†				134.7
		SL146.4	Urbandale	†				138.8
Yard		SL148.1	Moberly	†				140.5

Alton District — SOUTHWARD (T&E Line)

Capacity of Tracks: Other Tracks In Cars	Capacity of Tracks: Sidings In Feet	MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSINGS	SEE SPEC. INST. SECTION 3	MILES FROM ALTON
Yard		A0.0	Alton	§				0.0
Yard		A1.7	Federal	§				1.7
85		A4.3	Reuters	§				4.3
		A4.4	IT Jct.	§				4.4
Yard		A5.0	Wood River	§	C	◇		5.0
Yard		A8.0	Roxana	§				8.0
		A9.1	End of Track	§				9.1

Alton District — SOUTHWARD (A&E Line)

		AE21.8	IT Jct.	§				4.4
175		AE19.5	Hartford	§				6.7
		AE17.0	Chemetco	§				9.2
Yard		AE11.4	A.O. Smith Yd.	§				14.8
		AE9.6	WR Tower	§	C	◇		16.6
		AE9.3	Hoyt Jct.	§				16.9
		AE7.3	CNW Jct.	§				18.9
Yard		AE6.6	CNW Madison Yard	§				19.6
		AE5.4	CP Jct.	§		◇		20.8
		AE4.9	Brooklyn	§		◇		21.3
		AE3.9	Bridge Jct.	§				22.3

Kansas City District — WESTWARD

Capacity of Tracks: Other Tracks In Cars	Capacity of Tracks: Sidings In Feet	MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSINGS	SEE SPEC. INST. SECTION 3	MILES FROM MOBERLY
Yard		SI48.1	Moberly	†				0.0
		SI48.5	Stamper					0.4
10		SI54.9	Huntsville					6.8
55		SI61.3	Clifton					13.5
Yard	8320	SI69.1	Salisbury					21.0
10		SI76.1	Keytesville					28.0
	8320	SI78.0	Sido					29.9
23		SI80.0	Dalton					31.9
Yard	8220	SI87.1	Brunswick					39.0
		SI88.6	Kelly					40.5
	6306	SI93.9	Dewitt					45.8
15	7720	SI03.8	Wakenda					55.7
12	6920	SI10.8	Carrollton					62.7
VIA ATSF		SI212.8	W.B. Jct.					64.7
		SI220.8	Norborne					72.7
		SI229.4	Hardin					81.3
		SI235.5	Henrietta					87.4
		SI242.4	C. A. Jct.					94.3
8	5034	SI246.7	Orrick					98.6
		SI250.6	Maxwell					102.5
	6642	SI253.6	Excelsior Sprg.					105.5
18		SI256.6	Missouri City					108.5
20		SI262.1	South Liberty					114.0
		SI264.3	East Voltz					116.2
Yard		SI264.7	Voltz					116.6
		SI265.5	West Voltz					117.4
44		SI266.6	Birmingham		C	◇		118.5
		SI269.2	Randolph					121.1
		SI271.9	Block 222		C			124.4
Yard		SI273.3	N. Kansas City					125.2
VIA KCT		SI274.5	Block 224					126.4
		SI275.0	Ustick Tower		C	◇		126.9
		SI276.4	Fifth Street					128.3
		SI279.1	Kansas City					131.0

C.A. Jct. and A.Y. Tower via ATSF & KCT — WESTWARD

Capacity of Tracks: Other Tracks In Cars	Capacity of Tracks: Sidings In Feet	MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSINGS	SEE SPEC. INST. SECTION 3	MILES FROM MOBERLY
	.....	418.2	C. A. Jct.	‖	..	.....		94.3
	1470	421.7	Floyd	‖	..	.....		97.8
	.....	426.7	Sibley*	‖	..	.....		102.8
	.....	434.0	Atherton	‖	..	.....		110.0
VIA	.....	436.5	Eton	‖	C	◇		112.6
ATSF	.....	439.4	Courtney	‖	..	.....		115.4
	.....	442.6	Sugar Creek	‖	..	.....		118.6
	.....	444.2	Congo	‖	C	◇		120.3
	.....	445.9	KCS Crossing	‖	C	◇		122.0
VIA	.....	446.4	KCT Sheffield	‖	C	◇		122.4
KCT	.....	446.4	KC Union Sta.	‖	..	.....		127.2
	.....	1.3	Santa Fe Jct.	‖	C	◇		128.6
	.....	3.9	A. Y. Tower (Argentine Yd.)	‖	..	.....		130.8

Note: This page is provided as information only. Employees operating over this trackage must afford themselves a copy of the applicable timetable.

* Single track extends across Missouri River Bridge.

Moulton and Des Moines District — NORTHWARD

Capacity of Tracks: Other Tracks In Cars	Capacity of Tracks: Sidings In Feet	MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSINGS	SEE SPEC. INST. SECTION 3	MILES FROM MOBERLY
Yard	.....	SD150.5	Moberly	§	..	.....		0.0
23	.....	SD154.7	Cairo	§	..	.....		9.0
40	.....	SD164.2	Excello	§	..	.....		18.5
20	.....	SD170.7	Macon	§	..	.....		25.0
15	.....	SD182.5	Atlanta	§	..	.....		36.8
10	.....	SD191.2	LaPlata	§	..	.....		45.5
Yard	.....	SD205.0	Kirksville	§	..	.....		59.3
10	.....	SD216.0	Green Top	§	..	.....		70.3
10	.....	SD220.3	Queen City	§	..	.....		74.6
10	.....	SD229.3	Glenwood	§	..	.....		83.6
8	.....	SD235.6	Coatesville	§	..	.....		89.9
.....	.....	SD235.8	End of Track	§	..	.....		90.1
.....	.....	SD272.4	Albia-BN	§	C	◇		126.7
.....	4120	* 3.4	Sheahan	§	..	.....		130.6
.....	.....	* 9.1	Lovilla	§	..	.....		136.3
.....	.....	SD284.3	Hamilton	§	..	.....		138.8
10	.....	SD286.9	Bussey	§	..	.....		141.4
25	.....	SD292.2	Tracy	§	..	.....		146.7
.....	.....	*23.1	Harvey	§	..	.....		149.8
.....	4305	*32.8	Knoxville	§	..	.....		159.8
.....	4305	*42.9	Pleasantville	§	..	.....		170.2
15	.....	SD320.0	Swan	§	..	.....		175.9
60	.....	SD324.3	Runnells	§	..	.....		180.2
57	.....	SD335.2	McCoy	§	..	.....		190.4
.....	.....	SD335.3	NW Jct.	§	..	.....		190.5
.....	.....	SD337.3	Wabash Jct.	§	C	◇		194.2
.....	.....	DU338.4	CNW	§	..	◇		195.3
Yard	.....	DU340.2	Des Moines	§	..	.....		196.1
20	.....	DU354.7	Geneser	§	..	.....		210.6

Note: * Designates BN Mile Post on Joint Trackage between Albia and NW Jct. Joint Trackage under control of BN Dispatcher.

Illinois Central-Chicago District — SOUTHWARD

Capacity of Tracks: Other Tracks In Cars	Capacity of Tracks: Sidings In Feet	MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSINGS	SEE SPEC. INST. SECTION 3	MILES FROM CHAMPAIGN
		0.0	Union Station					129.2
		2.2	South Wye Sw.					125.6
		8.1	67th Street					119.7
		14.5	Kensington		C		◇	113.3
		20.0	Harvey					107.8
Yard		23.5	Homewood					104.3
		31.6	Stuenkel					96.2
		34.2	Monee					93.6
	10519	40.5	Peotone					87.3
		46.7	Manteno					81.1
		49.4	Indian Oaks Jct.					78.4
		55.3	Kankakee Jct.		C		◇	72.5
Yard		55.9	Kankakee					71.9
		60.3	Otto					67.5
		64.3	Chebanse					63.5
	11025	75.1	Ashkum					54.7
		77.4	Danforth					50.4
		81.1	Gilman		C		◇	46.7

Illinois Central-Gilman District — SOUTHWARD

Capacity of Tracks: Other Tracks In Cars	Capacity of Tracks: Sidings In Feet	MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSINGS	SEE SPEC. INST. SECTION 3	MILES FROM CLINTON
		81.1	Gilman	†	C		◇	67.4
		86.4	Ridgeville	†				62.1
	10336	90.1	Thawville	†				58.4
		95.6	Roberts	†				52.9
		100.2	Melvin	†				48.3
		106.0	Guthrie	†				42.5
		110.0	Gibson City	†	C		◇	38.5

Note: This page provided as information only. Employees operating over trackage owned by the Illinois Central must afford themselves a copy of applicable timetable.

SPECIAL INSTRUCTIONS

1. STANDARD CLOCKS; BULLETIN BOOKS; TRAIN REGISTERS.

Location	Office	Standard Clock	Bulletin Book	Train Register
Peru	Crew Room	X	X	
Frankfort	Crew Rep. Room	X	X	
Lafayette	East Yard	X	X	
Lafayette	South Yard	X	X	
Tilton	Yard Office	X	X	
Tolono	Crew Room	X	X	
Chicago	Calumet Yard Office	X	X	
Chicago	Dormitory Reg. Room	X	X	
Chicago	Eng. House Reg. Room	X	X	
Brush	Crew Report Room	X	X	
E. Decatur	Crew Report Room	X	X	
Decatur	Engineer's Rep. Room	X	X	
Taylorville	Crew Report Room	X	X	
Springfield	Yard Office	X	X	
Outer Depot	Yard Office	X	X	
Bloomington	Yard Office	X	X	
E. Peoria	P&PU Yard Office		X	
E. Peoria	P&PU Dispatchers	X		
Federal	Yard Office	X	X	
Roxana	Yard Office	X	X	
AO Smith Yd	Yard Office	X	X	
Wentzville Yd	Yard Office	X	X	
Berkeley	Yard Office	X	X	
Luther	Operators Office	X	X	
Luther	Humbolt Tower	X	X	
Luther	Carrie Avenue	X	X	
Mexico	Yard Office	X	X	
Moberly	Yard Office	X	X	
Moberly	Dormitory	X	X	
N. Kansas City	Yard Office	X	X	
N. Kansas City	Round House	X	X	
Claycomo	Yard Office	X	X	
Des Moines	Yard Office	X	X	

2. CLEARANCE CARDS/DISPATCHER'S BULLETINS

A. Clearance Cards

Not Applicable

B. Dispatcher's Bulletins

Engineers and conductors must receive a current Dispatcher's Bulletin addressed to their train before leaving their initial station. Engineers and Conductors must show Dispatcher's Bulletin to other members of their crew and they must read and be familiar with the contents and assist Engineer and Conductor in complying with the requirements contained therein.

When Dispatcher's Bulletins are received, all crew members, when reading bulletins, must be certain that the total number of items and messages indicated above the Dispatcher's initials, correspond with actual numbers of items and messages listed in the Bulletins. If any discrepancy is noted, the Dispatcher must immediately be contacted for further instructions.

Instructions contained in Dispatcher's Bulletins must be complied with on all trips during the tour of duty on which the Bulletins are received.

When Engineer and/or conductor are relieved before the completion of a trip, Dispatcher's Bulletins held must be delivered to the relieving Engineer and/or conductor. Such bulletins must be compared by Engineer and Conductor before proceeding. When tying up on line, Dispatcher's Bulletins must be retained and inspected on next tour of duty. When this is done, Engineer or Conductor must contact Dispatcher prior to commencing next tour for further instructions, if any.

Each Dispatcher is responsible for the correctness of the contents of the Dispatcher's Bulletins issued on the territory. Each Dispatcher is responsible for seeing that Engineer and Conductor of originating train receives a copy at designated location. Additions to and deletions of items in Dispatcher's Bulletins must be made without delay and such changes must be promptly provided to concerned trains while enroute.

When Dispatcher is relieved, the Dispatcher must see that the relieving Dispatcher has a clear understanding of changes needed for updating of Dispatcher's Bulletins. Any additons or deletions that have not been provided to trains enroute must be clearly conveyed. This information must also be included in Dispatcher's written transfer, as provided in the Operating Rules.

Dispatcher's Bulletins will be issued at Peru, Lafayette, Frankfort, Tilton, Tolono, Decatur, Calumet, Landers, Taylorville, A. O. Smith Yard, Luther, Berkeley, Wentzville, Springfield, Bridge, Outer Depot, Peoria, Moberly, Bloomington, Mexico, Des Moines, Claycomo and North Kansas City.

Originating trains operating over the Illinois Division must not depart any of the above locations until both the Engineer and Conductor have received a current Dispatcher's Bulletin that is addressed to their train.

3. RAILROAD CROSSING AT GRADE

a. Interlocked

LOCATION	M.P.	LINE/RR	
Lafayette District			
Logansport	D218.5	WSRY	(Note 1)
Logansport (Elm)	WSRY73.0	NS	(Note 1[a])
Clymers	D224.3	WSRY	(Note 1)
Clymers	WSRY66.5	NS	(Note 1[a])
Lafayette Jct.	D257.2	NS Frankford Branch	(Note 2)
Danville Jct.	D300.4	CSXT	(Note 3)
CR Crossing	D300.8	CR	(Note 3)
Tolono	D338.0	IC	(Note 4)
Wabic	D375.6	IC	
Frankfort Branch			
Lafayette Jct.	SP257.7	NS Lafayette Dist.	(Note 15)
CSXT Jct.	SP258.5	CSXT	(Note 16)
Bloomington District			
Crandall	SP402.8	TPW	(Note 5)
Bloomington	SP375.6	SPCSL	(Note 1)
Gibson City	SP339.4	IC	
Mansfield	C131.2	CR	(Note 1)
Brooklyn District			
Wabic	D375.6	IC	
Winston	D437.8	BN	(Note 6)
DeCamp	D452.1	CNW	(Note 7)
Mitchell	D474.7	UP	
WR Tower	D480.4	TRRA	
Madison Branch			
A&S	TS445.7	A&S	(Note 8)
Sorento	TS406.8	BN	(Note 9)

3. RAILROAD CROSSING AT GRADE

a. Interlocked (Cont'd)

LOCATION	M.P.	LINE/RR	
Springfield District			
Wabic	D375.6	IC	
Starne	DH411.2	IC	
C&IM Crossing	DH412.9	C&IM	(Note 10)
Jacksonville	DH447.4	BN	
Bridge	DH514.4	BN	
St. Louis District			
May Street	SL3.0	TRRA	
Mexico	S110.1	GWWR	(Note 11)
Clark	S136.8	GWWR	(Note 12)
Alton District			
Wood River	AE5.0	SPCSL/CR	
St. Louis Terminal Routes			
Willows	2.8VC	GWER/CSXT	
Coapman Yd.	4.5W	(Southern Interlocking) TRRA	
Coapman Yd.	6.3W	A&S	(Note 13)
Kansas City District			
Birmingham	S266.6	CPRS	
Ustick Tower	S275.4	BN	
Moulton and Des Moines District			
Albia	SD272.4	BN	(Note 14)
Wabash Jct.	SD337.3	CNW	

Note 1. When home signal indicates Stop, in addition to receiving permission from the Control Station to proceed, train or engine will pass Home Signal but stop before fouling conflicting route and wait five (5) minutes before proceeding.

Note 1[a]. Trains and engines operating over the WSRY from Logansport to Clymers encountering a Stop signal at the Elm or Clymers Interlockings will be governed as follows:

1. Contact the Norfolk Southern Train Dispatcher at Decatur for permission to proceed.
2. Move past the Home Signal, but Stop before fouling NS Main Track.
3. Wait a minimum of eight (8) minutes.
4. Visually check to be sure that there are no conflicting movements.
5. Proceed with caution.

Note 2. The controlled interlocking located at Lafayette Junction, Lafayette, Indiana, M.P. D257.2, is controlled by the NS Dispatcher located at Decatur, Illinois. Trains encountering a Stop Signal at this interlocking must immediately contact NS Dispatcher in Decatur and secure permission from the NS Dispatcher to pass Stop Signal and proceed through interlocking in accordance with NS Operating Rule 461.

Note 3. The CSXT Interlocking at Danville, Illinois, M.P. D300.4, and the Conrail Crossing at M.P. D300.8 is controlled by the CSXT Dispatcher in Jacksonville, Florida. The CSXT Dispatcher may be contacted by use of either the Motorola Spectra Clean Cab Radio or the Motorola MCX100 engine radio. Access the CSXT Dispatcher by the DTMF Code "4." Receive and transmit on channel "94."

If neither of these radios are available, contact either the Tilton Yard Office or the NS Lafayette District Dispatcher in Decatur, who will in turn contact the CSXT Dispatcher.

Note 4. The control interlocking located at Tolono, Illinois, M.P. D338.0, is controlled by IC Dispatcher, located Chicago, Illinois.

NS Trains encountering a Stop Signal at this interlocking must immediately contact NS Dispatcher in Decatur, Illinois. NS Dispatcher will secure permission from IC Dispatcher for NS Train to pass Stop Signal and proceed through interlocking in accordance with Rule 461.

Note 5. Movement must occupy track circuit within 90 feet of Home Signal.

Observe TPW Home Signals. If either is displaying a Proceed indication, no action should be taken until TPW movement has been completed or has stopped clear of crossing or until it is evident there is no TPW movement approaching.

If TPW Home Signals are at Stop, operate emergency switch to OFF position, pass Home Signal, but Stop before fouling TPW track. Return emergency switch to ON position and wait five (5) minutes clear of the crossing. If no conflicting movement is evident, proceed through interlocking limits at Restricted Speed.

If necessary to operate emergency release, notify Dispatcher as soon as possible.

Note 6. Ascertain that there is no conflicting movement.

Operate time release by pressing button in NS labeled box. Button must remain depressed for a minimum of 1 second.

In the event Home Signal does not display a Proceed indication after activating time release, wait 11 minutes and 30 seconds and then be governed by the following instructions:

(a) If red indicator lamp lights which indicates signals on conflicting route are in stop position and no conflicting movement is in sight, movement may be made at Restricted Speed.

(b) If red indicator lamp does not light, and no conflicting movement is in sight, train or engine will pass Home Signal and stop short of conflicting route, then wait 5 minutes and proceed at Restricted Speed.

When time release is activated, Train Dispatcher must be notified whether or not amber lamp lights.

When a train has passed the approach signal to the "BN" Interlocking at Winston, Illinois, M.P. D437.8, and is traveling at a speed which is less than 30 mph, the train must approach the Home Signal prepared to STOP.

This restriction applies to both northbound and southbound trains approaching the interlocking.

Note 7. Southbound main line moves will activate the approach circuit to the Decamp Interlocker when the movement passes M.P. D447.0. All southward trains should not pass M.P. D447.0 when meeting northbound train until southward leaving signal at south end of Karnes is set to stop. If leaving signal at south end of Karnes is at stop (red), southward movements may proceed to the leaving signal. Southbound moves on passing siding will activate the approach circuit to Decamp Interlocker when movement passes a point (yellow marker on ground) 500 feet north of leaving signal at south end of Karnes. All southward trains should not pass this point when meeting northward movement at Karnes, unless southward leaving signal is set to stop. After northward train has passed south end of Karnes, southward movement, if track warrant or Dispatcher Bulletin so indicates, may proceed southward; however, if southward movement is delayed or stopped before trains get within 100 feet (yellow marker on ground) of leaving signal, there is a time out section. A positive restart section will be activated when the movement is within 100 feet (yellow marker on ground) of leaving signal. If movement is not delayed or stopped during this 500 foot move, signal will not time out.

Be sure no other trains are on or approaching the crossing from other direction.

Operate manual emergency release. Push button in. Hold depressed for two (2) seconds before releasing. Then after three (3) minute interval, the signal required should display Proceed indication.

If the signal does not display Proceed indication after operating release and expiration of time interval:

(a) If indicator lamp is lighted, trainman may give a hand signal to proceed if no other trains are on or closely approaching the crossing from other directions.

(b) If indicator lamp is not lighted, trainman must place lighted fusees on Chicago & Northwestern track 100 feet in each direction, after which train will occupy track between home signal and crossing, but stop in clear of Chicago & Northwestern crossing. After standing three (3) minutes, if no other trains are on or closely approaching the crossing from other direction, train may proceed.

If it has been necessary to use the release or hand signals, trainman will notify dispatcher at first open office.

Be sure to lock the box when leaving.

Note 8. If signal displays Stop, crew member will depress "Push" Button mounted on mast of governing Home Signal and signal may clear.

If signal does not change its indication after expiration of 5 minutes and no conflicting movement is evident, train or engine will pass Home Signal, but must stop before fouling conflicting route, waiting 5 minutes before proceeding at Restricted Speed.

Note 9. When Home Signal is indicating Stop, after Key Controller at Home Signal has been operated, and if no BN movements are on or seem to be approaching the crossing, trainmen will be governed by the following:

(a) Observe light type indicator; when lighted, BN home signals are indicating Stop. When not lighted, BN home signals may be displaying an indication to proceed and no action should be taken until all BN movement has been completed or it is known that BN movement has stopped or that no BN movement is approaching.

(b) Operate push button by depressing, hold for one (1) second, and then release. If indicator is lighted at the time the push button is operated, NS Home Signal should display an indication to proceed immediately. If the indicator is not lighted at the time the push button is operated, NS Home Signal should display an indication to proceed within four and one-half (4-1/2) minutes. In the event that home signal still fails to display an indication to proceed, trainmen must comply with Article (C).

(c) If indicator flashes after push button has been operated, trainmen must place a lighted ten (10) minute red fusee on each side of the crossing along BN track and, if the indicator continues to flash, train or engine may proceed at Restricted Speed.

When indicator fails to flash, trainmen must comply with Article (D).

(d) If Home Signal fails to display an indication to proceed, or if indicator fails to flash after push button has been operated, trainmen must place a lighted ten (10) minute red fusee in center of crossing and immediately have movement occupy track section between Home Signal and BN crossing without fouling the BN track. Just before the fusee placed in center of crossing is consumed, trainmen must then place a lighted ten (10) minute red fusee on each side of crossing along BN track, and when it is ascertained that no BN movements are on or closely approaching the crossing, train or engine may proceed at Restricted Speed.

Note 10. Between the hours of 11PM and 7AM when the home signal indicates stop and you are unable to contact the C&IM dispatcher, you must contact NS dispatcher Decatur and comply with his instructions.

Note 11. Be sure no other trains are on or closely approaching the crossing.

Check position of switches. If switches are lined for GWWR route, operate emergency pushbutton. Hold depressed for two (2) seconds before releasing. Then after two (2) minutes, switches should be unlocked and can be lined for NS route. The required signal should display Proceed indication.

If switches are lined for NS route, if no conflicting movement is evident, train will pass Home Signal but stop before fouling conflicting route and wait two (2) minutes before proceeding at Restricted Speed. Notify dispatcher.

Be sure and lock box when leaving.

Note 12. Be sure no other trains are on or approaching the crossing from other direction. Operate manual emergency release. Turn knob to zero(0). Release knob, allowing points on dial to return to normal position. The signal required should display a Proceed indication.

In case proceed signal is not displayed, after operating release, if indicator lamp is lighted, trainman may give a hand signal to proceed if no other trains are on or closely approaching the crossing from other directions.

If indicator lamp is not lighted, train will occupy track between Home Signal and GWWR crossing but stop in clear of GWWR crossing. After standing five minutes, if no other trains are on or closely approaching the crossing, the train may proceed at Restricted Speed.

If it has been necessary to use the release or hand signals, trainman will notify the train dispatcher Decatur.

Lock the box when leaving.

Note 13. Instructions governing operation of release for signals 5 - 7 or 6 - 8:

If indicator is illuminated, operate push button labeled for signal to be used and hold **5** seconds before releasing.

If indicator light is not illuminated, wait **2** minutes and if no conflicting movement is evident, then operate push button and hold **5** seconds before releasing.

Note 14. Controlled by BN Dispatcher.

Note 15. The controlled interlocking located at Lafayette Junction, Lafayette, Indiana, M.P. SP257.7, is controlled by the NS Dispatcher located Decatur, Illinois. Trains encountering a Stop Signal at this interlocking must immediately contact NS Dispatcher in Decatur and secure permission from NS Dispatcher to pass Stop Signal and proceed through interlocking in accordance with NS Operating Rule 461.

16. The controlled interlocking located at CSXT Junction, Lafayette, Indiana, M.P. SP258.5, is controlled by the NS Dispatcher located Decatur, Illinois. Trains encountering a Stop Signal at this interlocking must immediately contact NS Dispatcher in Decatur and secure permission from NS Dispatcher to pass Stop Signal and proceed through interlocking in accordance with NS Operating Rule 461.

b. Not Interlocked

LOCATION	M.P.	LINE/RR	
Frankfort Branch			
Frankfort	SP234.8	CR	(Note 1)
Alton District			
CP Jct.	AE5.4	TRRA	(Note 2)
Brooklyn	AE4.9	NS (V&C Belt)	

b. Not Interlocked (Cont'd)

LOCATION	M.P.	LINE/RR
St. Louis Terminal Routes		
Brooklyn (VC Belt)	4.8VC	TRRA & NS (A&E Line)
Moulton/Des Moines District		
Des Moines	DU338.4	CNW
Des Moines	DU338.4	IAIS

Note 1. An aluminum box is installed at the Conrail Crossing and inside this box push buttons are labeled NS and Conrail.

The push buttons are only to be used if signal indicates Stop. If the signal indicates Proceed, and if the way is seen to be clear, movement may proceed over Conrail crossing without stopping, complying with Yard Speed not exceeding 15 MPH. In addition, all crews are responsible for the position of the hand-throw switch where CERA and NS Frankfort District junctions. Proceed indication at Conrail crossing does not indicate position of hand-throw switch.

When signal at Conrail crossing indicates Stop, movement must stop. Crew member will determine if conflicting route is clear, and if clear will operate push button. After an elapsed time of 45 seconds, signal should indicate Proceed and movement may proceed only after determining that no conflicting movement is approaching. If Stop signal is still displayed, NS Operating Rule 462 will apply.

Note 2. Signals for all movements through CP Jct. will display red STOP and movements are made under the jurisdiction of the TRRA Control Operator. The crossing is equipped with a gate, the normal position for which is against NS movement. Trains and engines stopped will contact TRRA Control Operator for further instructions and will not line gate for NS movement until authorized by TRRA Control Operator.

4. JUNCTIONS

a. Interlocked

LOCATION	M.P.	LINE/RR
Lafayette District		
CSXT Jct.	SP258.5	CSXT/CR
West Demun	D257.7	NS (Frankfort Branch)
Bement	D355.4	NS (Bloomington District)
Brush	D372.5	NS (North Yard Lead)
Bloomington District		
Gibson City	C113.4	IC (Gilman District)
Brooklyn District		
Mosser	D376.5	NS (Springfield District)
Mitchell	D474.6	A&S
WR Tower	D480.4	TRRA
Springfield Hannibal District		
Mosser	DH376.5	NS (Brooklyn District)
Iles	416.5	SP
IC Connection	416.9	IC/SP
Hazel Dell	417.6	SP
KC Jct.	419.6	GWWR
Hannibal Jct.	H69.7	NS (St. Louis District)
St. Louis District		
May St.	SL3.0	TRRA
Mexico	S110.5	GWWR

4. JUNCTIONS (Cont'd)

a. Interlocked (Cont'd)

LOCATION	M.P.	LINE/RR
Kansas City District		
Hannibal Jct.	S148.1	NS (Hannibal District)
Kelly	S188.9	WGR
WB Jct.	S212.8	ATSF
CA Jct.	S242.4	ATSF
Maxwell	S250.6	BN
Birmingham	S266.6	BN
Des Moines District		
CNW	DU338.4	CNW

b. Not Interlocked

LOCATION	M.P.	LINE/RR
Frankfort Branch		
CR Crossing	SP234.8	CR/CERA
Wabash River Br.	SP259.1	KBSR
Bloomington District		
Dean	SP373.4	CR
A&E Line		
IT JCT.	AE21.8	NS (T&E Line)
Hoyt Jct.	AE9.3	TRRA
CNW Jct.	AE7.3	CNW
CNW Madison Yd.	AE6.6	TRRA, CNW, NS (Madison Branch)
Bridge Jct.	AE3.9	SPCSL
T&E		
IT Jct.	A4.4	NS (A&E Line)
St. Louis Terminal Routes		
A&S Jct.	M6.4W	A&S

5. DRAWBRIDGES

a. Interlocked

LOCATION	M.P.	RIVER
Springfield/Hannibal District		
Valley City	DH473.8	Illinois River
Bridge (Hannibal)	DH514.4	Mississippi River

b. Not Interlocked

(None)

6. METHOD OF OPERATION

BETWEEN	AND	† TRACKS	• SIGNALS	AUTHORITY FOR MOVEMENTS #
West Peru	East Yard	Single	ABS	TC (Note 1) (Note 2)
East Yard	Lafayette Jct.	Double	ABS	YL 251 (Note 11)
Lafayette Jct.	Eldan	Single	ABS	TC (Note 1)
Eldan	NT Jct.	Double	ABS	YL 251 (Note 4) (Note 2)
NT Jct.	E. Bement	Single	ABS	TC (Note 1) (Note 2)
E. Bement	Veech	Double	ABS	TC
Veech	Brush	Double	ABS	251
Brush	Wabic	Single	ABS	TC
Wabic	Mosser	Double	ABS	TC
Gibson City	Bement	Single	ABS	TC (Note 1)

6. METHOD OF OPERATION (Cont'd)

BETWEEN	AND	† TRACKS	• SIGNALS	AUTHORITY FOR MOVEMENTS #
Farmdale	Gibson City	Single	NS	TWC
Frankfort	E. End S. Yd.	Single	NS	TWC
E. End S. Yard	West Demun	Single	ABS	TC (Note 1)
Mosser	BD Jct.	Double	ABS	TC
BD Jct.	Poag Jct.	Single	ABS	TWC[2]
Poag Jct.	WR Tower	Double	ABS	YL 251 (Note 6)
WR Tower	Brooklyn	Single	NS	YL (Note 6)
Brooklyn	Coapman VC Belt	Single	NS	YL (Note 6)
Alton	Roxana	Single	NS	YL (Note 6) (Note 2)
IT Jct.	AO Smith	Single	NS	AB-BLK (Note 6) (Note 8)
Hoyt Jct.	Bridge Jct. (A&E Line)	Single	NS	(Note 6)
Madison	Coffeen	Single	TWC	
Mosser	Iles	Single	ABS	TC (Note 1)
Iles	Hazel Dell	Triple	ABS	TC (Note 2)
Hazel Dell	WE	Double	ABS	TC (Note 2)
WE	E. Hannibal	Single	ABS	TC (Note 1) (Note 2)
E. Hannibal	Oakwood	Single	ABS	RC (Note 5)
Oakwood	Hannibal Jct.	Single	ABS	TC (Note 1)
Bluffs	Meredosia	Single	NS	TWC
Luther	Wentzville	Single	ABS	RC (Note 1) (Note 2) (Note 7)
Wentzville	Urbandale	Single	ABS	TWC
Urbandale	Stamper	Single	ABS	TC
Stamper	Huntsville	Double	ABS	TC
Huntsville	WB Jct.	Single	ABS	TC (Note 1)
WB Jct.	CA Jct.	Multiple	ABS	TC (Note 3)
CA Jct.	South Liberty	Single	ABS	TC (Note 1)
South Liberty	Birmingham	Double	ABS	RC (Note 9)
Birmingham	Block 224	Double	ABS	RC (Note 10)
Moberly	Coatsville	Single	NS	TWC
Albia BN	Desmoines	Single	NS	TWC

[2] - Authority for operation through Poag Jct. is TC

† - TWO OR MORE TRACKS EXTEND BETWEEN THE FOLLOWING POINTS AND ARE IDENTIFIED AS FOLLOWS:

Between East Yard, M.P. D253.1 and Lafayette Jct., M.P. D257.2

#1 Track: Located on left hand side when headed toward Lafayette Jct.

#2 Track: Located on right hand side when headed toward Lafayette Jct.

Between Eldan, M.P. D296.2 and NT Jct., M.P. D306.7

#1 Track: Located on left hand side when headed toward NT Jct.

#2 Track: Located on right hand side when headed toward NT Jct.

Between E. Bement, M.P. D353.3 and Veech, M.P. D357.5

#1 Track: Located on left hand side when headed toward Veech

#2 Track: Located on right hand side when headed toward Veech

Between Veech, M.P. D357.5 and Brush, M.P. D372.9

#1 Track: Located on left hand side when headed toward Brush

#2 Track: Located on right hand side when headed toward Brush

Between Wabic, M.P. D375.6 and Mosser, M.P. D376.6

#1 Track: Located on left hand side when headed toward Mosser

#2 Track: Located on right hand side when headed toward Mosser

Between Mosser, M.P. D376.6 and BD Jct., M.P. D381.0

#1 Track: Located on left hand side when headed toward BD Jct.

#2 Track: Located on right hand side when headed toward BD Jct.

Between Poag Jct., M.P. D469.1 and WR Tower, M.P. D480.4

#1 Track: Located on left hand side when headed toward WR Tower

#2 Track: Located on right hand side when headed toward WR Tower

Between Stamper, M.P. S148.5 and Huntsville, M.P. S154.9

#1 Track: Located on left hand side when headed toward Huntsville

#2 Track: Located on right hand side when headed toward Huntsville

Between South Liberty and Birmingham

#1 Track: Located on right hand side when headed toward Birmingham

#2 Track: Located on left hand side when headed toward Birmingham

*NS = Non-Signaled; ABS = Automatic Block System.
#TO = Train Order; TC = Traffic Control; RC = Remote Control; 251 = Rule 251; 261 = Rule 261; MBS = Manual Block System; YL = Rule 93; TWC = Track Warrant Control.

Note 1. THE FOLLOWING SIDINGS IN TC OR RC TERRITORY ARE SIGNALED SIDINGS:

Between West Peru and East Yard

Danes	M.P. D212.5	M.P. D215.1
Clymers	M.P. D222.0	M.P. D224.4
Rockfield	M.P. D232.2	M.P. D233.9
Colburn	M.P. D241.4	M.P. D244.0

Between Lafayette Jct. and Eldan

West Point	M.P. D263.8	M.P. D266.3
Attica	M.P. D275.2	M.P. D277.0

Between NT Jct. and E. Bement

Tolono West Pass	M.P. D338.0	M.P. D339.8
Sloan	M.P. D345.0	M.P. D346.6

Between Frankfort and West Demun

South Yard Siding	M.P. SP250.9	M.P. SP252.9

Between Gibson City and Bement

Osman	M.P. C124.9	M.P. C126.6
Lodge	M.P. C140.1	M.P. C141.8

Between Mosser and Hannibal Jct.

Harristown	M.P. DH381.0	M.P. DH382.9
Dawson	M.P. DH402.6	M.P. DH404.8
Isles	M.P. DH416.5	M.P. DH418.4
New Berlin	M.P. DH428.5	M.P. DH430.9
Arnold	M.P. DH441.4	M.P. DH443.5
Chapin	M.P. DH458.2	M.P. DH460.4
Griggsville	M.P. DH479.0	M.P. DH480.6
Hadley	M.P. DH491.2	M.P. DH493.8
E. Hannibal	M.P. DH511.8	M.P. DH514.3

Between Luther and Wentzville

Ferguson	M.P. S12.5	M.P. S14.2
Wentzville Siding	M.P. S41.0	M.P. S44.0

Between Huntsville and WB Jct.

Salisbury	M.P. S169.4	M.P. S171.2
Sido	M.P. S177.1	M.P. S178.8
Brunswick	M.P. S185.6	M.P. S187.3
Dewitt	M.P. S192.3	M.P. S193.6
Wakenda	M.P. S203.9	M.P. S205.7
Carrolton	M.P. S211.3	M.P. S212.7

**** The following sidings in TC Territory are controlled sidings (RULE 105)**

Between NT Jct. and E. Bement

Ryan	M.P. D311.8	M.P. D313.3
Homer	M.P. D319.7	M.P. D321.1
Tolono E. Pass	M.P. D336.4	M.P. D338.0

Between Moberly and Hannibal Jct.

Huntington	M.P. H12.5	M.P. H15.1
Clapper	M.P. H29.[illegible]	M.P. H30.7
Holliday	M.P. H51.0	M.P. H53.6

Between CA Jct. and South Liberty

Orrick	M.P. S245.9	M.P. S246.9
Excelsior Springs	M.P. S253.4	M.P. S254.7

MAIN TRACK SWITCHES NOT EQUIPPED WITH ELECTRIC LOCKS:

Between West Peru and East Yard

Logansport - Wilson Food Track, M.P. D220.6
- Logansport Refrigeration, M.P. D220.9

Colburn - Lox Equipment, M.P. D240.8

Between Lafayette Jct. and Eldan

West Point - Sohigro Fertilizer Track, M.P. D263.8

State Line - Elevator Track, M.P. D294.1

Between NT Jct. and Veech

Catlin - House Track, M.P. D307.6

Sidney - Frito Lay Tracks, M.P. D324.9 and M.P. 325.2
- Team Fertilizer Track, M.P. D326.9

Tolono - Savoy Elevator Track, M.P. D337.6
- Wickes Lumber Company Track, M.P. D338.5

Bement - #2 Track, M.P. D355.8 - M.P. D356.1

Between Mosser and Hannibal Jct.

Mosser - Dunn Coal, M.P. DH376.7
Illiopolis - Oaks Spur, M.P. DH393.8
Springfield - Journal Register, M.P. DH414.4
- Engine Lead, M.P. DH414.8
New Berlin - S. Elevator Track, M.P. DH431.1
Island Grove - Elevator Track, M.P. DH433.5
Alexander - Fertilizer Track, M.P. DH436.9
Jacksonville - Mobil Chemical Track, M.P. DH445.7
- Meyers Track, M.P. DH450.2
Markham - W. R. Grace Track, M.P. DH453.3
Valley City - Station Track, M.P. DH474.6
Baylis - Stub Track, M.P. DH480.8
Barry - Stub Track, M.P. DH499.1
Magner - Storage Track, M.P. DH500.4

All tracks between M.P. H4.2 and Hannibal Jct., except sidings at Huntington, Clapper and Holliday.

Between Luther and Wentzville

Robertson	- McDonnell Douglas Corp., M.P. S16.2
St. Peters	- Hill Behan Lumber Track, M.P. S31.1
	- Kaplan Lumber Co., M.P. S31.9
	- Linclay Corp., M.P. S34.1
Wentzville Siding	- Clay Track, M.P. S42.1
Wentzville	- Exxon Corp., M.P. S44.2
	- Team Track, M.P. S44.8
	- Metalife Co., M.P. S45.0
	- MFA Fertilizer, M.P. S45.3
	- Missouri Concrete Products M.P. S46.4

Between Huntsville and WB Jct.

Clifton	- Spur Track, M.P. S162.5
Salisbury	- Naylor Spur Track, M.P. S168.7
Dewitt	- Brunswick River Term. Spur, M.P. S191.9

Between WB Jct. and CA Jct. (South Track)

Norborne	-East End Old Siding, M.P. S220.6
	-West End Old Siding, M.P. S221.2
Henrietta	-Elevator M.P. S235.5

No trains or engines shall clear the main track at any of the above switches.

While movement is using such tracks, an engine or car must continuously occupy the main track or main track switch must be kept continually set for movement into such track. Other main track switches in TC territory not equipped with electric locks are located between Brush, M.P. D372.9 and Wabic, M.P. D375.6. All trains and engines must not exceed 20 MPH between these two points.

INSTRUCTIONS GOVERNING THE ISSUING OF JOINT TRACK TIME FORM 23-A

The issuing Operator/Dispatcher, hereafter referred to as issuing party, will contact the other Operator/Dispatcher involved hereafter referred to as the other party, and inform him that he wishes to authorize someone to do work on a specified track, and will be issuing a Track Time Form 23-A to cover the movement. The issuing party will supply the other party with the number he intends to use on his 23-A. The other party will then supply the issuing party with his number. Then, both parties will block out the control points involved, after which the issuing party will issue the movement a 23-A using both numbers. When the 23-A is given up by the movement, the issuing party will contact the other party and release the joint 23-A with him.

JOINT TRACK TIME FORM 23-A IS REQUIRED AT THE FOLLOWING LOCATIONS:

Springfield District

(1) Between Oakwood, M.P. H4.2 and the West Switch Hadley, M.P. DH493.65.

Kansas City District

(1) Between South Liberty, M.P. S261.1 and East Voltz, M.P. S264.3

Lafayette District

(1) Entering or leaving the Illinois Division at West Peru, M.P. 204.4 (Eastbound or Westbound Tracks)

Note 2: POWER OPERATED SWITCHES ARE CONTROLLED AS FOLLOWS:

LOCATION	M.P.	BY OPERATOR
1. CSXT Jct.	SP258.5	NS Dispatcher Decatur
2. Danville Jct. (Power Crossover N. Yard)	D300.4	CSXT Dispatcher Jacksonville
3. Tolono (Power Crossover)	D338.0	NS Dispatcher Decatur
4. Iles	DH416.5	NS Dispatcher Decatur
5. IC Connection	DH416.9	NS Dispatcher Decatur

Note 2: POWER OPERATED SWITCHES ARE CONTROLLED AS FOLLOWS: (Cont'd)

LOCATION	M.P.	BY OPERATOR
6. Hazel Dell	DH417.6	NS Dispatcher Decatur
7. WE Siding	DH419.5	NS Dispatcher Decatur
8. KC Jct.	DH419.6	NS Dispatcher Decatur
9. Valley City Bridge	DH473.8	Bridge Tender Valley City Bridge
10. EE East Hannibal	DH511.8	Opr. Hannibal Bridge
11. WE East Hannibal	DH514.3	Opr. Hannibal Bridge
12. Wood River Interlocking	A5.0	Operator Luther Yard
13. Luther (IB/OB Switch)	S16.3	Operator Berkeley
14. Ferguson	S12.5	Operator Berkeley
15. Berkeley (Power Crossover)	S14.2	Operator Berkeley
16. Berkeley (Power Crossover)	S14.3	Operator Berkeley
17. Robertson, Missouri	S16.9	Operator Berkeley
18. Wentzville Siding (EE)	S41.0	Operator Berkeley
19. Middle Yd. Lead (Off Pass)	S43.0	Operator Berkeley
20. Wentzville Siding (WE)	S44.0	Operator Berkeley
21. East Voltz (Power Crossover)	S264.3	"KN" Opr. - Kansas City
22. West Voltz (Power Crossover)	S265.5	"KN" Opr. - Kansas City
23. Birmingham	S266.6	"KN" Opr. - Kansas City
24. Block 222	S271.9	"KN" Opr. - Kansas City

Note 3. Train movements between WB Jct. and CA Jct. are governed by ATSF Rules, Timetables and Special Instructions.

Note 4. The following instructions will govern train operations and movement of on-track equipment between Eldan and NT Junction.

Within yard limits between Eldan, M.P. D296.2, and NT Junction, M.P. D306.7, all movements are under the jurisdiction of the Dispatcher at Decatur.

Movements against the current of traffic within these limits must not be made without permission of the Dispatcher at Decatur, who must arrange for protection of such movements.

No train or engine will enter the main track, or cross over from one main track to another, through hand operated switches, without permission of the Decatur Dispatcher. This permission will be secured through the Yardmaster at Tilton. Yardmaster at Tilton is on duty all shifts Monday, and first shift (6:00 AM - 2:00 PM) and third shift (10:00 PM - 6:00 AM). Also, yardmaster is on duty Mondays from (2:00 PM - 10:00 PM).

All movements against the current of traffic within these limits must be made at Restricted Speed not exceeding 20 MPH.

All trains and engines must secure permission from the Yardmaster at Decatur to depart. Permission to leave Tilton will be secured from the Yardmaster, when on duty. It will be the responsibility of the Conductor or Engineer to secure this permission.

Operation of on-track equipment will be handled under the provisions of Operating Rule 819.

Note 5. Train and engine movements between E. Hannibal, M.P. DH511.7 and Oakwood, M.P. H4.2 are governed by the Operator at Bridge.

Note 6. All train and engine movements and movement of on-track equipment are governed by instructions from Luther Operator.

Note 7. Controlled by Operator, Berkeley, Missouri.

Note 8. An absolute block is established between Shaffer Road, M.P. AE13.4 and IT Jct., M.P. AE21.8. The limits of this block are marked with signs reading "End Yard Limits Begin Absolute Block" and "End Absolute Block Begin Yard Limits".

Maximum authorized speed within the limits of this block is 25 MPH, except where further restricted. Trains, engines and on-track equipment entering this block at either end or through any switch located within the limits of the block will do so only on permission of operator at Luther, who will control access and use of this block, and will maintain an Absolute Block for all trains, engines and on-track equipment entering, using and leaving this block. All trains, engines and on-track equipment must report clear of this block promptly.

Except in an emergency, only one movement will be permitted within the limits of the block at a time. A second movement must not be authorized until prior movement is reported clear.

Should an emergency condition arise which would require occupancy by more than one piece of equipment within the limits of the Absolute Block, additional equipment must not be allowed to enter the block until all other equipment in the block has been notified and the employee in charge of each piece of equipment fully understands the situation. Whenever it is necessary for more than one piece of equipment to be in the block, all equipment in the block must proceed at Yard Speed. Only under emergency conditions will more than one train or engine be permitted in the Absolute Block.

After a train or on-track equipment clears the Absolute Block, including clearing in auxiliary tracks, the Conductor or Engineer, or the Operator or employee in direct charge of on-track equipment, will promptly report "Clear" to the Operator. When clearing a block at a point where switch must be returned to normal position, "Clear" must not be given until switch has been secured in normal position.

Train operating without a caboose must not be reported clear of the Absolute Block except under the following conditions.

It has been visually confirmed that the rear-end marker has cleared the limits; or

Engine has passed *2 miles beyond the limits and end-of-train device indicates proper brake pipe pressure on rear.

* - If the controlling locomotive is equipped with a distance counter, and end-of-train device motion detector indicates that rear car is moving, train may be reported clear after the engine has moved a distance equal to the train's length beyond the limits.

Trains or on-track equipment must not re-enter a block after reporting "Clear", except by again securing authority to occupy the block.

Maintenance forces may be authorized to jointly occupy with trains the Absolute Block (Between M.P. AE13.4 and M.P. AE21.8) on the A&E Line, but only after the following conditions have been met:

(a) Foreman in charge of maintenance must secure authority for joint occupancy of the Absolute Block from the operator at Luther.

(b) Authority for joint occupancy of the Absolute Block must not be granted by the operator at Luther until he has ascertained that all trains have passed the point where maintenance will be performed and has instructed the Conductor and Engineer of trains involved not to make a reverse movement account main track occupied by maintenance forces.

(c) Maintenance work must be protected by live flag in both directions. Flagman must walk to the point where protection will be provided unless it can be ascertained positively that there are no trains in the segment of track between the flag and the point of restriction.

Note 9. KN operator controls under jurisdiction of Decatur Dispatcher.

Note 10. All movements between Birmingham and Block 224 are controlled by KN operator and are governed by BN Rules, Timetable and Special Instructions.

Note 11. In accordance with Rule 808, the Dispatcher will authorize operation of on-track equipment in double track ABS Territory at the following locations:

Between	East yard	M.P. D253.1	and
	Lafayette Jct.	M.P. D257.2	
Between	Veech	M.P. D357.5	and
	Brush	M.P. D372.9	

Employee in charge of on-track equipment must secure written authority from the dispatcher on Track and Time Form 23-A.

The Dispatcher will provide protection by controlled signal or by withholding authority for operation of trains and engines.

The employee in charge of the on-track equipment must observe Rule 809.

All trains must receive permission from Dispatcher Decatur before departing Lafayette.

7. OTHER TRAIN MOVEMENTS/INSTRUCTIONS
a. SYSTEM WIDE

1. When cars moving on Government bills of lading annotated

AS - ARMED GUARD SERVICE
DC - DOD CONSTANT SURVEILLANCE
TK - TANK SURVEILLANCE SERVICE
RS - RAIL SURVEILLANCE SERVICE

are set off between terminals other than at final destination, seals protecting must be inspected and seal numbers recorded on the waybill. Also, the Chief Dispatcher must be notified by the quickest available means of communication, furnishing car number, location set off, and seal numbers. Any exceptions such as broken or missing seals must be reported in the same manner. Chief Dispatcher must immediately notify NS Police Department officer for further handling.

2. Cabooses will be handled on rear of trains unless otherwise authorized by the General Manager.

3. When a near miss is encountered, train or engine crew should contact Dispatcher with relevant information on the Near Miss Incident. The Dispatcher in turn will notify Police Department. Crew must fill out Near Miss card at first opportunity and give to supervisor. Prompt handling with Dispatcher will enable Police Department to expeditiously handle with involved party.

4. Enginemen and trainmen will report changes in highway traffic on specific crossings.

Grade crossings should be reported where highway traffic has changed, such as increased heavy truck movements, new or more school buses, trucks hauling a dangerous commodity, or anything that may jeopardize safe train movements.

Each report should contain the name of the District, Mile Post and crossing, if possible, and should be forwarded to the Chief Dispatcher's Office.

5. Reverse movement with Triple Crown Service trailer, when in a yard or on line of road, may be made only when absolutely necessary and then only under the following conditions:

(a) Reverse movement may be for a short distance only and at a speed not exceeding 10 MPH as long as the consist involved is made up entirely of Mark V units. Trains using the older AdapterRailers, Mark IV type equipment, as opposed to the new CouplerMate, are restricted to a speed of 5 MPH.

(b) All locomotives except the controlling locomotive must be isolated.

(c) Caution must be used in handling locomotive brake, or dynamic brake, with amperage being limited to a safe level.

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6. (a) Triple Crown Services has converted the Mark V RoadRailer fleet to a single trainline air brake system with a 1-1/8" diameter brake pipe and gladhand connection. These improvements make it possible to operate the RoadRailer trains using the guidelines from NS-1 that govern cutting out air brakes on standard freight cars; therefore, restrictions on cutting out air brakes on RoadRailer units are cancelled.

These improvements also make it possible to specify the acceptable length for RoadRailer trains during cold weather using the temperature-to-length chart published in the timetable up to 100 units.

(b) Engineers operating Triple Crown trains must not leave a terminal with less than 110 PSI rail supply line pressure.

When operating on line of road, rail supply line pressure must be periodically monitored for pressure reduction. When pressure falls below 110 PSI due to horn blowing or air bag adjustments on heavy curvature and engine is not in a high throttle position, the generator field switch may be opened and engine advanced to NO. 8 throttle until rail supply line is restored to 110 PSI.

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7. Instructions concerning the use of toilet facilities on locomotives and cabooses:

(a) Prior to departure, ensure the presence on lead locomotive and caboose of waste receptacle with lid, secure toilet frame, and functional urinal. Report any defects to immediate supervisor, and obtain necessary supplies from servicing personnel.

(b) To use, insert bag in facility and drape over seat portion of frame.

(c) After using, remove the bag and securely apply a bag tie, deposit the bag in waste receptacle, and replace receptacle cover. THE BAG, AFTER USE, IS NOT TO BE DISPOSED OF IN ANY OTHER MANNER.

(d) Misuse of the system or theft of bags, bag ties, or waste receptacle is prohibited.

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8. Except at crew change points, while stopped, the following procedures for ensuring continuous train line pressure must be observed when using end-of-train (EOT) device:

(a) Make full service application and determine that train line pressure is being reduced as indicated on the head-of-train (HOT) receiver on the locomotive. (Note: Where authorized by special instructions, trains stopped on a heavy grade will make 10 PSI brake pipe reduction instead of full service application.)

(b) When train is ready to proceed, release brakes and determine that brake pipe pressure is increasing by indication on HOT receiver.

(c) If brake pipe pressure does not decrease or increase on HOT receiver as required above, it must be determined there is continuous train line pressure through the rear car and EOT is in place before proceeding.

(d) If immediately after starting, EOT signal is lost or pressure indication on HOT receiver is reduced 5 PSI or more, it must be determined there is continuous train line pressure through rear car and EOT is in place before proceeding.

Exceptions - If EOT or HOT device becomes inoperative, inspection to insure there is continuous train line pressure through rear car and that EOT is in place will not be required when operating:

— Triple Crown trains, regardless of type of territory.

— Other trains in Traffic Control or Remote Control territory, single track ABS territory, on a signaled siding, or on a yard track.

Any malfunction regarding end-of-train device must be promptly reported to the Chief Dispatcher.

9. All train and engine service employees, yardmasters and clerical employees are required to wear glasses with side shields while on duty and/or on Company property in an operating environment, including occupying cabooses or locomotive cabs at all times. Exceptions are when an employee is in enclosed offices, highway vehicles and enroute to and from offices and office parking lots.

Employees who do not wear prescription glasses will be issued approved safety glasses.

Employees who wear personal prescription glasses will be issued appropriate side shields.

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10. Each Operations Division employee who engages in any activity specified below is required to obtain and have accessible at all times when on duty or on Company property an approved hearing protection device. Each Operations Division employee must use an approved hearing protection device whenever he or she is:

(a) On an operating locomotive or in an open area.

(b) In an open area within 100 feet of working retarders;

(c) In a work area identified by sign or instructions as requiring hearing protection at any Mechanical, Maintenance of Way, or other facility.

(d) Using tools or equipment or performing duties identified by sign or instructions as requiring hearing protection; or

(e) At any location at which he or she is subject to exposure to loud noise ("loud noise" is any noise that would require a person to speak above a normal level in order to be heard at arm's length).

Those employees who have not been instructed by the Medical Department as to the specific type of protection device to use must obtain from their supervisors one of the devices which have been available for use on a voluntary basis. Once an employee has been tested, the Medical Department will notify him or her of the specific type of protection device to use.

If you feel that the hearing protection device ordered for your use interferes with the safe performance of your duties by making it difficult for you to hear and understand speech, radio communications or other warning devices, you should report this to your supervisor at once for further instructions.

You are allowed and encouraged to use the hearing protection device in any area to the extent needed for personal comfort. You are also encouraged to use the hearing protection device whenever you are exposed to loud noises at home or elsewhere.

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11. In order to assist in avoiding muscle strain, all train and engine service employees are required to perform five minutes of stretching exercises from the warm-up exercise examples depicted in the Safety Rule Book at the beginning of each tour of duty. The conductor, or in the absence of the conductor, the engineer, is responsible for ensuring that all crew members, including himself, perform the stretching exercises. Stretching exercise is a safety preparation to be used in advance of performing your work that presents potential strenuous activity.

Take care of yourself by doing the stretching preparation in a reasonable and moderate manner within your physcial ability.

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12. The following procedure must be observed when using drawbar alignment strap:

(a) ATTACH - Move equipment within three feet of drawbar to be aligned. Stop movement. For protection, establish clear understanding with all concerned, advising that strap is to be applied. Attach strap to both knuckles.

(b) ALIGN - Employee(s) stand clear of strap while movement is made. Engineer, when directed, pull ahead slowly until strap slack is eliminated and drawbar is centered.

(c) REMOVE - Operate cut lever to allow strap to slide free from knuckle. (If strap fails to slide free, stop movement, get slack, and remove by hand.) Separate equipment one-half car length and remove strap from remaining knuckle. Repackage and/or properly store strap for future use.

Drawbar alignment strap may be used only at locations authorized and only by employees that have been qualified on its use by a division or terminal officer.

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13. FRA has established minimum qualifications for locomotive engineers. The rule requires railroads to have a formal process for evaluating prospective operators of locomotives to determine that they are competent before permitting them to operate a locomotive or train. The procedures require that railroads (1) make a series of four determinations about a person's competency which are: A. Eligibility, B. Vision and hearing acuity, C. Demonstration of knowledge, and D. Demonstration of performance skills. (2) Devise and adhere to an FRA-approved training program for locomotive engineers; and (3) employee standard methods for identifying qualified locomotive engineers and monitoring their performance.

Each locomotive engineer, including student engineers and locomotive servicing engineers, shall have his or her current locomotive engineer certificate in his or her possession upon reporting to work and while on duty. The federal rules require that the certificate be displayed upon request to:

(a) A representative of the Federal Railroad Administration,

(b) An officer of Norfolk Southern, or

(c) An officer of another railroad when operating a locomotive or a train in joint operations territory over that railroad.

Each locomotive engineer, including student and locomotive servicing engineers, must promptly report the loss, damage or destruction of his certificate to the proper company authority.

A copy of federal regulations 49 CFR, Part 240, will be available at division headquarters.

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14. When locomotive consist of a train stops on a bridge, the engineer will inform all other crew members of that fact, advising them to take caution when dismounting.

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15. Conductor of train moving FRA defective cars will be notified in writing outlining defects, position in train, restrictions, or any other information concerning subject car. The conductor must inform all other crew members of the presence of the defective car, its location, maximum speed, and other restrictions.

Foreign cars with FRA defects moving home for repairs must be accompanied by a non-revenue waybill. Such waybill must bear the notation "FRA DEFECTIVE CAR MOVING FOR REPAIR - PART 215.9". The maximum speed and other restrictions for safely conducting movement of the defective car must be shown on the waybill. If no speed restriction is required for safe movement of the car, the words "normal freight train speed" must be shown on the defect card and the waybill.

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16. When handling bad order cars as rear car in train, air must be cut in to such cars if possible. If this cannot be done, cars must be chained/cabled to caboose or rear car, kept under observation, and restricted to 15 MPH. When observation is not possible, bad order car must not be handled in train.

17. Gates across tracks must be equipped with proper fasteners (hooks, latches, chains). Gates that cannot be properly secured in the open position must be reported immediately, and cars or engines will not enter until repairs are made.

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18. At any time a train separates twice or has an air hose separation between the same two cars, both cars are to be set out. The only exception to these instructions is that when a representative of the Mechanical Department is on the scene and advises the cars are okay to move.

When a train experiences a separation or air hose separation, this information must be passed on to the relieving crew and Dispatcher.

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19. When Rail Gangs, Timbering and Surfacing Gangs, or Surfacing Gangs are to work on a main track in multiple track territory, the foreman or supervisor must contact the Chief Dispatcher at least 12 hours in advance, advising (1) track to be used by MW&S forces, (2) date and time work is to be performed, and (3) work limits, (must begin and end at specified mile posts.)

If authorized speed on track(s) immediately adjacent to MW&S forces is greater than 25 MPH, the Chief Dispatcher will arrange for issuance of 25 MPH slow order, to be in effect only when passing work limits during specified time period. Restriction will have been complied with when leading end of train or engine reaches end of work limits, or when notified by MW&S foreman or supervisor that leading end has passed entire work gang. Engine whistle and bell must be sounded frequently when approaching and passing work limits.

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20. Before a rail train unloads rail within the limits of a railroad crossing at grade or interlocked junction, protection as prescribed below must be established and maintained to insure that a crossline or conflicting movement will not enter the limits until the rail is clear of affected routes:

At a controlled interlocking or a junction equipped wih power-operated switch, time and working limits (Form 23A) must be obtained. At locations where the home signal for crossline or conflicting route is controlled by a foreign line railroad, communication must be established with foreign line dispatcher or control operator and it must be ascertained that positive protection has been established and will be maintained against foreign line movements until affected track section is reported clear by employee who requested protection.

At an automatic interlocking or non-interlocked railroad crossing, flag protection must be provided.

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21. When a train, engine, on-track equipment, or employees performing maintenance are reported clear of the limits authorized by track warrant or Form 23-A, the following must be stated to insure against misunderstanding:

(a) Number of track warrant or Form 23-A being cleared; and

(b) Limits being cleared; and

(c) Designation of track being cleared when operating in multiple track territory.

If the employee reporting clear fails to give this information, the dispatcher or control station must ask for and obtain it before the limits are considered to be clear.

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22. The following instructions prescribe protection required for utility employees whose activities require working on, under or between rolling equipment (as defined in Safety Rule 1300) and subjects them to the danger of personal injury posed by any movement of such equipment.

(a) A utility employee shall perform service as a member of only one train or yard crew at any given time. Service with more than one crew may be sequential, but not concurrent. No more than three utility employees may be attached to one train or yard crew at any given time.

(b) A utility employee may be assigned to and serve as member of a train or yard crew without blue signal protection only under the following conditions:

1. The train or yard crew is assigned a controlling locomotive that is under the actual control of the assigned engineer of that crew;
2. The engineer is in the cab of the controlling locomotive, or while the locomotive is stationary be replaced by another member of the same crew;
3. The utility employee established communication with the crew by contacting the ranking crew member on arriving at the train or yard crew and before commencing any duties with the crew;
4. Before each utility employee commences duties, the ranking crew member shall provide notice to each crew member of the presence and identity of the utility employee. Once all crew members have acknowledged this notice the ranking crew member shall advise the utility employee that he is authorized to work as part of the crew. Thereafter, communication shall be maintained in such a manner that each member of the crew understands the duties to be performed and whether any of those duties will cause any crew member to go on, under or between rolling equipment; and
5. The utility employee is performing one or more of the following functions; set or release hand brakes; couple or uncouple air hoses and other electrical or mechanical connections; prepare rail cars for coupling; set wheel blocks or wheel chains; conduct air brake tests to include cutting air brake components in or out and position retaining valves; inspect, test, install, remove or replace a rear end marking device or end-of-train device. Under all other circumstances a utility employee working on, under or between rolling equipment must be protected by blue signal.

(c) When the utility employee has ceased all work in connection with that train or yard crew and is no longer on, under or between the equipment, the utility employee shall notify the ranking crew member. The ranking crew member shall then provide notice to each crew member that the utility employee is being released from the crew. Once each crew member has acknowledged the notice, the ranking crew member shall then notify the utility employee that he is released from the train or yard crew.

(d) Communications required by Paragraphs (b)3 and (c) shall be conducted between the utility employee and the ranking crew member either through direct verbal contact or by radio.

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23. In signaled territory cuts of three cars or less must not be left standing on rail covered with grease, sand, rust, or other material that may interfere with shunting of track circuits.

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24. Due to more responsive brake valves on certain types of freight car equipment, when a running release is made and it is necessary to reapply the air brakes within 15 seconds, a service application of at least 5 PSI greater than the previous brake pipe reduction must be made to insure that all brakes reapply.

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25. When the leading end of a locomotive consist is equipped with ditch lights, they must be displayed to the front of the train

when headlight is required to be on bright (exceptions: when an employee is to mount the leading end of a locomotive consist, or when operating in fog or falling snow and the engineer's vision is impaired by reflection of the ditch lights). At locations where local ordinance prohibits sounding crossing whistle signal, the flashing mode of ditch lights must be manually activated at least one-fourth mile in advance of a public crossing at grade and prolonged until the crossing is occupied by the engine.

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26. Except as provided below, any work that would interfere with the safe passage of trains and engines is an obstruction and must not be attempted until full protection in both directions has been provided by flag, Form 23A, conditional stop sign, train order (removing track or affected portion of track from service), or track warrant.

When Engineering Department employees, including, without limitation, C&S and MW&S employees, perform work that requires lining switches, protection must be provided as follows:

ABS AND NON-SIGNALED TERRITORY

The location of all trains that could be affected must be ascertained from the dispatcher or current lineup to ensure that work will not interfere with their safe passage. When necessary to align switch, switch must be restored to normal position not less than 10 minutes before the calculated arrival time of affected trains, which must be based on maximum authorized speed for the approaching movement(s).

In addition to clearing the calculated arrival time of trains by 10 minutes in ABS territory, switch must be restored to normal position and in sufficient time to allow for signals to display correct aspects for approaching movements.

TRAFFIC CONTROL AND REMOTE CONTROL TERRITORY

When work entails throwing switch or other activity that would endanger the safe passage of trains and engines, time and working limits (Form 23A) must be obtained in the same manner as prescribed by Rule 809 for the operation of on-track equipment.

When work does not involve lining switches or other activity that could endanger trains and engines, but could result in a train or engine encountering a Stop signal not indicated by the preceding signal, the location of trains and engines must be ascertained from the control station and work planned to ensure that signals display correct aspects for approaching movements.

INTERLOCKINGS

1. Controlled Interlockings:
   Permission must be obtained from the interlocking operator and protection against movements that could be approaching on any route must be provided by controlled signal.
2. Automatic Interlockings:
   Protection against movements that could be approaching on any route must be provided by flag or by setting all interlocking signals in Stop position and waiting five minutes before performing work.

7b. DIVISION WIDE

1. When operating train or engines on tracks on the Illinois Division protected by derail, the employee handling the derail must be positive the derail is off and that the switch(es) is lined for their movement. In addition, employee handling the derail must communicate to the engineer that "switch(es) is lined and derail(s) is off." The engineer is to repeat this information to sending employee before movement begins.

Additionally when shoving movements will pass block signals (see definition), employee controlling movement will communicate (to the engineer) by name the indication of each signal affecting movement as soon as the signal is clearly visible. The engineer must acknowledge

information concerning signal indication and obtain information regarding signal indication prior to beginning shove movement if employee controlling movement fails to provide same.

Each signal must be called as soon as it is clearly visible and again if other than stop signal, just before signal is passed.

Requirements of Rules 34, 103, 507, and 508 remain in effect.

2. Employees are prohibited from riding the leading end of a car when it PLACES THE EMPLOYEE BETWEEN THE GAUGE OF THE TRACK, except when it is necessary to operate the hand brake on a moving car. This does not prohibit an employee from riding under the slope sheets of a hopper, covered hopper, or on the end platform of a tank car outside the gauge of the track.

In addition, employees must not cross over on end of moving cars or between moving coupled cars.

3. Use of a drawbar alignment strap has been approved at Decatur, Illinois; St. Louis Terminal; Kansas City, Missouri, and Claycomo, Missouri.

4. Crews relieved on line of road must leave waybills in possession of relief crew or on the lead locomotive or caboose, advising the Chief Dispatcher where waybills are left. Chief Dispatcher will advise where to leave the waybill(s) for car(s) set out on line of road account tonnage reduction or bad order. It is the conductor's responsibility to assure that waybills accompany cars picked up on the line of road. Cars should not be carried into final terminal without waybills.

5. Auxiliary tracks, sidings, and industrial tracks are subject to drifting snow, accumulations of ice and snow, and build up of mud on track structures in and around road crossings, buildings, ramps, and other structures and shelters. Extreme care must be taken when entering, passing through, or leaving such tracks to prevent derailment due to these conditions. Whenever necessary, a crew member must be sent ahead of movement to walk track and make a thorough inspection of track and structure before movement is made, and must remain in position to keep close watch while movement is being made, in the event it becomes necessary to stop the movement to avoid derailment.

6. Engineers must work a minimum of 1 trip every 6 months to remain qualified on a particular district or terminal. Engineers whose seniority allows them to work on multiple districts and/or divisions must make a qualifying trip prior to accepting assignment on a district or terminal over which they have not operated in over 6 months. It is the responsibility of each Engineer to contact the Division Road Foreman of Engines or District Road Foreman of Engines to make arrangements for qualifying trip prior to taking assignment on district or terminal for 6-month qualification.

7. Conductors will ride on the controlling, lead unit, of moving freight trains, unless instructed otherwise by Division Officer. Conductor may then ride other than controlling unit.

8. A crew member on the controlling locomotive will communicate by radio the name and location of each signal affecting his movement as soon as the signal becomes clearly visible.

If there are crew members on trailing units, they will acknowledge transmissions, repeating the information to crew member(s) on the controlling locomotive.

9. Hopper cars must not be pulled with hopper doors open.

10. All trains and engines operating within the State of Missouri are to be governed by the following:

Cars left standing must be at least 250 feet from edge of road crossing, except as provided below:

(a) Physical conditions requiring temporary use of track.

(b) Physical conditions are such that the 250 feet minimum distance cannot be obtained, and then only as to cars awaiting loading or unloading (or pickup thereafter), or to bad order cars set out from trains.

These minimums will not apply to cars placed on yard tracks.

11. Trains entering sidings through hand throw switches (spring switches) must not line the siding switch back to normal position until the rear of the movement has passed the leaving signal.

12. When covered grain hopper cars are picked up in interchange or on line of road, while pulling out of the pick-up track(s), as soon as the movement begins, an 8 to 10 PSI brake reduction must be made and remain applied until a stop is made.

7c. BY LOCATION

Lafayette District and Frankfort Branch

1. Within the STATE OF INDIANA, the following laws are in effect:

Engine whistle to be sounded four times beginning not less than 80 rods, (1,320) feet, from he approach to any public highway, street, or turnpike. The sounding shall be prolonged and repeated until the crossing is reached. Also the engine bell shall be rung continuously from the time of the sounding of the whistle until the engine has fully passed the crossing.

When such a whistle and bell are not in good working order, the engine must be stopped before each such crossing and proceed only after manual protection is known to be provided.

It is unlawful for a train, railroad car or engine to obstruct public travel at a public crossing at grade for a period in excess of ten minutes, except where such train, railroad car or engine cannot be moved by reason of circumstances over which the railroad has no control.

It is unlawful to permit successive train movement to obstruct vehicular traffic at a public crossing at grade until all vehicular traffic previously delayed by such train movements has been cleared, or a period of five minutes has elapsed between train movements.

Personal liability is imposed by the State of Indiana upon any engineer or any other person who fails to comply with these laws.

A city or incorporated town must receive the permission of the Public Service Commission of Indiana before making any regulation as to the sounding of whistles or ringing of bells. Otherwise, the above requirements must be met.

2. State of Indiana whistle regulations are modified to the following extent within the city limits of Lafayette:

The whistle will not be sounded except as a danger signal in extreme emergency;

The engine bell must be run constantly while the locomotive is in motion within the corporate limits of the city.

3. Before entering East Yard or South Yard at Lafayette, Indiana, the conductor or the engineer must contact a member of the switch crew working at that particular yard in order to ascertain movements to be made.

4. Within the city of Lafayette:

Underwood St. M.P. D254.1 can be blocked in excess of 10 minutes.

5. A permanent derail has been installed on the Frankfort Branch, west of Smith Street, at M.P. SP258.6. This derail is installed to protect cars being delivered by the KBSR in interchange at Lafayette, Indiana.

6. Frankfort Yard:

Road engines will receive instructions from South or East Yard Clerk, Lafayette, designating tracks to be used to yard train.

To avoid unnecessary blocking of crossings within the City, both public and railroad, Frankfort and CERA movements will be governed as follows:

(a) Eastward movements will not depart until authorized by Lake Division Dispatcher.

(b) CERA westward movements must contact Illinois Division Dispatcher by radio or by telephone located at M.P. SP204.29.

A crew member of westbound trains will promptly notify the Decatur Dispatcher when train is ready to depart.

7. Within yard limits between Junction and West Peru all movements are under the jurisdiction of the dispatcher at Fort Wayne.

Movements against the current of traffic within these limits must not be made without permission of the dispatcher at Fort Wayne, who must arrange for protection of such movements.

No train or engine will enter the main track or cross over from one main track to the other through hand-operated switches without his permission (Rule 404 applies).

All movements against the current of traffic within these limits must be made at Restricted Speed not exceeding 20 miles per hour.

The dispatcher at Decatur will not display a proceed signal for an eastward movement at West Peru without the permission of the Fort Wayne dispatcher.

All trains or engines must secure permission from the dispatcher at Fort Wayne to depart Peru. It will be the responsibility of the conductor and/or engineer to secure this permission.

Operation of on-track equipment will be under the provisions of Operating Rule 809.

8. All movements over the WSRY from Logansport to Clymers will be authorized by the CERA Dispatcher at Kokomo. CERA's dispatcher monitors AAR radio channel 23 (160.455 MHZ) or can be reached at 317-868-9035 Monday through Friday between the hours of 7:00 AM and 11:00 PM. All movements on the WSRY will be made at yard speed, not exceeding 15 MPH. There are two permanent 10 MPH slow orders on the WRSY:

1) Over the NS diamond at Logansport
2) Between WSRY M.P. 71.0 to WSRY M.P. 71.4 located at Van Switch to west end of Wabash River Bridge.

9. When trains meet at Attica, if eastbound train exceeds 8400 feet in length, the eastbound train should avoid blocking Perry Street until the opposing train is near.

10. NS trains will operate on the IC, Champaign District, from Tolono, Illinois, M.P. IC157.1 to Champaign, Illinois, M.P. 127.8. Engineer or Conductor on NS crews will contact the IC Dispatcher in Chicago, Illinois, 1-800-338-0790, to receive General Orders and permission from IC Dispatcher to enter the IC Railroad at Tolono, Illinois. Conductor will also report to IC Dispatcher in Chicago when clearing the IC Railroad at Champaign and Tolono, Illinois.

NS employees operating on the IC will comply in all respects with IC Operating Rules and Regulations, and the movement of NS trains and equipment will at all times when operating on the IC be subject to the instructions and rules of the IC Railroad.

IC Bulletin Orders are located at Crew Report Room at Tolono for government of NS employees operating over the IC Railroad between Tolono, Illinois, and Champaign, Illinois.

At Champaign, before proceeding to Solo Cup, permission must be secured from the ConRail North Route Dispatcher located at Indianapolis, Ind. who will then issue a ConRail Form D order. This permission must be secured before opening switch and/or fouling ConRail main track. A telephone is located at Randolph St. for the ConRail North Dispatcher. The Dispatch number is 1-317-267-4261 or 1-317-267-4850.

11. Cars left on Tracks 1 and 2 and 3 at Quaker Oats, M.P. D299.0, Danville, Illinois, will be secured with 100% hand brakes.

12. Single light engines are not to exceed Restricted Speed in Territory and will be protected by Form 23-A.

Following moves are not permitted within the same limits in TC 251 Territory.

These instructions do not apply to coupled engines or light engine coulped to one or more cars.

13. All trains entering yards at **Brush** must contact Yardmaster to ascertain if their train will get right into yard or will be held. If to be held, stop train east of Sangamon Road crossing.

14. Employees must not ride on the outside **of any equipment** moving inside any building in A. E. Staley North Plant or A. E. Staley South Plant in Lafayette.

15. The switch target on the Divide Switch on the West Lead, East Yard, Lafayette, Indiana, has been painted "ORANGE" on all sides.

This target is in place only to indicate the location of the switch and not to indicate its alignment. All movements must ascertain the alignment of the switch by examining the position of the switch points prior to making any movement over the switch.

16. Eastbound trains must communicate with the Yard Office at Tilton, Illinois, before contacting the CSXT Dispatcher at Jacksonville, Florida, requesting to be lined up at Danville Interlocker. This must be done before passing Ross Lane, at M.P. D305.1.

Westbound trains must communicate with Yard Office at Tilton, Illinois, before contacting the CSXT Dispatcher at Jacksonville, Florida, requesting to be lined up at Danville Interlocker. This must be done before passing Vorhees Street, M.P. D299.9.

The exceptiion to these instructions will be on Sunday, when there will be no Yardmaster or Yard Clerk on duty between the hours of 3:00 PM and 10:00 PM.

Bloomington District

1. No restricted car that exceeds 10'8" in width or 15'6" in height, or is in excess of plate "B" as designated in the equipment register, will be allowed to depart Peoria in any "NS" train without proper waybill 694 attached to car and clearance message.

2. P&PU JUNCTION

(a) All trains run via P&PU RR between P&PU Jct. and East Peoria, and P&PU Operating Rules and Special Instructions, revised April 1, 1995, govern movements in this territory.

(b) All trains, engines, and track equipment must receive permission from the P and PU Train Dispatcher before fouling main track for movement in either direction between P&PU Jct. and Wesley Jct.

(c) A remote control switch located at West Washington Street crossing, East Peoria, is controlled by P&PU's dispatcher. Trains, engines, and track equipment will operate over territory on signal indication.

3. Between Farmdale, M.P. SP410.6 and P&PU Jct.:

Operating Rule 93 is in effect, and all movements are under direction of the TPW Dispatcher.

Permission must be received from the TPW Train Dispatcher before any movement enters this track section. Train and engines must not enter this track section through a hand-operated switch without permission from TPW Dispatcher, and movements clearing this track section through a hand-operated switch must be reported clear to him.

4. Good Yard:

Normal position for CR connecting track switch at Dean (M.P. SP373.56) will be lined and locked for NS main track. Connecting track is equipped with hand-operated derail.

5. Do not operate engine south of loading facility at Central Soya M.P. SP340.1.

When crews set off equipment for loading, do not block the truck drive, located on the lead just south of the NS main line switch.

Employees must not ride side of equipment south of the No. 13 switch account close clearance at the rail unloading shed. Close clearance signs are posted at three locations on the north side of the rail loading shed.

Decatur Terminal

1. Operation on Main Track between Brush Interlocking and Wabic Interlocking.

No train or engine will enter the main track through a hand-operated switch within these limits without permission from the dispatcher. Permission must be secured before switch is opened.

Trains or engines clearing the main track through any of these switches must be reported clear to the dispatcher.

2. There are two IC/NS Railroad Crossings at Grade located at:

(a) IC/NS crossing is located just west of Brush College Road on old Illinois Terminal main track.

(b) IC/NS crossing is located north of North Yard Office, approximately 8 car lengths north of yard office, or approximately 15 car lengths south of Woodford Street.

These crossings are non-interlocked and protected by swinging gates which are to be left in the position last used. Trains and engines finding gate across NS track must stop and, after determining that no IC movement is closely approaching the crossing, position gate across IC track, securing same. After gate is positioned and secured across IC track, NS movement may be made.

NS movements approaching either crossing are not required to stop if gate is seen positively to be positioned across IC track and protecting NS movement.

3. Vehicle movements on Brush College Road will be warned of approaching trains by placing the traffic signals to stop. Train and engine movements will be alerted to the fact that the traffic signals are at stop by a strobe light being activated. This strobe light for the NS track (the ICRR will work in the same manner), is located on top of a bridge signal over the street on the north side of the NS track. NS trains must not enter the crossing without either the strobe light being activated or proper flag protection. If the strobe light does not function the Signal department must be immediately notified through the Chief Dispatcher's Office.

The strobe light will not activate if the gate for the interlocking is lined for the ICRR. Engines or cars must not be left standing within 150 feet of this crossing.

4. Cars are not to be left standing in Westbound 39 Track on the east end within 25 feet of the inside switch stand for Westbound 40 and 41.

5. Effective immediately, all hand-throw crossovers in Decatur Terminal will have the ends of the switch handles painted yellow. Refer to Operating Rule 104(e).

6. In reference to Rule 508, when directing a movement by radio communications, person directing the move must, in addition to giving car lengths (distance) to shove, also designate if shoving a clear track and/or to a coupling. If Engineer does not get this information, he should not initiate a move until this information is received.

Be governed accordingly.

7. Switching Signals: When bottom aspect on multi head signal or single unit; (dwarf or high) displays "Flashing Red" and switches are properly lined and route is clear, train and engines may pass signal at restricted speed to make switching movements or to return

to train but must not depart until proper signal is displayed unless authorized by the Dispatcher.

St. Louis Terminal

1. All operations between St. Louis and the locations shown below will be under the supervision of the Superintendent of Terminals, St. Louis.

M.P. S46.7 (St. Louis Dist.)
M.P. D469.1 (Brooklyn Dist.)
Entire Madison Branch
Entire Alton Dist.
M.P. 8.3W (Coapman Yard)

2. Trains and engines will be governed by Terminal Railroad Association of St. Louis operating rules and special instructions between WR Tower and May St. Interlocking (when operating over the Merchants Bridge route), between Coapman and SH Interlocking (when operating over the Illinois Transfer Dist.) and at all other times when operating on their tracks.

3. The following train handling procedure must be used by enginemen on the curve descending Merchants Bridge between West Approach and May Street on the TRRA.

No more than 12 powered axles (except high adhesion units, 10 powered axles) may be on line and when necessary trailing units will be isolated to comply with this requirement. When approaching and negotiating curve, throttle must not be in a position higher than Notch 2. When speed cannot be controlled by this method, brake application may be made and released as necessary to control train speed. This procedure is in effect until the rear of train has cleared the curve at Grand Avenue, M.P. SL3.0. On train consist of 2750 feet or less, the dynamic brake may be used not to exceed 400 amps until the rear of train has cleared the curve at Grand Avenue, M.P. SL3.0.

Eastward trains that enter into the 8° curve just west of Merchants Bridge must not make a shoving movement until brakes have had sufficient time to fully release, and then only with no more than 12 powered axles (except high adhesion units, 10 powered axles) and throttle at the lowest possible position.

Crew members assigned to yard transfer jobs will be responsible to ensure that large blocks of empty automobile rack cars or empty 85' or longer flat cars must be handled on rear of trains when moving over Merchants Bridge.

NOTE: This instruction applies to all thru freight trains as well as all yard transfer jobs and yard cuts. This instruction does not apply to Triple Crown RoadRailer trains.

4. St. Louis District

(a) Security gates are installed across the track at both ends of the Mallinckrodt Chemical Company plant on the St. Louis Avenue lead.

The gate at the north end is located under the McKinley Bridge overpass, north of Salisbury Street, M.P. SL2.2. The gate at the south end is located north of Angelrodt Street, M.P. SL1.9.

These gates will open automatically in advance of train or engine movement, and will take 20 seconds to fully open. The gates will be closed by remote control by Mallinckrodt security personnel. All train and engine movements must approach these gates prepared to stop in the event the gates fail to open. Should gates fail to open (power failure, mechanical failure, etc.), train or engine movement should stop 20 feet from gates and crew members should communicate with Mallinckrodt security by speaker system located adjacent to the gate.

(b) Crossing protection at Missouri Bottom Road on the Brown Campus Lead (M.P. S17.4) and at Earth City Expressway on the Earth City Lead (M.P. S21.2) is not equipped for track

circuit operation. Prior to any movement entering these crossings, an employee must unlock push button located approximately fifty feet from each edge of crossing, depress start button and allow crossing protection to operate a minimum of twenty seconds before any part of the movement enters the crossing. Crossing protection must remain in operation until the entire movement has cleared the crossing. After movement has cleared, the stop button must be depressed and both boxes will be left locked.

5. Luther Yard

(a) Dwarf signals are in service on both east and west ends of tracks 11 through 27, inclusive, for the purpose of indicating blue signal protection. When a blue light is displayed it indicates that workmen are on or about railroad rolling equipment and Operating Rule 26 applies. A yellow light displayed indicates that use of track is permitted. Absence of a light will have the same meaning as if a blue light were displayed. Moving equipment will not be mounted or dismounted in the vicinity of these signals.

(b) Trains moving east out of Luther Yard must not foul turnout, M.P. SL3.1, located just west of East Grand Ave., until permissive signal indication is displayed on Home Signal to May St. interlocking.

(c) Account short track circuits, all eastward trains, engines, and non-insulated on-track equipment must wait a sufficient length of time after having occupied the track circuit for Carrie Avenue crossing, M.P. SL4.3, for crossing protection to engage to ensure that the crossing gates are in the full down position prior to entering the crossing.

(d) While equipment is moving through No. 1 Pocket at the east end of Luther Yard, personnel shall not attempt to line adjacent switches account close clearance.

(e) When equipment of excessive dimensional width is operated on either the River track or Broadway track between Carrie Avenue, Luther Yard, and Grand Avenue, located immediately west of Merchant's Bridge, the adjacent track must be clear, unless arrangements have been made to observe and protect excessive width equipment.

(f) Due to problems with locomotive fumes being pulled into the Beck Flavor Co. central air conditioning system, crews of eastward trains from Luther Yard will stop their trains short of Prarie Ave. (M.P. SL3.5) or pull them down to the clearance point at the end of the double track at Grand Ave. (M.P. SL3.1) when instructed to pull down for an air test or when waiting for a signal from the TRRA at May St.

6. A&E Line

(a) The track section between M.P. AE13.4 (south end absolute block) and M.P. AE9.8 (WR Tower) is designated the A. O. Smith Thoroughfare and is not considered a main track, Operating Rule 105 governs. All switches on the A. O. Smith Thoroughfare may be left lined and locked as last used. Authority to occupy the A. O. Smith Thoroughfare must be granted by the supervisor on duty at A. O. Smith Yard or by the Luther operator when the supervisor has so designated.

(b) The track section between Hoyt Jct., M.P. AE9.3 and Bridge Jct. M.P. AE3.9 in under the control of the Luther Operator. Operation of trains, engines and on track equipment must be authorized by the Luther Operator who will enter all information pertinent to each movement on the prescribed form. When movement is complete and clear of this track section, crew member or employee in charge of on track equipment will report clear to Luther Operator. Movements will not exceed Restricted Speed.

(c) A "Time Out" feature has been installed on the warning lights on old Route 3 in Granite city, Illinois, on the A. O. Smith old yard lead. Trains stopping, no closer than one car length from the crossing, after lights have been activated, will cause warning lights to time out after approximately 16 seconds.

After warning lights have timed out, movement must use extreme caution when approaching crossing, making sure warning device has been activated a sufficient amount of time to warn motorists.

(d) Southward trains and engines approaching 22nd Street crossing, Granite City, Illinois, from Yard Tracks No. 11 thru No. 16, proceeding onto Yard Track No. 10, will not exceed a speed of 5 MPH from start of crossing signal circuit until leading end of movement occupies the crossing. Crews yarding trains at the south end of A.O. Smith New Yard must not leave cars fouling the crossing protection circuits at 22nd St. Crossing rails on both sides of 22nd St. are painted yellow on tracks 8, 9 and 10 approximately 100 feet from the crossing to mark the limits of the circuits.

7. T&E Line

The track section between M.P. A0.0 (Piasa Street) and M.P. A5.0 (Wood River interlocking) is designated the Federal Thoroughfare and the track section between M.P. A5.0 (Wood River interlocking) and M.P. A9.1 (south of Roxana Yard) is designated the Roxana Thoroughfare. These thoroughfares are not considered main track and Operating Rule 105 governs. All switches on the T&E Line may be left lined and locked as last used. Trains, engines and on track equipment will use the Federal Thoroughfare and the Roxana Thoroughfare on verbal authority of the Luther operator. When movement is complete and clear of these throughfares, crew member or employee in charge of on track equipment will report clear to Luther operator.

8. Brooklyn District

(a) Movements against the current of traffic between WR Tower and Poag Jct. may be made on authority of the operator at Luther, who must not grant such authorization until protection against opposing movements has been provided. Trains or engines must not enter the main track or cross over from one main track to the other through hand-operated switches within these limits without permission of the operator at Luther.

(b) Following instructions shall govern crews operating in and out of Mitchell Yard on the Alton and Southern Railway:

(1) Absolute Block is in effect on A&S Main Track between Mitchell Yard, M.P. 20.9 (Absolute Signal to Lennox Interlocking) and M.P. 16.4.

(2) Trains or engines must not enter this block without authority of A&S Crest Yardmaster.

(3) Crews must report promptly to Crest Yardmaster when entire train has cleared absolute block and switches have been restored to normal position.

(c) Upon arrival Mitchell, M.P. D474.6, if A&S crew is waiting for train, NS crew will secure permission to use crossover, line switches for movement to the A&S, wait prescribed time, then cross over to the A&S, stopping at the dwarf signal governing movement to the A&S Railway. NS crews will turn train over to the the A&S crew at that point. NS crew will remain at the crossover until the rear of train has cleared onto the A&S Railroad and will restore all switches to normal position. If NS crew arrives and A&S crew is not there or permission to cross over will not be granted for an extended period of time, NS crew will deliver train on the southbound main as in the past.

(d) The Brooklyn Main between WR Tower Interlocking, M.P. D480.63, and VC Belt switch at the north end of Brooklyn Yard, M.P. D483.55, is within yard limits and all train and engine movements must be made at Restricted Speed not exceeding 10 MPH. Operation of trains, engines and on-track equipment between WR Tower Interlocking, M.P. D480.63, and the VC Belt switch at the north end of Brooklyn Yard, M.P. D483.55, must be authorized by and made under the direction of the Luther operator. The operator at Luther will enter all information pertinent to each movement on the prescribed form. When movement is complete and clear of this track section, crew member or employee in charge of on track equipment will report clear to Luther Operator.

9. V&C Belt

The VC Belt between the north end of Brooklyn Yard, M.P. D483.55 and the W-Line Wye Switch Coapman Yard, M.P. 4.6W, is within yard limits and all train and engine movements must be made at Restricted Speed not exceeding 20 MPH. Operation of trains, engines, and on-track equipment between the north end of Brooklyn Yard, M.P. D483.55 and the W-Line Wye Switch Coapman Yard, M.P. 4.6W must be authorized by and made under the direction of the Luther operator. The operator at Luther will enter all information pertinent to each movement on the prescribed form. When movement is complete and clear of this track section, crew member or employee in charge of on track equipment will report clear to Luther Operator.

10. Coapman

(a) All train and engine movements and all movements of on-track equipment between Yard Limit sign, M.P. 8.3W and 10th St. East St. Louis, M.P. 3.6W, must be authorized by the operator at Luther.

(b) Westward trains arriving Coapman Yard must not pass the Yard limit sign at M.P. 8.3W without first securing permission and yarding instructions from the operator at Luther.

(c) Within Yard Limits between M.P. 8.3W and A&S Crossing all trains and engines operating on the main track must move at Restricted Speed not exceeding 20 MPH, unless moving on a Clear signal. Movements on tracks other than main track will be governed by Operating Rule 105.

The operator at Luther will enter all information pertinent to each movement on the prescribed form.

(d) Eastward Kentucky Division trains arriving on main track adjacent to east end of the outbound track, M.P. 8.2W, and awaiting an eastbound train that will pass using the outbound track, will activate signal request button located on signal bungalow in vicinity of spring switch to clear dwarf signal for the other train.

Signal request has a time release limit of ten (10) minutes. If signal does not clear at end of ten (10) minute wait period, the crew will notify the crew of the train on the outbound track that time limit has expired. It will not be necessary for the other train to line the spring switch, nor wait an additional five (5) minutes. The train on the outbound track will still have to comply with Rules 240 and 402.

When signal fails to clear for a train leaving the east end of the outbound track, M.P. 8.2W, signal request button must be activated and, if signal fails to clear after ten (10) minutes, train will proceed in accordance with Rule 402. It will not be necessary to line spring switch and wait an additional five (5) minutes.

Any signal failure must be reported to the Kentucky Division Chief Dispatcher.

(e) In an effort to minimize blocking of the A&S interlocking at the east end of Coapman Yard, eastward/southward trains making pickups at Coapman will precharge and pretest the pickup in accordance with Form NS-1., Rule A-15, prior to doubling the pickup to the body of their train.

Tail air gauges to be used in pretesting the pickups will be available from railroad police officers working in the Coapman Yard area. Prior to their train arriving Coapman Yard, conductors will contact the police officer by radio to determine the officer's location and make arrangements to obtain the tail gauge from the officer at that location, as the officer may be engaged in equipment surveillance. Upon completion of the prestest of the pickup, the conductor will arrange to return the gauge to the officer or leave it at a secure, agreed-to location (such as phone box, bill box, etc.) for the officer to retrieve at a later time.

In the event that a railroad police officer is not present at Coapman Yard at the time a pickup is to be made, it will be made in accordance with Form NS-1., Rule A-14. However, all effort to minimize the blocking of the A&S crossing during oper.tions at Coapman Yard are required.

All northward/westward trains working at Coapman Yard must clear the A&S interlocking while making setoffs.

(f) When picking up interchange cars at Coapman Yard, East St. Louis, Illinois, crew members must inspect cars to determine if any cars are high and wide loads, including double stack containers. If any of these type cars are found in pickup, then conductor must contact chief dispatcher at Somerset, Kentucky, for movement authority.

These instructions are in addition to all other instructions and rules regarding handling interchange cars.

(g) Locomotives, cabooses, EOT devices and other "high risk" equipment must not be left at Coapman without permission from proper authority.

(h) The normal position of the switch connecting the Outbound Track and the A&S Connection Track east of A&S crossing is lined and locked for straight movement on the Outbound Track.

(i) The normal position of the switch connecting the Outbound Track and the A&S Connection Track west of A&S crossing is lined and locked for straight movement on the Outbound Track.

(j) The normal position for switches at Coapman Yard between A&S crossing and TRRA Connection Track (M.P. 4.8W) will be lined and locked for movement on main track. Main line switch governing movement to TRRA Connection Track (M.P. 4.8W) may be left lined as last used.

(k) When deliveries are made to A&S Railway at Coapman Yard, it will be the responsibility of the conductor to report time of delivery to the operator at Luther.

(l) Dyke Branch in service between 10th Street, E. St. Louis, Illinois, M.P. 3.65W, for a distance of 1200 feet to Converse Street crossing. Dyke Branch out of service between Converse Street crossing and TRRA Wiggins No. 5 Yard. Only single diesel units may be operated on the Dyke Branch.

11. Madison Branch

(a) Westbound trains must not proceed beyond A&S without instructions from the operator at Luther.

(b) Before entering Eastern connection, trains and engines and on-track equipment must secure permission from TRRA.

(c) Two derails are installed at Leclaire, Illinois, on the Madison Branch main track. The west derail is located at M.P. TS433.4

and the east derail is located at M.P. TS432.3. Derail signs are located adjacent to each derail. These derails must be locked in the non-derailing position unless the track between them is occupied by unattended cars or equipment. All trains and on-track equipment movements must approach these derails prepared to stop, expecting to find them in the derailing position.

(d) CNW trains must have permission from NS Dispatcher at Decatur prior to entering NS Madison District Main Track at LeClaire. After permission has been received, CNW crews may use east crossover, M.P. TS432.3, and west crossover, M.P. TS433.4, to yard train on main track between crossovers.

(e) Switch point derail installed on main track 185 feet east of CIPS road crossing, Coffeen, M.P. TS395.7. The derail must be left locked in the non-derailing position, unless unattended cars or equipment are left on the main track east of the derail. All trains and on-track equipment movement must approach this derail prepared to stop, expecting to find it in the derailing position.

East Approach Circuit for the crossing protection at CIPS road crossing has been shortened to 125 feet. Westward movement approaching this crossing must occupy the track circuit for a minimum of 20 seconds prior to entering the crossing to allow flashing light sufficient time to operate.

Brooklyn District

1. When switching the following locations, use flag protection account rusty rails not activating automatic crossing protection at all times:

Palmer	Elevator Track
Morrisonville	Elevator Track and Old Northward Track
Harvel	Elevator Track and Siding
Raymond	Elevator Track - Protect Main Street and Springfield Road.

2. Any trains being delayed at Karnes for meets more than ten (10) minutes must cut road crossing. Contact dispatcher to see how long your train will be there on arrival.

Springfield/Hannibal District

1. Naples Terminal Facility, M.P. DH470.6

Equipment must not be handled within 100 feet of building on tracks 2 or 3 until a clear understanding has been reached with the Loading Foreman as to the moves to be made.

Account close clearance, employees must not ride side of equipment while in building.

Normal position for both switches of the crossover at the east end of this facility will be for straight track movement and must be left in this position after use.

2. Hannibal - Outer Depot

Trains and engines must not enter the main track through a hand-operated switch, and on-track equipment must not occupy the main track, between Bridge and Oakwood, M.P. H4.4, without first securing permission from the Operator at Bridge.

Before granting such authority, the Operator at Bridge must secure permission from the Train Dispatcher and, in addition, must know that the track section to be entered is clear of approaching movements.

3. Sidings at Huntington, Clapper and Holliday will be used for the meeting or passing of trains.

4. The minimum number of handbrakes to be applied to equipment left standing with motive power detached is 2 (two), other than Springfield yard and Outer Depot yard where 3 hand brakes will be required on the 3 cars standing on the east end of **all** tracks.

5. Operation between Hannibal and Qunicy.

Trains will operate between Hannibal and Quincy via Burlington Northern, Galesburg Division, 8th Subdivision (West side of river), and will be governed by their rules and timetable.

Trains originating at Hannibal for operation over BN Trackage to Qunicy willl receive BN Track Warrant and Track Bulletin at Bridge.

Trains from BN at Hannibal may proceed to Outer Depot on signal indication.

6. Unloading dock at Henry Nelch & Son, Springfield, Illinois, M.P. DH414.8, is at the east end of the Nelch Gravel Track, approximately three (3) cars east of the gravel unloading pit.

Account gravel unloading pit has weight restriction that prohibits locomotives on it, cars for unloading at this dock are to be set to the Gravel Track just to clear the Engine Lead. The cars will then be pulled to spot by Nelch personnel and pulled back for NS when empty.

7. Mobil Chemical, Jacksonville, Illinois, M.P. DH445.6, has a portable derail located approximately 1 car length inside the gate. This derail must be removed by Mobile Chemical personnel prior to switching inside the gate. Account steep grade on Mobile Lead, the minimum number of hand brakes on six (6) or more cars is four (4) hand brakes.

Kansas City Terminal

1. Movement of trains and engines between Birmingham and 5th St. will be under jurisdiction of BN Dispatcher and governed by BN Rules, BN signal aspects are displayed between Birmingham and 5th St., exception eastward signals at CPRS Crossing display BN aspect.

2. Between Birmingham and 5th St. there are two (2) main tracks, North track is track No. 1 and South track is track No. 2. TC in effect Birmingham to Block 224; Interlocking in effect between Block 224 and Fifth Street.

3. In case of train accident or personal injury occurring between Birmingham and Fifth Street conductors will promptly notify the Superintendents of the BN and NS.

4. Train or enginemen observing that highway crossing signals or gates are not operating properly should report this fact promptly to the Superintendents and Chief Dispatcher BN and NS.

5. TC is in effect between Birmingham and Claycomo Spur track switch.

6. Train and engine movements on Claycomo Spur between Claycomo Yard and TC signal Kearney Branch must proceed prepared to stop within one-half the range of vision, but not exceeding 15 MPH.

7. Trains and engine movements will be governed by NS Rules and the Greater Kansas City Area Operating and Special Instructions while on K.C.T. Trackage.

8. North Kansas City Yard

(a) Normal position for switches at east end of Roundhouse departure track: and at east end of Tracks 54 and 55, will be lined for movement on the lead. They must be left in this position after use.

(b) When necessary to make switching arrangements (lining of power switches, signals, etc.) with the operator at KN, North Kansas City, such arrangements must be made direct with him when communication is available.

9. All trains and engines must have permission from the trainmaster on duty at Claycomo prior to entering the Claycomo Spur from Birmingham. If no Trainmaster is on duty permission must be secured from N. Kansas City Trainmaster.

10. At south end of Claycomo Yard, trains doubling cuts of 25 or more cars must have air cut in and know that brakes apply and release on rear car of the first cut.

Trains and engines switching at south end of yard, when handling 25 or more cars, must have brakes cut in on 5 cars next to engine and know that brakes apply and release on all 5 cars.

11. Armourdale Terminal (SP Yard)

Due to roll outs in the Fruit Yard, a minimum of four (4) hand brakes must be set on the east end of these tracks (401 thru 404) when leaving a cut of cars or a made up train in these tracks.

All locomotives destined to the roundhouse facility at Armourdale will be required to enter this facility via the east end. All inbound engineers will be required to contact the roundhouse foreman prior to entering this facility to ascertain where the roundhouse foreman wants the units located.

All outbound locomotive consist will be made up to depart the roundhouse facility from the west end.

12. **East & West Voltz**

Switching Signals: When bottom aspect on multi head signal or single unit; (dwarf or high) displays "Flashing Red" and switches are properly lined and route is clear, trains and engines may pass signal at restricted speed to make switching movements or to return to train but must not depart until proper signal is displayed unless authorized by dispatcher.

Moulton/Des Moines District

1. Home signals governing movement through interlocking at Albia-BN display Burlington Northern aspects.

2. Maintenance of Way forces must notify BN Train Dispatcher at Galesburg, IL, of slow orders or requirements restricting any train movements between Albia and Des Moines.

3. In case of accident, personal injury, or any emergency between Albia and Des Moines, both BN and NS Chief Dispatchers must be notified.

St. Louis and Kansas City Districts

1. Westbound trains picking up cars off CMLA Track, Mexico, Missouri are to cut and leave train south of JJ Street Crossing unless train length is 5300 feet or less.

2. Union Pacific track warrant and associated track bulletins will be issued to Norfolk Southern trains at Moberly, and yard engines at North Kansas City, if necessary. NS crews operating on UP trackage must have UP warrant, bulletins and UP Timetable in their possession. If unable to secure the UP track warrant and dispatcher bulletin, contact the train dispatcher at Decatur prior to leaving Moberly.

3. All trains and engines using siding at Centralia, Missouri, must protect the crossing and not enter the crossing until the warning device is known to be operating at the following locations:

Howard Berton Drive	at M.P. S123.7
Jefferson Street	at M.P. S123.9
Allen Street	at M.P. S124.3

4. Effective immediately, use of Emerson Street Crossover, M.P. S149.2, is restricted as follows:

(a) Trains or engines pulling out of the west end of Tracks 2 and 3 or doubling cars into west end of Tracks 2 and 3, must utilize the Tail Track.

(b) Trains and engines doubling to and from any tracks other than Tracks 2 and 3 at the west end, must use Tail Track when possible.

7d. YARD LIMITS

All trains and engines, including First Class Trains, must move at Restricted Speed within yard as follows:

(**Note**: All mainline movements on Illinois Division are governed by TC, RC, 251 and TWC Rules. Rules governing First Class Trains are not applicable.)

STATION NAME	YARD LIMITS EXIST		
Lafayette District			
Peru	M.P. D204.5 (West)		
Logansport	M.P. WSRY76.0	to	M.P. WSRY 65.0
Van (WSRY)	M.P. WSRY 0.0	to	M.P. WSRY 5.0
East Yd./Lafayette Jct.	M.P. D253.1	to	M.P. D257.2
Eldan/NT Jct.	M.P. D296.2	to	M.P. D306.7
Decatur	M.P. D370.5 (East)		
Frankfort Branch			
Frankfort	M.P. SP237.0 (West)		
Brooklyn District			
Poag Jct. (St. Louis Term)	M.P. D469.1 (North)		
Madison Branch			
CNW Madison Yard	M.P. TS445.0 (East)		
Leclaire/Edwardsville	M.P. TS433.7	to	M.P. TS431.0
Coffeen	M.P. TS396.5 (West)		
Meredosia Branch			
Bluffs	M.P. M467.0 (North)		
Meredosia	M.P. M470.8 (South)		
Moulton Des Moines District			
Moberly	M.P. SD150.4 (North)		
Albia	M.P. SD272.4	to	M.P. BN0.8
Des Moines	M.P. SD334.1 (South)		

7e. JOINT TRACKAGE

Trains and engines of the Illinois Division will use tracks of other Divisions and foreign lines in accordance with their timetables, rules and regulations, as shown below:

— Lake Division between West Peru (M.P. D204.5) and Junction (M.P. D200.2)

— Winnamac Southern (WSRY) between Logansport (M.P. WSRY 73.0) and Clymers (M.P. WSRY65.0)

— Illinois Central (Champaign Dist.) between Tolono, Il. (M.P. IC137.1) and Champaign, Il. (M.P. IC127.8)

— Conrail (Pekin Secondary Track) between Rising (M.P. CR40.0 and Urbana (M.P. CR29.0)

— Illinois Central Railroad (Gilman District) between Gibson City (M.P. IC110.0) and Gilman (M.P. IC81.1)

— Illinois Central Railroad (Chicago District) between Gilman (M.P. IC81.1) and 95th Street (M.P. IC12.4)

— TRRA between WR Tower (M.P. D480.4) and May Street Interlock (M.P. SL3.1)

— TRRA between SH Interlock and Coapman Yd. (M.P. 4.8W)

— TRRA between SH Interlock and CNW Madison Yd. (M.P. TS447.0)

— TRRA between West Approach and North Market.

— BN Railroad between Hannibal (M.P. DH515.0) and Quincy (M.P. BN515.2)

— ATSF Railroad between WB Jct. (M.P. S212.8) and CA Jct. (M.P. S242.4)

— ATSF and KCT Railroad between CA Jct. (M.P. S242.4) and KCT Railroad between CA Jct. (M.P. S242.4) and Argentine Yard (M.P. ATSF3.9)

— BN Railroad between Birmingham (M.P. S266.6) and 5th St. (M.P. S276.4)

7e. JOINT TRACKAGE (Cont'd)

— KCT Railroad between 5th St. (M.P. S276.4) and Kansas City (M.P. S279.1)

— BN Railroad between Albia (M.P. SD272.4) and Des Moines (M.P. DU340.2)

Trains and engine of other Divisions and foreign lines will use Illinois Division tracks in accordance with NS timetables, rules, and special instructions as shown below:

— Conrail between CSXT Jct. (M.P. SP258.5) and Altamont (M.P. SP254.8)

— Conrail between Dean (M.P. SP373.3) and Farmdale (M.P. SP410.8)

— TP&W Railroad between Crandall (M.P. SP402.5) and Farmdale (M.P. SP410.8)

— IC Railroad at Gibson City between (M.P. SP340.1) and M.P. (SP342.0)

— BLOI Railroad at Gibson City between (M.P. SP340.2 and M.P. SP342.0)

— Kentucky Division between Coapman Yard and A.O. Smith Yard via V&C Belt and Brooklyn District

— GWWR between Bridge Jct. (M.P. AE3.9) and CNW Madison Yd (M.P. AE6.6)

— CNW between Stock Yd. Crossover (M.P. AE4.6) and A.O. Smith Yd. (M.P. AE11.4)

— CNW at LeClaire between (M.P. TS432.3) and (M.P. TS433.4)

— SPCSL at Alton, Illinois between (M.P. A0.0) and (M.P. A1.0)

— TRRA between A.O. Smith Yard (M.P. AE11.4) and Edwardsville Road (M.P. AE8.0)

— TRRA between May Street (M.P. SL3.1) and Luther Yard (M.P. SL5.1)

— IC Railroad between Wood River (M.P. A5.0) and Federal (M.P. A1.7)

— WGR Railroad between Kelly (M.P. S188.6) and Brunswick (M.P. S185.6)

7f. FLAGGING DISTANCES

The following will be observed by Engineering Department employees when providing flag protection:

Maximum Authorized Speed	Minimum Flagging Distance
0 - 10 MPH	1/4 Mile
11 - 20 MPH	1/2 Mile
21 - 30 MPH	3/4 Mile
31 - 40 MPH	1 Mile
41 - 50 MPH	1 1/4 Miles
51 - 60 MPH	1 1/2 Miles
61 - 70 MPH	1 3/4 Miles
71 - 80 MPH	2 Miles

Torpedoes will be placed the same distance in advance of the flagman, but not exceeding one (1) mile.

7g. LOCATIONS WHERE RUNNING SWITCHES ARE AUTHORIZED

Running switches in accordance with Rule 103(c) are permitted at:

Brooklyn District

Staunton	M.P.	D445.4	Livingston Pipe
Taylorville	M.P.	D402.8	GP Lead
	M.P.	D402.5	New Yard Lead

St. Louis Terminal

Edwardsville	M.P.	TS431.7	Richards Brick
Wood River	M.P.	A5.5	Wilds 1 and 2
Roxana	M.P.	A6.3	Hartford 1 and 2
Robertson	M.P.	S20.4	Westlake Spur
Earth City	M.P.	S21.2	Earth City Lead
St. Peters	M.P.	S33.0	Arrowhead Industrial Park

7g. LOCATIONS WHERE RUNNING SWITCHES ARE AUTHORIZED (Cont'd)

St. Louis Terminal (Cont'd)

O'Fallon	M.P.	S36.4	O'Fallon Lumber & Supply Co.
Wentzville	M.P.	S45.0	Metalife Company
	M.P.	S45.3	MFA Fertilizer
	M.P.	S46.4	Missouri Concrete Products

St. Louis District

Mexico	M.P.	S108.0	CMLA
	M.P.	S108.8	TK Lead
	M.P.	S110.0	North Storage Crossover

Mountain/Des Moines District

Des Moines	M.P.	DU338.3	West Leg Wye
	M.P.	DU340.2	Wye (South Side)

Bloomington District

Bloomington	M.P.	SP379.0	Good Yard

Lafayette District

Logansport	M.P.	D220.6	Wilson Foods
Logansport	M.P.	D220.9	Logan Refrigeration

Frankfort Branch

Lafayette S. Yd.	M.P.	SP253.2	East End A Yard

Springfield District

Valley City	M.P.	DH474.6	Station Track

8. SPRING SWITCHES

Spring switches are located as follows:

Taylorville	Both ends siding
Midway	Both ends siding
Karnes	Both ends siding
Benton City	Both ends siding
High Hill	Both ends siding
Coapman (M.P. 8.2W)	East End Outbound Track

While a train or engine is operating under signal indication, indicating proceed at restricted speed at a facing point spring switch, the following instructions are in effect:

(a) A crew member must be on the ground at the switch ahead of the movement and examine the facing spring switch point to determine that it is properly fitting up and remain there until the leading wheel occupies the point.

(b) Exception: This procedure is not required when spring switch is equipped with a spring switch light displaying the color green.

NOTE 1 - If leaving signal from siding continues to display stop, Rule 423 will apply. If authorized to proceed, crew member must line switch to reverse position and observe that points are properly positioned, then line switch back to normal position. If signal does not then indicate proceed, proceed at restricted speed.

9-a. SPEED RESTRICTIONS
General Speed Restrictions

CONDITIONS	MAXIMUM Miles Per Hour All Trains and Engines
CARS	
Trains handling more than 40 empty multi-levels unless handled as solid block on the rear of train (up to 70 empty multi-levels) or in solid train (up to 150 empty multi-levels)	25
Trains handling more than 40 OTTX flat cars either loaded or empty	30

9-a. SPEED RESTRICTIONS (Cont'd)
General Speed Restrictions

CONDITIONS	MAXIMUM Miles Per Hour All Trains and Engines
CARS (Cont'd)	
Short ore hopper cars:	
DM&IR, loaded	40
empty	45
Other, loaded	30
empty	35
Trains handling empty bulkhead flat cars and/or empty woodrack cars, foreign or system	45
Exceptions - restriction does not apply:	
1) If car is shown on train consist, but is not identified as restricted equipment. (Bulkhead flat cars and woodrack cars equipped with constant contact side bearings are not restricted and will not be identified by the computer as restricted equipment.)	
2) To centerbeam flat cars.	
Log car series NS 111500 - 111538 and SOU 118039	45
Trains handling flat cars loaded with creosoted poles	45
LOCOMOTIVES	
Controlling locomotive not equipped with speed indicator	20
Single light locomotive	30
All steam locomotives	40
All other light locomotive consists of 2 or more units	50
TRAINS	
Key Trains (See Sect. 17)	50
Loaded Welded Rail Trains	50
All other trains	50
Trains consisting entirely of Triple Crown, TOFC/COFC, Multi-level, or Stack equipment will be governed by passenger train speed on curves and turnouts not to exceed	60
When Triple Crown or freight trains handling one or more loaded cars is operated on jointed rail, the engineer will avoid prolonged operation in speed range of 16 to 21 MPH. If speed cannot be maintained above 21 MPH, it must be reduced to 15 MPH.	
Passenger train	60
OTHER	
FRA T-10	50
Snow plow NW 590000, when plowing	25
Shoving movements with NS51 on leading end	25
Single unit of self-propelled work equipment that is designed to shunt track circuits (i.e. Sperry Rail Test cars, Loram railgrinder and ballast cleaner)	30
Lucky Loader, NW 14317 loaded on gon NW 59802	35

9-b. SPEED RESTRICTIONS BY DISTRICT

A train entering or leaving a siding or moving through a crossover or turnout must not exceed 15 MPH unless otherwise provided.

Except when authorized by Timetable, or Special Instructions, speed on siding must not exceed 10 MPH.

Maximum speeds through turnouts listed below govern all trains. When moving in accordance with Rule 283 (Diverging Clear), a train must approach these turnouts not exceeding the speed authorized for that turnout.

LOCATIONS AND CONDITIONS	Miles Per Hour All Trains and Engines
(1) FRANKFORT BRANCH:	
All industrial tracks (Frankfort Yard)	5
All yard tracks (Frankfort Yard)	10
Main line between CR Crossing, M.P. SP234.8, and Frankfort, M.P. SP236.0	15
Between M.P. 236.0 and M.P. 237.0 engines only	20
Between:	
Frankfort, M.P. SP236.0 and west end of South Yard Siding, M.P. SP252.9	49
Except:	
Between M.P. SP236.0 and M.P. SP237.0 Engines only	20
M.P. SP252.9, west end South Yard siding and M.P. SP256.4, west end Altamont Siding	45
Except:	
Between M.P. SP252.9 and M.P. SP256.4, engines only	20
M.P. SP256.4 and M.P. SP257.7, Power Switch Transfer Track	30
M.P. SP257.7 and M.P. SP259.1, west end Wabash River Bridge	10
All yard tracks in A and B Yards, except main track	10
No. 3 and No. 4 Tracks, Altamont Pass	10
TURNOUTS, CROSSOVERS AND CONNECTING TRACKS:	
Through crossover at East Demun	30
Entering, leaving and through Demun connecting track	30
Entering and leaving through Transfer Track	10
Through crossovers CSXT Jct. (M.P. SP258.5)	10
(2) LAFAYETTE DISTRICT:	
Between:	
M.P. D201.9 and M.P. D202.6, Peru Indiana	
Eastbound on Westbound track	10
Westbound on Eastbound track	10
M.P. D202.6 and M.P. D204.3, Peru (Engines only, Ordinance)	40
M.P. D204.3 and Brush, trains consisting entirely of TCS, TOFC/COFC, stack and multilevel equipment, or passenger trains	60
M.P. D204.5 and Brush, all other trains	50
EXCEPT:	
All trains and engines running east on the Westward Track do not exceed 10 MPH between M.P. D-202.6 and M.P. D201.9, Peru, Indiana.	

9-b. SPEED RESTRICTIONS BY DISTRICT (Cont'd)

LOCATIONS AND CONDITIONS	Miles Per Hour All Trains and Engines
(2) LAFAYETTE DISTRICT: (Cont'd)	
All trains and engines running west on the Eastward Track do not exceed 10 mph between M.P. D201.9 and M.P. D202.6.	
Between westward Home Signal WSRY crossing Logansport, and a point 2500 feet west, between M.P. D218.5 and M.P. D219.2	25
Clymers, over WSRY crossing, M.P. D224.5	40
On curve at Delphi, between M.P. D238.5 and M.P. D239.0	35
On curve one mile west of Delphi, M.P. D239.4	45
Lafayette between M.P. D253.1, East Yard and and M.P. D257.2, Lafayette Jct., eastbound (#1 track)	25
Lafayette between M.P. D254.0, and M.P. D257.2, Lafayette Jct., westbound (#2 track)	25
On curve east of Attica, between M.P. D276.3 and M.P. D276.5	35
On curve at Attica, between M.P. D276.7 and M.P. D277.0	35
Over Wabash River bridge and on first curve west of bridge, Attica, between M.P. D277.0 and M.P. D278.0	40
Danville, between CSXT and CR Crossings	25
Between CR Crossing, Danville, M.P. D300.8, and 14th Street, Tilton, M.P. D303.5	30
Tolono, over IC crossing	40
Bement, between Station and a point 2000 feet west, between M.P. D355.2 and M.P. D355.5	45
Within interlocking limits Wabic, M.P. D375.5	20
Decatur, within the interlocking limits Brush	20
Covington Branch, Attica	10
Champaign Connection Track	10
TURNOUTS, CROSSOVERS, SIDINGS AND CONNECTING TRACKS:	
West Peru, through turnout at end of double track	35
East Yard, Lafayette, through turnout to and from eastward track (#1 Track)	25
Lafayette Jct., end of double track, M.P. D257.2	25
Entering, leaving, and through Demun Connection track	30
Entering, leaving, and through Transfer Track, Lafayette	10
Eldan, through turnout to and from eastward (#1 track)	40
N. T. Jct., through turnout to and from westward (#2 track)	40
East Bement, through turnout to and from westward (#2 track)	40
BEMENT:	
Through crossovers	40
Through turnout to and from Bloomington Dist.	40
VEECH:	
Through crossovers, M.P. D357.5	30

9-b. SPEED RESTRICTIONS BY DISTRICT (Cont'd.)

LOCATIONS AND CONDITIONS	Miles Per Hour All Trains and Engines
(2) LAFAYETTE DISTRICT (Cont'd):	
Leaving through sidings at Danes, Clymers, Rockfield, Colburn, West Point, Attica, Tolono (westward siding only) and Sloan	25
Leaving through turnouts East Passing Siding Tolono and East and West Ends of Passing Siding Ryan and Homer	25
Except: Trains entering on a Restricting indication will operate at Restricted Speed until the leading end of the movement is through the turnout. Train speed through these sidings is yard speed not exceeding (20) twenty MPH.	
When making trailing movements out of west end of Homer trains must not exceed 10 MPH until train occupies 1st crossing. After occupying 1st crossing, trains may proceed at prescribed speed.	
(3) DECATUR TERMINAL:	
Decatur, within the interlocking limits Brush	20
Between Brush and Wabic on Loop Track	20
All tracks known as Old IT curve, Old IT main, Old IT sidings, and all tracks in North Yard	10
All tracks in Staleys	5
All tracks ADM West Plant	5
Over Eastbound Running Track Switch and Ice House Switch at Brush	10
(4) SPRINGFIELD/HANNIBAL DISTRICT:	
Within interlocking limits at Wabic	20
Between:	
Wabic and Mosser, both tracks	30
Mosser and M.P. DH425, Curran, trains consisting entirely of TCS, TOFC/COFC, stack equipment, or passenger trains	60
Mosser and M.P. DH425, Curran, all other trains	50
Except:	
On two curves west of Riverton, between M.P. DH408.2 and M.P. DH408.8	35
Between M.P. DH408.8, Riverton, and M.P. DH416.5, Iles (engines only)	40
Through power turnouts between Iles M.P. DH416.5 and K.C. Jct. M.P. DH419.6	
Trains consisting entirely of TCS, TOFC/COFC, stack and multilevel equipment or passenger trains	45
All other trains	40
Through NS Pass between Iles M.P. DH416.5 and West End Siding M.P. DH417.6, all trains	40
M.P. DH425, Curran, and M.P. DH433, Island Grove	50
M.P. DH433, Island Grove, and M.P. DH447, Jacksonville, trains consisting entirely of TCS, TOFC/COFC, stack equipment or passenger trains	60
All other trains	50
BN Wye Track, Jacksonville	10

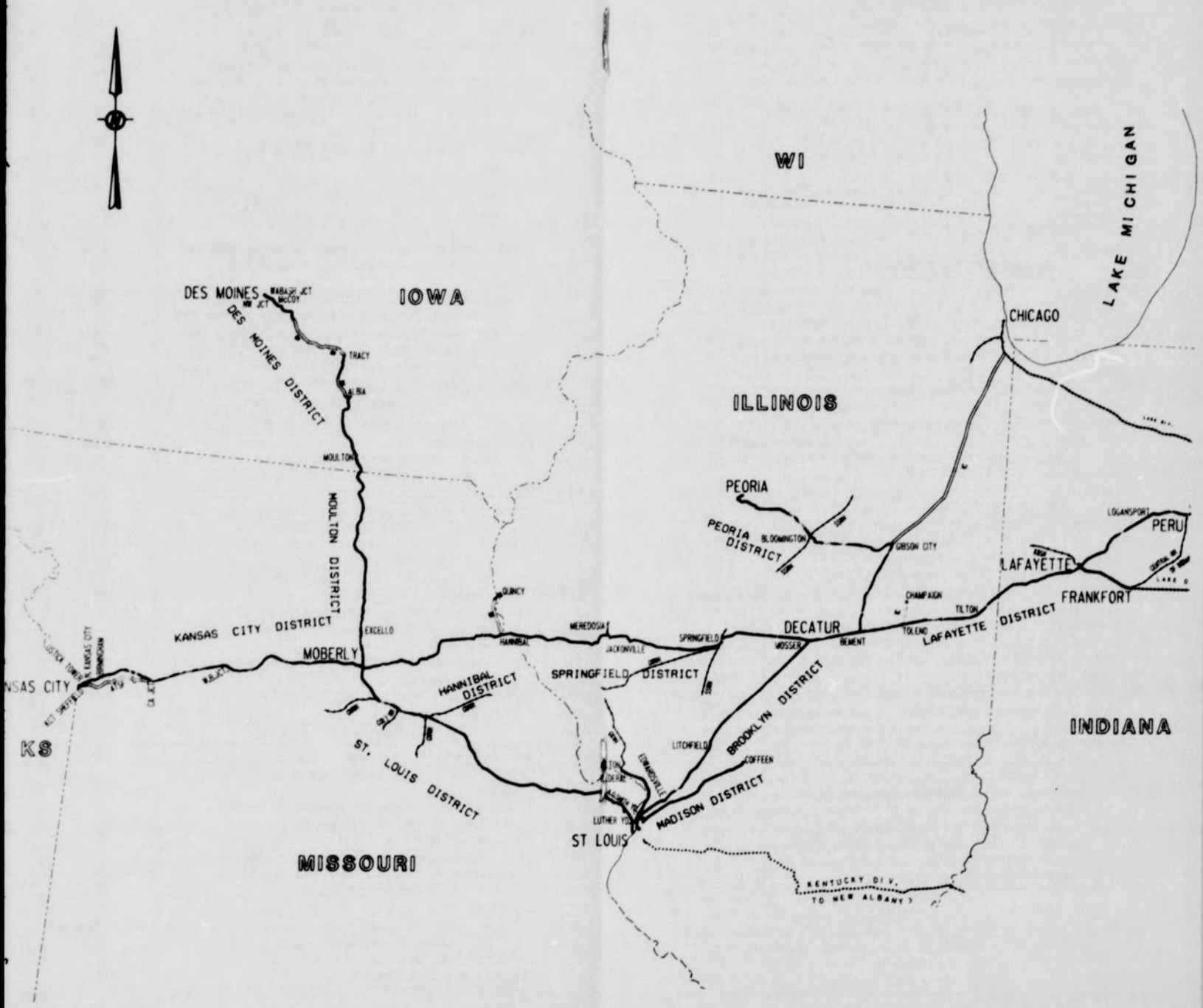
9-b. SPEED RESTRICTIONS BY DISTRICT (Cont'd.)

LOCATIONS AND CONDITIONS	Miles Per Hour All Trains and Engines
(4) SPRINGFIELD/HANNIBAL DISTRICT: (Cont'd)	
M.P. DH447 and M.P. DH448, Jacksonville (Engines only)	35
M.P. DH448, Jacksonville, and M.P. DH503, Kinderhook	50
Except:	
On curves between M.P. DH454.7 and M.P. DH456.7	45
On curve between M.P. DH460.4 and M.P. DH460.7	45
On curve between M.P. DH460.7 and M.P. DH460.9	40
On curves between M.P. DH464.2 and M.P. DH466.3, east and west of Bluffs	40
On curve east of Valley City Bridge between M.P. DH472.8 and DH473.6	30
Over Illinois River Bridge, between M.P. DH473.6 and M.P. DH473.9, Valley City	30
On curves between west end Illinois River Bridge, M.P. DH473.9, and M.P. DH475.5	40
On curve between M.P. DH475.5 and M.P. DH476.0	35
M.P. DH503, Kinderhook, and M.P. DH512, East Hannibal, trains consisting entirely of TCS, TOFC/COFC, stack equipment or passenger trains	60
All other trains	50
M.P. DH512, East Hannibal, and M.P. DH514, Bridge	50
M.P. DH514, Bridge, and M.P. DH515.1, over Mississippi River Bridge and through tunnel to Bridge Street	10
Bridge Street, M.P. DH515.1 and M.P. H3, located between Hannibal Bridge and Oakwood	20
Note: When engine of westward train passes over the point of switch located at M.P. H3, this restriction is complied with.	
Meredosia Branch	
Between Bluffs M.P. M467.0 and M.P. M470.5	25
Between M.P. M470.5 and M.P. M472	10
Between M.P. DH515.1 and Orchard Street, M.P. H5.3 (engines only)	*25
*When engine of westward train passes Orchard Street, M.P. H3.3, the restriction will have been complied with.	
Between M.P. H3.3 and Coates Street, Moberly, M.P. H69.8	50
Except:	
On curve between M.P. H35.8 and M.P. H36.2	45
On curves between M.P. H69.6 and M.P. H69.9, east of Moberly	35
Over Coates Street crossing, Moberly, M.P. H69.8, until engine occupies crossing	15
TURNOUTS, CROSSOVERS AND SIDINGS:	
Mosser, through crossover at M.P. D376.5	15

9-b. SPEED RESTRICTIONS BY DISTRICT (Cont'd)

LOCATIONS AND CONDITIONS	Miles Per Hour All Trains and Engines
(4) SPRINGFIELD/HANNIBAL DISTRICT: (Cont'd)	
Entering, leaving, and through sidings at Harristown, Dawson, New Berlin, Arnold, Chapin, Hadley, E. Hannibal, and Huntington	25
Except: Restricted speed must be observed when approaching inside crossover switch located at M.P. H14.1 and Pit Track Switch M.P. H14.8, Huntington	
Entering, leaving, and through siding at Griggsville	25
Exception: Trains and engines leaving siding in an eastward direction must not exceed 20 MPH until lead unit occupies crossing located at M.P. DH478.9	
Leaving through turnouts East and West ends of passing sidings Holiday and Hunnington	25
Except:	
Trains entering on a Restricting indication will operate at restricted speed until the leading end of the movement is throug the turnout. Train speed through these sidings is yard speed not exceeding twenty (20) MPH.	
Throu[illegible]outs in other than main track	10
(5) MOBERLY YARD:	
Be[illegible]andale, M.P. S146.4 and Carp[illegible]er St., M.P. S147.7	40
Between Carpenter St. M.P. S147.7 and Stamper M.P. S148.6	25
Between Stamper Crossover, M.P. S148.4 and M.P. S151.0 (Both Main Tracks)	35
Between M.P. S151.0 and M.P. S155.0	60
Except: On curves between M.P. S154.3 and M.P. S155.0	50
Between Coates St., M.P. H69.8 and Stamper	25
Through east crossover Stamper M.P. S148.3	15
Through west crossover Stamper M.P. S148.5	25
Through all other main track turnouts and crossovers	10
All movements over Coates St. until leading end occupies crossing	15
Moberly Yard, between M.P. SD148.1 and M.P. SD148.5	10
(6) BLOOMINGTON DISTRICT:	
Between M.P. C113.3 and M.P. C153.0	50
New Connection Track located at 95th Street (Chicago)	10
End of block signs are located at various locations on the IC to indicate non-assignable territory. Trains must proceed in accordance with IC Operating Rule 105.	
Gibson City:	
Old NKP Wye (BLOL Rwy.)	10
West Wye at M.P. C113.3	15
East Wye (IC Conn.)	25
North Wye (IC conn.)	15
Over CR Crossing, M.P. C131.8	40
Except on curve Bement, M.P. C152.3 to C153.0	40

ILLINOIS . . . DIVISION



9-b. SPEED RESTRICTIONS BY DISTRICT (Cont'd.)

LOCATIONS AND CONDITIONS	Miles Per Hour All Trains and Engines
(6) BLOOMINGTON DISTRICT: (Cont'd)	
Between M.P. SP410.6 and M.P. SP395.3	40
Except interlocking Crandall (engines only)	20
Between M.P. SP395.3 and M.P. SP377.0	49
Except on curves between M.P. SP392.3 and SP391.5	45
Between M.P. SP377.0 and M.P. SP373.5	20
Between M.P. SP373.5 and M.P. SP340.5	49
Except on curves between M.P. SP373.5 and SP372.8	40
Between M.P. SP340.5 and M.P. SP340.2	20
Loop Track, Good Yard, Bloomington/Normal	5
TURNOUTS:	
Bement, through turnout to and from Lafayette District	40
(7) BROOKLYN DISTRICT:	
Between:	
M.P. D375.5 and M.P. D479.8, trains consisting entirely of Triple Crown, TOFC/COFC, multi-level, stack equipment or passenger trains	60
M.P. D375.5 and M.P. D479.8, all other trains	50
Except:	
Within interlocking limits at Wabic, both tracks	20
Between Wabic and Mosser, both tracks	30
Within interlocking limits at Mosser, both tracks	25
Between Mosser and M.P. D376.8, both tracks	25
Between M.P. D376.8 and M.P. D377.5, both tracks	40
M.P. D402.5 and M.P. D405.5, Taylorville	50
M.P. D436.0 and M.P. D437.4, Litchfield	50
M.P. D437.4 and M.P. D437.8, Winston	40
Decamp, over CNW crossing, M.P. D452.1	40
On curve between M.P. D466.8 and M.P. D467.4	50
Mitchell, over UP crossing, M.P. D474.7 to M.P. D474.8, both tracks	40
Between M.P. D479.8, 22nd Street, and end of double track at WR Tower, M.P. D480.4, both tracks	35
Turnouts and sidings:	
Entering, leaving and through sidings at Taylorville, Midway and Karnes	25
Except:	
Taylorville siding-Trains using turnout at the south end of Taylorville siding, M.P. D403.2, do not exceed 10 MPH through turnout approaching the main Cross Street crossing at M.P. D403.4 until gates are seen to be in the down position. After the gates are seen to be in the down position, train or engine may proceed at prescribed speed.	

9-b. SPEED RESTRICTIONS BY DISTRICT (Cont'd.)

LOCATIONS AND CONDITIONS	Miles Per Hour All Trains and Engines
(7) BROOKLYN DISTRICT (Cont'd):	
Midway siding-Restricted speed must be observed when approaching Harvel Elevator track switch located at M.P. D422.4.	
Karnes siding-Restricted speed must be observed when approaching Karnes stub track switch located at M.P. D446.1. The most favorable indication that can be displayed by the signals governing movement through this siding is restricting. Restricted speed applies until the leading end of the movement is through any crossovers, turnouts, or interlocking limits governed by that signal; then train and engines can proceed at yard speed not exceeding 25 MPH.	
When trains meet at Karnes and the northbound train goes into the siding, do not line the south switch to normal position until the rear end of the northward train has cleared the southbound signal.	
Mosser, M.P. D376.4, both crossovers east of interlocking	15
BD Jct., M.P. D381.0, through turnout to and from northward track (#1 Track)	40
Poag Jct., M.P. D469.1, through turnout to and from northward track (#1 Track)	40
(8) ST. LOUIS DISTRICT & ST. LOUIS TERMINAL:	
Between:	
End of track east of Branch Street, M.P. SL1.4 and TRRA May Street Interlock, M.P. SL3.1	10
River Track and Broadway Track between TRRA May Street Interlock, M.P. SL3.1, and Carrie Avenue, M.P. SL4.2	10
Luther, M.P. SL6.2 and Evergreen, M.P. S14.0	35
Evergreen, M.P. S14.0 and M.P. S15.0	25
M.P. S15.0 and Urbandale, M.P. S146.4	
Trains consisting entirely of TCS, TOFC/COFC, multilevel, stack equipment or passenger trains	60
All other trains	50
Except:	
Over Missouri River Bridge, between M.P. S21.3 and M.P. S22.9	30
Curve between M.P. S25.1 and M.P. S25.6	50
Montgomery City, between Walker St., M.P. S83.57 and Route B, M.P. S85.19, engines only	45
Within city limits Mexico, between M.P. S108.7 and M.P. S111.7	30
Between M.P. S112.3 and M.P. S112.5	40
Centralia, from Howard Burton Drive M.P. S123.7 to March Road M.P. S125.5	35
M.P. S136.8 Clark Interlocker	40

LOCATIONS AND CONDITIONS	Miles Per Hour All Trains and Engines
(8) ST. LOUIS DISTRICT & ST. LOUIS TERMINAL: (Cont'd)	
Clark, over GWWR crossing - M.P. S136.8	40
Between Urbandale, M.P. S146.4, and Carpenter St., Moberly, M.P. S147.7	40
Between Carpenter St., Moberly, M.P. S147.7, and Stamper M.P. S148.6	25
TURNOUTS, CROSSOVERS, AND SIDINGS	
Through turnout at Ferguson, M.P. S12.5	30
Berkeley Lead between Ferguson (M.P. S12.5) and Evergreen (M.P. S14.0)	30
Berkeley Lead between Evergreen (M.P. S14.0) and Berkeley (M.P. S14.2)	25
Through turnouts in other than main track	10
Through sidings at Wentzville Siding, High Hill sidings and Benton City	25
Note: When making trailing movements out of sidings at east end of High Hill and Benton City, trains must not exceed 10 MPH until train occupies crossings. After occupying crossing, trains may proceed at prescribed speed.	
Through turnout west switch Wentzville Siding	15
Through turnout east switch Wentzville Siding	25
Through turnout Middle Lead Switch (M.P. S42.3) in siding, Wentzville Siding	15
ST. LOUIS TERMINAL ROUTES:	
Brooklyn Main between WR Tower (M.P. D480.6) and North End Brooklyn Yard (M.P. D483.5)	10
V&C Belt between North End Brooklyn Yard (M.P. D483.5) and Coapman Yard (M.P. 4.6W)	20
Except: Through W Line turnout and around first curve on Wye at Coapman (M.P. VC0.1)	15
"W" line main track between 10th St. E. St. Louis (M.P. 3.6W) and V&C Belt Turnout (M.P. 4.6W)	10
Between M.P. 4.6W and A&S Crossing (M.P. 6.3W)	20
Between A&S Crossing (M.P. 6.3W) and East Yard limit sign (M.P. 8.3W)	30
Through V&C Belt Turnout, Coapman Yard, M.P. 4.6W	15
Outbound track M.P. 5.0W to M.P. 8.2W	10
Dyke Branch	10
ALTON DISTRICT (T&E LINE):	
Between:	
A.D.M. Dock and Ridge St. Crossing, Alton, M.P. A0.4	10
Ridge Street Crossing, M.P. A0.4 and Roxana, M.P. A8.8	20
Except over R.R. crossings at Wood River Interlocking, M.P. A4.9 to M.P. A5.0	10
M.P. A8.8 to end of track, M.P. A9.2	10
Through all sidings, yard tracks, and turnouts unless otherwise provided	10

LOCATIONS AND CONDITIONS	Miles Per Hour All Trains and Engines
ALTON DISTRICT (A&E LINE):	
Between:	
Through turnout IT Jct., M.P. AE21.8	15
IT Jct., M.P. AE21.8 and Rand Avenue, M.P. AE20.1	15
M.P. AE20.1 and Shaffer Road, M.P. AE13.4	25
Except over road crossings in Hartford, M.P. AE20.1, to M.P. AE19.1, leading end only	10
Shaffer Road, M.P. AE13.4, and switch to AO Smith Old Yd. (M.P. AE11.3)	20
Switch to AO Smith Old Yd. (M.P. AE11.3) and WR Tower (M.P. AE9.6)	15
Except over 20th Street Crossing, M.P. AE10.1 (Leading end only)	10
WR Tower (M.P. AE9.6) and Bridge Jct., (M.P. AE3.9)	10
Through all sidings, yard tracks, and turnouts unless otherwise provided	10
MADISON BRANCH:	
Between:	
Coffeen, M.P. TS394.3 and CNW Madison Yard, M.P. TS447.0	30
Except over A&S Crossing, M.P. TS445.7	10
(9) KANSAS CITY DISTRICT:	
Between:	
Stamper, M.P. S148.6 and M.P. S151	35
M.P. S151 and WB Jct., M.P. S212.8	
Trains consisting entirely of TCS, TOFC/COFC, multilevel, stack equipment or passenger trains	60
All other trains	50
Except:	
On curves between M.P. S154.3 and M.P. S155	50
On curves between S167.3 and S169.4	50
On curve between M.P. S176.2 and M.P. S176.5, Keytesville	50
On curves between M.P. S187 and M.P. S187.5, Brunswick	35
On curves between M.P. S188.8 and M.P. S189.9, west of Kelly	50
On curve between M.P. S191.8 and M.P. S192.2, DeWitt	50
On curve between M.P. S198.5 and M.P. S199	50
On curve between M.P. S210.5 and M.P. S211.3, Carrollton	55
BETWEEN W.B. JCT., M.P. S212.8, AND C.A. JCT., M.P. S242.4 (NS-ATSF Joint Trackage)	
North Track, between W.B. Jct. and C.A. Jct.	60
Middle Track, between C.A. Jct. and Hardin	60
South Track, between Hardin and W.B. Jct.	60

LOCATIONS AND CONDITIONS	Miles Per Hour All Trains and Engines
(9) KANSAS CITY DISTRICT: (Cont'd)	
South Track, between C.A. Jct. and Hardin	50
Except:	
Curve between M.P. S241.12 and M.P. S241.40	40
On connection track, west of Hardin, to South Track, only	25
NOTE — Between W.B. Jct. and C.A. Jct. only, the following speed restrictions also apply:	
Freight trains when averaging 90 tons or over per car, or over 7,000 tons total	45
On all sidings	20
Between:	
C.A. Jct., M.P. S242.4, and South Liberty, M.P. S261.1	60
Between South Liberty, M.P. S261.1 and Birmingham M.P. S266.6 Both main lines	40
Over CPRS Crossing diamond Birmingham, M.P. S266.6 Both main lines	40
Except:	
On curves between M.P. S256.5 and M.P. S257.0	55
On curves between M.P. S257.0 and M.P. S258.2	50
Birmingham, M.P. S266.6 and Block 222, M.P. S271.9	
No. 1 Main	35
No. 2 Main	50
Except on curves between Birmingham and North Kansas City	35
Block 222, M.P. S271.9 and Ustick Tower, M.P. S275.4	
No. 1 Main	20
No. 2 Main	35
Ustick Tower, M.P. S275.4, and east end Missouri River Bridge	10
East end Missouri River Bridge and Fifth St., M.P. S276.4	10
TURNOUTS, CROSSOVERS, CONNECTION TRACKS, AND SIDINGS:	
Through equilateral turnout at Huntsville	50
Through crossovers at W.B. Jct	40
Through crossovers at Hardin	30
Through connection tracks between Middle Track and South Track at C.A. Jct.	30
Through crossovers between Middle Track and North Track at C.A. Jct.	40
Through turnout at Maxwell	35
Through turnout at South Liberty	25
Through turnout at East voltz	25
Through turnout at West voltz	25
Through CPRS connection at Birmingham	13
Through crossover at Birmingham	12
Through Kearney Branch Turnout Birmingham	15
Through crossover at Randolph	10

LOCATIONS AND CONDITIONS	Miles Per Hour All Trains and Engines
(9) KANSAS CITY DISTRICT (Cont'd):	
Through crossover at Block 222	12
Through crossover at Block 224	20
Through turnouts in other than main track	10
Entering, leaving and through siding at Salisbury Brunswick, DeWitt and Wakenda	25
Entering, leaving and through Sido, Carrolton, Orrick, and Excelsior Springs	10
On Kearney Branch	15
On Claycomo Spur	15
(10) MOULTON/DES MOINES DISTRICT:	
Moberly Yard between M.P. SD148.1 and M.P. SD148.5	10
Between M.P. SD148.5 and Queen City, M.P. SD219.0	40
Except:	
Macon, approach Bridge 1941, M.P. SD170.8	*15
NOTE — Train or engine must approach Bridge 1941, M.P. SD170.8, Macon, at 15 MPH to ascertain proper track alignment. When it is ascertained that track is properly aligned, train or engine may resume prescribed speed.	
Kirksville, (Ordinance) over highway crossings at	
M.P. SD204.0	25
M.P. SD205.0	25
M.P. SD205.4	25
M.P. SD205.9	25
M.P. SD207.8	25
Speed restriction over crossings at Kirksville will have been complied with when leading end occupies crossing at M.P. SD207.8 for westward movement, and crossing at M.P. SD204.0 for eastward movement.	
Between:	
Queen City, M.P. SD219.0, and Coatesville, M.P. SD235.85	25
To ensure proper operation of automatic warning devices, speed must not exceed 35 MPH in approach (1,500 feet) to the highway crossings listed below. Speed restriction will have been complied with when leading end of movement occupies crossing.	
Cairo, M.P. SD154.54 Atlanta, M.P. SD183.85	
Excello, M.P. SD163.41 LaPlata, M.P. SD190.99	
Atlanta, M.P. SD182.44 Kirksville, M.P. SD201.75 Queen City, M.P. SD220.43	
Thomas Hill Lead, between Excello and Thomas Hill Power Plant	10
Between:	
Albia BN, M.P. SD272.4, and Wabash Jct., M.P. SD337.3	35
Except:	
Between M.P. SD271.3 and highway crossing No. 5, one-half mile west of Albia-BN	10

9-b. SPEED RESTRICTIONS BY DISTRICT (Cont'd.)

LOCATIONS AND CONDITIONS	Miles Per Hour All Trains and Engines
(10) **MOULTON/DES MOINES DISTRICT: (Cont'd)**	
Between M.P. SD7.0 BN and M.P. SD10.5 BN	25
Between M.P. SD283.8 to M.P. SD291.4	25
Between M.P. SD291.4 and M.P. SD294.34	40
Between M.P. SD23.3 BN and M.P. SD23.7 BN*	25
Between M.P. SD34.5 BN and M.P. SD35 BN	25
Between M.P. SD318.8 and M.P. SD332.8	25
* Speed limit signs in place.	
Between M.P. SD333.0 and M.P. SD336.9	30
Between M.P. SD336.9 and M.P. DU354.7	10
TURNOUTS:	
Through all turnouts	10

9c. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

WESTWARD/SOUTHWARD	EASTWARD/NORTHWARD
Lafayette District	
M.P. D205 to M.P. D206	M.P. D369 to M.P. D368
M.P. D212 to M.P. D213	
M.P. D225 to M.P. D226	M.P. D361 to M.P. D360
M.P. D269 to M.P. D270	
Frankfort Branch District	
M.P. SP242 to M.P. SP243	
Bloomington District	
M.P. C116 to M.P. C117	M.P. C150 to M.P. C149
M.P. SP398 to M.P. SP397	M.P. SP344 to M.P. SP345
Brooklyn District	
M.P. D391 to M.P. D392	M.P. D473 to M.P. D472
M.P. D409 to M.P. D410	
Springfield/Hannibal District	
M.P. DH386 to M.P. DH387	M.P. H63 to M.P. H62
M.P. DH395 to M.P. DH396	M.P. DH504 to M.P. DH503
M.P. DH425 to M.P. DH426	M.P. DH402 to M.P. DH401
M.P. H13 to M.P. H14	
St. Louis District	
M.P. S116 to M.P. S117	M.P. S101 to S100
M.P. S140 to M.P. S139	M.P. S28 to M.P. S29
Kansas City District	
M.P. S158 to M.P. S159	M.P. S259 to M.P. S258
M.P. S181 to M.P. S182	M.P. S249 to M.P. S248
Moulton/Des Moines District	
M.P. SD330 to M.P. SD329	M.P. SD157 to M.P. SD158

NOTE: Tests for accuracy will be made at other locations when necessary. Engineers operating in outlying local freight or branch line service will choose location appropriate for making tests to check speed indicators.

TABLE FOR DETERMINING TRAIN SPEEDS

Sec. per Mile	Miles per Hour	Sec. per Mile	Miles per Hour	Sec. per Mile	Miles per Hour	Sec. per Mile	Miles per Hour
45	80.0	61	59.0	84	42.9	116	31.0
46	78.3	62	58.1	86	41.9	118	30.5
47	76.6	63	57.1	88	40.9	120	30.0
48	75.0	64	56.3	90	40.0	122	29.5
49	73.5	65	55.4	92	39.1	124	29.0
50	72.0	66	54.5	94	38.3	126	28.6
51	70.6	67	53.7	96	37.5	128	28.1
52	69.2	68	52.9	98	36.7	130	27.7
53	67.9	69	52.2	100	36.0	135	26.7
54	66.7	70	51.4	102	35.3	140	25.7
55	65.5	72	50.0	104	34.6	145	24.8
56	64.3	74	48.6	106	34.0	150	24.0
57	63.2	76	47.4	108	33.3	180	20.0
58	62.1	78	46.2	110	32.7	240	15.0
59	61.0	80	45.0	112	32.1	360	10.0
60	60.0	82	43.9	114	31.6	720	5.0

10a. DIESEL UNIT RATING IN TONS

Between	And	**C36-7 C39-8 D8-40C D9-40C **SD50 SD60 SD70	C30-7 SD40	B30-7A B36-7 D8-32B GP40X GP49 GP50 GP59 GP60	B23-7 GP38 GP40 U23B
West or Southward					
Peru	Tilton	4750	3500	2850	2150
Tilton	Decatur	6800	5000	4150	2150
Decatur	Bluffs	5200	3800	3150	2350
Bluffs	Moberly	3950	2900	2400	1800
Moberly	Brunswick	5800	4250	3550	2650
Brunswick	Kansas City	7250	5300	4400	3300
Peoria	Gibson City	4050	2950	2450	1850
Chicago	Decatur	6600	4800	4000	3000
Decatur	SH Tower	8800	6400	5350	4000
SH Tower	Luther	6800	4950	4150	3100
Luther	Moberly	4400	3200	2650	2000
Frankfort	Lafayette	6800	5000	4150	3100
Coffeen	SH Tower	5500	4000	3350	2500
East or Northward					
K. City	Brunswick	7250	5300	4400	3300
Brunswick	Moberly	6950	5050	4200	3150
Moberly	Decatur	5150	3750	3150	2350
Decatur	Rockfield	7150	5200	4350	3250
Rockfield	Peru	9450	6850	5750	4300
Moberly	Luther	5800	4250	3550	2650
Luther	SH Tower	3950	2850	2400	1800
SH Tower	Litchfield	7050	5100	4250	3200
Litchfield	Decatur	7250	5300	4300	3300
Decatur	Chicago	8350	6050	5050	3800
Gibson City	Peoria	5150	3750	3150	2350
Lafayette	Frankfort	5150	3750	3150	2350
SH Tower	Coffeen	4950	3600	3000	2250

* 6-axle units restricted over these lines.

** C36-7 and SD50 units will handle 90% of the rating for C39-8 units.

These ratings are based on maximum grades and can be increased over certain parts of the line when necessary. When engines will not handle their rating a report must be made to Chief Dispatcher by Engineer. Conductor will make written report to Trainmaster.

In making computations, less than 1,000 pounds will be dropped. 1,000 pounds will be counted a ton.

A GP-40 and slug combination is rated at 95,000 lbs. maximum continuous traction effort and will be rated the same as a standard 6-axle unit (SD40-2, C30-7) when used in road service.

10b. NORFOLK SOUTHERN SYSTEM LOCOMOTIVES SERIES TABLE

ROAD NOS.	MODEL	ROAD NOS.	MODEL
50-59	SD9M	4100-4159	GP38AC
67-83	SW1500	#* 4600-4605	GP49
100-104	TC10	#* 4606-4641	GP59
115-116	F40PH	5000-5256	GP38-2
1002-1012	SW1	6073-6206	SD40-2
1209	SW12	* 6500-6505	SD50
1357-1388	GP40	#* 6506-6525	SD50
1580-1624	SD40	#* 6550-6700	SD60
1625-1652	SD40-2	#* 7000-7002	GP40X
1733	SW1500	#* 7003-7092	GP50
2105	SW1	#* 7101-7150	GP60
2290-2347	SW1500	8003-8082	C30-7
2348-2435	MP15	* 8500-8542	C36-7
#* 2501-2556	SD70	* 8550-8563	C39-8
2717-2822	GP38	#* 8564-8688	C39-8
2823-2878	GP38AC	#* 8689-8763	D8-40C
2879-2886	GP38	#* 8764-8888	D9-40C
3170-3200	SD40	9710-9713	RP-E4
3201-3328	SD40-2	9714-9741	RP-E4D
#* 3500-3521	B30-7A	9819-9820	RP-F4U
#* 3522-3566	D8-32B	9834	RP-E4U
* 3815-3820	B36-7	9835-9841	RP-A4U
3900-3969	U23B	9842-9855	RP-E4U
3970-4023	B23-7	9902-9919	RP-F6Y
		9920-9923	RP-E6Y

* — High Adhesion
\# — High Capacity Dynamic Brake

10c. HIGH ADHESION UNITS AND MIXED CONSIST FORMULA

Head End Power Limitations are the equivalent of 20 conventional axles in power or 18 conventional axles in dynamic brake:

IN POWER

1 — High Adhesion Axle = 1.33 Conventional Axles
1 — 6-Axle High Adhesion Unit = 8.00 Conventional Axles
1 — 4-Axle High Adhesion Unit = 5.33 Conventional Axles

IN DYNAMIC BRAKE

1 — High Capacity Axle = 1.35 Conventional Axles

10d. TABLE OF MAXIMUM TRAIN LENGTHS

When ambient temperature is 34° or less, train length should not exceed that indicated below.

TRAINS WITH HEAD END BRAKE PIPE SUPPLY ONLY

Ambient Temp. °F	*Maximum Train Length Based on 50-foot Cars	
	Cars	Feet
32° to 34°	200	10,000
29° to 31°	185	9,250
26° to 28°	175	8,750
20° to 25°	160	8,000
15° to 19°	150	7,500
10° to 14°	140	7,000
5° to 9°	130	6,500
0° to 4°	120	6,000
-1° to -5°	110	5,500
-6° to -10°	100	5,000
-11° to -15°	90	4,500
-16° to -25°	80	4,000

*Long cars such as bi-level, tri-level, TTX, or high cube cars are to be counted as two (50-foot) cars. Radio trains may be increased 50% over the number of cars prescribed above, and in no case are radio trains to be restricted to less than 9,350 feet account temperature.

11. LOAD LIMITS AND EQUIPMENT RESTRICTIONS

a. Locomotives — Instructions and Restrictions

1. Engineers operating multiple unit engine consist equipped with MU hose must have the MU hose coupled and cut in service.

2. During switching moves with multiple unit engine consist, the independent brake must be applied gradually to a safe level to control slack run in or run out for the prevention of damage to equipment. After the slack is bunched or stretched throughout the cars being handled, a heavier application of the independent brake must be made to complete the stop.

3. All units of radio operated empty coal trains must be on head end of train and in accordance with Rule R-306 of NS-1. The lead unit and the first unit behind the Radio Control Car must be on line. All other units will be shut down in accordance with Rule L-236 of NS-1 unless tagged by Mechanical Department to not shut engine down. Radio continuity must be maintained and feed valve on radio unit must be maintained in the "Out" position.

4. Air brakes are not to be cut out on Radio control mid train power (not radio receiver car) by air bleeders or other employees when bleeding air on train in yards.

Additionally, hostlers and yard crews, when operating such locomotive units, are to make brake test prior to moving locomotive units from trains, set out track or other locations.

5. Employees setting up radio units and radio receiver cars on radio trains must see that all windows and doors on radio units are closed before train departs terminal, in compliance with Operating Rule GR-18.

6. When a locomotive is set out at an outlying point, including on line of road, a 27-point jumper cable must be left with the locomotive or at that location.

7. If it is necessary to add oil to a locomotive air compressor, governor, or engine crankcase at any outlying point where a Mechanical Department representative is not present, the employee who is to add the oil must first check with the Mechanical Department.

8. Anytime a M/U hose, M/U valve, or an air brake control stand is changed on a locomotive consist, a retest of locomotive consist air brakes must be performed to insure brakes properly apply and release.

11. LOAD LIMITS AND EQUIPMENT RESTRICTIONS (Cont'd)

b. Diesel Unit and Car Restrictions

The weight of diesel units and cars is limited as follows:

GROSS WEIGHT IN POUNDS

Between	UNIT		LOADED CAR	
	4-AXLE	6-AXLE	4-AXLE	6-AXLE
Peru & Decatur	(c) 291,000	(d) 420,000	263,000 (b) 286,000 (c) 315,000	394,500
Peoria & Bement	291,000	(d) 420,000	263,000 (b) 286,000 (c) 315,000	394,500
Decatur & E. St. Louis	(c) 291,000	(d)(c) 420,000	263,000 (b) 286,000 (c) 315,000	394,500
Decatur & Moberly	(c)(g) 291,000	(d)(g) 420,000	(f) 263,000 (b)(f) 286,000 (c)(f) 315,000	(k) 399,500
Madison & Coffeen	291,000	(d) 420,000	(h) 263,000	(h) 300,000
Frankfort & Lafayette	291,000	(d) 420,000	263,000 (b) 286,000 (c) 315,000	394,500
St. Louis & Moberly	(c) (i)(k) 291,000	(d)(c)(i)420,000	263,000 (b) 286,000 (c) 315,000	394,500
Moberly & Kansas City	(c) (g)(i) 291,000	(d)(i) 420,000	263,000 (b) 286,000 (c) 315,000	394,500
Moberly to Des Moines	(c) 291,000	(d)(c) 420,000	26, 000	300,000
Bluffs & Meridosia	291,000	Prohibited	263,000	300,000
Alton & Roxana	291,000	(d) 420,000	263,000 (b) 286,000 (c) 315,000	394,500
IT Jct. & Bridge Jct.	291,000	(d) 420,000	263,000 (b) 286,000 (c) 315,000	394,500

EXCEPTIONS TO WEIGHT RESTRICTIONS

Cars with gross weight exceeding the limitations shown in the foregoing must not be operated without authority of the Superintendent.

When authorized by the Mechanical Department, 6-axle tank cars up to 394,000 lbs., and 8-axle tank cars up to 526,000 lbs. may be handled where the maximum allowable weight is 263,000 lbs. or greater.

(a) NOT USED.

(b) Loaded 4-axle cars weighing not more than 286,000 lbs. may be handled at the weight shown in the table provided their coupled length, truck centers and axle spacing are not less than the following:

Coupled Length ..... 37'-7"
Truck Centers ..... 25'-3"
Axle Spacing in Trucks ..... 5'-8"

These cars must not be operated over open deck trestles on side or industrial tracks, except where authorized.

(c) Loaded 4-wheel cars weighing not more than 315,000 lbs. may be handled at the weight shown in the table provided their coupled length, truck centers and axle spacing are not less than the following:

Coupled Length ..... 49'-0"
Truck Centers ..... 36'-8"
Axle Spacing in Trucks ..... 6'-0"

These cars must not be operated over open deck trestles on side or industrial tracks, except where authorized.

(d) 6-axle units prohibited

1. **Lafayette District**
   - a. Covington Branch
   - b. Lafayette Belt Line - Union Street East
   - c. Tilton - East Wye Track
     - Tats Track
   - d. Logansport House Track - M.P. D218.3
   - e. Logansport Refrigeration - M.P. D220.9
   - f. Ernie's Fertilizer - M.P. D224.0
   - g. Areapple - M.P. D255.6
   - h. Attica House Track - M.P. D276.6
   - i. West Lebanon Elevator Track - M.P. D284.9
   - j. State Line Elevator Track - M.P. D294.2
2. **Brooklyn District**
   - a. Staunton - Livingston Pipe (Restriction begins at Livingston Pipe Switch)
3. **Frankfort Branch**
   - a. Frito Lay
   - b. Sun chemical
   - c. Crellin
   - d. Vicks Metal
   - e. Forest Products
   - f. Industrial Lead, Lafayet[illegible]
   - g. Tracks 3 and 4, A[illegible]
4. **Springfield/Hannibal**
   - a. Starne [illegible]yond ITS switch
   - b. Springfield [illegible]nd Nelch Track
   - c. Valley City [illegible]
   - d. Meredosia Branch
   - e. Illiopolis - [illegible] Co. Tracks 1, 2, 3 & 4
   - f. Jacksonville - [illegible]acks
5. **Bloomington District**
   - a. Bloomington - SPC[illegible] Connection Track
     - L[illegible] Camp Track
6. **St. Louis District**
   - a. St. Charles - Old [illegible]n Track
   - b. St. Peters - Kaplan [illegible]er Track
   - c. O'Fallon - Industr[illegible]ead Tracks
   - d. New Florence - Fertilizer Spur
   - e. Mexico - A.P. Green Ind. Tracks
   - f. Berkeley - East Swamp [illegible]d
     - Olin Lead
     - Robertson Wye
     - Chrysler Lead at [illegible]own Campus
     - Westlake Lead
   - g. Truesdale - Pepsi Spur
7. **Kansas City District**
   - a. Salisbury - All Industrial Tracks
   - b. Wakenda - House Track
   - c. Carrolton - House and Elevator Tracks
     Note: Equipment greater than 60' not permitted.
   - d. Norborne - Turnouts on Elevator Tracks
   - e. Hardin - Yard Tracks, Hardin Yard
   - f. Orrick - House and Elevator Tracks
   - g. South Liberty - House and Industrial Tracks
   - h. Brunswick - River Terminal, inside switch
     - West End of 3 through Rip Tracks
       North Side Elevator Track
   - i. Kelly - Turnouts North of South #5 switch

(d) 6-axle units prohibited (Cont'd)

8. **Moulton and Des Moines District**
   a. All side tracks and leads **EXCEPT:**
      (1) LaPlata Transfer
      (2) Passing Track Runnels may be used, except 6-axle units must not pass over either north or south elevator switch, which are both located on the Passing Track.

9. **Des Moines Union Terminal**
   a. All tracks EXCEPT:
      (1) Main Line
      (2) South Track
      (3) South Fuel Track
      (4) Middle Track
      (5) 11th Street Yard Tracks 4, 5, 6, 7, 8, and 9
      (6) East Side of Wye Track

10. **Madison Branch**

a. Stallings	- Siding
b. LeClaire	- House Track
c. Edwardsville	- Richards Brick
d. New Douglas	- Siding
e. Gilmore	- Richards Brick

11. **T&E District**

a. Hartford	- Wildes Yard Tracks 3 & 4
	- Hartford 1 and 2
	- Anlin Lead
b. Wood River	- Dome Railway Services
	- Amoco
c. Roxana	- Shell Oil Main Plant

12. **A&E District**

a. CNW Jct.	- Huntco Steel
b. Brooklyn	- Packers By Products beyond sign near Silver Shed Track Switch

13. **Decatur Terminal**

a. ADM West Plant	- South Side Track #4
b. ADM East Plant	- 12 Track south of load out shed
c. IC RR	- All tracks

(e) Only one unit allowed

1. **Brooklyn District**

a. Taylorville	- ADM
b. Litchfield	- Elev. Spur, beyond scale
c. Mt. Olive	- House Track
	- No. 15 Mine Spur

2. **Springfield/Hannibal District**

a. Starne	- J & A Track beyond ITS switch
b. Springfield	- All Industrial Tracks
c. Hannibal	- Resnick Industrial Track

3. **St. Louis District**

a. St. Charles	- Old Downtown Track
b. High Hill	- Christi Mineral Spur
c. New Florence	- Fertilizer Spur
d. Mexico	- A. P. Green Ind. Tracks

Note: Does not include TK Lead back to Bridge.

4. **Kansas City District**

a. Salisbury	- All Industrial Tracks

5. **Moulton and Des Moines District**

a. Macon	- Stock Track
b. Kirksville	- Burroughs Track
c. McCoy	- Williams Brothers Lead
	- Armstrong Rubber, all tracks

(f) 250,000 lbs. maximum gross weight

1. **Springfield/Hannibal District**

a. Starne	- J & A Track beyond ITS switch

(g) No more than two units allowed

1. **Springfield/Hannibal District**

a. Valley City	- Watson Track

(h) If not handled over bridge listed below, cars may be handled with increased weights restricted by the following: 4-axle cars weighing not more than 286,000 lbs. may be handled if they meet the length criteria of note (b); 4-axle cars weighing not more than 315,000 lbs. may be handled if they meet the length criteria of note (c); 6-axle cars weighing not more than 394,500 lbs.

1. **Madison Branch**
   a. Bridge, M.P. TS404.34

(i) Not allowed beyond sign

1. **St. Louis District**

a. Truesdale	- Warrenton Refining Plant Tracks

2. **Kansas City District**

a. Missouri City	- N.W. Elec. Coop

(j) 287,000 maximum gross weight

1. **Springfield/Hannibal District**

a. Starne	- J & A Track beyond ITS switch

c. DERRICKS

Derricks are grouped as follows:

GROUP 1: NS 960000, SOU 903012, 14, 16 and 26 (250-ton RB)

GROUP 2: NW 514925, and 24, and NS 540037

GROUP 3: SOU 903015

1. **General Restrictions:**

(a) Derricks must not be operated coupled to engine or car weighing more than 90,000 lbs.

(b) For line-of-road movement:
   1. Derrick must be handled on head end of train with the required spacer car next to the engine.
   2. Boom must be in trailing position except when in use or when the derrick is to be picked up on line by other trains where facilities for turning are not available.
   3. Must have swinging or rotating mechanism properly secured.

(c) Derricks must not be operated over structures on industrial tracks without specific authority.

(d) Derrick speed shall not exceed the slowest of the following:
   1. Authorized freight train speed.
   2. Group 1 Derricks, 45 MPH; Group 2 Derricks 35 MPH; Group 3 Derricks 25 MPH.
   3. Speed restriction for line or structure over which derrick is handled.

(e) When work train movements are being made with the equipment in service, particular care must be taken to avoid contact with overhead or side obstructions.

2. **Special Restrictions:**

Derricks may be handled except as listed below:

(a) Meredosia Branch
   1. 200 ton can be handled. 240-250 ton derricks must not be handled.
   2. 75 ton can be handled. 150-160 ton derricks can be handled, but must not exceed 10 MPH.

(b) Des Moines District - between Tracy and Des Moines
   1. 200 ton can be handled. 240-250 ton derricks can be handled but must not exceed 15 MPH.
   2. 150-160 ton derricks must not exceed 20 MPH.

d. LOCOMOTIVE CRANES/DERRICK CARS/PILE DRIVERS

SOU 903095 (DC-3), SOU 992512 (LC-35), NW 500504 (LC-4803), SOU 992340 (LC-8201), NW 514892 (LC-8501), and SOU 992412 (LC-89036)

1. Must not exceed 25 MPH.
2. May be operated on all main and passing tracks.
3. Locomotive cranes, derrick cars and derrick cars with attached boom idler cars, must not be moved over humps or through retarders when being operated under derrick's own power. Retarders must not be set up while such equipment is in the retarders.
4. Pile drivers must not be moved through the retarders under any circumstances due to insufficient clearance. When pile drivers are placed in one of the classification tracks, they must be handled in the same manner as explosive cars.
5. While working, care must be taken to avoid contact with overhead or side obstructions.

e. JORDAN SPREADERS

1. While working, care must be taken to avoid contact with overhead or side obstructions.
2. Movement in trains
   (a) Must not exceed 40 MPH.
   (b) Must be handled next ahead of caboose or on rear of train with "B" end trailing so that side spreaders, hinged near the "A" end of the car are in trailing position.
   (c) Must have swinging or rotating mechanism properly secured.
3. Movement in yards
   (a) Must not be moved through retarders due to insufficient clearance
   (b) Must be handled in the same manner as explosive cars when placed in a classification track.

f. SNOW PLOW - NW 590000

1. When plowing:
   Except where further restricted, must not exceed 25 MPH.
2. When being moved to a location to begin plowing:
   No restrictions apply.
3. Other movements:
   Handle within rear five cars of a train.

g. SCALE TEST CARS

1. Two-axle Scale Test Cars: SOU 992501, SOU 992506, SOU 992507, SOU 992508, SOU 992511, NW 514754, MPX 192, MPX 194, MPX 195, MPX 1034, MPX 1900, UP 903145, WWBX 911000, and MKT 77:
   (a) Must move only on authority of Chief Dispatcher.
   (b) Must be handled as second car ahead of rear car of train or caboose.
   (c) Must not be coupled to a car exceeding 50' - 0" in length.
   (d) Must not exceed 30 MPH.
   (e) Must not be humped.
2. Four-axle scale test cars: SOU 992550, SOU 992551, SOU 992552, NW 514757, NW 514758, NW 514759, NW 514760, NW 514762, NW 514763, MP 15507, MP 15510, MP 15511, MP 15512, UP 900700, UP 903006, WWBX 199917, WWBX 199918, WWBX 199919 must not be humped. If four axle scale test cars are destined to a hump yard, they should be moved as the head or rear car or in an established "Do Not Hump" block.
3. Scale Monitor Cars SOU 992520 through SOU 992529 and NW 514761 have no special restrictions.

h. SCHNABEL AND HIGH CAPACITY FLAT CARS

(1) Restrictions for "schnabel" and other high capacity flat cars having eight (8) axles or more:

(a) Except where further restricted, speed must not exceed that indicated below:

Speed restrictions	Loaded	Empty
8 to 15 axle cars	45 MPH	None
Except as listed below		
16 or more axles, also APWX 1004 (12 axle but excluding CEBX 800	25 MPH	45 MPH
36 axle CEBX 800	15 MPH	25 MPH

(b) APWX 1004 (12 axle) and all cars having sixteen (16) or more axles must be handled in a special train of no more than ten (10) cars when loaded.

(c) Loaded cars having twelve (12) or more axles, when not moving in a special train, must be handled at the head end of a train, and train length must not exceed 100 cars. Loaded cars must be accompanied by sufficient cars that can be used as brake cars in the event it becomes necessary to set such load out between terminals and when securing car in yards, terminals, or sidings.

(d) In addition to the above restrictions, the cars listed below must not be placed in trains requiring pusher service, must not be humped, or flat switched with motive power detached,and when moving empty must be handled on rear end of train, properly locked, secured, and switching moves kept to a minimum.

CAR IDENTITY AND AXLES	NO.	CAR IDENTITY AND AXLES	NO.
APWX 1004	12	GEX 80000	16
BBCX 1000	20	GEX 80002	16
CAPX 1001	20	GEX 80003	20
CEBX 100	12	GPUX 100	12
CEBX 101	12	HEPX 200	20
CEBX 800	36	KWUX 10	20
CPOX 820	20	ABWX 20002	12
CWEX 1016	12	WECX 101	20
DODX 39898	8	WECX 102	22
DODX 39899	8	PTDX 200	12
GEX 711	12	PTDX 201	14
GEX 40013	12	PTDX 202	20
GEX 40017	12	PTDX 203	14
GEX 40018	12	PTDX 204	12
		WECX 301	22

(e) Cars with ten (10) axles or more, either loaded or empty must not be forwarded in a train without permission of the Division Superintendent.

2. Transformers, rotors, circuit breakers, or similar electrical equipment with net weight exceeding 200,000 lbs., loaded on well, depressed, or flat car must be handled on or near the head end of trains, except on locals. When these loads are designated to move on locals or high-wide specials, they will be positioned as instructed by Control Center.
3. Loads with waybill having "high value" sticker, transformers, rotors, circuit breakers, or similar electrical eqiupment loaded on well, depressed or flat cars will not be humped or permitted to roll free. Instead, they will be shoved to a coupling with motive power attached. Cars being coupled to such equipment will be handled in the same manner.

i. EXCESSIVE DIMENSION EQUIPMENT

Before handling cars exceeding Plate "B" on tracks other than main tracks or sidings, it must be determined that adequate clearance exists.

(1) Plate "B", "C", "E" and "F" freight cars.

Freight cars stenciled "C", "E" and "F" and unstenciled general service equipment having dimensions within Plate "B" may be handled on all main tracks and sidings of the Illinois Division.

(2) Plate "F+" or "Exceeds Plate F" freight cars.

Movement of cars exceeding 17'-0" or stenciled "F+" or "Exceeds Plate F" must be cleared by Chief Dispatcher, except as otherwise noted herein.

(3) Fully enclosed auto rack cars.

Fully enclosed auto rack cars (exceeding Plate "F" but not exceeding 19'-0" above top of rail) may be handled on all main tracks and sidings of the Illinois Division.

(4) Double stack cars.

Double stack cars not exceeding 20'-3" above top of rail (two 9'-6" high x 8'6" wide containers) may only be handled on main tracks and sidings between:

Peru and Moberly
St. Louis and Kansas City
Decatur and WR Tower
Frankfort and Lafayette
East Peoria and Bement

Multi-level auto racks with initials TTQX are excessive dimension cars (20' 2" high, loaded or empty) and must be handled in accordance with high-wide clearance message only.

j. EXCESSIVE CURVATURE

Long (75 ft. or more) cars may be handled on main and passing tracks without restrictions account curvature and grade.

The following instructions apply to movement on tracks other than main and passing tracks.

(1) Long cars must not be handled through No. 6 turnouts.

(2) Long cars moving over tracks having a curvature in excess of 12 degrees 30 minutes must be coupled on each end to cars not shorter than 50 ft. If curvature is in excess of 15 degrees, or turnouts are No. 7, the movement must be accomplished under observation at slow speed.

(3) Long cars must not be handled on curves exceeding 17 degrees.

k. OTHER EQUIPMENT RESTRICTIONS

1. Trailing tonnage must be limited on line segments as shown below, behind the following equipment:

(a) Empty auto multi-level cars.

(b) Empty intermodal single platform flats or such cars loaded with empty trailers or containers.

(c) Empty 85-foot long or longer flat cars and such flat cars when loaded with empty trailers or containers or loaded with only one trailer or container.

(d) Empty intermodal single axle truck flat cars or such cars loaded with empty trailers or containers.

Between	Maximum Safe Trailing Tonnage
Frankfort Branch	
Frankfort and East Demun	10,000 tons
East and West Demun through Connecting Track	10,000 tons
Bloomington District	
P&PU Jct. and Gibson City	4,500 tons

These instructions do not apply to radio trains or to a flat car loaded with more than one trailer or container, one of which is loaded.

k. OTHER EQUIPMENT RESTRICTIONS (Cont'd)

2. Single or multiple unit double stack cars, articulated single platform (SPINE) cars, drawbar connected rapid discharge cars, and any articulated or permanently coupled cars loaded or empty must not be humped or flat switched with motive power detached except to a clear track. Double stack cars must not be moved over hump retarders unless it is known there is proper clearance.

Whenever practicable, articulated cars and cars with slackless drawbars should be placed ahead of cars with conventional draft gears, which in turn should be placed ahead of cars with end-of-car cushion units.

Trains handling any of the aforementioned equipment must not be pushed with more than the equivalent of twelve conventional (non-high adhesion) powered axles. High adhesion axles are equivalent to one and one-third conventional axles.

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3. The following restrictions are applicable to two-unit TTEX cars in 353000 series and to two-unit RTTX cars in series 165200 to 165552:

1. Cars having three loaded trailers, or cars having empty or loaded trailers at both outer loading positions can be handled without restrictions.
2. Empty cars or cars carrying one loaded or empty trailer at one outer loading position must be handled per the following restrictions:
   A. Trailing tonnage restricted to 4000 tons except in radio controlled trains. Yard shove movements are restricted to 400 tons and must not exceed twelve (12) powered conventional or ten (10) powered high adhesion axles.
   B. Car must not be handled in the first ten (10) cars ahead of radio controlled units or rear end helpers. Helper units must not exceed twelve (12) powered conventional or ten (10) powered high adhesion axles.
   C. Locomotive amperage must be limited to 400 AMPS in dynamic braking while these cars are traversing turnouts or crossover restricted to 25 MPH or less and while within terminal limits.

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4. All cars handled in rail-highway trains must be equipped with roller bearings. No exceptions.

Rail-highway trains will not handle tank cars containing LP Gas.

Rail-highway trains (200 series trains, excluding Triple Crown) must handle only intermodal and multilevel cars unless authorized by Division Superintendent's Bulletin.

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5. Rail-highway trains handling Radio Receiver Cars in-tow on the headend may be operated at maximum authorized speed for rail-highway trains except: train crews should observe these cars in transit for any abnormal dynamic activity (violent track hunting or vertical bounce or pitch). If abnormal dynamic activity occurs, train speed must be reduced and report made to Chief Dispatcher.

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6. NW 525032 and NW 527212 may be handled in all freight trains on NS without restrictions. This includes movement in rail-highway trains at maximum authorized rail-highway or passenger train speeds, not to exceed 60 MPH.

In yard operations, the following restrictions will apply:

(a) Must not be humped.

(b) Must not be switched with motive power detached.

(c) Couple to this car with not more force than necessary to make coupling.

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7. Roller bearing equipped cars with converted friction bearing side frames are prohibited in interchange. Do not place for loading

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any car with converted friction bearing side frames. Any cars found with converted friction bearing side frames must be turned over to the Mechanical Department for disposition.

8. Loaded traction motor cars in series NS 996000 - 996150 must not be humped except when they are humped to a clear track.

9. **Blocks of Empty Cars** - Blocks of 30 or more empty cars must be handled on the rear of trains whenever practicable.

Blocks of Heavy Cars - Blocks of 30 or more loaded cars of coal, grain, phosphate, rock, sand, sulphur or similar bulk commodities must be handled on the head of trains next behind locomotives, whenever practicable.

10. Crews must not pull or switch covered or open-top hoppers with hopper doors open.

Top hatches and bottom outlets on open-top hoppers and covered hoppers are to be closed by the customer prior to pulling car.

11. Loaded cars refused by consignee must not be pulled until all doors have been properly closed and sealed.

12. Cars equipped with plug doors will not be moved from industrial tracks or out of yards with doors open. DOORS MUST BE CLOSED AND LATCHED.

13. Jet Snow Blowers loaded on the flat cars shown below must not be humped or flat switched with motive power detached:

Snow Blower No.	Loaded ON
SB 6702-JN	NW 527602
SB 7901-JN	NW 590349
SB 7902-JN	NW 590332
SB 7903-JN	NW 590330
SB 7904-JN	NW 590344
SB 8001-JN	NW 590341

14. Loaded multilevel cars must not be placed for movement in trains behind open top hopper cars or gondolas loaded with stone gravel, sand, lime, coal, or soda ash, except when separated by 10 buffer cars.

15. Movement of wreck-damaged or disabled rail cars, or parts of such cars loaded on flat cars or in open-top cars, when lading extends above or beyond the car sides, must be confined to locals, shifters, work, or wreck trains, unless authorization for movement in other trains is secured from Transportation Department Clearance Bureau for each individual car.

Before such equipment is handled in any train, it must be inspected by a Mechanical Department employee who will authorize its movement and designate any speed restriction required for its safe handling.

16. When switching or coupling cuts of cars, coupling must be done to prevent mismatched couples.

Cars will not be cut off to roll free against other cars if one or both cars involved in the coupling are on curved track or in a turnout. At any time a coupling is attempted with any equipment on curved track or in a turnout, a member of the crew will be at the point of coupling and will stop the movement short of coupling. The couplers will be aligned when necessary to prevent mismatched couplers before the coupling is completed.

17. Empty OTTX flat cars originating at non-mechanized stations or to be placed in trains at outlying points will be handled on rear of trains.

Empty OTTX flat cars not equipped with the approved end-of-car cushion units will be restricted to rear of trains and will be identified in the following manner.

Car initials will be indicated on advance train consist as OTT (instead of OTTX) with a message to "run on rear only." In the TIPS yard inventory list, under the heading "hand", the handling indicator will show "OTTX."

18. End doors must be closed and secured on enclosed multi-level cars before they are moved.

19. Oversize shipments must not be left on any track adjacent to the main track or sidings unless authorized by the Chief Dispatcher.

20. Crews handling loaded pulpwood cars must inspect the cars to determine if any of the loads are excessive width before meeting or passing passenger trains and high and wide shipments.

Inspection of pulpwood cars must be done sufficiently ahead of the arrival of passenger trains to avoid unnecessary delay.

A train handling pulpwood must be stopped while passenger train is being met or is passing on adjacent track, except when passenger train is first to arrive at meeting point, train handling pulpwood may pass passenger train at slow speed provided inspection of pulpwood can be made and train stopped short of passenger train if and when excessive dimension loads are detected.

Passenger train will meet or pass standing train handling pulpwood on adjacent track at reduced speed until notified that train has been inspected and there are no excessive dimension loads of pulpwood in train being met or passed.

When notified that train being met or passed has been inspected and there are no excessive dimension loads of pulpwood in train being met or passed, passenger train may run at maximum authorized speed.

Load must be balanced before switching partially loaded woodrack cars.

21. Cars equipped with chain tie-down devices must not be moved unless chains are properly secured.

Cars with bands improperly secured are not to be moved.

22. Center partition lumber cars, foreign or system, must not be moved when cars are partially unloaded. These cars must not be pulled from industry or moved without the tie down cables being secured. Loading and unloading instructions, along with warnings not to move car without cables secured, are stencilled on these cars at several locations. System cars are in series SOU 118300 through SOU 118335, and NS 120000 through NS 120249, and NS 114000 through NS 114024.

23. A crane or other machine equipped with a boom, even if boom is detached, loaded on open top car or moving on its own wheels must not be handled in trains unless the boom end is trailing except that it may be handled in local freight and work trains with boom forward when properly anchored. (Exception: Machines, including cranes and military equipment, loaded on open top car may be handled in any train with boom or rotating part forward provided that is is properly anchored with visible securement and does not overhang the end of the car.)

k. OTHER EQUIPMENT RESTRICTIONS (Cont'd)

24. Poles or similar loads on flat car or in open-top equipment loaded above ends of cars must not be handled in trains next to open shipments subject to damage by shifting loads on adjacent cars.

25. Any open type car where lading may shift and fall to tracks surface (such as loaded regular flats, gondolas loaded above sides or ends) must not be used as rear car of any train being operated without a caboose.

26. The equipment listed below must not be placed and handled in a train immediately behind an occupied locomotive unit or immediately ahead of an occupied caboose.

Open end flat cars loaded with poles, pipe, lumber, or similar lading which might shift and protrude beyond the car ends.

Open-top cars or bulkhead flats loaded with similar lading that extends above the car ends or beyond the car sides; or

Flat bed or stake-body trailers loaded with similar lading when the open end is toward the locomotive or caboose or when the lading extends above the end toward the locomotive or caboose.

27. Employees are prohibited from mounting, dismounting or riding cars in the series TBCX 76702 through TBCX 76710, which is a modified flat car containing a covered housing for transporting aircraft parts shipped by Gruman Aviation (Boeing Commerical).

If necessary to set these cars out, another car with an operating handbrake must be set out with it.

28. When complying with instructions in regard to placement in train of placarded cars containing hazardous materials, company material cars in series NW 565900-565984 and SOU 911208-911270, and similar type cars carrying freight cars wheels are to be considered as a loaded flat car and therefore are not to be placed next a a loaded placarded tank car.

29. **TURNOUT CARS**

The following turnout car sets are **not to be separated when in transit, loaded or empty**. In the event of one car being bad ordered, both cars must be set off until repairs are made. If the cars are bad ordered because of mechanical problems, the Master Mechanics Office of that division must notify the Atlanta Track Assembly in Atlanta, Ga.

Set Numbers: (2 cars per set)

SOU 991001 - 991021	SOU 991007 - 991027
SOU 991002 - 991022	SOU 991008 - 991028
SOU 991003 - 991023	SOU 991009 - 991029
SOU 991004 - 991024	SOU 991010 - 991030
SOU 991005 - 991025	SOU 991011 - 991031
SOU 991006 - 991026	

30. **Welded Rail Trains and Associated Equipment:**

Two loaded rail trains, or one loaded and one empty rail train, may be handled as one movement. When loaded and empty rail trains are handled together, the empty train must be on the rear.

Empty rail trains may now be handled on the rear of revenue freight trains, excluding those designated as corporate trains. Should pusher service be required, the pusher must be placed ahead of the empty rail equipment.

Rail Laying, T&S, and associated equipment may be handled on a loaded rail train, but must be handled on the rear end only.

k. OTHER EQUIPMENT RESTRICTIONS (Cont'd)

Rail trains are permanently coupled together by having the approved locking device inserted in the uncoupling lever mechanism and secured with a bolt. These cars are not to be separated, and in the event of a bad order car, the entire train must be set off until repairs are made.

In the event of bad ordering any rail train and associated equipment the Chief Dispatcher must notify Rail Welding Plant in Atlanta, Ga.

Crew members taking charge of a loaded welded rail train will inspect it to determine that the uncoupling lever mechanism locks are in place on each car before train is moved, except when relieving a crew that has previously handled the train, or when notified by the proper authority that the securement between the cars has been checked. This paragraph does not apply to a rail train originating in Atlanta, Ga.

Loaded rail trains must not be originated from any crew change point without first being inspected and approved for movement by Maintenance of Way forces.

Rail trains and associated equipment must not be handled without air on the trains and all other NS Rules applying to train air brakes and services apply when handling these trains.

In addition, the following **thirteen groups of cars**, coupled together and equipped to pick up and to unload strands of welded or bolted rail, **are not to be separated** account of possible damage to the hydraulic hose connection between these cars:

NW 516813, 516814, 516815, and 516816
NW 516975, 516976, 516977, and 516978
NW 517007, 517008, 517009, and 517010
NW 517037, 517038, 517039, and 517043
SOU 991636, 991639, 991634, and 992997
SOU 991534, 991535, 991536, and 992998
SOU 991734, 991735, 991736, and 992999
SOU 992834, 992835, 992836, and 992990
SOU 992936, 992935, and 992934
SOU 992984, 992985, and 992986
NW 527956 and NW 527957
NW 517041 and NW 517042
NW 527986 and NW 527909

12. PASSENGER TRAIN NOTES

Not applicable to Illinois Division. Passenger trains operated over former Forrest District are under supervision of Chicago Terminal.

13. PHYSICIANS' DIRECTORY

P. R. Petrich, GP ..... Attica, IN
B. J. Rodriguez, GP ..... Barry, IL
M. L. Alperin, IM ..... Belleville, IL
T. L. Bryan, IM ..... Belleville, IL
K. O. Green, OPH ..... Belleville, IL
D. L. Jerome, OTO ..... Belleville, IL
E. J. Szewczyk, OPH ..... Belleville, IL
C. W. Carlson, GP ..... Bussey, IA
G. G. Sloan, FP ..... Carrier Mills, IL
D. L. Kampschmidt, FP ..... Carrollton, MO
M. A. Junidi, GS/FP ..... Centralia, IL
J. A. Diaz, GS ..... Collinsville, IL
M. R. Ochoa, GS ..... Danville, IL
S. P. Paruchuri, IM ..... Danville, IL
M. Ravaee, IM ..... Danville, IL
R. Stein, FP ..... Danville, IL
E. Beyda, IM ..... Decatur, IL
D. J. Fletcher, OM ..... Decatur, IL

13. PHYSICIANS' DIRECTORY (Cont'd)

M. J. Zia, PUD	Decatur, IL
C. A. Semones MD	Decatur, IL
R. Leiser, FP	Decatur, IL
H. Rosen, FP	Des Moines, IA
S. W. Konarski, FP	Fairfield, IL
A. R. Marks, GP	Fairfield, IL
D. A. Blum, IM	Ferguson, MO
C. Tansuwan, IM	Ferguson, MO
C. E. Bush, Jr., GP	Frankfort, IN
S. D. Tharp, IM	Frankfort, IN
S. Supawanich, GS	Gibson City, IL
A. Ahmad, IM	Granite City, IL
I. A. Jatala, P	Granite City, IL
L. R. Jones, FP	Harrisburg, IL
W. D. Tuttle, GS	Harrisburg, IL
R. C. Bolin, GP	Lafayette, IN
R. T. Gripe, FP	Lafayette, IN
R. L. Mather, OPH	Lafayette, IN
T. H. Hendren, GS	Liberty, MO
J. R. Waltz, GS	Liberty, MO
R. F. Sommer, FP	Litchfield, IL
J. E. Campbell, FP	Macon, MO
R. L. Morgan, ORS	Marion, IL
G. D. Comfort, FP	Mexico, MO
G. R. Deves, FP	Montgomery City, MO
T. A. Aguilera, GS	Moberly, MO
R. L. Bautista, GS	Moberly, MO
M. M. Daly, FP	Moberly, MO
D. A. Fleming, IM	Moberly, MO
G. W. LaMonda, IM	Moberly, MO
B. Bade, IM	Moberly, MO
W. B. Gill, FP	Normal, IL
D. C. Boone, OM	N. Kansas City, MO
F. C. Bowen, D.O.	N. Kansas City, MO
G. H. Woy, ORS	N. Kansas City, MO
A. J. Parmet, OM	N. Kansas City, MO
D. A. Lewis, GP	Paris, MO
C. R. Warbritton, GP	Paris, MO
H. C. Parkhill, GP	Pontiac, IL
J. E. Scowley, FP	Richmond, MO
D. D. Pressley, FP	Salisbury, MO
G. D. Quinn, FP	Salisbury, MO
M. Koeck, FP	Sidney, IL
J. G. Meyer, GS	Springfield, IL
F. VanHagen, GS	Springfield, IL
A. L. Carlin, FP	Standberry, MO
T. A. Schneider, GS	St. Charles, MO
V. H. Balster, OM	St. Louis, MO
J. H. Krickbaum, OM	St. Louis, MO
R. C. Lehman, ORS	St. Louis, MO
H. B. Rogers, GP	St. Louis, MO
E. Shaw, OM	St. Louis, MO
W. A. Stillings, PSY	St. Louis, MO
A. C. Umbright, OM	St. Louis, MO
S. J. Wayne, ORS	St. Louis, MO
P. H. Young, NS	St. Louis, MO
T. Delvalle, FP	Taylorville, IL
C. A. Nelson, GP	West Lebanon, IN
J. R. Beckmeyer, GP	Wright City, MO

KEY TO PHYSICIANS' DIRECTORY SPECIALTY CODES

A	Allergy
ABS	Abdominal Surgery
ADL	Adolescent Medicine
AI	Allergy and Immunology
AM	Aerospace Medicine
AN	Anesthesiology
BE	Broncho-Esophagology
BLB	Bloodbanking
CD	Cardiovascular Diseases
CDS	Cardiovascular Surgery
CHN	Child Neurology
CHP	Child Psychiatry
CLP	Clinical Pathology
CRS	Colon and Rectal Surgery
D	Dermatology
DIA	Diabetes
DMP	Dermatopathology
DR	Diagnostic Radiology
EM	Emergency Medicine
END	Endocrinology
FOP	Forensic Pathology
FP	Family Practice
GE	Gastroenterology
GER	Geriatrics
GP	General Practice
GPM	General Preventive Med.
GS	General Surgery
GYN	Gynecology
HEM	Hematology
HNS	Head & Neck Surgery
HS	Hand Surgery
HYP	Hypnosis
ID	Infectious Diseases
IG	Immunology
IM	Internal Medicine
LAR	Laryngology
LM	Legal Medicine
MFS	Maxillofacial Surgery
N	Neurology
NA	Neuropathology
ND	Neoplastic Diseases
NEP	Nephrology
NM	Nuclear Medicine
NPM	Neonatal-Perinatal Medicine
NR	Nuclear Radiology
NS	Neurological Surgery
NTR	Nutrition
OBG	Obstetrics and Gynecology
OBS	Obstetrics
OM	Occupational Medicine
ON	Oncology
OPH	Ophthalmology
ORS	Orthopedic Surgery
OS	Other, i.e., Physician designated a speciality other than appearing here.
OT	Otology
OTO	Otolaryngology
P	Psychiatry
PA	Clinical Pharmacology
PD	Pediatrics
PDA	Pediatric Allergy
PDC	Pediatric Cardiology
PDE	Pediatric Endocrinology
PDR	Pediatric Radiology
PDS	Pediatric Surgery
PH	Public Health
PHO	Pediatric Hematology—Oncology
PM	Physical Medicine and Rehabilitation
PNP	Pediatric Nephrology
PS	Plastic Surgery
PSF	Facial Plastic Surgery
PTH	Pathology
PUD	Pulimonary Diseases
PYA	Psychoanalysis
PYM	Psychosomatic Medicine
R	Radiology
RHI	Rhinology
RHU	Rheumatology
RIP	Radioisotophic Pathology
TR	Therapeutic Radiology
TRS	Traumatic Surgery
TS	Thoracic Surgery
U	Urological Surgery
VS	Vascular Surgery

14. AUTHORIZED WATCHES

Watches Authorized for use under Rule 2 are:

POCKET WATCHES

BALL

16 Size Official Railroad Standard - 21 Jewel
16 Size Official Railroad Standard - 23 Jewel

BULOVA

Quartz Model

CITIZEN

Railroad Approved - Quartz/Ladies & Mens

ELGIN

16 Size B. W. Raymond - 21 Jewel
16 Size B. W. Raymond - 23 Jewel

HAMILTON

16 Size Model 992 - 21 Jewel
16 Size Model 950 - 23 Jewel

14. AUTHORIZED WATCHES (Cont'd)

Watches Authorized for use under Rule 2 are:

POCKET WATCHES (Cont'd)

HOWARD

16 Size Howard Model - 21 Jewel
16 Size Howard Model - 23 Jewel

ILLINOIS

16 Size Bunn Special - 21 Jewel
16 Size Bunn Special - 23 Jewel
16 Size Sangamo Special - 23 Jewel

WALTHAM

16 Size Crescent Street Model - 21 Jewel
16 Size Vanguard Model - 23 Jewel

WRIST WATCHES

ACCUTRON

Railroad Approved
Railroad Approved - Calendar Model
Railroad Approved - Quartz Model
Railroad Approved - Ladies Quartz Model

BALL

Official Railroad Standard
Automatic Trainmaster

BULOVA

Railroad Approved - Quartz

ELGIN

B. W. Raymond Chronometer Model - 21 Jewel

HAMILTON

Electric Railroad Special
Electric - Model 910917, White

PULSAR

Railroad Approved - Quartz Model

RODANIA

Quartz - Model 9361

SEIKO

Railroad Approved - Quartz Model

SPEIDEL

Railroad Approved - Quartz Model

WYLER

Railroad Approved - Incaflex Model

15. STATION HOURS

STATION	WEEKDAYS	SAT.	SUN.
Lafayette District			
Lafayette, IN	6:00 am-3:00 pm	6:00 am-3:00 pm	Closed
Tilton, IL	7:00 am-4:00 pm	7:00 am-4:00 pm	Closed
Decatur, IL	8:00 am-9:00 pm	8:00 am-5:00 pm	Closed
Bloomington District			
Bloomington, IL	Continuous	7:00 am-11:00 pm	7:00 am-11:00 pm
Peoria, IL (P&PU)	Continuous	Continuous	Continuous
Brooklyn District			
Luther, MO	Continuous	Continuous	Continuous
Springfield/Hannibal District			
Springfield, IL	8:00 am-5:00 pm	5:00 am-5:00 pm	7:00 am-4:00 pm
Naples, IL	7:00 am-6:00 pm	7:00 am-3:30 pm	Closed
Hannibal, MO	Continuous	Continuous	Continuous
St. Louis District			
Berkeley, MO	Continuous	Continuous	Continuous

15. STATION HOURS (Cont'd)

STATION	WEEKDAYS	SAT.	SUN.
Kansas City District			
Moberly, MO	Continuous	Continuous	Continuous
Kansas City, MO (KN)	Continuous	Continuous	Continuous
Moulton/Des Moines District			
Des Moines, IA	Continuous Except 2nd Shift Thur. & Fri.	10:30 pm-7:00 am	10:30 pm-7:00 am

16. COMMUNICATION & SIGNAL INFORMATION

a. Instructions for handling Electric Switch Locks.

1. G.R.S. Electric Locks

The locking mechanism is located in a metal housing on a post adjacent to the switch stand and is connected by means of a lock rod to the switch points. Release of the locks is automatic for trains entering the switches from the main track. For trains or engines moving from the siding or spur track to the main track after clearing the main track, a predetermined release time is required before the lock and switch can be operated.

(a) For movement from main track to siding or spur track:

1. Stop engine or cars just ahead of switch points.
2. Open door of lock housing which has a standard switch lock.
3. Lift lock lever until it rests against stop in 45 degree position. When indicator clears or moves to the unlock position, complete the movement of lock lever to the extreme left hand position. This unlocks the switch and it can be operated the same as any other hand thrown switch.

(b) For movements from siding or spur track to the main track:

1. Secure permission from the control station to operate the electric lock and enter the main track. The switch must be unlocked and thrown before the derail or inside crossover switch is operated.
2. Lift lock lever until it rests against stop in 45 degree position. Immediately or after predetermined time interval has expired, indicator should show "clear" or "unlock" and switch can be unlocked by completing the movement of the lock lever to the extreme left hand position.

(c) For movements using controlled electric locks:

1. Proceed as above after obtaining release from control station.

(d) After a movement into or out of the switch has been completed and the hand lever of switch returned to normal position, the crank handle in the lock housing must be restored to the right hand or normal position and the door on the lock housing closed and locked.

An emergency release is provided in the lock housing for use in case of trouble or if the electric lock fails to operate promptly. To operate the emergency release, after obtaining permission from control station, break seal and move emergency lever to release position, then operate in the usual manner. When emergency release is operated to enter main track from a spur, Rule 404 must be observed. If emergency release is operated, notify control station immediately as signals will remain in stop position until mechanism has been reset by signal maintainer.

2. US&S Electric Locks

One type of locking mechanism is located in a metal housing on a post adjacent to the switch stand and is connected by means of a lock rod to the switch point and is actuated by operating handle.

16. COMMUNICATION & SIGNAL INFORMATION (Cont'd)

The second type of locking mechanism locks the operating lever of switch and is actuated by a foot pedal. The release of the locks is automatic for train entering the switches from the main track.

(a) For movement from main track to siding or spur track:

1. Stop engine or cars just ahead of switch points.
2. Actuate operating handle or foot pedal to unlock position. This unlocks the switch and it can be operated the same as any other hand throw switch.

(b) For movement from siding or spur track to the main track:

1. Secure permission from the control station to operate the electric lock and enter main track. The switch must be unlocked and thrown before the derail or inside crossover switch is operated.
2. Actuate operating handle or foot pedal to request unlock of switch. Immediately or after predetermined time interval has expired the switch is unlocked and it can be operated the same as any other hand throw switch.

(c) For movements using controlled electric locks:

1. Proceed as above after obtaining release from control station.

(d) When movement over switch is completed, return handles and padlocks to normal position.

When an emergency release is provided in the lock housing for use in case of trouble or if the electric lock fails to operate properly, advise and secure authority from control station to break the seal, insert switch key and turn to release electric lock, then switch may be lined and movement made. When emergency release is operated to enter main track from a spur, Rule 404 must be observed.

If electric lock is not equipped with emergency release seal, communicate with control station for instructions.

16b. DETECTORS

1. Location of Detectors

Location	Mile Post	Type	Radio Acknowledgement Point East/North	West/South
Lafayette District				
New Waverly	D209.5	TSA	D207	D213
Clymers	D225.5	TSA	D223	D229
Delphi	D240.9	TSA	D238	D244
East Yard	D250.5	TSA	D248	D254
Flint	D268.8	TSA	D266	D272
Williamsport	D280.4	SAD	D277	D283
State Line	D295.0	TSA	D292	D298
Catlin	D309.3	TSA	D306	D312
Sidney	D325.9	TSA	D323	D329
Sadorus	D343.2	TSA	D340	D346
Milmine	D359.5	TSA	D357	D363
Bloomington Dist.				
Foosland	C120.8	TSA	C118	C124
Lodge	C139.3	TSA	C136	C142
Brooklyn District				
Blue Mound	D387.7	SAD	D385	D391
Willeys	D397.4	SAD	D394	D400
Clarksdale	D409.4	SAD	D406	D412
Harvel	D419.2	SAD	D416	D422
Honey Bend	D431.0	SAD	D428	D434
Mt. Olive	D443.3	SAD	D440	D446
Worden	D454.5	SAD	D452	D458
Edwardsville	D465.8	SAD	D463	D469
Granite City	D477.7	SAD	D475	D481

16b. DETECTORS (Cont'd)

1. Location of Detectors

Location	Mile Post	Type	Radio Acknowledgement Point East/North	West/South
Springfield Hannibal District				
Illiopolis	DH389.1	TSA	DH386	DH392
Riverton	DH407.2	TSA	DH404	DH410
Curran	DH423.1	TSA	DH420	DH426
Alexander	DH437.6	TSA	DH435	DH441
Markham	DH453.2	TSA	DH450	DH456
Bluffs	DH467.5	TSA	DH465	DH470
New Salem	DH485.2	TSA	DH482	DH488
Barry	DH499	TSA	DH496	DH502
Hull	DH506.3	TSA	DH503	DH509
Rensselaer	H9	TSA	H6	H12
Clapper	H26.7	TSA	H24	H30
Paris	H43.9	TSA	H41	H47
Madison	H56.5	TSA	H54	H59
St. Louis District				
Robertson	S19	SAD	S22	S16
St. Peters	S27.1	SAD	S30	S24
O'Fallon	S37.5	SAD	S40	S35
Wentzville	S45.4	SAD	S48	S42
Wright City	S53.9	SAD	S57	S51
Warrenton	S63.0	SAD	S66	S60
Jonesburg	S71.5	SAD	S74	S69
Montgomery	S83.0	SAD	S86	S80
Martinsburg	S95.1	SAD	S98	S92
Mexico	S106.8	SAD	S110	S104
Thompson	S118.2	SAD	S121	S115
Centralia	S129.1	SAD	S132	S126
Renick	S140.2	SAD	S143	S127
Kansas City District				
Clifton	S165.0	TSA	S162	S168
Dalton	S179.5	TSA	S177	S183
Miami	S195.6	TSA	S193	S199
Carrollton	S208.5	TSA	S206	S212
Hardin South Track	S226.0	TSA	S223	S229
Camden South Track	S239.8	TSA	S237	S243
Missouri City	S258.0	TSA	S255	S261

TSA = Track Side Analyzer
SAD = Stand Alone Detector
SADD = Stand Alone Dragging Equipment Detector

2. INSTRUCTIONS FOR DETECTORS

a. TRACK SIDE ANALYZERS (TSA)

TSA make automatic analysis of train condition by monitoring hot journals and dragging equipment, followed by an automatic radio transmission concerning same.

1. When approaching, passing, or departing TSA location, crew members must be alert for TSA radio transmission (on road frequency for the territory). When in the vicinity of TSA locations, all employees must keep radio transmissions to an absolute minimum to avoid interference with TSA radio messages.
2. When a train is occupying a TSA and a defect has been detected, an automatic radio transmission as shown in example (a) or (b) below will occur:
   (a) A "TONE" will indicate that a hot bearing has been detected and, after rear has cleared TSA, train must be stopped for

inspection. When rear has cleared TSA, a radio message will be transmitted twice to indicate nature of defect and its location in train. The location will be given by axle count, counting from the first axle in the locomotive consist. TSA will identify track to which message is applicable in double track territory.

(b) When an excessively hot journal or dragging equipment has been detected, a radio message stating "CRITICAL ALARM" will be transmitted at once and train must be stopped for inspection as soon as possible, consistent with safe train handling procedures. When TSA has stopped analyzing the train (this will occur when train clears TSA, when train is stopped on TSA, or when train speed over TSA drops below 8 MPH), a radio message will be transmitted twice to indicate nature of defect and its location in train. The location will be given by axle count counting from the first axle in the locomotive consist. TSA will identify track to which message is applicable (in double track territory).

Note: When inspection is required by either (a) or (b) above, a thorough inspection will be made of both sides of car(s) indicated as being defective. If no apparent defects are found, five cars on either side of designated car(s) will be thoroughly inspected on both sides. After a defect message has been received, if train is stopped while occupying TSA, or if train speed over TSA drops below 8 MPH, all cars following the last car indicated as being defective must be inspected. While enroute to and from either end of train to car(s) to be inspected, crew members will, when practicable and safe to do so, make a visual inspection of both sides of train. All defect messages, including nature of defect and its location in train, must be acknowledged to the Dispatcher. Dispatcher must be notified of results of inspection, even if no trouble is located.

3. When no defects have been indicated, and one of the following conditions exist, a visual inspection must be made of both sides of train by crew member(s) on the ground, unless a visual inspection of both sides of train can or is to be made by other employees located in the near vicinity:
   - Train stops on TSA;
   - Train speed over TSA drops below 8 MPH;
   - Train is operated over a track which causes it to by-pass a TSA it normally would pass over.

EXCEPTION: If the dispatcher has positive knowledge that a proper reading was obtained for all or a portion of the train, he will instruct crew members to inspect only the portion for which a proper reading was not obtained.

4. When no defects have been detected, the exit radio message will be: "NS TSA, mile post location, and identification of track to which message is applicable (in double track territory), followed by axle count of the train and message "NO DEFECTS". When a "NO DEFECTS" message has been received, it will not be necessary to acknowledge same to the dispatcher. Operating Rules 506 and 609 are modified accordingly.

   NOTE: If "NO DEFECTS" message has not been received from either TSA or dispatcher before passing the designated radio acknowledgment point, train must be stopped and dispatcher contacted for further instructions. If dispatcher cannot be contacted, entire train must be inspected in accordance with Item 4.

5. When a TSA reports "Analyzer Failure" to a train crew, the train must be stopped and inspected. If any message other than "Analyzer Failure" is transmitted to a train, and the crew does not understand the message, the CRT in Dispatcher's Office may be used to determine if train needs inspected.

When notified that a defect has been detected that requires stopping for inspection before yarding train, stop must be made promptly and inspection of indicated car(s) made in accordance with noted Item 3.

6. If radio message "Train too slow from axle (XXX)" is received, the train must be inspected from the identified axle to end of train in accordance with Item 4.

b. Stand Alone Detectors (SAD)

SAD makes automatic analysis of train condition by monitoring hot journals and dragging equipment, followed by an automatic radio transmission concerning same.

1. When approaching, passing, or departing SAD location, crew members must be alert for SAD radio transmission (on road frequency for the territory). When in the vicinity of SAD locations, all employees must keep radio transmissions to an absolute minimum to avoid interference with SAD radio messages.

2. When a train is occupying a SAD and a defect has been detected, an automatic radio transmission as shown in example (a) or (b) below will occur:

   (a) A "TONE" will indicate that a hot bearing has been detected and, after rear has cleared SAD, train must be stopped for inspection. When rear has cleared SAD, a radio message will be transmitted twice to indicate nature of defect and its location in train. The location will be given by axle count, counting from the first axle in the locomotive consist. SAD will identify track to which message is applicable in double track territory.

   (b) When SAD has stopped analyzing the train (this will occur when train clears SAD, when train is stopped on SAD, or when train speed over SAD drops below 8 MPH), a radio message will be transmitted twice to indicate nature of defect and its location in train. The location will be given by axle count counting from the first axle in the locomotive consist. SAD will identify track to which message is applicable (in double track territory).

NOTE: When inspection is required by either (a) or (b) above, a thorough inspection will be made of both sides of car(s) indicated as being defective. If no apparent defects are found, five cars on either side of designated car(s) will be thoroughly inspected on both sides. After a defect message has been received, if train is stopped while occupying SAD, or if train speed over SAD drops below 8 MPH, all cars following the last car indicated as being defective must be inspected. While enroute to and from either end of train to car(s) to be inspected, crew members will, when practicable and safe to do so, make a visual inspection of both sides of train. All defect messages, including nature of defect and its location in train, must be acknowledged to the Dispatcher. Dispatcher must be notified of results of inspection, even if no trouble is located.

3. When no defects have been indicated, and one of the following conditions exist, a visual inspection must be made of both sides of train by crew member(s) on the ground, unless a visual inspection of both sides of train can or is to be made by other employees located in the near vicinity:
   - Train stops on SAD;
   - Train speed over SAD drops below 8 MPH;
   - Train is operated over a track which causes it to by-pass a SAD it normally would pass over.

   EXCEPTION: If the dispatcher has positive knowledge that a proper reading was obtained for all or a portion of the train, he will instruct crew members to inspect only the portion for which a proper reading was not obtained.

4. When no defects have been detected, the exit radio message will be: "NS SAD, mile post location, and identification of track to which message is applicable (in double track territory), followed by axle count of the train and message "NO DEFECTS". When a "NO DEFECTS" message has been received, it will not be necessary to acknowledge same to the dispatcher. Operating Rules 506 and 609 are modified accordingly.

   NOTE: If "NO DEFECTS" message has not been received from SAD before passing the radio acknowledgment point, train must be stopped and dispatcher contacted for further instructions. If dispatcher cannot be contacted, entire train must be inspected in accordance with Item 4.

5. When a SAD reports "Detector Malfunction" to a train crew, the train must be stopped and inspected. If any message other than "Detector Malfunction" is transmitted to a train, and the crew does not understand the message, contact the dispatcher for further instructions.

   When notified that a defect has been detected that requires stopping for inspection before yarding train, stop must be made promptly and inspection of indicated car(s) made in accordance with noted Item 3.

   If a detector announces "NO DEFECTS, CALL MAINTAINER," the crew should notify the Chief Dispatcher immediately for further handling. The train should not be stopped.

6. If radio message "Train too slow from axle (XXX)" is received, the train must be inspected from the identified axle to end of train in accordance with Item 4.

c. Stand Alone Dragging Equipment Detectors (Voice Radio Alarm Only)

Springfield-Hannibal District, M.P. DH514.2 and M.P. DH514.6

When the voice radio alarm is activated at a detector, the train must be stopped promptly for inspection. The dispatcher must be advised of the stop and results of inspection and corrections made. Train crews receiving messages transmitted from voice radio alarms located at defect detector sites will stop their train only if their trains are actually passing the detector identified on the radio or if the rear of their train is within 1/2 mile of the detector after having passed it.

When a train is stopped for dragging equipment indication, the following information must be given to the dispatcher as quickly as radio communication can be established.

1. Car number.
2. Type of dragging equipment found.
3. Type of car.
4. Loaded or empty.
5. Disposition of car.

This information must be furnished each time train is stopped.

16c. ALL CHANNEL RADIOS

The following table lists designated AAR channels when using "All Channel" radios:

FREQUENCY	AAR (TX) TRANSMIT CHANNEL	AAR (RX) RECEIVE CHANNEL
SOU 1-Road	56	56
SOU 2-Dispatcher	48	09
NW 1	72	72
NW 2	76	76
NW 3	22	22
CSX 1-Road	84	84
CSX 2-Dispatcher	94	94

16c. ALL CHANNEL RADIOS (Cont'd)

The following table lists designated AAR channels when using "All Channel" radios:

FREQUENCY	AAR (TX) TRANSMIT CHANNEL	AAR (RX) RECEIVE CHANNEL
CSX 3-Road	32	32
CSX 4-Road	66	66
Claycomo Terminal	18	18
CNW Road	62	62
CNW Yard	14	14
WSRY Road	23	23

When operating on other railroads, it will be necessary to consult the governing foreign line timetable or special instructions to ascertain the AAR transmit and receive channels for that road.

Transmitting on unauthorized channels is a violation of Federal Law, and is prohibited.

To contact the dispatcher, the proper "DTMF" signal code must be dialed in by using the "TONE" selector knob and then depressing the "DISP" selector button. The following conversion table shows the "DTMF" code to be used:

ACCOUSTICOUPLE ACCESS CODE	DTMF CODE
1	2
2	5
3	8
4	0

16d. LOCATION OF DISPATCHER-CONTROLLED RADIO BASE STATIONS

Location	Frequency	Accousticouple Access Code	DTMF Code	Hours
Lafayette District				
Peru, IN	NW 3	3	8	Continuous
Clymers, IN	NW 3	3	8	Continuous
Lafayette, IN	NW 3	3	8	Continuous
Williamsport, IN	NW 3	3	8	Continuous
Tilton, IL	NW 3	3	8	Continuous
Philo, IL	NW 3	3	8	Continuous
Bement, IL	NW 3	3	8	Continuous
Decatur, IL	NW 3	3	8	Continuous
Frankfort Branch				
Frankfort, IN	NW 3	3	8	Continuous
Bloomington District				
Peoria, IL	NW 3	3	8	Continuous
Bloomington, IL	NW 3	3	8	Continuous
Gibson City, IL	NW 3	3	8	Continuous
Bement, IL	NW 3	3	8	Continuous
Brooklyn District				
Decatur, IL	NW 3	1	2	Continuous
Mt. Auburn, IL	NW 3	1	2	Continuous
Greenwood, IL	NW 3	1	2	Continuous
Litchfield, IL	NW 3	1	2	Continuous
Carpenter, IL	NW 3	1	2	Continuous
St. Louis, MO	NW 3	1	2	Continuous
Springfield/Hannibal District				
Decatur, IL	NW 3	1	2	Continuous
Mt Auburn, IL	NW 3	1	2	Continuous
Springfield, IL	NW 3	1	2	Continuous
Arnold, IL	NW 3	1	2	Continuous
Bluffs, IL	NW 3	1	2	Continuous

16d. LOCATION OF DISPATCHER-CONTROLLED RADIO BASE STATIONS (Cont'd)

Location	Frequency	Accousticouple Access Code	DTMF Code	Hours
Springfield/Hannibal District (Cont'd)				
Baylis, IL	NW 3	1	2	Continuous
Hannibal, MO	NW 3	1	2	Continuous
Hannibal, MO	NW 3	2	5	Continuous
Clapper, MO	NW 3	2	5	Continuous
Moberly, MO	NW 3	2	5	Continuous
St. Louis District				
St. Louis, MO	NW 3	1	2	Continuous
Wentzville, MO	NW 3	1	2	Continuous
New Florence, MO	NW 3	1	2	Continuous
Mexico, MO	NW 3	1	2	Continuous
Moberly, MO	NW 3	1	2	Continuous
Kansas City District				
Moberly, MO	NW 3	1	2	Continuous
Dalton, MO	NW 3	1	2	Continuous
Carrollton, MO	NW 3	1	2	Continuous
Carrollton, MO (ATSF)	NW 3	3	8	Continuous
Camden, MO	NW 3	1	2	Continuous
Kansas City, MO	NW 3	1	2	Continuous

All road trains will use the road channel (NW 3) to communicate with Claycomo yardmaster, operator at North Kansas City, and operator to BN-Ustick Tower. Yard crews will use the road channel (NW 3) to communicate with BN-Ustick channel.

When use of DTMF code or Accousticouple Access code is required, field personnel will receive an answer back tone after the calling signal tone is sent, but they will not be able to communicate with the dispatcher until he answers their call.

EMERGENCY CALL-IN FEATURE

After transmitting access signal tone, press "O" if using DTMF Code, or "4" if using Accousticouple Access Code, within ten seconds an answer back tone will be heard in the field, enabling the dispatcher to monitor all radio transmission on the channel being used.

16e. LOCATION OF WAYSIDE RADIO BASE STATIONS

LOCATION	FREQUENCY	HOURS
Lafayette District		
Lafayette, IN (East Yard)	NW 2 & NW 3	Continuous
Tilton, IL	NW 2 & NW 3	Continuous
Decatur, IL	NW 2 & NW 3	Continuous
Frankfort Branch		
Lafayette, IN (South Yard)	NW 2 & NW 3	Continuous
Bloomington District		
Bloomington, IL	NW 3	See Sect. 15
Springfield/Hannibal District		
Springfield, IL	NW 3	Continuous
Valley City, IL	NW 3	Continuous
Hannibal, MO	NW 3	Continuous
St. Louis District		
St. Louis, MO	NW 2 & NW 3	Continuous
Berkeley, MO	NW 2 & NW 3	Continuous
Wentzville, Mo	NW 3	Continuous

16e. LOCATION OF WAYSIDE RADIO BASE STATIONS (Cont'd)

LOCATION	FREQUENCY	HOURS
Kansas City District		
Moberly, MO	NW 2 & NW 3	Continuous
Kansas City, MO	NW 2 & NW 3	Continuous
Claycomo, MO	Claycomo	Continuous
Moulton/Des Moines District		
Des Moines, IA	NW 3	See Sec. 15

17. HAZARDOUS MATERIALS

A. GENERAL INSTRUCTIONS:

1. Compliance with the Code of Federal Hazardous Materials Regulations (49 CFR) of the U.S. Department of Transportation (found in the current edition of the AAR Bureau of Explosives Tariff BOE-6000 Series), and Norfolk Southern's special rules for handling hazardous materials, is required of all employees of Norfolk Southern Railway Company. References to specific sections of the 49 CFR included in the BOE Tariff are enclosed in brackets, for example [174.24].

2. A carrier must forward each shipment of hazardous materials promptly and within 48 hours (Saturdays, Sundays, and holidays excluded) after acceptance at the originating point, except that where biweekly or weekly service only is performed, a shipment of hazardous materials must be forwarded on the first available train [174.14].

3. Definitions of terms for these instructions are listed in 49 CFR Section 171.8. For technical interpretations on these instructions call Hazardous Materials Management in Roanoke at 7-981-3762 or (703)-981-3762; or in Atlanta at 7-529-2242 or (404)-529-2242.

B. SWITCHING OF PLACARDED CARS:

1. Every employee involved in the switching of hazardous materials cars, both on line of road and in yards, must be familiar with and be governed by the instructions contained in the "Hazardous Materials Switching Chart" found in the back of the timetable [174.82-174.83].

2. When switching loaded placarded tank cars, or switching cars that will couple to loaded placarded tank cars, maximum reasonable efforts must be made to achieve couplings at speeds not to exceed 4 MPH.

3. Employees must position themselves at least fifteen (15) feet, and more if possible, from the manway and valves prior to coupling. Contents of tank cars may splash during or immediately following coupling due to improperly secured closures.

4. Persons having access to waybills or shipping instructions must see that concerned employees are notified when hazardous materials are to be handled.

5. Cars placarded "EXPLOSIVES", "FLAMMABLE GAS", or "FLAMMABLE" must not be left on any track unless track is free from combustible material such as dead grass and weeds.

6. Residue (empty) DOT-113 specification tank cars placarded Division 2.1 **(FLAMMABLE GAS)**, shall not be cut-off in motion or struck by a free rolling car. A Car Movement Restriction Message has been added to the computerized switch list to flag these cars. Additionally, these cars can be identified by the tank car specification marking located on the right-hand side of the car, for example, DOT-113*****W.

C. TRAIN PLACEMENT OF PLACARDED CARS:

1. Every employee involved in the positioning in train of hazardous materials cars, must be familiar with and be governed by the instructions contained in the "Hazardous Materials Position in Train Chart" found in the back of the timetable [174.82-174.85].

2. The "Hazardous Materials Position in Train Chart" will also apply to yard movements on a main track if the intended movement will exceed one mile.

C. TRAIN PLACEMENT OF PLACARDED CARS: (Cont'd)

3. At the commencement of each trip, the conductor or competent crew member directed by the conductor must inspect the six head cars behind the engine and the six rear cars ahead of an occupied caboose to ascertain that placarded hazardous material cars are properly positioned. This will not be required at a terminal when relieving an NS crew, and the train has remained intact.

4. The train crew must have a document (consist, wheel report, or hazardous materials list) indicating the position in train of each loaded placarded car containing hazardous materials, except when the position is changed or the placarded car is placed in the train by a crew member of the train [174.26(b)].

5. At each terminal or other place where trains are made up or switched by crews other than the outbound train crew, the outbound train and engine crew must receive a consecutively numbered notice (NS FORM 11562) indicating the position in the train of each car placarded Division 1.1 or 1.2 (Explosives), Division 2.3 Hazard Zone A (Poison Gases), or Division 6.1 PG I Hazard Zone A (Poison). These placards will be mounted on white square background for ease of identification [174.26(a) & 172.510].

6. When loaded cars containing hazardous materials are picked up on line of road and there is no agent or clerical force on duty, the train dispatcher or other appropriate authority (trainmaster, yardmasters, and operators as applicable), must be notified that pick-up includes hazardous materials.

7. A rail shipment (other than tank car) placarded as in Group 2, on the Train Placement Chart, is not allowed to be transported on the NS system (see NS Intermodal Rules Circular).

D. KEY TRAINS:

1. The definition of a "**KEY TRAIN**" is:

- Any train handling five (5) or more carloads of **POISON INHALATION HAZARD** (Hazard Zone A or B) gases or liquids;

- OR -

- Any train handling any combination of twenty (20) or more carloads, including intermodal portable tank loads, of:
  - (a) **POISON INHALATION HAZARD** (Hazard Zone A or B) commodities;
  - (b) Division 1.1 or 1.2 (Explosives);
  - (c) Division 2.1 (Flammable Gas); or
  - (d) Environmentally Sensitive Chemicals

— A commodity designated as a Poison Inhalation Hazard "PIH" will be identified by the "Poison Inhalation Hazard" or "Inhalation Hazard" notation on waybill or shipping document. The same notation will be stenciled in 4-inch letters on each side of tank cars containing "PIH" materials.

— Division 1.1 or 1.2 (Explosives) and/or Division 2.1 (Flammable Gas) commodities will be identified by the corresponding placard, or the Hazard Class on the waybill or shipping document.

— Environmentally Sensitive Chemicals can be identified by Car Movement Restriction Messages on train consist and/or Switch List; or by the chemical name or commodity code on the following list:

List of Environmentally Sensitive Chemicals

1. Allyl Chloride (4907412)
2. Carbon Tetrachloride (4921830/4921831)
3. Chlorobenzene (4909153)
4. Chloroform (4921767/4921769/4925224/4925225)
5. Dichlorobenzene (4925203)
6. Dichloropropane (4909269)
7. Dichloropropane/Dichloropropene mixture (4910234)

D. KEY TRAINS: (Cont'd)

List of Environmentally Sensitive Chemicals (Cont'd)

8. Dichloropropene (4909255)
9. Ethyl Chloride (4905712/4908162)
10. Ethylene Dibromide - (Also PIH) (4921497)
11. Ethylene Dibromide and Methyl Bromide Mixtures - (Also PIH) (4921438)
12. Ethylene Dichloride (4909166/4912081)
13. Epichlorohydrin (4921005)
14. Methyl Chloroform or 1,1,1-Trichloroethane (4925182)
15. Methylene Chloride (Dichloromethane) (4925131)
16. Methylene Chloride/Chloroform Mixture (4960150)
17. Perchloroethylene (Tetrachloroethylene) - (4840355/4925202)
18. Perchloroethylene/Trichloroethylene mixture (4940373)
19. Trichloroethylene (4925181)

NOTE: Yard movements on a main track will also be governed by the definition and operating requirements of **KEY TRAINS** if the intended movement will exceed one mile.

2. **KEY TRAINS** will be identified at certain locations on train consist copy, but at all locations conductor will be responsible for examining waybills to ascertain whether or not hazardous materials cars in train meet **KEY TRAIN** criteria. Conductor will promptly notify the dispatcher, or the appropriate authority for notification purposes (trainmasters, yardmasters, and operators as applicable) who in turn will notify the dispatcher, if the train or yard movement is to be designated as a **KEY TRAIN**.

3. In addition to the above, yard clerical forces handling outbound trains at train makeup or intermediate terminals must notify the dispatcher or the appropriate authority for notification purposes, if a train is to be designated as a **KEY TRAIN**. This notification should be made as soon as possible and may be made by telephone, or by entering information directly into the Computer Aided Dispatching system where this capability is available. In the event the computer is down, or if not equipped to determine this information by computer, a review of waybills must be made to determine **KEY TRAIN** status.

4. If train sets out or picks up loaded hazardous materials cars on line of road, and set-out or pick-up changes **KEY TRAIN** status, conductor will promptly notify dispatcher. The positions of the hazardous materials cars picked up will be recorded by the conductor on his consist.

5. The following **RESTRICTIONS** must be observed for movement of **KEY TRAINS:**

(a) Maximum authorized speed of 50 MPH, unless further restricted.

(b) At meeting or passing points, when practicable, **KEY TRAIN** will hold main track unless a speed of 15 MPH or greater is authorized for siding or auxiliary track.

(c) When any track with an authorized speed of 10 MPH or less is used for meeting or passing a **KEY TRAIN**, one of the trains must be stopped before the other train passes.

(d) When a **KEY TRAIN** is stopped by an emergency brake application or by some unknown cause, the train must be inspected for derailed or defective cars in accordance with **NS Operating Rule 102**.

(e) If a defect in a **KEY TRAIN** journal is reported by a wayside detector, but inspection of the journal fails to confirm evidence of a defect, the train will not exceed 30 MPH until it has passed over the next wayside detector. If the same car again sets off the next detector, it must be set out from the train.

D. KEY TRAINS: (Cont'd)

(f) Cars with friction bearings will not be permitted in **KEY TRAINS**.

E. DOCUMENTATION:

1. No hazardous materials car, loaded or residue (empty), may be moved on line of road without a waybill, consist, switch list, wheel report, or other shipping document which identifies its contents or previous contents by proper shipping name, hazard class, UN/NA 4-digit identification number, a 24-hour emergency contact number, and quantity (may be properly specified as "One (1) Tank Car Load", or "1 T/C"). Other common elements which must be included if applicable are the packing group, placard notation, placard endorsement, reportable quantity (RQ), poison inhalation hazard notation, hazard zone, residue notation, marine pollutant notation, and/or shipper certification [172.210 & 174.24].

2. **EXAMPLE OF SHIPPING PAPER DESCRIPTION:**

1 T/C CHLORINE
2.3 (POISON GAS)
UN 1017
RQ (CHLORINE)
MARINE POLLUTANT (CHLORINE)
POISON INHALATION HAZARD ZONE B
PLACARDED: POISON GAS
EMERGENCY TELEPHONE: (###)-###-####

3. At the commencement of each trip, the conductor or competent crew member directed by the conductor must examine waybills and/or consist to identify cars containing hazardous materials. A member of the train crew of a train transporting hazardous materials must have in his possession a copy of the shipping papers (as described in 1 above) for all shipments of hazardous materials [174.24].

4. A member of a train or yard crew is required to have a copy of the shipping papers (as described in 1 above) for any hazardous materials shipments before they are removed from the shipper's plant for direct or eventual forwarding to the yard; or when making delivery of hazardous materials shipments to a consignee's plant or siding. Documentation is not required for respotting within a plant or for movement to adjacent carrier tracks when the cars are to be respotted within the plant confines and are not being forwarded to the yard [174.24].

5. When picking up a hazardous material shipment from the shipper, the train crew should assure that the shipper's certification and signature are on the shipping papers received from the shipper. Shipper's certification is a signed statement from the shipper declaring that the hazardous materials are properly classified, described, packaged, marked and labeled, and are in proper condition for transportation according to DOT regulations. This is not required if Norfolk Southern is not the original carrier, if the certification is already in possession of the agency or central waybilling center, or for the return of empty tank cars which previously contained hazardous materials [172.204 & 174.24].

6. Agents, yardmasters, dispatchers, and train and engine service employees (both road and yard), must have a current copy of the DOT Emergency Response Guidebook accessible when on duty. A crew member's copy maintained on the engine will be considered as being accessible to crews performing yard or switching service. Conductors will ascertain that a copy is on the controlling unit at the start of each trip or tour of duty [172.602].

F. INSPECTION:

1. Rail cars carrying hazardous materials and each rail car immediately adjacent thereto, must be inspected before acceptance at originating

F. INSPECTION: (Cont'd)

point, when received in interchange, and at any point where a train is required to be inspected (including the point where the car is placed in the train). The cars may continue in transit only when the inspection indicates that the cars are in safe condition for transportation [174.8].

2. Before coupling to a placarded tank car, loaded or residue/(empty), employees must by observation from the ground determine:
   - that there is no visible or detectable leak;
   - that all loading and unloading lines are disconnected;
   - that all platforms are raised or in the clear; and
   - that manway cover bolts, valve housing covers, bottom outlet caps, and plugs or caps on other openings are in their proper places.

   EXCEPTION: Heater coil inlet and outlet pipes on residue tank cars must be left open for drainage. Be advised that heater coils can be easily identified by stenciling on the tank car. THE CAPS TO THESE PIPES MUST BE IN THE OFF POSITION BEFORE EMPTY/RESIDUE TANK CARS CONTAINING HAZARDOUS MATERIALS ARE ACCEPTED AT INDUSTRIES OR INTERCHANGE.

3. Before any closed (box or hopper) car containing hazardous materials is coupled into or moved, the crew must determine that the doors are closed and securely fastened [174.8 and 174.104].

4. DOT specification tank cars not equipped with top and bottom shelf couplers will not be accepted in interchange, placed or pulled at industrial tracks, or moved in a train. The Mechanical Department must be notified of such cars when offered in interchange or when released from industries. This restriction applies to (1) all DOT specification tank cars, whether or not they are displaying a hazardous material placard, and (2) both loaded and empty cars.

5. Check to make sure the safety valve and tank test due dates are current (a car is within test until the last day of the month or year shown). These will appear on the right-hand side of the car under the specification marking. If they are not in date, notify your supervisor.

When a test of the safety valves or tank becomes due when a loaded car is in transit, the car must be forwarded to its destination once the Mechanical Department has carded each side of the car with a card exhibiting the notice, "Safety Valves overdue for test or Tank overdue for test moving under authority of 49 CFR 174.9(c). A prompt report of such movement showing the car initials and number must be made to the Bureau of Explosives."

6. Intermodal tanks containing hazardous materials must not be accepted in interchange, pulled at an industrial track, or moved in a train, unless the DOT Proper Shipping Name of the material is legibly marked on two opposing sides of the tank, and this DOT Proper Shipping Name matches the one shown on the hazardous materials shipping paper for the tank.

G. MARKING AND PLACARDING HAZARDOUS MATERIALS:

1. Hazardous Materials shipments must not be accepted at industries or in interchange unless placards, as specified on shipping papers, are affixed on each end and on each side of the car as required by regulations. Such placards must be securely in place before pulling loaded and/or residue (empty) tank cars, or other type rail cars containing hazardous materials. Cars with missing, damaged, faded, or improper placards must not be pulled [172.508 & 174.59].

G. MARKING AND PLACARDING HAZARDOUS MATERIALS: (Cont'd)

2. Each agent or yardmaster shall maintain an adequate supply of placards or markers (which are available through the NS Material Management System), to replace those that are lost or damaged, based on the information on the shipping papers [174.33].

Missing, damaged, or faded placards discovered in transit should be replaced at the next inspection point, and those not required must be removed at the next terminal where the train is classified [174.59]. Each specific operating location should have a standard procedure for replacing placards.

3. Hazardous materials shipping papers must include the Placard Notation indicating the placards applied to the car of a hazardous materials shipment, and the Placard Endorsement on the billing instructions near the car number, according to following table [174.25].

Hazard Class	Placard Notation	Placard Endorsement
DIVISION 1.1	Placarded EXPLOSIVES 1.1	EXPLOSIVES
DIVISION 1.2	Placarded EXPLOSIVES 1.2	EXPLOSIVES
DIVISION 1.3	Placarded EXPLOSIVES 1.3	DANGEROUS
DIVISION 1.4	Placarded EXPLOSIVES 1.4	DANGEROUS
DIVISION 1.5	Placarded EXPLOSIVES 1.5	DANGEROUS
DIVISION 1.6	Placarded EXPLOSIVES 1.6	(None)
DIVISION 2.1	Placarded FLAMMABLE GAS	DANGEROUS
DIVISION 2.2	Placarded NON-FLAMMABLE GAS	DANGEROUS
DIVISION 2.3 —		
(Zone A)	Placarded POISON GAS	POISON GAS ZONE A
(Zone B, C, or D	Placarded POISON GAS	DANGEROUS
CLASS 3	Placarded FLAMMABLE	DANGEROUS
COMBUSTIBLE LIQ.	Placarded COMBUSTIBLE	(None)
DIVISION 4.1	Placarded FLAMMABLE SOLID	DANGEROUS
DIVISION 4.2	Placarded SPONTANEOUSLY COMBUSTIBLE	DANGEROUS
DIVISION 4.3	Placarded DANGEROUS WHEN WET	DANGEROUS
DIVISION 5.1	Placarded OXIDIZER	DANGEROUS
DIVISION 5.2	Placarded ORGANIC PEROXIDE	DANGEROUS
DIVISION 6.1 -		
(PG I ZONE A)	Placarded POISON	POISON PGI ZONE A
(PG I ZONE B)	Placarded POISON	DANGEROUS
(PG II ZONE C)	Placarded POISON	DANGEROUS
(PGIII)	Placarded KEEP AWAY FROM FOOD	(None)
CLASS 7	Placarded RADIOACTIVE	RADIOACTIVE MATERIAL
CLASS 8	Placarded CORROSIVE	DANGEROUS
CLASS 9	Placarded CLASS 9 (OPTIONAL FOR DOMESTIC)	(None)
Mixed Loads of Hazmat Placarded DANGEROUS	Placarded DANGEROUS	DANGEROUS

NOTE: For tank cars which contain a residue of a hazardous material the Placard Notation will be followed by the word Residue, for example Placarded Flammable-Residue. The Placard Endorsement will be DANGEROUS, except for a residue of Combustible Liquid, a 6.1 PG III material, or a Class 9 material, the Placard Endorsement will be (None).

4. Federal regulations require SECONDARY placards for certain commodities which have subsidiary hazards. The addition of the SECONDARY placard does not change switching or position in train requirements, and the PRIMARY placard will govern. The PRIMARY and SECONDARY placards can be identified as follows: 1) the PRIMARY placard classification is the first hazard class following the proper shipping name on the shipping documents; 2) the use of the UN/NA 4-digit identification number is prohibited on the SECONDARY placard; and 3) no hazard class or division number may be displayed in the lower quadrant of a SECONDARY PLACARD [172.505 & 172.519].

G. MARKING AND PLACARDING HAZARDOUS MATERIALS: (Cont'd)

EXCEPTION: Tank cars loaded with **ETHYLENE OXIDE** (UN 1040) displaying a Division 2.3 **POISON GAS** primary placard and a **FLAMMABLE GAS** secondary placard shall not be cut off in motion or struck by a free rolling car. A Car Movement Restriction Message has been added to the computerized switch list to flag these cars.

5. If more than one of the UN/NA 4-digit identification number markings on placards, orange panels, or white square-on-point configurations are lost, damaged, or destroyed in transit, the carrier shall replace them as soon as practicable. The numbers may be entered legibly by hand using an indelible marking material [172.338].

6. A bulk packaging that contains a marine pollutant must be marked on each end and each side with the MARINE POLLUTANT mark. EXCEPTION: On a bulk packaging, freight container, or transport vehicle that bears a placard specified in hazardous materials timetable Rule G.3, the MARINE POLLUTANT marker is not required [172.203(1) & 172.322].

7. A tank car containing an "Elevated Temperature Material" must be marked on two opposing sides of the vehicle with the word "HOT". The "HOT" marking will either be painted on the car or displayed as follows:

Loaded "Elevated Temperature Material" cars must be handled only with proper hazardous material documentation (See HazMat Timetable Rule E). For example:

"Elevated Temperature Material, Liquid, N.O.S. (Petroleum Asphalt), 9, NA 9259, PG III"

Empty "Elevated Temperature Material" cars may be returned with the "HOT" markings left on the car, even though the **cool** residue is no longer considered a hazardous material. These cars can be billed as empties and do not require Hazardous Materials documentation.

EXCEPTION: Tank cars containing molten aluminum or molten sulfur must be marked "MOLTEN ALUMINUM" or "MOLTEN SULFUR" respectively on both sides of car.

8. Placarded intermodal containers transported in stack cards must display placards which are visible for containers loaded in the wells of stack cars, even if it requires moving the placards already affixed to the container, or adding additional placards to the shipment [174.59].

G. MARKING AND PLACARDING HAZARDOUS MATERIALS: (Cont'd)

9. The words **TOXIC** and **POISON** may be used interchangeably on placards. Therefore, cars placarded **TOXIC** will be handled in the same manner as cars placarded **POISON**, and cars placarded **TOXIC GAS** will be handled in the same manner as cars placarded **POISON GAS**.

H. HAZARDOUS WASTE AND PCB WASTE MANIFESTS:

1. Hazardous waste and polychlorinated biphenyl (PCB) wastes shipments must be handled with hazardous waste manifest forms. Manifests must be signed and dated when subject waste materials are picked up and appropriate signed and dated documents obtained when the wastes are delivered. Tracking of the waste by rail will be handled by waybill or other appropriate document with initial and final rail transporters being responsible for executing manifest requirements outlined above. A copy of the manifest may or may not be attached to the waybill or switchlist. Modified waybills may be used in lieu of hazardous waste manifest.

2. Whenever Norfolk Southern Railway Company is the origin or destination carrier, and you are pulling or placing a hazardous waste or PCB waste car at industry, coordinate with agent for instructions regarding signing and dating of the required waste management documents.

I. HYDROCYANIC ACID (HCN) TANK CARS

1. Tank cars containing Hydrocyanic Acid (HCN), are painted white with horizontal and vertical red stripes and placarded on each side and each end. They must be handled in accordance with the following instructions:

(a) To be handled only when authorized by the Chief Dispatcher.

(b) **NS FORM 11562**, "Notice of cars placarded Division 1.1 or 1.2 (Class A Explosives), Division 2.3 Hazard Zone A (Poison Gases), or Division 6.1 PG I Hazard Zone A (Poison)", must be issued to conductor and engineer (See Operating Rule 573).

(c) The Chief Dispatcher must be notified immediately of any occurrence that may be hazardous.

(d) In case of suspected leakage, car must be isolated and all except authorized persons kept away.

(e) Under no circumstances should other than authorized persons get close to car in case of derailment.

(f) The instructions posted on bulletin boards, in cabooses, and in cars assigned to wreck outfits must be read carefully.

(g) Instructions attached to each waybill and placarded instructions on each car must be followed.

(h) These instructions (a-g above) are applicable to both LOADED and RESIDUE (empty) cars.

J. LEAKING TANK CARS:

1. Except where movement to a repair point has been authorized, placarded hazardous materials cars must not be moved if there is any indication of leaking. The employee granting authority for the movement of such equipment must be sufficiently qualified to know that the move can be made safely, and will be responsible for issuing necessary instructions to the crew [174.50].

2. An industry must be notified before a leaking tank car is spotted on its track for unloading and then only with their permission.

K. REPORTING HAZARDOUS MATERIALS INCIDENTS:

CAUTION: Hazardous Materials can cause injury by inhalation, contact, ingestion, explosion, or fire. Chlorine, Anhydrous Ammonia, Sulfur Dioxide, Petroleum Products, as well as many other materials have distinct odors. Anytime such odors are detected in association with a shipment of hazardous materials **YOU**

K. REPORTING HAZARDOUS MATERIALS INCIDENTS: (Cont'd)

SHOULD GET OUT OF THE AREA AS SOON AS POSSIBLE and report the detection to the yardmaster, chief dispatcher and/or your immediate supervisor.

THE FOLLOWING MUST BE REPORTED IMMEDIATELY TO THE CHIEF DISPATCHER:

1. All unauthorized, unintentional and/or accidental spills or releases (including minor leaks) of commodities classified as hazardous under federal and/or state department of transportation and environmental protection agency regulations, including hazardous materials, hazardous substances, and hazardous wastes.

2. All spills or releases of oil (lubricating, hydraulic, etc.), fuel (diesel, gasoline, etc.),or any other materials that can cause damage to the environment, including water discoloration.

3. All incidents that result in any derailment or any damage to tank cars, intermodal tanks and containers, or any other rolling stock containing hazardous materials, substances, and/or wastes.

L. INSTRUCTIONS TO EMPLOYEES IN THE EVENT OF A HAZARDOUS MATERIALS INCIDENT OR ACCIDENT:

1. CHECK FOR INJURIES, PROVIDE ASSISTANCE AS NEEDED, NOTIFY THE TRAIN DISPATCHER OR YARDMASTER.

2. CHECK WAYBILLS AND DOCUMENTS FOR HAZARDOUS MATERIALS CARS. DOCUMENTS FOR THE MOST ACUTELY HAZARDOUS MATERIALS WILL BE ENDORSED OR STAMPED **"EXPLOSIVES, POISON GAS ZONE A", POISON PG I ZONE A", "RADIOACTIVE MATERIAL", AND "DANGEROUS"** IN THE UPPER LEFT HAND CORNER. **HOWEVER**, MANY SLOW ACTING/LONG TERM AND ENVIRONMENTALLY HAZARDOUS MATERIALS DO NOT REQUIRE THIS STAMP OR ENDORSEMENT. REVIEW DOCUMENTS CAREFULLY TO DETERMINE ALL HAZARDOUS MATERIALS PRESENT.

3. DO NOT GO NEAR DERAILED OR DAMAGED HAZARDOUS MATERIAL CARS TO INVESTIGATE ACCIDENT UNTIL IT IS DETERMINED TO BE SAFE.

4. EXTINGUISH ALL CIGARETTES, FUSEES, AND OPEN FLAMES UNTIL IT IS DEFINITELY DETERMINED THERE ARE NO FLAMMABLE VAPORS IN THE AREA.

5. GIVE DISPATCHER OR YARDMASTER INFORMATION ON:

a. INJURIES.

b. HOW MANY CARS ARE INVOLVED WITH THEIR LOCATION AND CONDITION **WHERE POSSIBLE TO OBTAIN THIS INFORMATION SAFELY**.

c. EACH HAZARDOUS MATERIAL CAR: INITIAL AND NUMBER, CONTENTS, COMMODITY CODE, PLACARDS, SHIPPER, AND CONDITION OF CAR **WHERE POSSIBLE TO OBTAIN THIS INFORMATION SAFELY**.

d. DANGER TO SURROUNDING AREA: HOMES, SCHOOLS, HOSPITALS, STREAMS, LAKES, ETC. AS APPLICABLE.

6. REVIEW EMERGENCY RESPONSE INFORMATION ON TRAIN CONSIST, SHIPPING PAPERS, IN THE D.O.T. EMERGENCY RESPONSE GUIDEBOOK, OR OTHER SOURCE, AND TAKE ACTION AS NECESSARY.

7. IF FIRE OCCURS, **AND IT CAN BE DONE SAFELY**, PULL AWAY ALL CARS THAT ARE MOVABLE AND NOT BURNING.

8. INFORM LOCAL AUTHORITIES (FIRE DEPARTMENTS AND EMERGENCY RESPONDERS) OF THE CONTENTS OF EACH CAR THAT PRESENTS A HAZARD. GIVE THEM INFORMATION ON WAYBILLS, TRAIN CONSISTS, THE D.O.T. EMERGENCY RESPONSE GUIDEBOOK AND ANY OTHER INFORMATION YOU MAY HAVE CONCERNING THE PRODUCTS AND EQUIPMENT INVOLVED. ADVISE THEM TO

17. HAZARDOUS MATERIALS (Cont'd)

L. INSTRUCTIONS TO EMPLOYEES IN THE EVENT OF A HAZARDOUS MATERIALS INCIDENT OR ACCIDENT: (Cont'd)

KEEP PEOPLE AWAY FROM THE INCIDENT. THIS **DOES NOT** MEAN AN EVACUATION UNLESS THE EMERGENCY RESPONSE INFORMATION CALLS FOR SAME. **NOTE:** The conductor will be responsible for ensuring that waybills, shipping documents and any emergency response instructions are on or near the locomotives and available to authorized emergency responders.

9. REPORT ALL INFORMATION ABOVE TO THE FIRST RAILROAD SUPERVISOR OR OTHER OFFICER(S) AS MAY BE DESIGNATED, WHO REACHES THE SCENE.

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Effective October 1, 1994

NORFOLK SOUTHERN

HAZARDOUS MATERIALS POSITION IN TRAIN CHART

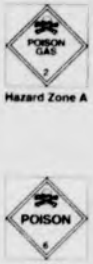
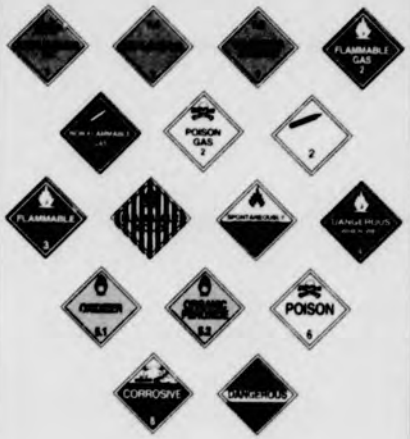
HOW TO USE THIS CHART

TO DETERMINE WHERE A PLACARDED CAR CAN BE PLACED IN A TRAIN, FOLLOW THESE STEPS.

1.) DETERMINE THE TYPE OF PLACARDS APPLIED TO THE CAR.
2.) DETERMINE THE TYPE OF CAR (TANK CAR OR OTHER RAIL CAR).
3.) FOLLOW VERTICALLY DOWN THE APPROPRIATE COLUMN OF THE CHART TAKING NOTE OF THE SYMBOL X, WHICH INDICATES A RESTRICTION.
4.) FOLLOW HORIZONTALLY ACROSS EACH ROW TO DETERMINE WHAT RESTRICTIONS ARE APPLICABLE.

EQUIVALENT PLACARDS

CARS WITH PLACARDS DISPLAYING 4-DIGIT IDENTIFICATION NUMBERS OR NON-BULK CONTAINERS DISPLAYING A PLACARD WITHOUT THE WORD DESCRIPTOR WILL BE HANDLED THE SAME AS CARS WITH WORD DESCRIPTION PLACARDS

GROUP 1	GROUP 2	GROUP 3	GROUP 4	GROUP 5	GROUP 6
	 Hazard Zone A; PG1 Hazard Zone A	See Note (1)			

	RESTRICTIONS	Any Car	Loaded Tank Car	Empty/residue Tank Car	Any Car	Loaded Tank Car	Empty/residue Tank Car	Loaded Other Than Tank Car	Any Car	Any Car
1.	WHEN TRAIN LENGTH PERMITS, PLACARDED CAR MAY NOT BE NEARER THAN THE SIXTH CAR FROM ENGINE OR OCCUPIED CABOOSE	X	X			X				
2.	WHEN TRAIN LENGTH DOES NOT PERMIT, PLACARDED CAR MUST BE PLACED NEAR THE MIDDLE OF THE TRAIN, BUT NOT NEARER THAN THE SECOND CAR FROM AN ENGINE OR OCCUPIED CABOOSE	X	X			X				
3.	MUST NOT BE NEXT TO: ENGINE	X	X	X	X	X	X			
4.	MUST NOT BE NEXT TO: OCCUPIED CABOOSE	X	X (See Note (2))	X	X	X	X			
5.	MUST NOT BE NEXT TO: OPEN TOP CAR - (Includes bulk head flat cars) APPLIES WHEN ANY LADING PROTRUDES BEYOND THE CAR ENDS OR IF SHIFTED WOULD PROTRUDE BEYOND THE CAR ENDS	X	X			X				
6.	MUST NOT BE NEXT TO: LOADED FLAT CAR- EXCEPT: CLOSED TOFC/COFC EQUIPMENT, MULTI-LEVELS, AND OTHER SPECIALLY-EQUIPPED CARS WITH TIE-DOWN DEVICES FOR HANDLING VEHICLES	X	X			X				
7.	MUST NOT BE NEXT TO: ANY RAIL CAR, TRANSPORT VEHICLE, OR FREIGHT CONTAINER WITH TEMPERATURE CONTROL EQUIPMENT OR INTERNAL COMBUSTION ENGINE IN OPERATION	X	X			X				
8.	MUST NOT BE NEXT TO: GROUP 1: DIVISION 1.1 OR 1.2 (CLASS A EXPLOSIVES)		X		X	X		X		
9.	MUST NOT BE NEXT TO: GROUP 2: DIVISION 2.3 HAZARD ZONE A (POISON GAS) OR DIVISION 6.1 PG I HAZARD ZONE A (POISON)	X			X	X		X		
10.	MUST NOT BE NEXT TO: GROUP 3: CLASS 7 RADIOACTIVE	X	X			X		X		
11.	MUST NOT BE NEXT TO: ANY LOADED PLACARDED CAR, OTHER THAN A CAR PLACARDED WITH THE SAME PLACARD; OR ANY CAR PLACARDED AS IN GROUP 5 OR MARKED AS IN GROUP 6	X	X		X					

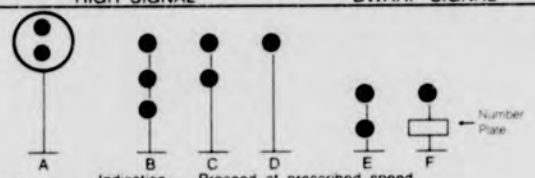
NOTES

(1) ANY CAR PLACARDED AS IN GROUP 3, MAY NOT BE PLACED NEXT TO CARS CONTAINING UNDEVELOPED FILM.

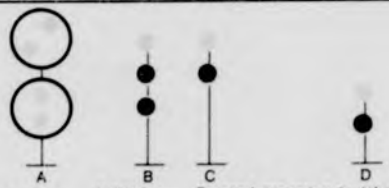
(2) ANY CAR PLACARDED AS IN GROUP 1 OR GROUP 2, IN A MOVING OR STANDING TRAIN, MUST BE NEXT TO AND AHEAD OF ANY CAR OCCUPIED BY GUARDS OR TECHNICAL ESCORTS ACCOMPANYING THE PLACARDED RAIL CAR. HOWEVER, IF A RAIL CAR OCCUPIED BY THE GUARDS OR TECHNICAL ESCORTS HAS TEMPERATURE CONTROL EQUIPMENT IN OPERATION, IT MUST BE THE FOURTH CAR BEHIND ANY CAR PLACARDED AS IN GROUP 1.

NORFOLK AND WESTERN
Automatic Block, Interlocking, and TC Signals

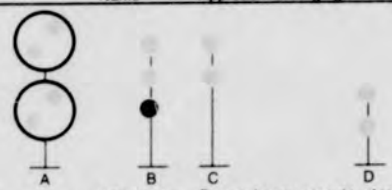
HIGH SIGNAL — DWARF SIGNAL



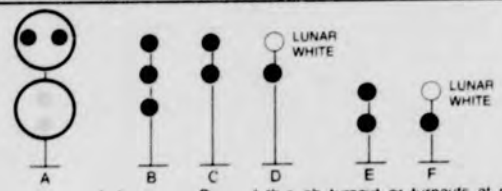
RULE 281
Indication — Proceed at prescribed speed.
Name — Clear.



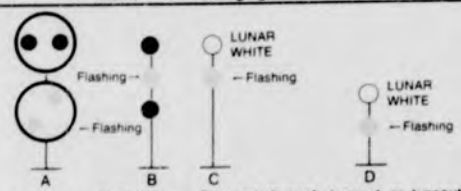
RULE 282
Indication — Proceed preparing to take diverging route beyond next signal at prescribed speed.
Name — Approach Diverging.



RULE 282-A
Indication — Proceed preparing to stop at second signal.
Name — Advance Approach.



RULE 283
Indication — Proceed through turnout or turnouts at prescribed speed.
Name — Diverging Clear.



RULE 283-B
Indication — Proceed through turnout or turnouts at prescribed speed preparing to take diverging route beyond next signal at prescribed speed.
Name — Diverging Approach Diverging.

RULE 285
Indication — Proceed preparing to stop at next signal. Train or engine exceeding Medium Speed must at once reduce to that speed.
Name — Approach.

SPEED:

MEDIUM SPEED—A speed not exceeding 30 MPH.

REDUCED SPEED—A speed that will permit complying with flagging signals and stopping short of train or obstruction.

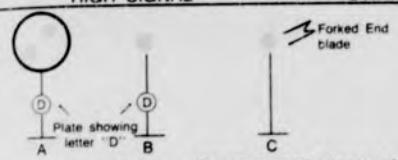
RESTRICTED SPEED—A speed that will permit stopping short of train, engine, obstruction, or switch not properly lined and looking out for broken rail, but not exceeding 15 MPH.

SLOW SPEED—A speed not exceeding 15 MPH.

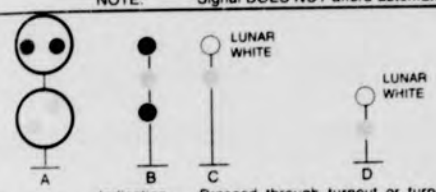
YARD SPEED—A speed that will permit stopping within one-half the range of vision.

NORFOLK AND WESTERN
Automatic Block, Interlocking, and TC Signals

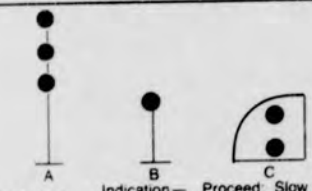
HIGH SIGNAL — DWARF SIGNAL



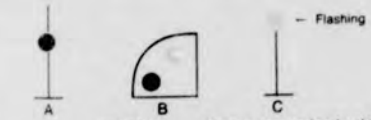
RULE 285-A
Indication — Proceed preparing to stop at next home signal. Train or engine exceeding Medium Speed must at once reduce to that speed.
Name — Approach Distant.
NOTE: Signal DOES NOT afford automatic block protection.



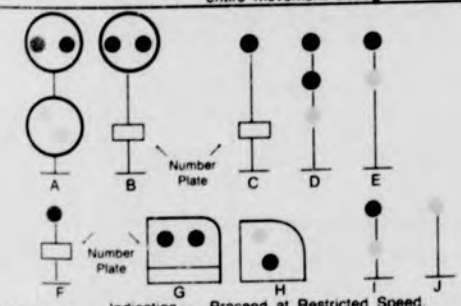
RULE 286
Indication — Proceed through turnout or turnouts at prescribed speed preparing to stop at next signal. Train or engine exceeding Medium Speed must at once reduce to that speed.
Name — Diverging Approach.



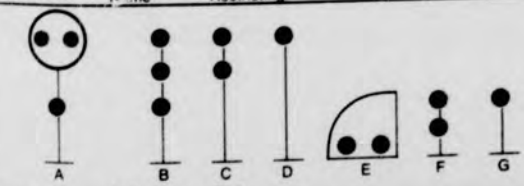
RULE 287
Indication — Proceed; Slow Speed within interlocking limits or through turnout or turnouts.
Name — Slow Clear.
NOTE: Slow Speed applies until leading end of movement reaches opposing home signal when route is lined for straight track movement. Slow Speed applies for entire movement through turnout or turnouts.



RULE 288
Indication — Proceed preparing to stop at next signal; Slow Speed within interlocking limits or through turnout or turnouts.
Name — Slow Approach.
NOTE: Slow Speed applies until leading end of movement reaches opposing home signal when route is lined for straight track movement. Slow Speed applies for entire movement through turnout or turnouts.



RULE 290
Indication — Proceed at Restricted Speed.
Name — Restricting.



RULE 292
Indication — Stop.
Name — Stop.

RUNNING TIMES OF TRAINS, IN MINUTES — FOR INSPECTION CAR OPERATION ONLY

INSTRUCTIONS — (1) Use MAXIMUM SPEED for kind of train (passenger or freight) unless line-up shows lower train speed (if timetable maximum speed is not listed below, use next higher MPH column). (2) Use MILES from train's last recorded (timetable or line-up) location to point where inspection car clears. (3) Read MPH column down to MILES line for running time of train in minutes. Example — a train at 45 MPH going 11 miles uses 14 minutes. (4) Add running time to the train's time at last recorded location to determine when the train is due at clearing point. **CLEAR THIS TIME NOT LESS THAN TEN MINUTES. See Rule 824.**

Miles	10 MPH	15 MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	75 MPH	79 MPH
1	6	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2	12	8	6	—	—	—	—	—	—	—	—	—	—	—	—
3	18	12	9	7	6	5	—	—	—	—	—	—	—	—	—
4	24	16	12	9	8	6	6	5	—	—	—	—	—	—	—
5	30	20	15	12	10	8	7	6	6	5	5	—	—	—	—
6	36	24	18	14	12	10	9	8	7	6	6	5	5	—	—
7	42	28	21	16	14	12	10	9	8	7	7	6	6	5	5
8	48	32	24	19	16	13	12	10	9	8	8	7	6	6	6
9	54	36	27	21	18	15	13	12	10	9	9	8	7	7	6
10	60	40	30	24	20	17	15	13	12	10	10	9	8	8	7
11	66	44	33	26	22	18	16	14	13	12	11	10	9	8	8
12	72	48	36	28	24	20	18	16	14	13	12	11	10	9	9
13	78	52	39	31	26	22	19	17	15	14	13	12	11	10	9
14	84	56	42	33	28	24	21	18	16	15	14	12	12	11	10
15	90	60	45	36	30	25	22	20	18	16	15	13	12	12	11
16	96	64	48	38	32	27	24	21	19	17	16	14	13	12	12
17	102	68	51	40	34	29	25	22	20	18	17	15	14	13	12
18	108	72	54	43	36	30	27	24	21	19	18	16	15	14	13
19	114	78	57	45	38	32	28	25	22	20	19	17	16	15	14
20	120	80	60	48	40	34	30	26	24	21	20	18	17	16	15
21	126	84	63	50	42	36	31	28	25	22	21	19	18	16	15
22	132	88	66	52	44	37	33	29	26	24	22	20	18	17	16
23	138	92	69	55	46	39	34	30	27	25	23	21	19	18	17
24	144	96	72	57	48	41	36	32	28	26	24	22	20	19	18
25	150	100	75	60	50	42	37	33	30	27	25	23	21	20	18
26	156	104	78	62	52	44	39	34	31	28	26	24	22	20	19
27	162	108	81	64	54	46	40	36	32	29	27	24	23	21	20
28	168	112	84	67	56	48	42	37	33	30	28	25	24	22	21
29	174	116	87	69	58	49	43	38	34	31	29	26	24	23	22
30	180	120	90	72	60	51	45	40	36	32	30	27	25	24	22

180274TT 0

NORFOLK SOUTHERN

®

Western Region

Lake Division

Effective Sunday, August 7, 1994

1:01 A.M. Eastern Standard Time

Timetable Number

3

JUN 2 3 1997
MAIL MANAGEMENT STB

For The Government of Employees Only

EXPLANATION OF TRACK DIAGRAMS:

† †	**Automatic Block Signal Territory - Single Track**
†† ††	**Automatic Block Signal Territory - Double Track**
| |	**Traffic Control & Remote Control Territory - Single Track**
|| ||	**Traffic Control & Remote Control Territory - Double Track**
||| |||	**Traffic Control & Remote Control Territory - Triple Track**
§ §	**Non-Signaled Territory - Single Track**
§§ §§	**Non-Signaled Territory - Double Track**

Column designating other tracks in cars is based on 50 ft. cars.

Buffalo District — WESTWARD

Capacity of Tracks: Other Tracks in Cars	Capacity of Tracks: Sidings in Feet	MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSINGS	SEE SPEC. INST. SECTION 3	MILES FROM BUFFALO
Yard	.....	B2.0	Buffalo Jct. . (via CR)	‖	..	.....		2.0
.....	.....	B2.4	CP Draw .... (via CR)	‖	C	.....		2.4
.....	.....	B3.3	Tifft Yard	††	..	.....		3.3
.....	.....	B6.5	Blasdell	††	..	.....		6.5
.....	.....	B7.0	GB		C	◇B&S		7.0
.....	.....	B22.3	Angola		..	.....		22.3
.....	18242	B32.2	Silver Creek		..	.....		32.2
.....	.....	B41.1	AK/Dunkirk		C	◇CR		41.1
.....	12360	B54.8	Pomfret		..	.....		54.8
.....	.....	B58.2	Westfield		..	.....		58.2
.....	15783	B66.1	Ripley		..	.....		66.1
.....	.....	B74.4	North East		..	.....		74.4
.....	7140	B86.0	Dean		..	.....		86.0
.....	4381	B90.8	Cascade		..	.....		90.8
.....	7730	B96.3	Swanville		..	.....		96.3
.....	.....	B102.9	Wallace Jct		..	.....		102.9
.....	6590	B103.0	Girard		..	.....		103.0
.....	.....	B112.3	East CT		..	.....		112.3
.....	13430	B113.0	P. A. Siding		..	.....		113.0
.....	.....	B115.0	Woodworth		..	.....		115.0
.....	.....	B115.9	Chestnut		..	.....		115.9
Yard	.....	B116.2	Conneaut		..	.....		116.2

Cleveland District — WESTWARD

Capacity of Tracks: Other Tracks in Cars	Capacity of Tracks: Sidings in Feet	MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSINGS	SEE SPEC. INST. SECTION 3	MILES FROM BUFFALO
Yard	.....	B116.2	Conneaut		..	.....		116.2
.....	.....	B117.2	Parrish		..	.....		117.2
.....	18725	B119.0	Conneaut Siding ..		..	.....		119.0
.....	.....	B120.8	Reed		..	.....		120.8
.....	.....	B128.0	KG		..	.....		128.0
.....	.....	B129.2	NP		C	◇CR		129.2
.....	10993	B130.0	Ashtabula Siding ..		..	.....		130.0
.....	.....	B131.3	Sanborn		..	.....		131.3
.....	.....	B141.5	Unionville		..	.....		141.5
.....	11380	B142.0	Madison Siding ...		..	.....		142.0
.....	.....	B143.8	West MA		..	.....		143.8
.....	6562	B148.8	Perry		..	.....		148.8
.....	6459	B155.2	Painesville		..	.....		155.2
.....	6288	B160.5	Mentor		..	.....		160.5
.....	.....	B163.7	Daniels		..	.....		163.7
.....	6250	B165.0	Willoughby		..	.....		165.0
.....	6976	B169.1	Wickliffe		..	.....		169.1
.....	.....	B172.0	UD	††	..	.....		172.0
.....	.....	B179.0	East Cleveland ...	††	..	.....		179.0
Yard	.....	B182.0	East 55th St.	‖	..	.....		182.0
.....	.....	B183.0	East 37th St.	‖	C	.....		183.0
.....	.....	B184.5	Clev Drawbridge ..	‖	C	.....		184.5
.....	.....	B185.6	Cloggsville		..	.....		185.6
40	.....	B192.5	Rocky River		..	.....		192.5
.....	.....	B193.7	Elmwood		..	.....		193.7
.....	16525	B195.1	Clague Siding		..	.....		195.1
.....	.....	B197.1	Bay Village		..	.....		197.1
.....	.....	B202.4	Avon Lake	‖	..	.....		202.4
.....	.....	B204.5	CEI	‖	..	.....		204.5
.....	.....	B205.5	Ford Jct.	‖	..	.....		205.5
Yard	.....	B206.0	Sheffield	‖	..	.....		206.0
.....	.....	B208.0	Root Road		..	.....		208.0
.....	.....	B210.2	Drawbridge (RU) ..		C	◇CSXT		210.2
.....	.....	B212.2	Leavitt Road	††	..	.....		212.2
.....	.....	B217.1	Oak Point	††	..	.....		217.1
.....	.....	B218.6	KM		..	.....		218.6
.....	.....	B222.0	GC		..	.....		222.0
.....	.....	B226.8	Florence		..	.....		226.8
.....	6932	B232.0	Shinrock		..	.....		232.0
.....	6789	B236.3	Avery		..	.....		236.3
.....	.....	B240.2	Kimball	‖	..	.....		240.2
Yard	.....	B242.1	RT 99 ..... (End TC-Track 2).	‖	..	.....		242.1
.....	.....	B244.7	RT 4		..	.....		244.7
.....	.....	B246.0	Bragg Road		..	.....		246.0
.....	.....	B247.7	Harkness St.		..	.....		247.7
.....	.....	B247.8	Mini-Plant		C	.....		247.8
Yard	.....	B248.1	Center St	‖	..	.....		248.1

—At Cleveland Drawbridge, M.P. B184.5, when operator is not on duty and governing home signal indicates stop, train and engine crew members will be governed by instructions posted at the drawbridge. See special instructions in this timetable on page 47.

Note: All movements between Kimball and Center Street on signaled track are under the authority of the Bellevue Dispatcher. Between the following locations the north track (right track when moving west) is designated as Track 2 and the south track is designated as Track 1.

Kimball M.P. B240.2 to Bragg Road, M.P. B246.0, Track #1 (previously Eastbound Main). Kimball M.P. B240.2 to signal B243.5, Track #2 (previously Westbound Main).

Fostoria District — WESTWARD

Capacity of Tracks: Other Tracks In Cars	Capacity of Tracks: Sidings In Feet	MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSING	SEE SPEC. INST. SECTION 3	MILES FROM BUFFALO
Yard		B248.1	**Center St.**	‖				248.1
		B248.8	**Southwest St**	‖				248.8
		B249.0	**New Haven Conn.**	‖				249.0
		B254.0	**Colby**	‖				254.0
		B259.7	**Green Springs**					259.7
		B264.2	**Old Fort**	‖				264.2
		B269.0	**Narlo**					269.0
		B269.4	**Maple Grove**		A	◇IHRC		269.4
		B275.5	**Ilers**					275.5
Yard	4465E	B279.0	**Blair**	††				279.0
		B280.4	**Fostoria**	††	C	◇CSXT		*280.4
Yard		B282.0	**FS**	††				282.0
		B285.8	**DA/Arcadia**	‖				285.8
		B291.7	**East North Findlay**					291.7
	6773E	B293.1	**NORTH FINDLAY**		A	◇CR		293.1
	6288W	B294.5	**West North Findlay**					294.5
		B300.8	**McComb**					300.8
		B305.7	**Townwood**					305.7
		B308.0	**Yellow Creek**	‖				308.0
		B310.6	**Leipsic Jct**	‖	A	◇CSXT		310.6
		B311.4	**Leipsic**		A	◇GTW		311.4
	7346	B318.7	**Miller City**					318.7
		B324.2	**East Continental**					324.2
	7838W	B325.8	**CONTINENTAL**					325.8
	7110E	B327.1	**West Continental**					327.1
		B331.3	**Oakwood**					331.3
		B339.5	**Broughton**					339.5
	13202	B341.8	**Latty**					341.8
		B344.6	**Briceton**					344.6
	6822	B349.6	**Payne**					349.6
		B354.0	**Edgerton**					354.0
	6850	B358.3	**Dawkins**					358.3
		B360.0	**Casad**					360.0
	6124	B363.3	**New Haven**					363.3
		B365.4	**NE**		C	◇NS		365.4

—At North Findlay, the westward siding is north of the main track. At Continental, the westward siding is south of the main track.

—**Two CSXT crossings at Fostoria, former C&O crossing at M.P. B279.9 and former B&O crossing at M.P. B280.4.

—Between the following locations the north track (right track when moving west), is designated as track two (2) and the south track is designated as track one (1).

Colby (M.P. B254.0) to Center St. (M.P. B248.1)**
Old Fort (M.P. B264.2) to Green Springs (M.P. B259.0)
DA (M.P. B285.8) to FS (M.P. B282.0)
Leipsic Jct (M.P. B310.6) to Townwood (M.P. B305.7)

****NOTE:** Between Southwest St. and Center St. track number 1 is the south track and track 2 is the adjacent track to the north.

****NOTE:** All movements between Center St., M.P. B248.1 and New Haven Connection, M.P. B249 are under the authority of the Bellevue Dispatcher.

Chicago District — WESTWARD

Capacity of Tracks: Other Tracks In Cars	Capacity of Tracks: Sidings In Feet	MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSING	SEE SPEC. INST. SECTION 3	MILES FROM BUFFALO
		B365.4	**N.E.**		C	◇NS		365.4
Yard		B366.3	**East Wayne**					366.3
Yard		B367.2	**Four Mile Road**					367.2
		B371.6	**Fort Wayne**	††				371.6
		B372.7	**Runnion Ave**	††	C	◇CR		372.7
		B377.4	**Hadley**	‖				377.4
	6734	B381.9	**Dunfee**					381.9
		B386.9	**Raber**					386.9
	9420	B389.9	**Peabody**					389.9
	6627	B397.2	**South Whitley**					397.2
	9667	B403.3	**Sidney**					403.3
	6821	B410.9	**Claypool**		A	◇CR		410.9
		B415.9	**Burket**					415.9
		B419.8	**Mentone**					419.8
	6796	B420.8	**Clemer**					420.8
Yard	7488E	B431.0	**Argos**		C	◇NS		431.0
	7491W							
	8643	B438.9	**Hibbard**					438.9
	8674	B451.5	**Knox**					451.5
	6656	B463.0	**Thomaston**		A	◇CSXT		463.0
	9634	B468.0	**South Wanatah**					468.0
	6988	B473.9	**Nickel**					473.9
	8072	B480.7	**Spriggsboro**		C	◇GTW		480.7
	6696E	B488.3	**Hobart**					488.3
	6861W							
Yard		B497.9	**Van Loon**	††	C	◇EJ&E		497.9
		B500.5	**Osborn**	††	C	◇IHB		500.5
		B503.8	**Hammond**	††	C	◇CR		503.8
		B504.7	**State Line**	†† ††	C	◇CSXT IHB		504.7
		B505.9	**Burnham**	††	C	◇CR		505.9
		B507.9	**Cummings**	††	C			507.9
		B510.0	**110th St**	†† ††	C			510.0
Yard		B511.0	**Calumet Yard**					511.0
		B512.3	**Pullman Jct**		C	◇CRL & BRC		512.3
		B515.7	**81st Street**	‖	C			515.7
		B517.8	**Belt Jct**		C			517.8
		(9.2)						
		C9.8	**Forest Hill**		C	◇CSXT		518.4
Yard		C10.8	**Landers**					519.4
		C12.2	**Ashburn**		C	◇GTW		520.8

—At Argos and Hobart, westward siding is north of the main track.

NOTE: Single track over Cummings Drawbridge, M.P. 507.9.

—Between the following locations the north track (right track when moving west), is designated as track two (2) and the south track is designated as track one (1).

Hadley (M.P. B377.4) to Runnion (M.P. B372.7)
81st Street (M.P. B515.7) to Pullman Jct. (M.P. B512.3)

Gary Branch — WESTWARD

Capacity of Tracks: Other Tracks in Cars	Capacity of Tracks: Sidings in Feet	MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSING	SEE SPEC. INST. SECTION 3	MILES FROM TOLEDO
.....	.....	TC241.1	**Gary**	§	..	.....		241.1
.....	.....	TC243.4	**Tolleston**	§	..	.....		243.4
┌	.....	TC246.7	**Clarke Jct**	‖	C	◇CSXT		246.7
via	.....	TC251.9	**Hammond**	‖	..	.....		251.9
CSXT	.....	TC252.4	**State Line**	‖	..	.....		252.4

Fairport Branch — WESTWARD

Capacity of Tracks: Other Tracks in Cars	Capacity of Tracks: Sidings in Feet	MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSING	SEE SPEC. INST. SECTION 3	MILES FROM PERRY
.....	.....	PA0.0	**Perry**	§	..	.....		0.0
.....	.....	PA2.5	**Lane**	§	..	.....		2.5
.....	.....	PA5.8	**Hardy**	§	..	.....		5.8
.....	.....	PA8.0	**Fairport**	§	..	.....		8.0
.....	.....	PA8.8	**End of Track**	§	..	.....		8.8

—Dispatcher must not allow two crews to work on Fairport Branch without first assuring that crews will protect against each other.

—A crew that originates on the branch must confer with the dispatcher prior to making any moves.

—On-track equipment must get permission prior to occupying any track.

—Dispatcher must inform any crew on the branch prior to authorizing on-track equipment and must insure protection.

—Speed - Yard speed; not to exceed 20 MPH between M.P. PA0.0 and M.P. PA5.5, 15 MPH M.P. PA5.5 and M.P. PA8.8. All other tracks not to exceed 10 MPH.

Cleveland Belt - Line Branch — WESTWARD

Capacity of Tracks: Other Tracks in Cars	Capacity of Tracks: Sidings in Feet	MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSING	SEE SPEC. INST. SECTION 3	MILES FROM MAHONING RD
.....	.....	CB0.0	**Mahoning Road** ...	§	..	.....		0.0
.....	.....	CB0.7	**West Third St**	§	..	◇CSXT		0.7
.....	.....	CB1.0	**Belt Jct**	§	..	.....		1.0
.....	.....	CB1.6	**CV Crossing**	§	..	◇CV2		1.6
.....	.....	CB2.2	**W. E. Campbell Rd**	§	..	.....		2.2
.....	.....	CB2.6	**Jennings**	§	..	◇CSXT		2.6
.....	.....	CB2.7	**Redd**	§	..	.....		2.7
.....	.....	CB6.2	**Knob (Ridge Rd)** ..	§	..	.....		6.2
.....	.....	CB8.3	**Cloggsville Conn** ..	§	..	.....		8.3

—All switches between Cloggsville, M.P. CB8.3 and Campbell Road Yard, M.P. CB2.2 must be left lined for main track movement.

—Speed - Yard speed; on main not to exceed 10 MPH between M.P. CB0.0 and M.P. CB0.7, on main not to exceed 15 MPH between M.P. CB0.7 and M.P. CB8.3, all other tracks 10 MPH.

Woodburn Branch — WESTWARD

Capacity of Tracks: Other Tracks in Cars	Capacity of Tracks: Sidings in Feet	MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSING	SEE SPEC. INST. SECTION 3	MILES FROM TOLEDO
30	.....	TN78.7	**Woodburn**	§	..	.....		78.7
.....	.....	TN87.0	**New Haven**	§	..	.....		87.0

Michigan City Branch — NORTHWARD

Capacity of Tracks: Other Tracks In Cars	Capacity of Tracks: Sidings In Feet	MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSING	SEE SPEC. INST. SECTION 3	MILES FROM INDIANAPOLIS
Yard	.....	I109.7	**Argos**	§	C	◇NS		109.7
.....	.....	I118.3	**Plymouth**	§	A	◇CR		118.3
.....	.....	I125.0	**Tyner**	§	..	.....		125.0
30	.....	I131.3	**Walkerton**	§	C	◇CSXT		131.3
.....	.....	I137.3	**Dillon**	§	A	◇NS		137.3
30	.....	I139.6	**Stillwell**	§	C	◇GTW		139.6
60	.....	I146.3	**Laporte**	§	C	◇CR		146.3
.....	.....	I149.5	**Belfast**	§	..	.....		149.5
Yard	.....	I158.2	**Michigan City**	§	..	◇CSS & SB		158.2

South Bend Branch — WESTWARD

Capacity of Tracks: Other Tracks In Cars	Capacity of Tracks: Sidings In Feet	MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSING	SEE SPEC. INST. SECTION 3	MILES FROM SOUTH BEND
.....	.....	SK 0.0	**South Bend**	§	..	.....		0.0
.....	.....	SK 0.6	**Conrail Crossing**	§	..	◇CR-2		0.6
Yard	.....	SK 3.0	**South Bend Yard**	§	..	.....		3.0
.....	.....	SK11.9	**Pine**	§	..	.....		11.9
90	.....	SK16.7	**North Liberty**	§	..	.....		16.7
89	.....	SK24.0	**Dillon**	§	A	◇NS		24.0
.....	.....	SK27.5	**Kingsbury Wye**	§	..	.....		27.5

Maumee Branch — WESTWARD

Capacity of Tracks: Other Tracks In Cars	Capacity of Tracks: Sidings In Feet	MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSING	SEE SPEC. INST. SECTION 3	MILES FROM TOLEDO
.....	.....	TC0.0	**Toledo**	§	..	.....		0.0
.....	.....	TC1.3	**Sumner St Yard**	§	..	.....		1.3
.....	.....	TC3.3	**Walbridge Jct.**	§	..	.....		3.3
.....	.....	TC5.3	**Gould**	§	..	.....		5.3
.....	.....	TC8.6	**Wanick Jct**	§	..	.....		8.6
Yard	.....	TC9.2	**Maumee**	§	..	.....		9.2
.....	.....	TC10.3	**Delmont Jct**	§	..	.....		10.3
.....	.....	TC12.3	**Monclova**	§	..	.....		12.3

Detroit & Huntington District — WESTWARD

Capacity of Tracks: Other Tracks In Cars	Capacity of Tracks: Sidings In Feet	MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSING	SEE SPEC. INST. SECTION 3	MILES FROM DETROIT
			DETROIT DIST					
.....	.....	D0.0	**Detroit**		..	.....		0.0
.....	.....	D4.4	**Delray**	§§	C	◇CR		4.4
.....	.....	D5.2	**Rouge Bridge**	‖	C	.....		5.2
.....	.....	D5.6	**Ecorse Jct**	§§	C	◇CR		5.6
Yard	.....	D7.0	**Oakwood**	§§	..	.....		7.0
Yard	.....	D8.7	**Oakwood Jct**	§§	C	◇GTW		8.7
.....	4231E	D19.0	**Romulus**	††	C	◇CSXT		19.0
.....	.....	D23.2	**Belleville**	††	..	.....		23.2
.....	.....	D26.6	**Rawsonville Spur**	|	..	.....		26.6
.....	.....	D33.4	**Whitaker**	|	..	.....		33.4
Yard	2671W	D37.3	**Milan**	††	C	◇A.A.		37.3
.....	.....	D39.8	**West Milan**	††	..	.....		39.8
.....	.....	D46.7	**Britton**	|	..	.....		46.7
.....	.....	D54.2	**Raisin Center**	|	..	.....		54.2
Yard	2672W	D58.8	**Adrian**	‖	A	◇A&B		58.8
.....	.....	D59.8	**Page**	‖	..	.....		59.8
.....	.....	D61.2	**Stan**	‖	..	.....		61.2
.....	8842	D73.2	**North Morenci**	|	..	.....		73.2
.....	.....	D79.5	**Munson**	|	..	.....		79.5
.....	9211	D85.7	**Alvordton**	|	..	.....		85.7
.....	.....	D93.7	**Mode**	|	..	.....		93.7
Yard	.....	D97.4	**Montpelier**	‖	..	.....		97.4
			HUNTINGTON DIST	‖				
Yard	.....	D97.4	**Montpelier**	‖	..	.....		97.4
.....	5601	D104.4	**Blakesley**	|	..	.....		104.4
.....	8160	D113.9	**Butler**	|	C	◇CR		113.9
.....	.....	D122.7	**St. Joe**	|	C	◇CSXT		122.7
.....	5784	D125.3	**Spencerville**	|	..	.....		125.3
.....	5397	D130.6	**Grabill**	|	..	.....		130.6
.....	.....	D140.5	**NE**	|	C	◇NS		140.5
Yard	.....	D142.8	**Snake Track**	††	..	.....		142.8
.....	.....	D143.7	**Union**	‖	..	.....		143.7
.....	.....	D145.5	**Piqua**	‖	..	.....		145.5
.....	.....	D146.1	**Mike**	‖	C	◇CR		146.1
.....	.....	D149.2	**Hugo**	††	C	◇NS		149.2
100	17564	D157.3	**Roanoke**	|	..	.....		157.3
.....	15439	D165.8	**Mardenis**	|	..	.....		165.8
.....	.....	D170.4	**Huntington**	|	..	.....		170.4
.....	.....	D176.2	**Andrews**	|	..	.....		176.2
30	14630	D183.2	**Lagro**	|	..	.....		183.2
30	.....	D188.8	**Wabash**	|	..	.....		188.8
.....	.....	D200.2	**Junction**	|	..	.....		200.2
Yard	.....	D202.5	**Peru**	††	..	.....		202.5
.....	.....	D204.5	**West Peru**	††	..	.....		204.5

—Between the following locations the north track (right track when moving west), is designated as track two (2) and the south track is designated as track one (1).

Rouge Bridge (M.P. D5.2) to Delray (M.P. D4.4)
Stan (M.P. D61.2) to Raisin Center (M.P. D54.2)
Mode (M.P. D93.7) to Montpelier (M.P. D97.4)
Snake Track (M.P. D142.8) to Mike (M.P. D146.1)

New Castle District — WESTWARD

Capacity of Tracks: Other Tracks In Cars	Capacity of Tracks: Sidings In Feet	MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSING	SEE SPEC. INST. SECTION 3	MILES FROM CINCINNATI
Yard		CV110.7	**Clare**	‖				
		CV111.9	**Red Bank**	‖				
		CV112.3	**Valley**					7.5
		(CF7.5)						
via CR		CF10.1	**W. Oakley**					10.1
		CF10.6	**E. Oakley**					10.6
		CF16.4	**Mill**					16.4
	7975	CF20.4	**Crescentville**					20.4
		CF26.7	**Moseler**					26.7
		CF30.8	**Butler St**					30.8
via CSXT			**Hamilton**	‖				
		CF33.1	**New River Jct**	‖				33.1
	9871	CF37.2	**Seven Mile**					37.2
	7970	CF49.5	**Camden**					49.5
		CF59.8	**Eaton**					59.8
	10590	CF64.4	**Campbellstown**					64.4
	7964	CF73.0	**Richmond**					73.0
	7930	CF95.6	**Millville**					95.6
		CF99.5	**New Castle**					99.5
		CF101.9	**Cast East End**					101.9
		CF104.2	**Cast West End**					104.2
	7882	CF116.0	**Noell**					116.0
		CF119.9	**Sixth St**					119.9
		CF120.3	**Walnut St**		C	◇CR		120.3
Yard		CF122.0	**Bath**					122.0
	8465	CF127.7	**Royerton**					127.7
	9954	CF148.7	**Montpelier**					148.7
		CF158.6	**Bluffton**					158.6
	8810	CF169.0	**Kingsland**					169.0
		CF179.0	**Winter Road**					179.0
Yard		CF179.7	**Ferguson**					179.7
		CF184.1	**Hugo**		C	◇NS		184.1
		CF185.8	**Junction**		C	◇CR		185.8
		CF186.0	**Park**		C	◇CR		186.0
		CF186.5	**Runnion Ave**					186.5

Note1: Operation between Walnut Street and Bath is on Frankfort District. Frankfort District mile post location is M.P. SP173.9 for Walnut St., and M.P. SP172.2 for Bath. At Muncie, CR also crosses Frankfort District connection track at Elliott Street. Controlled interlocking in service.

Note 2: Control points at Valley, W. Oakley, W. Norwood and E. Oakley are controlled by Conrail Control Station, Indianapolis, Indiana. Conrail rules, timetable and special instructions govern.

Note 3: Interlocking at E. Norwood is controlled by CSXT Control Station. CSXT rules, timetable and special instructions govern.

Note 4: Between the following locations the north track (right track when moving west) is designated as two (2) and the south track is designated as track one (1).

Clare M.P. CV110.7 and Red Bank M.P. CV111.9

Cincinnati District — WESTWARD

Capacity of Tracks: Other Tracks In Cars	Capacity of Tracks: Sidings In Feet	MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSING	SEE SPEC. INST. SECTION 3	MILES FROM PORTSMOUTH
		CT105.0	**Vera**		C			3.5
		CT96.8	**McDermott**					11.7
	6090	CT94.0	**Brookside**					14.5
	5588	CT82.0	**Rarden**					26.5
60		CT71.9	**Peebles**					36.6
	6055	CT67.0	**Lawshe**					41.5
	5990	CT60.5	**Mt. Zion**					48.0
40	5905	CT47.4	**Sardinia**					61.1
40	5962	CT30.6	**Afton**					77.9
	3926	CT24.0	**Batavia**					84.5
	6847	CT13.0	**Ancor**					96.4
		CT 9.0	**Clare**					99.5
		(CV110.7)						
		CV111.9	**Red Bank**	‖				100.7
via CR		OB7.5	**Valley**					101.1
		OB10.1	**West Oakley**					103.7
		OB10.6	**West Norwood**					104.2
via CSXT		OB11.1	**East Norwood**		C			104.7
Yard			**Gest Street**					114.0

Note1: Control points at Valley, W. Oakley, W. Norwood and E. Oakley are controlled by Conrail Control Station, Indianapolis, Indiana. Conrail rules, timetable and special instructions govern.

Note 2: Interlocking at E. Norwood, is controlled by CSXT control Station, CSXT rules, timetable and special instructions govern.

Note 3: Between the following locations the north track (right track when moving west) is designated as two (2) and the south track is designated as track one (1).

Clare M.P. CV110.7 and Red Bank M.P. CV111.9

Columbus District — WESTWARD

Capacity of Tracks: Other Tracks In Cars	Capacity of Tracks: Sidings In Feet	MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSING	SEE SPEC. INST. SECTION 3	MILES FROM NORFOLK
		N608.5	**Vera**	††	C			568.8
		N613.0	**George**	††				571.3
		N617.4	**Lucasville**	††				576.7
10		N626.6	**Sargents**	††				584.4
		N630.8	**Piketon (Teays)**	††				589.2
		N635.0	**Glen Jean**	††	C			593.6
10		N636.0	**Waverly**	††				594.6
		N642.0	**Omega**	††				599.8
		N652.0	**Lunbeck**					610.2
	5100	N655.1	**Renick**	‖	C	◇CSXT		613.3
		N655.8	**Chillicothe**	‖				614.2
		N657.0	**Scioto**	‖				615.2
10		N666.7	**Kingston**	††				624.5
40	10964	N673.0	**Dorney**	††				631.0
		N675.7	**Circleville**	††				633.6
		N684.5	**Ashville**	††				642.4
		N692.0	**Miner**	††				650.6
Yard		N696.7	**Valley Crossing**	††	C	◇CSXT		654.6
Yard		N698.8	**Bannon**		C	◇CR		656.8
		N703.0	**JO**	‖				660.0
		N704.3	**Joyce Ave**	‖				661.7
		N704.6	**C.W. Tower**	‖	C	◇CR		662.0

—Between the following locations the north track (right track when moving west), is designated as track two (2) and the south track is designated as track one (1).

Lunbeck (M.P. N652.0) to Chillicothe (M.P. N655.8)
Bannon (M.P. N698.8) to C.W. Tower (M.P. N704.6)

Sandusky District — WESTWARD

Capacity of Tracks: Other Tracks In Cars	Capacity of Tracks: Sidings In Feet	MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSING	SEE SPEC. INST. SECTION 3	MILES FROM NORFOLK
		S1.1	**C.W. Tower**	‖	C	◇CR		662.0
		S2.1	**Fields**	‖				663.0
		S8.6	**Worthington**	‖	C	◇CR		670.5
		S13.6	**Powell Road**	‖				675.5
		S23.4	**Delaware**	|				685.0
		S26.0	**MP 26**	|				687.4
		S31.2	**Troyton**	‖				692.6
30		S36.0	**Waldo**	|				696.4
		S43.0	**South Marion**	|				704.4
Yard		S45.2	**Marion**	‖	C	◇CR		706.6
		S51.2	**Harvey**	‖				712.6
		S62.9	**Colsan**	|	C	◇CR		724.3
60	13065	S66.0	**Benson**	|				726.7
		S73.7	**Chatfield**	|	C	◇WLE		735.1
		S78.1	**North Carrothers**	‖				739.3
		S83.1	**Attica Jct**	|	C	◇CSXT		744.5
	10050	S90.3	**Frank**	|				751.7
	7875	S95.6	**Flat Rock**	|				757.0
		S95.8	**Southwest St**	|				757.3
Yard		S96.4	**Center St**	|				757.9
		S98.3	**Potter Road**	|				759.8
Yard		S105.9	**Bayside**	|				767.4
		S109.3	**Sandusky**	|	C	◇CR		772.0

—Between the following locations the north track (right track when moving west), is designated as track two (2) and the south track is designated as track one (1).

C.W.Tower (M.P. S1.1) to Powell Road (M.P. S13.6)
M.P. 26 (M.P. S26.0) to Troyton (M.P. S31.2)
South Marion (M.P. S43.0) to Harvey (M.P. S51.2)
Chatfield (M.P. S73.7) to North Carrothers (M.P. S78.1)

NOTE: All movements between Southwest St. and Bayside are under the authority of the Bellevue Dispatcher.

Toledo District — EASTWARD

Capacity of Tracks: Other Tracks In Cars	Capacity of Tracks: Sidings In Feet	MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSING	SEC. INST.	SECTION 3	MILES FROM TOLEDO
.....	.....	CS2.1	**Toledo**	§	..	◇A.A.			2.1
			(Manhattan Jct)	§					
.....	.....	CS2.5	**Summit St**	§	..	.....			2.5
.....	.....	CS2.8	**Drawbridge**	§	C	.....			2.8
Yard	.....	T5.4	**Ironville**	§	C	◇CSXT			3.7
		(CS3.7)		§					
Yard	.....	T6.5	**Homestead**	§	..	.....			6.5
.....	.....	T8.0	**Mile Post 8**		..	.....			8.0
.....	4282	T13.6	**Williston**		..	.....			13.6
.....	.....	T26.0	**Oak Harbor**		..	.....			26.0
.....	.....	T37.7	**Fremont**		..	.....			37.7
.....	6370	T41.1	**Green Creek**		..	.....			41.1
.....	.....	T46.8	**Clyde**		..	.....			46.8
Yard	.....	T50.7	**Kilnes**		..	.....			50.7
.....	.....	T53.1	**Mad River Conn** ...		..	.....			53.1
.....	.....	T54.7	**Yeomans**		..	.....			54.7

—Permisson for movement to and from Cherry Street Branch at Manhattan Jct. will be secured from the Ironville Control Station. At Milepost T8.0 westward trains must have permission from Homestead Yardmaster to enter yard. At Milepost T8.0 eastward trains must have permission from Homestead Yardmaster or Ironville Control Station under the direction of the Dispatcher to depart yard.

—All movements on the Bellevue-Yeomans Connection between Mini-Plant Milepost B247.8 and Yeomans Milepost T54.7 are under the authority of the Bellevue Dispatcher. Traffic Control is in effect.

Maximum speed - M.P. B247.8 to M.P. T53.5 - 15 MPH
M.P. T53.4 to M.P. T54.7 - 25 MPH

—All movements on the Lakeshore connection between Yeomans M.P. T54.9 and Bellevue Tower, M.P. B248.2 are under the authority of the Bellevue Dispatcher. Maximum speed is 15 MPH.

Toledo Maumee Connection — EASTWARD

Capacity of Tracks: Other Tracks In Cars	Capacity of Tracks: Sidings In Feet	MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSING	SEC. INST.	SECTION 3	MILES FROM GOULD
.....	.....	TM12.6	**Gould**	§	..	.....			0
.....	.....	TM10.6	**Nasby**	§	C	◇CR			2.0
30	.....	TM9.7	**Hill Ave**	§	..	.....			2.9
.....	.....	TM9.1	**Vulcan**	§	..	◇CR			3.5
.....		TM5.0	**NS**	§	..	.....			7.6
.....	via	4.6	**Temperance**	§	..	.....			8.0
.....	CSXT	3.1	**Tower K**	§	C	◇CR			9.5
.....		2.1	**Hallett**	§	C	◇A.A.			10.5
.....		3.7	**A.A. Connection** ..	§	..	.....			.....
	via		**Track**	§					
.....	A.A.	TM1.7	**Boulevard**	§§	..	.....			.....
.....		TM0.0	**Manhattan Jct**	§§	..	.....			.....

—Trains or engines moving on the Toledo Maumee Connection, in either direction between M.P. 5 and M.P. 12.6 must obtain permission from Ironville Control Station Operator before proceeding and must nofity Ironville Control Station Operator when movment is clear of this trackage. Yard Limits are in effect, NS Operating Rule 93 applies. Trains or engines must not proceed onto CSXT at M.P. 5 or M.P. 2.1, without permission from CSXT Dispatcher, Road Channel 14-14 - Tone 5 to obtain D.T.C. authority and must be governed by CSXT Operating Rules. Trains or engines must not proceed onto the Ann Arbor at M.P. 3.7 or M.P. 0.0, without permission from Hallett Tower Operator. NS Operating Rule 93 applies. All movements on Toledo/Maumee connection to Maumee Branch at Gould must have permission from yardmaster or supervisor on duty before occupying Maumee Branch.

—Maximum authorized speed on Toledo Maumee Connection is 20 MPH.

Lima & Frankfort Districts — WESTWARD

Capacity of Tracks: Other Tracks In Cars	Capacity of Tracks: Sidings In Feet	MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSING	SPEC. INST. SECTION 3	MILES FROM SANDUSKY
			LIMA DISTRICT					
.....	.....	SP48.4	**DA (Arcadia)**	§	..	.....		48.4
.....	6898	SP54.3	**Weidlers**	§	..	.....		54.3
.....	.....	SP57.0	**Findlay**	§	C	◇CR		57.0
.....	6883	SP59.6	**Evans**	§	..	.....		59.6
.....	.....	SP69.2	**Mt. Cory**	§	..	.....		69.2
.....	6160	SP79.7	**Beaver Dam**	§	..	.....		79.7
.....	.....	SP87.4	**Morris**	§	A	◇GTW		87.4
.....	.....	SP88.8	**NS Tower**	§	C	◇CR		88.8
.....	.....	SP90.4	**Erie Jct.**	††	C	◇CR		90.4
Yard	.....	SP90.5	**South Lima**	§	..	.....		90.5
Yard	.....	SP91.5	**South Lima Yard** ..	§	A	CSXT		91.5
Yard	.....	SP95.0	**Gate**	§	..	.....		95.0
			FRANKFORT DIST					
.....	.....	SP136.0	**Hale**	§	..	.....		136.0
120	.....	SP145.8	**Portland**	§	..	.....		145.8
.....	4282	SP156.7	**Red Key**	§	A	◇CR		156.7
.....	6800	SP164.0	**Ayers**	§	..	.....		164.0
Yard	.....	SP172.2	**Muncie East Yard** .	§	..	.....		172.2
.....	6891	SP172.3	**Liberty**	§	..	.....		172.3
.....	.....	SP172.4	**Bath**		..	.....		172.4
.....	.....	SP173.9	**Walnut St.**		..	.....		173.9
.....	.....	SP174.3	**Elliott St.**		..	.....		174.3
.....	6824	SP176.2	**Vernon**	§	..	.....		176.2
.....	7144	SP184.4	**Gilman**	§	..	.....		184.4
.....	.....	SP189.9	**Alexandria**	§	A	◇CR		189.9
.....	6864	SP204.4	**Hobbs**	§	..	.....		204.4
Yard	.....	SP209.3	**Tipton**	§	A	◇CERA		209.3
.....	6967	SP210.3	**ZA Siding**	§	..	.....		210.3
130	.....	SP219.2	**Kempton**	§	..	.....		219.2
.....	6849	SP225.1	**Hillisburg**	§	..	.....		225.1
.....	.....	SP234.2	**Frankfort**	§	..	◇CR		234.2
Yard	.....	SP234.7	**Frankfort Yard**	§	..	.....		234.7

—Lima District. Line from Erie Jct., M.P. SP90.4 to Gate, M.P. SP95.0 is the Lima Running Track. All movements must operate at yard speed not exceeding 10 MPH and expecting to find all switches lined against movement. Switches in this territory may be left lined for last move.

SPECIAL INSTRUCTIONS

EASTERN STANDARD TIME IS IN EFFECT ON LAKE DIVISION

1. STANDARD CLOCKS AND BULLETIN BOOKS

Location	Office	Standard Clock	Bulletin Book
Adrian	Depot	X	X
Argos	Station	X	X
Bellevue	Rt. 4 Administration Bldg.-Lobby & Tower	X	X
	Bragg Rd.-Locker Rm	X	X
Buffalo	Buffalo Junction	X	X
Chicago	Calumet Yd. Ofc	X	X
	Calumet Yd. Crew Rm.	X	X
	Landers Tower Building	X	X
Cincinnati			
Gest St.	Ready Room	X	X
Clare	Yard Office	X	X
Ludlow	Ready Room	X	X
Circleville	Crew Locker Room	X	X
Cleveland	Yard Office	X	X
Columbus	Watkins Yard	X	X
Conneaut	Yard Office	X	X
Detroit	Oakwood Engine Term.	X	X
	Manifest Yard	X	X
Fostoria	Yard	X	X
Ft. Wayne	E. Wayne Yd. Ofc.	X	X
Ft. Wayne	Dispatcher's Ofc.	X	X
Frankfort	Yard	X	X
Fremont	Office	X	X
Maumee	Depot	X	X
Milan	Depot	X	X
Montpelier	Yard Office	X	X
Muncie	East Yard	X	X
Peru	Yd. Ofc.	X	X
Portsmouth	Yard Office	X	X
Roanoke	Yard Office	X	X
Sandusky	Yard Office	X	X
South Bend	Yard Office	X	X
South Lima	Yard Office	X	X
South Lorain	Trainmen's Room	X	X
St. Thomas	Yard Office	X	X
Toledo	Ironville Tower	X	X
	Homestead Yard	X	X

X - Indicates location.

2. CLEARANCE CARDS/DISPATCHER'S BULLETINS

A. Clearance Cards

Not Applicable

B. Dispatcher's Bulletins

Engineers and conductors must receive a current Dispatcher's Bulletin addressed to their train before leaving their initial station. Engineers and conductors must show Dispatcher's Bulletin to other members of their crew and they must read and be familiar with the contents and assist engineer and conductor in complying with the requirements contained therein.

When Dispatcher's Bulletins are received, all crew members, when reading bulletins, must be certain that the total number of items and messages indicated above the Dispatcher's initials, correspond with actual numbers of items and messages listed in the Bulletins. If any discrepancy is noted, the Dispatcher must immediately be contacted for further instructions.

Instructions contained in Dispatcher's Bulletins must be complied with on all trips during the tour of duty on which the Bulletins are received.

When Engineer and/or conductor are relieved before the completion of a trip, Dispatcher's Bulletins held must be delivered to the relieving Engineer and/or conductor. Such bulletins must be compared by Engineer and Conductor before proceeding. When tying up on line, Dispatcher's Bulletins must be retained and inspected on next tour of duty. When this is done, Engineer or Conductor must contact Dispatcher prior to commencing next tour for further instructions, if any.

Each Dispatcher is responsible for the correctness of the context of the Dispatcher's Bulletins issued on the territory. Each Dispatcher is responsible for seeing that Engineer and Conductor of originating train receives a copy at designated location. Additions to and deletions of items in Dispatcher's Bulletins must be made without delay and such changes must be promptly provided to concerned trains while enroute.

When Dispatcher is relieved, the Dispatcher must see that the relieving Dispatcher has a clear understanding of changes needed for updating of Dispatcher's Bulletins. Any additions or deletions that have not been provided to trains enroute must be clearly conveyed. This information must also be included in Dispatcher's written transfer, as provided in the Operating Rules.

Dispatcher's Bulletins will be issued at Portsmouth, Circleville, Columbus, Gest Street, Clare, Toledo, Bellevue, Cleveland, South Lorain, Conneaut, Buffalo, Fostoria, Lima, Muncie, Frankfort, Homestead, Oakwood, Milan, Montpelier, Peru, East Wayne Yard, Fremont, Chicago (Calumet and Landers), Maumee, Argos, South Bend, and Michigan City CSS&SB. Dispatcher's Bulletins can be sent to any FAX machine at outlying points.

3. RAILROAD CROSSINGS AT GRADE

(TYPE: A = AUTOMATIC SIGNALS C = CONTROLLED SIGNALS)

a. Interlocked

LOCATION	M.P.	TYPE	LINE/RR
Buffalo District			
CP Draw	M.P. B2.4	C	Conrail
GB	M.P. B7.0	C	B&S (Note 1)
AK Dunkirk	M.P. B41.1	C	Conrail (Note 1)
Cleveland District			
NP	M.P. B129.2	C	Conrail (Note 2)
Lorain	M.P. B210.5	C	CSXT
Fostoria District			
Maple Grove	M.P. B269.4	A	IHRC
Fostoria	M.P. B279.9	C	CSXT (Former C&O) (Note 2)
Fostoria	M.P. B280.4	C	CSXT (Former B&O) (Note 2)
North Findlay	M.P. B293.1	A	CR
Leipsic Jct	M.P. B310.6	A	CSXT
Leipsic	M.P. B311.4	A	GTW
NE	M.P. B365.4	C	NS
Chicago District			
NE	M.P. B365.4	C	NS
Runnion Ave.	M.P. B372.7	C	CR
Claypool	M.P. B410.9	A	CR
Argos	M.P. B431.0	C	NS
Thomaston	M.P. B463.0	A	CSXT
Spriggsboro	M.P. B480.7	C	GTW (Note 2)
Vanloon	M.P. B497.9	C	EJ&E

3. RAILROAD CROSSINGS AT GRADE (Cont'd)

(TYPE: A = AUTOMATIC SIGNALS C = CONTROLLED SIGNALS)

a. Interlocked (Cont'd)

LOCATION	M.P.	TYPE	LINE/RR
Chicago District (Cont'd)			
Osborn	M.P. B500.5	C	IH&B (Note 2)
Hammond	M.P. B503.8	C	Conrail (Note 2)
Stateline	M.P. B504.7	C	CSXT & IH&B (Note 2)
Burnham	M.P. B505.9	C	Conrail (Note 2)
Pullman Jct	M.P. B512.3	C	CRL & BRC
Belt Jct	M.P. B517.8 (C9.2)	C	BRC (Note 2)
Forest Hill	M.P. C9.8	C	CSXT (Note 2)
Ashburn	M.P. C12.2	C	GTW
Michigan City Branch			
Argos	M.P. I109.7	C	NS
Plymouth	M.P. I118.3	A	CR
Walkerton	M.P. I131.3	C	CSXT
Dillon	M.P. I137.3	A	NS
Stillwell	M.P. I139.6	C	GTW
LaPorte	M.P. I146.3	C	CR (Note 4)
South Bend Branch			
Dillon	M.P. SK24.0	A	NS
Detroit District			
Delray	M.P. D4.4	C	CR (Note 2)
Ecorse Jct	M.P. D5.6	C	CR
Oakwood Jct	M.P. D8.7	C	GTW
Romulus	M.P. D19.0	C	CSXT (Notes 2 & 3)
Milan	M.P. D37.3	C	A.A.
Adrian	M.P. D58.8	A	A&B
Huntington District			
Butler	M.P. D114.9	C	CR (Note 2)
St. Joe	M.P. D122.7	C	CSXT (Note 2)
NE	M.P. D140.5	C	NS
Mike	M.P. D146.0	C	CR
Hugo	M.P. D149.2	C	NS
New Castle District			
Walnut St.	M.P. CF120.3	C	CR (Note 2)
Elliott St.	M.P. SP174.3	C	CR (Note 2)
Hugo	M.P. CF184.1	C	NS
Junction	M.P. CF185.8	C	CR
Park	M.P. CF186.0	C	CR
Columbus District			
Renick	M.P. N655.1	C	CSXT
Valley Crossing	M.P. N696.7	C	CSXT (Note 2)
Bannon	M.P. N698.8	C	CR
C.W. Tower	M.P. N704.6	C	CR
Sandusky District			
C.W. Tower	M.P. S1.1	C	CR
Worthington	M.P. S8.6	C	CR (Note 2)
Marion	M.P. S45.2	C	CR (Note 2)
Colsan	M.P. S62.9	C	CR (Note 2)
Chatfield	M.P. S73.7	C	WLE
Attica Jct	M.P. S83.1	C	CSXT (Note 2)
Sandusky	M.P. S109.3	C	CR (Note 2)
Toledo District			
Ironville	M.P. T5.4	C	CSXT
Toledo-Maumee Connection			
Nasby	M.P. 10.6	C	CR (Note 2)

3. RAILROAD CROSSINGS AT GRADE (Cont'd)
(TYPE: A = AUTOMATIC SIGNALS C = CONTROLLED SIGNALS)

a. Interlocked (Cont'd)

LOCATION	M.P.	TYPE	LINE/RR
Lima District			
Findlay	M.P. SP57.0	C	CR (Note 2)
Morris	M.P. SP87.4	A	GTW
Lima - NS Tower	M.P. SP88.8	C	CR (Note 2)
Erie Jct.	M.P. S90.4	C	CR (Note 2)
South Lima Yard	M.P. SP91.5	A	CSXT
Frankfort District			
Red Key	M.P. SP156.7	A	CR
Elliott St	M.P. SP174.3	C	CR (Note 2)
Alexandria	M.P. SP189.9	A	CR
Tipton	M.P. SP209.3	A	CERA

Note 1. At B&S crossing, GB, M.P. 6.9, and at CR crossing, AK, M.P. 41.1, when the Home signal indicates Stop, in addition to securing permission from the dispatcher to pass the signal, crew members will also be governed by instructions posted at the crossing.

Note 2. At the railroad crossings shown as Note 2, authority must not be granted for a train, engine or non-insulated on-track equipment to pass a home signal in Stop position until the control station has conferred with the dispatcher or operator of the crossline railroad and has determined that the home signals for crossline movements are in Stop position.

* At interlockings at Colson, NP and Fostoria (M.P. B279.9), Osborn, M.P. B500.5, Burnham, M.P. B505.9, Belt Jct., M.P. B517.8 (C9.2), Forest Hill, M.P. C9.8, Note 2 above also applies to insulated on-track equipment.

Note 3. The following instructions will govern train and engine operation at the Controlled Interlocking, Romulus, Michigan, M.P. D19.0:

(1) Movements approaching the Interlocking in either direction on either track must approach the home signal prepared to stop if the train or engine has averaged less than ten (10) miles per hour between the approach signal and the home signal.

(2) If excess time is consumed by a westward movement on either track in approach to the home signal, the route established for the movement will be released and the home signal will change to stop. The proceed indication may be restored by pressing the reclearing button (located just west of the westward home signal) for the track to be used.

(3) Permission must be secured from the dispatcher, in all cases, before a train or engine in either direction passes a home signal indicating stop. If the dispatcher cannot clear the governing home signal he will instruct a crew member to comply with the instructions posted in the emergency release box (marked NS and located in the northeast quadrant of the crossing). The emergency pushbutton must not be operated without permission from the dispatcher.

(4) The dispatcher must not authorize a train or engine to pass a home signal indicating stop, or operation of the emergency pushbutton, until he has first conferred with the CSXT dispatcher and has determined that home signals for CSXT movements are in stop position. Operating Rules 403, 441 & 461 are supplemented accordingly.

Note 4. Conrail interlocking at La Porte, Indiana. When the governing signal at CP 462 (La Porte) indicates stop, permission to pass the signal must be obtained from the Conrail Chicago East Train Dispatcher at 313-323-5867.

INSTRUCTIONS FOR MOVEMENT WHEN GOVERNING HOME SIGNAL DISPLAYS STOP INDICATION AT THE FOLLOWING LOCATIONS:

MAPLE GROVE, OHIO - AUTOMATIC INTERLOCKING - IHRC

Maple Grove, Ohio, is an automatic interlocking in traffic control territory. There is one NS track that crosses one IHRC track at this location. The release box for the NS Main Track is located north of the track. Operating Rule 462 applies. When governing home signal displays stop and there is no evidence of movement on, or approaching on, the conflicting route then:

1. OBTAIN AUTHORITY FROM NS DISPATCHER TO EXECUTE THESE INSTRUCTIONS BEFORE PROCEEDING.
2. RED INDICATOR LIGHT LIGHTED:

   Operate emergency push button, hold for one (1) second, then release. Wait four (4) minutes.

   1) Home signal should display proceed indication. Proceed on signal indication.
   2) If home signal fails to display proceed indication after four minutes.
      a. WHITE INDICATOR LIGHT LIGHTED: Train or engine may pass home signal displaying stop at Restricted Speed.
      b. WHITE INDICATOR LIGHT NOT LIGHTED: Train or engine may pass home signal displaying stop to occupy track section between home signal and conflicting route, without fouling the conflicting route.

      Wait FIVE (5) minutes.

      If no conflicting movement is evident, train or engine may proceed at Restricted Speed.
3. RED INDICATOR LIGHT NOT LIGHTED:

   Wait three (3) minutes, then operate emergency push button, hold for one (1) second, then release.

   Wait four (4) minutes.

   1) Home signal should display proceed indication. Proceed on signal indication.
   2) If home signal fails to display proceed indication after four minutes.
      a. WHITE INDICATOR LIGHT LIGHTED: Train or engine may pass home signal displaying stop at restricted speed.
      b. WHITE INDICATOR LIGHT NOT LIGHTED: Train or engine may pass home signal displaying stop to occupy track section between home signal and conflicting route, without fouling the conflicting route.

      Wait FIVE (5) minutes.

      If no conflicting movement is evident, train or engine may proceed at Restricted Speed.
4. **LOCK RELEASE BOX BEFORE LEAVING.**

NORTH FINDLAY, OHIO - AUTOMATIC INTERLOCKING - CR

North Findlay, Ohio, is an automatic interlocking in traffic control territory. There are two NS tracks that cross one CR track at this location. The release box for the NS North Track (Westward Siding) is located north of the track. The release box for the NS South Track (Main Track) is located south of the track. Operating Rule 462 applies. When governing home signal displays stop and there is no evidence of movement on, or approaching on, the conflicting route then:

1. OBTAIN AUTHORITY FROM NS DISPATCHER TO EXECUTE THESE INSTRUCTIONS BEFORE PROCEEDING.

2. INDICATOR LIGHT LIGHTED:

Operate emergency push button, hold for one (1) second, then release.

1) If indicator light is flashing continuously, train or engine may pass home signal displaying stop at Restricted Speed.

2) If indicator light is lighted and not flashing continuously, train or engine may pass home signal displaying stop to occupy track section between home signal and conflicting route, without fouling the conflicting route.

Wait FIVE (5) minutes.

If no conflicting movement is evident, train or engine may proceed at Restricted Speed.

3. INDICATOR LIGHT NOT LIGHTED:

Operate emergency push button, hold for one (1) second, then release.

Wait FIVE (5) minutes.

1) Home signal should display proceed indication. Proceed on signal indication.

2) If home signal fails to display proceed indication after five minutes, train or engine may pass home signal displaying stop to occupy track section between home signal and conflicting route, without fouling the conflicting route.

Wait FIVE (5) minutes.

If no conflicting movement is evident, train or engine may proceed at Restricted Speed.

4. **LOCK RELEASE BOX BEFORE LEAVING.**

LEIPSIC JUNCTION, OHIO - AUTOMATIC INTERLOCKING - CSXT

Leipsic Junction, Ohio, is an automatic interlocking in traffic control territory. There is one NS track that crosses two CSXT tracks at this location. The release box for the NS Main Track is located north of the track. Operating Rule 462 applies. When governing home signal displays stop and there is no evidence of movement on, or approaching on, either conflicting route then:

1. OBTAIN AUTHORITY FROM NS DISPATCHER TO EXECUTE THESE INSTRUCTIONS BEFORE PROCEEDING.

2. Operate emergency push button, hold for one (1) second, then release.

Wait FIVE (5) minutes.

1) Home signal should display proceed indication. Proceed on signal indication.

2) If home signal fails to display proceed indication after five minutes:

a) INDICATOR LIGHT LIGHTED: Train or engine may pass home signal displaying stop at Restricted Speed.

b) INDICATOR LIGHT NOT LIGHTED: Train or engine may pass home signal displaying stop to occupy track section between home signal and first conflicting route, without fouling the conflicting route.

Wait FIVE (5) minutes.

If no conflicting movement is evident, train or engine may proceed at Restricted Speed.

3. **LOCK RELEASE BOX BEFORE LEAVING.**

LEIPSIC, OHIO - AUTOMATIC INTERLOCKING - GTW

Leipsic, Ohio, is an automatic interlocking in traffic control territory. There is one NS track that crosses one GTW track at this location. The release box for the NS Main Track is located north of the track.

Operating Rule 462 applies. When governing home signal displays stop and there is no evidence of movement on, or approaching on, the conflicting route then:

1. OBTAIN AUTHORITY FROM NS DISPATCHER TO EXECUTE THESE INSTRUCTIONS BEFORE PROCEEDING.

2. WHITE INDICATOR LIGHT LIGHTED:

Operate emergency push button, hold for one (1) second, then release.

1) RED INDICATOR LIGHT LIGHTED: Train or engine may pass home signal displaying stop at Restricted Speed.

2) RED INDICATOR LIGHT NOT LIGHTED: Train or engine may pass home signal displaying stop to occupy track section between home signal and conflicting route, without fouling the conflicting route.

Wait FIVE (5) minutes.

If no conflicting movement is evident, train or engine may proceed at Restricted Speed.

3. WHITE INDICATOR LIGHT NOT LIGHTED:

Operate emergency push button, hold for one (1) second, then release. Wait TEN (10) minutes.

1) RED INDICATOR LIGHT LIGHTED: Train or engine may pass home signal displaying stop at Restricted Speed.

2) RED INDICATOR LIGHT NOT LIGHTED: Train or engine may pass home signal displaying stop to occupy track section between home signal and conflicting route, without fouling the conflicting route.

Wait FIVE (5) minutes.

If no conflicting movement is evident, train or engine may proceed at Restricted Speed.

4. **LOCK RELEASE BOX BEFORE LEAVING.**

CLAYPOOL, INDIANA - AUTOMATIC INTERLOCKING - CR

Claypool, IN, is an automatic interlocking in Traffic Control Territory. There is one NS track that crosses one Conrail track at this location. The release box for the Norfolk Southern Main Track is located in the Southwest quadrant of the crossing. Operating Rule 462 applies. When Home Signal displays "STOP" and there is no evidence of movement on, or approaching on, the conflicting route, then:

1. Obtain authority from Norfolk Southern Dispatcher to execute these instructions before proceeding.

2. IF INDICATOR LAMP IS LIGHTED:

Push push button, hold depressed for one (1) second, then release. If governing signal does not display an indication to proceed after expiration of EIGHT (8) minutes time release interval, proceed at Restricted Speed.

3. IF INDICATOR LAMP IS NOT LIGHTED:

Cross-line home signal may be displaying an indication to proceed. Wait until movement over crossing is completed or until it is evident there is no movement closely approaching before operating push button. After operating push button, wait EIGHT (8) minutes for governing signal to display an indication to proceed. If it does not, pass signal, but stop before fouling cross-line track and wait EIGHT (8) minutes. If no conflicting movement is evident, proceed at Restricted Speed.

4. **LOCK RELEASE BOX BEFORE LEAVING.**

THOMASTON, INDIANA - AUTOMATIC INTERLOCKING - CSXT

Thomaston, IN, is an automatic interlocking in Traffic Control Territory. There is one NS track that crosses one CSXT track at this location. The release box for the Norfolk Southern Main Track is located in the Northwest quadrant of the crossing. Operating Rule 462 applies. When Home Signal displays "STOP" and there is no evidence of movement on, or approaching on, the conflicting route, then:

1. Obtain authority from Norfolk Southern Dispatcher to execute these instructions before proceeding.
2. IF INDICATOR LAMP IS LIGHTED:
   Push push button, hold depressed for one (1) second, then release. If governing signal does not display an indication to proceed after expiration of FOUR (4) minutes time release interval, proceed at Restricted Speed.
3. IF INDICATOR LAMP IS NOT LIGHTED:
   Cross-line home signal may be displaying an indication to proceed. Wait until movement over crossing is completed or until it is evident there is no movement closely approaching before operating push button. After operating push button, wait FOUR (4) minutes for governing signal to display an indication to proceed. If it does not, pass signal, but stop before fouling cross-line track and wait FIVE (5) minutes. If no conflicting movement is evident, proceed at Restricted Speed.
4. **Lock release box before leaving.**

PLYMOUTH, INDIANA - AUTOMATIC INTERLOCKING - CR

Plymouth, IN, is an automatic interlocking in Non-signaled Track Warrant Territory. One Norfolk Southern track crosses one Conrail track at this location. Operating Rule 462 applies. When governing Home Signal displays "STOP" and there is no evidence of movement on, or approaching on, the conflicting route, then:

1. IF RED INDICATOR LIGHT IS LIGHTED:
   Push button and after six (6) minutes, the signal required should now display "PROCEED" indication.
2. IF RED INDICATOR LIGHT IS NOT LIGHTED:
   Wait nine (9) minutes before pushing the button as signal may be cleared for Conrail movement.
3. After waiting nine (9) minutes, push button and after six (6) minutes, the signal required should now display a "PROCEED" indication.
4. In case a proceed signal is not displayed after operating push button:
   A. If white indicator light is lighted, movement may proceed if no other movements are on, or closely approaching on, the conflicting route.
   B. If white indicator light is not lighted, movement may pass the home signal but stop clear of conflicting route. After waiting five (5) minutes, if no other movements are on, or closely approaching on conflicting route, movement may proceed.
5. If it is necessary to use any of the procedures above, notify Norfolk Southern Dispatcher.
6. **Lock release box before leaving.**

DILLON, INDIANA - AUTOMATIC INTERLOCKING - NS

Dillon, IN, is an automatic interlocking in Non-signaled Track Warrant Territory. One NS track (Michigan City Branch) crosses one NS track (South Bend Branch). Release box is located in Northwest quadrant of the crossing. Operating Rule 462 applies. **Lock release box before leaving.**

ADRIAN, MICHIGAN - AUTOMATIC INTERLOCKING - A&B RR

Adrian, Michigan, is an automatic interlocking in Traffic Control Territory. There are two NS tracks that cross one A&B track at this location. Operating Rule 462 applies.

1. Receive permission from dispatcher to operate emergency release. Be sure no other trains are on or approaching the crossing from other direction.
2. Operate manual emergency release for your track only. Turn knob to zero. Release knob, allowing pointer on dial to return to normal position. The signal required should now display proceed indication.
3. In case proceed signal is not displayed after operating release:
   A. IF INDICATOR LAMP IS LIGHTED:
      Trainmen may give a hand signal to proceed if no other trains are on or closely approaching the crossing from conflicting routes.
   B. IF INDICATOR LAMP IS NOT LIGHTED AND NO CONFLICTING MOVEMENT IS IN SIGHT:
      Train or engine will pass home signal and stop before fouling conflicting route, then wait five minutes and proceed at Restricted Speed.
4. **Lock release box before leaving.**

MORRIS, OHIO - AUTOMATIC INTERLOCKING - GTW RR

Morris, Ohio, is an automatic interlocking in Non-signaled Territory. There is one NS track that crosses one GTW track at this location. The release box for the NS Main track is located in the Southwest quadrant. Operating Rule 462 applies. When governing home signal displays stop and there is no evidence of movement on, or approaching on, the conflicting route then:

1. Operate the emergency button for the direction of movement, hold for ONE (1) second, then release.
   A. Home signal should display proceed indication. Proceed on signal indication.
   B. If home signal fails to display proceed indication. **Wait FIFTEEN (15) minutes.**
      (a) If no conflicting movement is evident, train or engine may pass home signal displaying stop to occupy track section between home signal and conflicting route, without fouling conflicting route.
      Wait FIVE (5) minutes.
      If no conflicting move is evident, train or engine may proceed at restricted speed.
2. **Lock release box before leaving.**

RED KEY, INDIANA - AUTOMATIC INTERLOCKING - CONRAIL

Red Key, IN, is an automatic interlocking in Non-signaled Track. One NS track crosses one Conrail track. No release box for NS is located at this interlocking. Operating Rule 462 applies.

ALEXANDRIA, INDIANA - AUTOMATIC INTERLOCKING - CONRAIL

Alexandria, IN, is an automatic interlocking in Non-signaled Track. One NS track crosses one Conrail track. Release box for NS is located south of NS track. Operating Rule 462 applies. **Lock box before leaving.**

TIPTON, INDIANA - AUTOMATIC INTERLOCKING

Tipton, IN, is an automatic interlocking in Non-signaled Track. One NS track crosses one foreign line track. Release box for NS is located north of NS track. Operating Rule 462 applies. **Lock box before leaving.**

3. RAILROAD CROSSINGS AT GRADE

b. Non-Interlocked

(a) Except where provided in timetable or by special instructions, all trains or engines must come to a full STOP before crossing any railroad at grade, or drawbridge, except when protected by interlocking, not less than 200 feet nor more than 800 feet from such crossing (except in Indiana, where stop will be made not less than 40 feet nor more than 500 feet), and will not proceed over such crossing until proper signal is displayed and route is clear.

When stop is made for a railroad crossing which is not protected by signals, and route is clear, before proceeding, signal 14 (b) must be sounded.

(b) Where stop signs are placed, stop must be made before passing signs.

Proceed when signal or gate is in indicated position. Red lights at night indicate the position of gates.

At crossings protected by target, proceed when target is in indicated position:

LOCATION	M.P.	LINE/RR
Cleveland Belt Line Branch		
West Third St.	M.P. CB0.7	CSXT (Note 10)
CV Crossing	M.P. CB1.6	CV (Note 1)
CV Crossing	M.P. CB1.8	CV (Note 1)
Jennings	M.P. CB2.6	CSXT (Note 2)
Michigan City Branch		
Michigan City	M.P. I157.3	CSS&SB (Note 3)
South Bend Branch		
South Bend	M.P. SK0.6	CR (Note 3)
South Bend	M.P. SK0.7	CR (Note 3)
Detroit District		
Detroit-D&W Line	M.P. D2.0	CR (Note 4)
Toledo District		
Toledo-(Manhattan Jct)	M.P. T2.1	AA (Note 6)
Toledo-Cherry St Branch		AA (Note 6)
Toledo - Maumee Connection		
Vulcan	M.P. 9.1	CR (Note 7)
Frankfort District		
Frankfort	M.P. SP239.7	CR (Note 9)

Note 1. Swing Gate - All trains and engines must approach this crossing at grade prepared to stop. If swing gate is lined against movement, a crew member will walk to the gate and look both directions for any opposing or cross line movements. If there are no approaching movements, crank the swing gate to allow for movement. Swing gate will be left as last used.

Note 2. Jennings, Cleveland Belt Line - if indicator light displays stop, stop must be made short of stop sign and instructions posted at the control box location must be complied with.

Note 3. Stop and proceed when way is clear.

Note 4. Crossing protected by gate for NS movement, gate must be over Conrail. Gate must be set against NS when crossing is not being used.

Note 6. TOLEDO, MANHATTAN JCT.

Normal position for switch governing movement to and from Toledo Runner Track and AA No. 1 yard track will be lined for movement to and from these tracks, and must be so left after use. All movements must approach prepared to stop.

Permission for movement to the AA will be secured from the operator at Hallett Tower. Permission for movement from AA to NS trackage will be secured from Ironville Control Station Operator.

Note 7. Swing Gates - All trains and engines must approach this crossing at grade prepared to stop. If swing gates are lined against movement, a crew member will walk to the gates look both directions for any opposing or cross line movements. If there are no approaching movements, line and lock the swing gates to allow for movement. Swing gates will be left as last used. If gate is lined and locked for movement, "Statutory Stop at Vulcan" is not required.

All trains and engines must stop clear of CR Crossing. When making "Statutory Stop at Vulcan," eastward trains must occupy Dorr Street (M.P. 9.2) and westward trains must occupy Douglas Road (M.P. 9.0) before stopping. Trains and Engines must not proceed until it is safe to do so.

Note 9. Frankfort M.P. SP234.8 CR Railroad

Aluminum boxes are installed at CR Crossing. At the CR crossing, the push buttons are labeled NS (Frankfort District), and CONRAIL.

The push buttons are only to be used if signals indicate STOP. When signals at CR crossing indicate PROCEED, and if the way is seen to be clear, movement may proceed over such crossing without stopping at a speed not exceeding 15 MPH. In addition, at CR crossing, crew is responsible for the position of the hand-throw switch where CERA (former Marion district) and NS Frankfort District juction. Proceed indication at CR crossing does not indicate position of hand-throw switch.

When signals at CR crossing indicate STOP, movement must stop. Crew member will determine if conflicting route is clear, and, if clear, will operate push button. After an elapsed time of 45 seconds, signal should indicate PROCEED and movement may proceed only after determining that no conflicting movement is approaching.

Note 10. Cleveland-West Third Street-Cleveland Belt

If indicator light displays stop, stop must be made short of stop sign and instructions posted at the stop sign location must be complied with

4. JUNCTIONS

a. Interlocked

LOCATION	M.P.	LINE/RR
Buffalo District		
CP Draw	M.P. B2.4	Conrail
CP Draw	M.P. B2.4	Buffalo Southern RR
CP Draw	M.P. B2.4	South Buffalo RR
CP Draw	M.P. B2.4	Buffalo & Pittsburgh RR
Cleveland District		
NP	M.P. B129.2	Conrail & Three Rivers RR
Perry	M.P. B148.8	NS Fairport Branch
Cloggsville	M.P. B185.6	NS Cleveland Belt
Sheffield	M.P. B205.5	NS-South Lorain Branch
Fostoria District		
Bellevue	M.P. B248.2	W&LE-Brewster Connection
Bellevue	M.P. B248.3	NS Toledo District
Bellevue	M.P. B248.5	NS Sandusky District
Bellevue	M.P. B248.6	W&LE-Lakeshore Connection
Bellevue	M.P. B248.9	NS Toledo District
Bellevue	M.P. B249.0	NS Sandusky District)
Bellevue	M.P. B249.4	NS Sandusky District (New Haven Connection)
DA	M.P. B286.0	NS Lima District
New Haven	M.P. B363.9	NS Woodburn Branch
NE	M.P. B365.4	NS Huntington District
	M.P. B365.5	NS Huntington District

4. JUNCTIONS (Cont'd)

a. Interlocked (Cont'd)

LOCATION	M.P.	LINE/RR
Chicago District		
Runnion Ave.	M.P. B372.8	NS New Castle District
Belt Junction	M.P. B517.8	BRC & METRA
Gary Branch		
State Line	M.P. TC252.4	CSXT RR
Detroit District		
Delray	M.P. D4.5	Conrail
Delray	M.P. D4.6	NS & GTW
Delray	M.P. D4.7	CSXT
Ecorse Jct	M.P. D5.2	GTW & CR
Oakwood Jct	M.P. D8.7	GTW
Milan	M.P. D37.1	AA
Huntington District		
NE	M.P. D140.7	NS Chicago District
NE	M.P. D140.9	NS Fostoria District
Snake Track	M.P. D142.8	NS Chicago District
Union	M.P. D143.7	Piqua Running Track
Piqua	M.P. D145.5	Piqua Running Track
Mike	M.P. D146.0	Conrail and NS Piqua Running Track
Hugo	M.P. D149.5	NS New Castle District
New Castle District		
Red Bank	M.P. CV110.7	Conrail
Valley	M.P. CV112.3	Conrail
W. Oakley	M.P. CF10.1	Conrail
E. Oakley	M.P. CF10.6	Conrail
W. Norwood	M.P. OB10.6	NS Cincinnati District
E. Norwood	M.P. OB11.1	CSXT
Mill	M.P. CF16.1	CR
Butler St.	M.P. CF30.8	CSXT
New River Jct	M.P. CF33.1	CSXT
Cast East End	M.P. CF101.9	CR & IHRC
Cast West End	M.P. CF104.2	Honey Creek RR
Muncie Sixth St.	M.P. CF119.9	NS Frankfort District
Muncie Jefferson St	M.P. CF120.4	NS Frankfort District
Bath	M.P. CF122.0	NS Frankfort District
Hugo	M.P. CF184.1	NS Huntington District
Park	M.P. CF186.0	Conrail
Runnion Ave	M.P. CF186.5	NS Chicago District
Cincinnati District		
Bond Hill	M.P. CT2.0	CSXT
Clare	M.P. CT9.0	NS New Castle District
Vera	M.P. CT105	NS Columbus District
Columbus District		
Vera	M.P. N608.5	NS Cincinnati District
Valley Crossing	M.P. N696.7	CSXT
Bannon	M.P. N698.8	Conrail
Sandusky District		
Colsan	M.P. S63.0	Conrail
Flat Rock	M.P. S95.5	NS Fostoria District
Bellevue	M.P. S96.0	NS Fostoria District
Bellevue	M.P. S96.1	NS Toledo District

4. JUNCTIONS (Cont'd)

a. Interlocked (Cont'd)

LOCATION	M.P.	LINE/RR
Toledo District		
Ironville	M.P. T5.4	CSXT
Mad River Conn.	M.P. T53.0	NS Sandusky District
Bellevue	M.P. T53.3	NS Fostoria District
Lima District		
D. A. (Arcadia)	M.P. SP48.4	NS Fostoria District
Lima-NS Tower	M.P. SP88.8	CSXT
Erie Jct.	M.P. SP90.4	CSXT
Frankfort District		
Bath	M.P. SP172.4	NS New Castle District
Muncie Jefferson St	M.P. SP173.7	NS New Castle District
Muncie Elliott St.	M.P. SP174.3	NS New Castle Dist.

b. Not Interlocked

LOCATION	M.P.	LINE/RR
Buffalo District		
Bay View	M.P. B8.8	Conrail
Dean	M.P. B84.7	East Erie Commercial
Dean	M.P. B85.7	Conrail
Wallace Jct	M.P. B102	B&LE RR
Cleveland District		
Parrish	M.P. B117.2	Conrail
Madison	M.P. B143.7	Conrail
Willoughby	M.P. B165.3	Conrail
Mayfield	M.P. B178.3	Conrail
Cleveland	M.P. B183.1	CSXT
Sheffield	M.P. B205.5	NS South Lorain Branch
Fostoria District		
Maple Grove	M.P. B269.4	IHRC
Fostoria	M.P. B279.8	CSXT (C&O)
Fostoria	M.P. B281.0	CSXT (B&O)
Chicago District		
Four Mile road	M.P. B367.4	NS Huntington District
Argos	M.P. B430.7	IHRC
Argos	M.P. B430.8	NS Michigan City Branch
Van Loon	M.P. B497.9	EJ&E RR
Osborn	M.P. B500.5	IH&B RR
State Line	M.P. B504.7	CSXT & IH&B RR
116th St.	M.P. B509.2	CSL RR
Pullman Jct	M.P. B512.3	BRC, CRL, & NS Spur
Pullman Branch-New yard	M.P. PB4.4	CSS&SB
Woodburn Branch		
Woodburn	M.P. TN78.7	IHRC
Michigan City Branch		
Stillwell	M.P. I139.6	GTW
Michigan City	M.P. I157.3	CSS&SB
South Bend Branch		
South Bend	M.P. SK0.8	Conrail
Huntington District		
Montpelier	M.P. D98.5	Indiana North Eastern
Peru	M.P. D202.7	IHRC
Peru	M.P. D202.8	CERA

4. JUNCTIONS (Cont'd)

b. Not Interlocked (Cont'd)

LOCATION	M.P.	LINE/RR
New Castle District		
Muncie-Gavin St.	M.P. CF122.5	NS Frankfort District
Bluffton	M.P. CF162.6	IHRC
Bluffton	M.P. CF162.8	IHRC
Cincinnati District		
Sardinia	M.P. CT47.5	NS Mowrystown Branch
Columbus District		
Piketon	M.P. N630.8	NS Teays Branch
Sandusky District		
Marion	M.P. S44.7	CSXT
Marion Yard	M.P. S45.7	Conrail
Chatfield	M.P. S73.3	W&LE
Sandusky	M.P. S109.3	Conrail
Toledo District		
Manhattan Jct.	M.P. T2.1	AA RR & GTW RR
Fremont	M.P. T37.1	NS Fremont Branch
Lima District		
Findlay	M.P. SP57.1	Conrail
Morris	M.P. SP87.5	GTW
S. Lima Yard	M.P. SP91.5	CSXT
Gate	M.P. SP95	Corman RR
Frankfort District		
Hale	M.P. SP136	Corman RR
Muncie Elliott St.	M.P. 174.4	Conrail
Frankfort	M.P. 234.2	CR & CERA

5. DRAWBRIDGES

a. Interlocked

Buffalo District		
CP Draw	M.P. B2.4	Buffalo River
Cleveland District		
Cleveland Drawbridge	M.P. B184.5	Cuyahoga River
RU Drawbridge	M.P. 210.2	Black River
Chicago District		
Cummings Drawbridge	M.P. B507.9	Calumet River
Detroit District		
Rouge Bridge	M.P. D5.2	Rouge River
Toledo District		
Drawbridge	M.P. CS2.8	Maumee River

b. Non-Interlocked

NONE

6. METHOD OF OPERATION

BETWEEN	AND	† TRACKS	* SIGNALS	AUTHORITY FOR MOVEMENTS #
CP Draw	Blasdell	Double	ABS	251 YL
Blasdell	UD	Single	ABS	TC
UD	East Cleveland	Double	ABS	251
East Cleveland	Cloggsville	Double	ABS	TC
Cloggsville	Avon Lake	Single	ABS	TC
Avon Lake	Root Road	Double	ABS	TC
Root Road	Leavitt	Single	ABS	TC
Leavitt	KM	Double	ABS	251
KM	Kimball	Single	ABS	TC
Kimball	RTE 99	Double	ABS	TC
RTE 99	Bragg Rd.	#1	ABS	TC
RTE 99	Bragg Rd.	E2	ABS	TC
Bragg Rd.	Harkness St.	S Bypass	ABS	TC
RTE 99	End TC 243.5	#2	ABS	TC
Harkness St.	Colby	Double	ABS	TC
Colby	Green Springs	Single	ABS	TC
Green Springs	Old Fort	Double	ABS	TC
Old Fort	Ilers	Single	ABS	TC
Ilers	FS	Double	ABS	251 YL
FS	DA	Double	ABS	TC
DA	Townwood	Single	ABS	TC
Townwood	Leipsic Jct.	Double	ABS	TC
Leipsic Jct.	Four Mile Rd.	Single	ABS	TC
Four Mile Rd	Runnion Ave	Both	ABS	251 YL
Runnion Ave	Hadley	Both	ABS	TC
Hadley	Van Loon	Single	ABS	TC
Van Loon	110th St.	Both	ABS	251 YL
110th St.	Pullman Jct	Single	ABS	TC
Pullman Jct	81st St.	Both	ABS	TC
81st St.	Belt Jct	Single	ABS	TC
Clarke Jct	End of Trk.	Single	NS	YL
Perry	End of Trk.	Single	NS	TTSI (Note 2)
Cloggsville Conn.	Mahoning Rd.	Single	NS	TTSI (Note 3)
Woodburn	New Haven	Single	NS	TTSI (Note 4)
Argos	Michigan City	Single	NS	TWC (Note 5)
South Bend	Kingsbury Wye	Single	NS	TWC (Note 5)
Detroit &	Delray	Both	NS	YL
Delray	Ecorse Jct	Both	ABS	TC
Ecorse Jct	Oakwood Jct	Both	NS	YL
Oakwood Jct	Belleville	Both	ABS	251
Belleville	Whittaker	Single	ABS	TC
Whitaker	West Milan	Both	ABS	251 YL
West Milan	Raisin Ctr.	Single	ABS	TC
Raisin Center	Stan	Both	ABS	TC
Stan	Mode	Single	ABS	TC
Mode	Montpelier	Both	ABS	TC
Montpelier	NE	Single	ABS	TC (Note 1)
NE	Snake Track	Both	ABS	251 YL
Snake Track	Mike	Both	ABS	TCS
Mike	Hugo	Both	ABS	251 YL
Hugo	Junction	Single	ABS	TC
Junction	West Peru	Both	ABS	251 YL
Clare	Red Bank	Both	ABS	TC
Red Bank	Valley	Single	ABS	TC
W. Oakley	E. Norwood	Single	ABS	TC
E. Oakley	W. Norwood	Single	ABS	TC
Mill	Butler St.	Single	ABS	TC
New River Jct	Runnion Ave	Single	ABS	TC
Clare	Vera	Single	ABS	TC
Vera	Omega	Both	ABS	251
Omega	Lunbeck	Single	ABS	TC
Lunbeck	Chillicothe	Both	ABS	TC
Chillicothe	Scioto	Single	ABS	TC
Scioto	Bannon	Both	ABS	251
Bannon	C.W. Tower	Both	ABS	251

6. METHOD OF OPERATION (Cont'd)

BETWEEN	AND	† TRACKS	* SIGNALS	AUTHORITY FOR MOVEMENTS #
C.W. Tower	Powell Road	Both	ABS	TC
Powell Road	MP 26	Single	ABS	TC
MP 26	Troyton	Both	ABS	TC
Troyton	South Marion	Single	ABS	TC
South Marion	Harvey	Both	ABS	TC
Harvey	Chatfield	Single	ABS	TC
Chatfield	N. Carrothers	Both	ABS	TC
N. Carrothers	Bayside	Single	ABS	TC
Homestead	Yeomans	Single	ABS	TC (Note 1)
Gould	Manhattan Jct	Single	NS	TTSI
DA	Lima-NS Twr	Single	NS	TWC (Note 5)
Lima-NS Twr	Erie Jct.**	Both	ABS	251
Hale	Bath	Single	NS	TWC (Note 5)
Bath	Elliott St	Single	ABS	TC
Elliott St	Frankfort	Single	NS	TWC (Note 5)
Piketon	Teays	Single	NS	TTSI(Note 6)
Sardinia	Mowrystown	Single	NS	TTSI(Note 6)
Sheffield	S. Lorain	Single	NS	TTSI(Note 7)
Shinrock	Huron	Single	NS	YL

**NOTE: CSXT Rules & Timetable apply.

* NS = Non-Signaled ABS = Automatic Block system
TC = Traffic Control 251 = Rule 251
YL = Rule 93 TTSI = Timetable Special Instructions
TWC = Track Warrant Control

In Traffic control territory, when a train or engine is to enter a main track or signaled siding the switch lock must not be removed from an electrically locked switch or derail without first obtaining permission from the control station.

Note 1. In Traffic Control territory, Lake Division, all sidings are signaled sidings except Blakesley, Butler, Grabill, Spencerville, Williston and Green Creek, which are controlled sidings.

Note 2. Fairport Branch.

Dispatcher must not allow two crews to work without first assuring that crews will protect against each other.

A crew that originates on the branch must confer with the dispatcher prior to making any moves.

On-track equipment must get permission prior to occupying any track.

Dispatcher must inform any crew on the branch prior to authorizing on-track equipment and must insure protection.

Speed - Yard speed, not to exceed 20 MPH between M.P. PA0.0 and M.P. PA5.5, 15 MPH M.P. PA5.5 and M.P. PA8.8. All other tracks not to exceed 10 MPH.

Note 3. Cleveland Beltline Branch

No train, engine or on-track equipment may enter the main track of the Cleveland Branch Belt Line without permission from the NS Cleveland Yardmaster.

All switches between Cloggsville, M.P. CB8.3 and Campbell Road Yard, M.P. CB2.2 must be left lined for main track movement.

Speed - Yard speed, on main not to exceed 10 MPH between M.P. CB0.0 and M.P. CB0.7, on main not to exceed 15 MPH between M.P. CB0.7 and M.P. CB8.3, all other tracks 10 MPH.

Note 4. Woodburn Branch.

The L91 Local will operate extra without clearance card and train orders and have exclusive right of track between the East Yard limit at New Haven, Indiana and West Yard limit at Woodburn, IN, between the hours of 8:30 AM and 8:50 PM.

Another train or engine must not enter these track sections within the indicated time limits without train order authority and in addition, permission from the conductor of the local already occupying track section involved.

Also, upon reporting for duty and when going off duty, conductor of any train or engine operating on Woodburn Branch will contact dispatcher.

Note 5. Between DA and NS Tower, Hale and Bath, Elliott St. and Frankfort, Argos and Michigan City, South Bend and Kingsbury, Track Warrant rules are in effect.

Note 6. TEAYS AND MOWRYSTOWN BRANCHES

Trains, engines, or on track equipment must not occupy either Teays Branch or Mowrystown Branch without permission of train dispatcher at Fort Wayne.

Dispatcher must maintain absolute block when Branch is occupied.

Timetable direction on Teays Branch and Mowrystown Branch is WESTWARD from junction switch. Maximum authorized speed on Teays Branch - 10 MPH. Maximum authorized speed on Mowrystown Branch is yard speed, not to exceed 10 MPH.

Note 7. South Lorain Branch

BETWEEN SHEFFIELD AND SOUTH LORAIN

Trains or engines moving in either direction between south wye switch Sheffield and CR connection at South Lorain must obtain permission from operator at Lorain before proceeding and must notify control station of their arrival.

Movements between south wye switch at Sheffield and South Lorain must be made at a speed that will permit stopping within one-half the range of vision with a maximum speed of 10 miles per hour.

Distance between Sheffield and CR connection is 2.0 miles.

6-b. OPERATION OF ON-TRACK EQUIPMENT

Except where protection has been provided by flag or by conditional stop sign, the following instructions will govern the operation of on-track equipment on any portion of the track sections shown below:

Both Main Tracks

Between:	And:
Valley Crossing, M.P. N695.5	Scioto, M.P. N657
Omega, M.P. N642	Vera, M.P. N608.5
Between:	**And:**
UD, M.P. B172.0	East Cleveland, M.P. B179.5
Leavitt, M.P. B212.2	KM, M.P. B218.6
Between:	**And:**
Oakwood Jct., M.P. D8.7	Belleville, M.P. D23.2

THE OPERATOR OR EMPLOYEE IN DIRECT CHARGE MUST HAVE A CURRENT LINEUP IN HIS POSSESSION AND MUST SECURE PERMISSION FROM THE DISPATCHER BEFORE THE ON-TRACK EQUIPMENT ENTERS OR FOULS THE MAIN TRACK. In conferring with the dispatcher the operator or employee in direct charge must state his name, location, points between which it is desired to move, and the number of units of on-track equipment to be moved. He must ascertain from the dispatcher the location of trains on the lineup which may be in conflict with his intended movement. In addition, he must be advised by the dispatcher that his movement has been protected by either:

(a) A controlled signal; or

(b) The dispatcher instructing the engineer of any concerned train not to pass a specified point without his permission.

This protection must be provided before the dispatcher authorizes the on-track equipment to occupy the main track.

Before granting authority for the on-track equipment to occupy the main track, the dispatcher must:

(1) Know that the track section to be entered is clear of both opposing and following trains.

(2) Where possible, provide block protection against opposing and following trains by use of a controlled signal. Blocking protection must be applied to the control machine.

(3) Where signal protection is not practicable, the Dispatcher must contact the engineer of any concerned train and must clearly instruct him not to pass a specific point (e.g., crossover, station, mile post, etc.,) until authorized by the Dispatcher. These instructions must be written by a crew member on the controlling unit and repeated back to the dispatcher. They will include time issued, time repeated, and the name of the copying employee. The repeat time will not be given until the Engineer has acknowledged receiving the instructions. The Dispatcher will make record of these instructions with the issued and repeat time in Train Order Book.

(4) Enter the on-track equipment movement on the prescribed form.

(5) Advise the operator or employee in direct charge of the on-track equipment that his movement has been entered on the prescribed form and, when protection is being provided by use of a controlled signal, that protective blocking has been applied to the control machine.

The operator or employee in direct charge of the on-track equipment must repeat all instructions received.

When the dispatcher authorizes the movement of on-track equipment within any of these track sections, such authorization does not provide protection against other units of on-track equipment. Note Operating Rule 814.

After clearing, the person who secured the run must report clear to the dispatcher.

6-c. INSTRUCTIONS GOVERNING THE ISSUING OF JOINT TRACK TIME FORM 23-A

The issuing operator/dispatcher, hereafter referred to as issuing party, will contact the other operator/dispatcher involved hereafter referred to as the other party, and inform him, that he wishes to authorize someone to do work on a specified track, and will be issuing a Track Time Form 23-A to cover the movement. The issuing party will supply the other party with the number he intends to use on his 23-A. The other party will then supply the issuing party with his number. Then, both parties will block out the control points involved, after which the issuing party will issue the movement a 23-A using both numbers. When the 23-A is given up by the movement, the issuing party will contact the other party and release the joint 23-A with him.

Joint track time form will be issued whenever issuing operator/dispatcher can not by himself completely block out the track section involved.

6-d. MAIN TRACK SWITCHES NOT EQUIPPED WITH ELECTRIC LOCKS

Buffalo District

Angola Sig. Track		M.P.	B22.4
Chemical Process		M.P.	B38.4
Cascade	Alcor Corp.,	M.P.	B90.5
Cascade	84 Lumber Co.,	M.P.	B93.0

6-d. MAIN TRACK SWITCHES NOT EQUIPPED WITH ELECTRIC LOCKS (Cont'd)

Cleveland District

Geneva spur	Geneva Spur,	M.P.	B138.2
Painesville	Colony Lmbr. Co.,	M.P.	B156.3
Cleveland	Kingsbury Transfer,	M.P.	B182.2
Cleveland	Cleveland Cold Storage,	M.P.	B184.9
Rocky River	Dependable Chemical,	M.P.	B192.9
Vermilion	Shore Lumber,	M.P.	B220.9
Vermilion	Westward Storage,	M.P.	B221.1
Vermilliion	Eastward Storage,	M.P.	B222.0
Berlin Hgts.	Team Track,	M.P.	B228.9
Avery	Paper Track, South Side,	M.P.	B236.1
Avery	Certainteed Warehouse, Slate Track Lead,	M.P.	B236.2
Kimball	Elevator Track,	M.P.	B240.3

Fostoria District:

Green Springs Elevator	M.P.	B259.8
Horn Crop & Soil	M.P.	B259.9
Louisiana Chemical	M.P.	B263.1
Dome Petro	M.P.	B263.2
Church & Dwight	M.P.	B263.5
Old Fort Elev.	M.P.	B265.5
Rural Service	M.P.	B266.2
Ohio Power Track	M.P.	B283.0
Custom Farm Service Track	M.P.	B287.9
Leipsic Rip Track	M.P.	B310.5
Oakwood Elev. Track	M.P.	B331.0
Latty No. 1 Track	M.P.	B341.5

Chicago District

New Home Lmbr. Co.	M.P.	B363.5
Apex Track	M.P.	B366.1
TOFC Ramp Track	M.P.	B366.8
Fort Wayne Pools	M.P.	B376.1
Pillsbury Track	M.P.	B376.3
Monarch Foods Track	M.P.	B376.9
Central Fine Pack	M.P.	B377.0
Burkett Elevator Track	M.P.	B415.9
Lobdell-Emery Track	M.P.	B432.4
Bennett Track	M.P.	B474.3
Hikson Track	M.P.	B474.4
Owens Corning Track	M.P.	B474.6
Nipsco Track	M.P.	B474.9
Nipsco Track	M.P.	B490.1

Detroit District:

House Track	M.P.	D23.8
Cone Elev.	M.P.	D42.4
Britton	M.P.	D46.9
A&B RR Tfr.	M.P.	D58.8
Simplex	M.P.	D59.3
UARCO	M.P.	D60.2
Carter Lbr.	M.P.	D60.3

Huntington District

Tri-Wall Track	M.P.	D113.3
Rod Mill	M.P.	D143.2
Southerland	M.P.	D143.7
Flashfold	M.P.	D145.5
Mullinex	M.P.	D149.8
Builders Mart	M.P.	D164.6
Erie Stone	M.P.	D168.6
ConRail Interchange	M.P.	D187.9
Elevator Track	M.P.	D194.3

6-d. MAIN TRACK SWITCHES NOT EQUIPPED WITH ELECTRIC LOCKS (Cont'd)

New Castle District

Montgomery Ward Track	M.P.	CF18.7
Buckies	M.P.	CF21.4
Mosler	M.P.	CF29.6
Hamilton side Track	M.P.	CF30.2
Seven Mile Elevator Track	M.P.	CF36.4
Elevator Track - Collinsville	M.P.	CF40.5
Carter-Jones Lmbr. Co. Track	M.P.	CF56.7
WESTVACO Track	M.P.	CF59.1
New Hope Elevator Track	M.P.	CF63.1
Walnut Level Track	M.P.	CF86.8
House Track	M.P.	CF90.2
Co-Op Track - Millville	M.P.	CF96.4
Co-Op Track - Mt. Summit	M.P.	CF106.1
Summit Products Track	M.P.	CF107.6
Wolohan Lumber Track	M.P.	CF117.1
M.S.B.	M.P.	CF118.8
Dayton Steel	M.P.	CF123.8
G&G Oil Track	M.P.	CF124.0
Shidelers Elevator Trk.	M.P.	CF130.3
Beerco	M.P.	CF140.8
Chatfield Paper	M.P.	CF140.8
Tin Plate	M.P.	CF148.1
Certain Teed	M.P.	CF148.9
Co-Op Track	M.P.	CF149.7
Poneto Grain	M.P.	CF156.6
Agland Grain	M.P.	CF161.7
Erie Stone Company	M.P.	CF164.5
Terra International	M.P.	CF164.6
Johnson Energy Control	M.P.	CF171.6
Ossian Energy Control	M.P.	CF172.6
Yoder East End	M.P.	CF175.8
Yoder West End	M.P.	CF176.1
I&M Electric Company	M.P.	CF180.9
Z-Brick Company	M.P.	CF181.3
Waynedale Lumber Company	M.P.	CF182.3
Butler Paper Company	M.P.	CF183.8
General Electric	M.P.	CF185.6

Cincinnati District:

Book	M.P.	CT103.2
Macon Reload	M.P.	CT52.5
Kibler Milling Co.	M.P.	CT42.6
Eastwood	M.P.	CT37.1
Cincinnati Milacron	M.P.	CT30.2
Senco Product, Inc.	M.P.	CT13.4

Columbus District

Dealers Lumber	M.P.	N702.5

Sandusky District

Lewis Center	M.P.	S16.3
Popcorn Siding	M.P.	S31.4
Blanks Agra Service	M.P.	S43.3
Simm's Junk Yard	M.P.	S43.4
Baldauf Lumber	M.P.	S43.8
Marion Steel	M.P.	S44.2
CSXT Transfer	M.P.	S44.7
Marion House Track	M.P.	S44.9
Marion Steel Scrap Yard	M.P.	S45.5
Monnette Elevator,	M.P.	S55.8
Crawford County Farm Bureau,	M.P.	S63.9

Sandusky District (Cont'd)

Attica Lumber	M.P.	S81.6
Attica Elevator	M.P.	S81.6
Horns Crop Service	M.P.	S90.4
Great Lakes Distributors	M.P.	S97.5

Toledo District:

Booth	Nissen - M.P.	T9.5
Curtice	Lucky Farmer - M.P.	T12.5
Oak Harbor	House Track - M.P.	T26.0
Green Creek	Wahl Refractories Spur - M.P.	T41.3

No trains or engines shall clear the main track at any of the above switches.

While movement is using such tracks, an engine or car must continuously occupy the main track or main track switch must be kept continually set for movement into such track.

7. OTHER TRAIN MOVEMENTS/INSTRUCTIONS

a. SYSTEM WIDE

1. When cars moving on Government bills of lading annotated

AS - ARMED GUARD SERVICE
DC - DOD CONSTANT SURVEILLANCE
TK - TANK SURVEILLANCE SERVICE
RS - RAIL SURVEILLANCE SERVICE

are set off between terminals other than at final destination, seals protecting must be inspected and seal numbers recorded on the waybill. Also, the Chief Dispatcher must be notified by the quickest available means of communication, furnishing car number, location set off, and seal numbers. Any exceptions such as broken or missing seals must be reported in the same manner. Chief Dispatcher must immediately notify NS Police Department officer for further handling.

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2. Cabooses will be handled on rear of trains unless otherwise authorized by the General Manager.

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3. When a near miss is encountered, train or engine crew should contact Dispatcher with relevant information on the Near Miss Incident. The Dispatcher in turn will notify Police Department. Crew must fill out Near Miss card at first opportunity and give to supervisor. Prompt handling with Dispatcher will enable Police Department to expeditiously handle with involved party.

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4. Reverse movements with Triple Crown Service trailer, when in a yard or on line of road, may be made only when absolutely necessary and then only under the following conditions:

(a) Reverse movement may be for a short distance only and at a speed not exceeding 5 MPH.

(b) All locomotives except the controlling locomotive must be isolated.

(c) Caution must be used in handling locomotive brake, or dynamic brake; with amperage being limited to a safe level.

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5. (a) Roadrailer® (Triple Crown) units must not be allowed to operate in a train with the air brakes cut out. No unit is to be allowed to leave a terminal with air brakes cut out, and any unit that requires cutting out the brakes on line-of-road must be set out as soon as possible.

(b) Engineers operating Triple Crown trains must not leave a terminal with less than 110 PSI rail supply line pressure.

When operating on line of road, rail supply line pressure must be periodically monitored for pressure reduction. When pressure falls below 110 PSI due to horn blowing or air bag adjustments on heavy curvature and engine is not in a high throttle position, the generator field switch may be opened and engine advanced to NO. 8 throttle until rail supply line is restored to 110 PSI.

6. When Rail Gangs, Timbering and Surfacing Gangs, or Surfacing Gangs are to work on a main track in multiple track territory, the foreman or supervisor must contact the Chief Dispatcher at least 12 hours in advance, advising (1) track to be used by MW&S forces, (2) date and time work is to be performed, and (3) work limits. (must begin and end at specified mile posts.)

If authorized speed on track(s) immediately adjacent to MW&S forces is greater than 25 MPH, the Chief Dispatcher will arrange for issuance of 25 MPH slow order, to be in effect only when passing work limits during specified time period. Restriction will have been complied with when leading end of train or engine reaches end of work limits, or when notified by MW&S foreman or supervisor that leading end has passed entire work gang. Engine whistle and bell must be sounded frequently when approaching and passing work limits.

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7. Instructions concerning the use of toilet facilities on locomotives and cabooses:

(a) Prior to departure, ensure the presence on lead locomotive and caboose of waste receptacle with lid, secure toilet frame, and functional urinal. Report any defects to immediate supervisor, and obtain necessary supplies from servicing personnel.

(b) To use, insert bag in facility and drape over seat portion of frame.

(c) After using, remove the bag and securely apply a bag tie, deposit the bag in waste receptacle, and replace receptacle cover. THE BAG, AFTER USE, IS NOT TO BE DISPOSED OF IN ANY OTHER MANNER.

(d) Misuse of the system or theft of bags, bag ties, or waste receptacle is prohibited.

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8. Except at crew change points, while stopped, the following procedures for ensuring continuous train line pressure must be observed when using end-of-train (EOT) device.

(a) Make full service application and determine that train line pressure is being reduced as indicated on the head-of-train (HOT) receiver on the locomotive. (Note: Where authorized by special instructions, trains stopped on a heavy grade will make 10 PSI brake pipe reduction instead of full service application.)

(b) When train is ready to proceed, release brakes and determine that brake pipe pressure is increasing by indication on HOT receiver.

(c) If brake pipe pressure does not decrease or increase on HOT receiver as required above, it must be determined there is continuous train line pressure through the rear car and EOT is in place before proceeding.

(d) If immediately after starting, EOT signal is lost or pressure indication on HOT receiver is reduced 5 PSI or more, it must be determined there is continuous train line pressure through rear car and EOT is in place before proceeding.

Exceptions - If EOT or HOT device becomes inoperative, inspection to insure there is continuous train line pressure through rear car and that EOT is in place will not be required when operating:

— Triple Crown trains, regardless of type of territory.

— Other trains in Traffic Control or Remote Control territory, single track ABS territory, on a signaled siding, or on a yard track.

Any malfunction regarding end-of-train device must be promptly reported to the Chief Dispatcher.

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9. All train and engine employees, yardmaster and clerical employees are required to wear approved safety glasses with side shields while on duty and/or on Company property except when in enclosed offices, in highway vehicles, and when enroute to and from the offices and office parking lots.

Safety glasses will be furnished to you by supervisory personnel. Several approved styles are available for your selection. The company will purchase approved prescription safety glasses, through its supplier, for those employees having to wear glasses. Employees requiring safety glasses must furnish the supervisor with prescription for special handling.

Train and engine employees, yardmasters and clerical employees who wear prescription eye glasses will satisfy these requirements with the addition of side shields to their regular eye glasses. Side shields will be furnished by supervisory personnel.

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10. Each Operations Division employee who engages in any activity specified below is required to obtain and have accessible at all times when on duty or on Company property an approved hearing protection device. Each Operations Division employee must use an approved hearing protection device whenever he or she is:

(a) On an operating locomotive.

(b) In an open area within 100 feet of working retarders;

(c) In a work area identified by sign or instructions as requiring hearing protection at any Mechanical, Maintenance of Way, or other facility.

(d) Using tools or equipment or performing duties identified by sign or instructions as requiring hearing protection; or

(e) At any location at which he or she is subject to exposure to loud noise ("loud noise" is any noise that would require a person to speak above a normal level in order to be heard at arm's length).

Those employees who have not been instructed by the Medical Department as to the specific type of protection device to use must obtain from their supervisors one of the devices which have been available for use on a voluntary basis. Once an employee has been tested, the Medical Department will notify him or her of the specific type of protection device to use.

If you feel that the hearing protection device ordered for your use interferes with the safe performance of your duties by making it difficult for you to hear and understand speech, radio communications or other warning devices, you should report this to your supervisor at once for further instructions.

You are allowed and encouraged to use the hearing protection device in any area to the extent needed for personal comfort. You are also encouraged to use the hearing protection device whenever you are exposed to loud noises at home or elsewhere.

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11. The following procedure must be observed when using drawbar alignment strap:

(a) ATTACH - Move equipment within three feet of drawbar to be aligned. Stop movement. For protection, establish clear understanding with all concerned, advising that strap is to be applied. Attach strap to both knuckles.

(b) ALIGN - Employee(s) stand clear of strap while movement is made. Engineer, when directed, pull ahead slowly until strap slack is eliminated and drawbar is centered.

(c) REMOVE - Operate cut lever to allow strap to slide free from knuckle. (If strap fails to slide free, stop movement, get slack, and remove by hand.) Separate equipment one-half car length and remove strap from remaining knuckle. Repackage and/or properly store strap for future use.

Drawbar alignment strap may be used only at locations authorized and only by employees that have been qualified on its use by a division or terminal officer.

12. Enginemen and trainmen will report changes in highway traffic on specific crossings.

Grade crossings should be reported where highway traffic has changed, such as increased heavy truck movements, new or more school buses, trucks hauling a dangerous commodity, or anything that may jeopardize safe train movements.

Each report should contain the name of the District, Mile Post and crossing, if possible, and should be forwarded to the Chief Dispatcher's Office.

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13. When locomotive consist of a train stops on a bridge, the engineer will inform all other crew members of that fact, advising them to take caution when dismounting.

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14. Conductor of train moving FRA defective cars will be notified in writing outlining defects, position in train, restrictions, or any other information concerning subject car. The conductor must inform all other crew members of the presence of the defective car, its location, maximum speed, and other restrictions.

Foreign cars with FRA defects moving home for repairs must be accompanied by a non-revenue waybill. Such waybill must bear the notation "FRA DEFECTIVE CAR MOVING FOR REPAIR - PART 215.9". The maximum speed and other restrictions for safely conducting movement of the defective car must be shown on the waybill. If no speed restriction is required for safe movement of the car, the words "normal freight train speed" must be shown on the defect card and the waybill.

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15. When handling bad order cars as rear car in train, air must be cut in to such cars if possible. If this cannot be done, cars must be chained/cabled to caboose or rear car, kept under observation, and restricted to 15 MPH. When observation is not possible, bad order car must not be handled in train.

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16. Gates across tracks must be equipped with proper fasteners (hooks, latches, chains). Gates that cannot be properly secured in the open position must be reported immediately, and cars or engines will not enter until repairs are made.

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17. At any time a train separates twice between the same two cars, both cars are to be set out. This will be handled per instructions of Chief Dispatcher. The only exception to these instructions is that when a representative of the Mechanical Department is on the scene and advises the cars are okay to move.

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18. FRA has established minimum qualifications for locomotive engineers. The rule requires railroads to have a formal process for evaluating prospective operators of locomotives to determine that they are competent before permitting them to operate a locomotive or train. The procedures require that railroads (1) make a series of four determinations about a person's competency which are: A. Eligibility, B. Vision and hearing acuity, C. Demonstration of knowledge, and D. Demonstration of performance skills. (2) Devise and adhere to an FRA-approved training program for locomotive engineers, and (3) employee standard methods for identifying qualified locomotive engineers and monitoring their performance.

Each locomotive engineer, including student engineers and locomotive servicing engineers, shall have his or her current locomotive engineer certificate in his or her possession upon reporting to work and while on duty. The federal rules require that the certificate be displayed upon request to:

(a) A representative of the Federal Railroad Administration,

(b) An officer of Norfolk Southern, or

(c) An officer of another railroad when operating a locomotive or a train in joint operations territory over that railroad.

Each locomotive engineer, including student and locomotive servicing engineers, must promptly report the loss, damage or destruction of his certificate to the proper company authority.

A copy of federal regulations 49 CFR, Part 240, will be available at division headquarters.

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19. Before a rail train unloads rail within the limits of a railroad crossing at grade or interlocked junction, protection as prescribed below must be established and maintained to insure that a crossline or conflicting movement will not enter the limits until the rail is clear of affected routes:

At a controlled interlocking or a junction equipped wih power-operated switch, time and working limits (Form 23A) must be obtained. At locations where the home signal for crossline or conflicting route is controlled by a foreign line railroad, communication must be established with foreign line dispatcher or control operator and it must be ascertained that positive protection has been established and will be maintained against foreign line movements until affected track section is reported clear by employee who requested protection.

At an automatic interlocking or non-interlocked railroad crossing, flag protection must be provided.

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20. In order to assist in avoiding muscle strain, all train and engine service employees are required to perform five minutes of stretching exercises from the warm-up exercise examples depicted in the Safety Rule Book at the beginning of each tour of duty. The conductor, or in the absence of the conductor, the engineer, is responsible for ensuring that all crew members, including himself, perform the stretching exercises. Stretching exercise is a safety preparation to be used in advance of performing your work that presents potential strenuous activity.

Take care of yourself by doing the stretching preparation in a reasonable and moderate manner within your physcial ability.

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21. When a train, engine, on-track equipment, or employees performing maintenance are reported clear of the limits authorized by a track warrant or Form 23-A, the following must be stated to insure against misunderstanding:

(a) Number of track warrant or Form 23-A being cleared; and

(b) Limits being cleared; and

(c) Designation of track being cleared when operating in multiple track territory.

If the employee reporting clear fails to give this information, the dispatcher or control station must ask for and obtain it before the limits are considered to be clear.

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22. The following instructions prescribe protection required for utility employees whose activities require working on, under or between rolling equipment (as defined in Safety Rule 1300) and subjects them to the danger of personal injury posed by any movement of such equipment.

(a) A utility employee shall perform service as a member of only one train or yard crew at any given time. Service with more than one crew may be sequential, but not concurrent. No more than three utility employees may be attached to one train or yard crew at any given time.

(b) A utility employee may be assigned to and serve as member of a train or yard crew without blue signal protection only under the following conditions:

1. The train or yard crew is assigned a controlling locomotive that is under the actual control of the assigned engineer of that crew;

2. The engineer is in the cab of the controlling locomotive, or while the locomotive is stationary be replaced by another member of the same crew;

3. The utility employee established communication with the crew by contacting the ranking crew member on arriving at the train or yard crew and before commencing any duties with the crew;

4. Before each utility employee commences duties, the ranking crew member shall provide notice to each crew member of the presence and identity of the utility employee. Once all crew members have acknowledged this notice the ranking crew member shall advise the utility employee that he is authorized to work as part of the crew. Thereafter, communication shall be maintained in such a manner that each member of the crew understands the duties to be performed and whether any of those duties will cause any crew member to go on, under or between rolling equipment; and

5. The utility employee is performing one or more of the following functions; set or release hand brakes; couple or uncouple air hoses and other electrical or mechanical connections; prepare rail cars for coupling; set wheel blocks or wheel chains; conduct air brake tests to include cutting air brake components in or out and position retaining valves; inspect, test, install, remove or replace a rear end marking device or end-of-train device. Under all other circumstances a utility employee working on, under or between rolling equipment must be protected by blue signal.

(c) When the utility employee has ceased all work in connection with that train or yard crew and is no longer on, under or between the equipment, the utility employee shall notify the ranking crew member. The ranking crew member shall then provide notice to each crew member that the utility employee is being released from the crew. Once each crew member has acknowledged the notice, the ranking crew member shall then notify the utility employee that he is released from the train or yard crew.

(d) Communications required by Paragraphs (b)3 and (c) shall be conducted between the utility employee and the ranking crew member either through direct verbal contact or by radio.

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23. In signaled territory cuts of three cars or less must not be left standing on rail covered with grease, sand, rust, or other material that may interfere with shunting of track circuits.

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24. Due to more responsive brake valves on certain types of freight car equipment, when a running release is made and it is necessary to reapply the air brakes within 15 seconds, a service application of at least 5 PSI greater than the previous brake pipe reduction must be made to insure that all brakes reapply.

7. OTHER TRAIN MOVEMENTS/INSTRUCTIONS (Cont'd)

b. DIVISION WIDE

1. The minimum number of hand brakes to be applied to equipment left standing with motive power detached is "2". Use of one hand brake is permissible only when securing one car and then only after determining that the hand brake is in good working order. Additional hand brakes must be applied at locations where "2" is not a sufficient number of hand brakes to properly secure equipment.

2. When operating train or engines on tracks on the Lake Division protected by derail, the employee handling the derail must be positive the derail is off and that the switch(es) is lined for their movement. In addition, employee handling the derail must communicate to the engineer that "switch(es) is lined and derail(s) is off." The engineer is to repeat this information to sending employee before movement begins.

Additionally when shoving movements will pass block signals (see definition), employee controlling movement will communicate (to the engineer) by name the indication of each signal affecting movement as soon as the signal is clearly visible. The engineer must acknowledge information concerning signal indication and obtain information regarding signal indication prior to beginning shove movement if employee controlling movement fails to provide same.

Each signal must be called as soon as it is clearly visible and again if other than stop signal, just before signal is passed.

Requirements of Rules 34, 103, 507, and 508 remain in effect.

3. The following procedures will be observed when authorizing road movements to operate against the current of traffic:

(a) All movements against the current of traffic must be authorized by train order, except as provided by Rule 93.

(b) The use of supervisor detours will not be discontinued on former N&W property, but when used they must be handled under the immediate (on-the-scene) supervision of a Transportation Officer and all movements against the current of traffic within the limits of the detour must be authorized by train order.

Each conductor and engineer that is subject to operating over double main track in other than yard limits or traffic control, on either the Cleveland District, Columbus District, or Detroit District, must not leave their initial terminal without at least three blank 19R Train Order Forms in their possession.

Except within interlocking limits or in Traffic Control Territory or within yard limits, a train or engine operating against the current of traffic must be handled under absolute block.

4. Within the STATE OF INDIANA the following laws are in effect:

Engine whistle to be sounded four times beginning not less than 80 rods from the approach to any public highway, street, or turnpike. The sounding shall be prolonged and repeated until the crossing is reached. Also, the engine bell shall be rung continuously from the time of the sounding of the whistle until the engine has fully passed the crossing.

When such whistle and bell are not in good working order, the engine must be stopped before each such crossing and proceed only after manual protection is provided at the crossing by a member of the crew unless such manual protection is known to be provided.

5. APPLICABLE TO CARS TO BE HUMPED AT BELLEVUE:

Trains arriving at Bellevue, or trains to set off at Bellevue, must have all "NO HUMP" cars grouped in one block. The "NO HUMP" designation includes loaded cars bearing any of the following placards:

Any car:

Explosives A, (Notes 1 & 2)
Explosives 1.1, (Notes 1 & 2)
Explosives 1.2, (Notes 1 & 2)
Poison Gas 2 or 2.3, PG 1 Zone A, (Notes 1 & 2)
Poison 6 or 6.1, PG 1 Zone A, (Notes 1 & 2)

Tank car:
Flammable Gas 2 or 2.1, (Note 2)

Flat Car:
Any placarded loaded flat car except placards with no restrictions, (Note 2)

NOTE 1: These placards are identified by a diamond placard on a square white background.

NOTE 2: See "Position in Train of Placarded Cars Containing Hazardous Materials" chart in Timetable for examples.

These cars may be identified by shipping papers, or by placards applied to the car. "NO HUMP" hazardous materials cars are shown in the Timetable "HAZARDOUS MATERIALS SWITCHING CHART" as cars that must not be cut off in motion or struck by a free moving car.

Hazardous materials cars not listed above must not be included in the "NO HUMP" block.

The following types of cars must be in the "No Hump" block entering Bellevue Yard on the head end properly spaced.

A. Hazardous material "NO HUMP" cars identified above.

B. Loaded Wheel Cars.

C. Passenger coaches unless otherwise restricted.

D. Over dimensional loads that clearance message prohibits being humped or requires being moved with motive power attached.

All trains arriving Bellevue Yard will notify the Bellevue Dispatcher of the number of "NO HUMP" cars and their location in the train.

Trains to enter Bellevue must notify the Bellevue Dispatcher if the train has any car which is restricted due to being wide. This information must be acknowledged prior to:

Fostoria District - before passing New Haven Connection.

Toledo District - before passing Mad River connection, or if using Klines Yard, before entering Klines Yard.

Cleveland District - before passing Route 99.

Sandusky District - before passing Southwest Street.

WLE - before entering Mini-plant.

The Bellevue Dispatcher must inform the Yardmaster prior to lining any route. The Yardmaster must insure the route to be used is safe.

6. Double stack cars must not be humped.

7. Rolling stock set off on line for storage must clear public crossings at grade by at least:

Ohio - 500 feet
Indiana - 1500 feet
Michigan - 500 feet
Illinois - 500 feet

8. **ELECTRIC HIGHWAY CROSSING SIGNALS.**

When circuits are occupied by standing engine or car, available cut out device must be used to avoid unnecessary delay to highway traffic.

Operation of manual control devices for canceling automatic operation is restricted to the track occupied and when practicable, such controls must be restored to automatic operation before a movement is made over the crossing.

9. The following instructions will govern the handling of Triple Crown Trains:

When an emergency brake application occurs, either desirable or undesirable, or when experiencing air trouble, the following must be done:

1. First close the brake pipe angle cock behind the engine and monitor the main reservoir supply air pressure by observing the gauge on the adapter car.

2. If the main reservoir air pressure does not maintain about 120 pounds and continues to drop, then walk the train looking for problems on the main reservoir supply line, such as, hot box plugs, blown or air lines leaking.

3. If the main reservoir supply line does maintain a constant 120 pounds or above, then cut in the brake angle cock behind the engine and monitor the brake pipe pressure on the flow gauge.

4. If the brake pipe pressure does not come up and brakes are not releasing, then walk the train looking for problems with the brake pipe side of the operation such as brake valves stuck open.

The foregoing instructions do not relieve crew members from complying with NS Operating Rule 102.

10. On trains equipped with cabooses and working end-of-train device, all crew members will ride head end of train.

11. Trains entering and moving through all yards on the Lake Division will control the speed and slack by use of a light automatic brake reduction. While any part of train is negotiating turnouts, crossovers, and sharp curves with the automatic brake applied, throttle position and amperage must not exceed a safe level.

Particular care must be used in stopping or slowing train when the foregoing instructions cannot be used due to air-related problems.

12. **TRAIN INVOLVED IN CROSSING ACCIDENTS**

Conductor will turn in at his final terminal the following:

1. Form 22G
2. CT-25-A's
3. Copy of Train Consist
4. His copy of Dispatcher's notice used for his train.

All information should be forwarded to Superintendent immediately. If practical Conductor should call Chief Dispatcher upon arrival at final terminal to assure all facts are reported correctly.

13. All Train and Enginemen, when performing service on work/wreck trains on the Lake Division, will be required to comply with Norfolk Southern Safety Rule 1040.

This will require the wearing of hard hats and the proper prescribed eye protection when performing service on either a work or wreck train.

Crews in work train service will secure this equipment prior to leaving their reporting point and/or the point they take charge of work train equipment, including the locomotive and caboose. This will also apply to those acting as Maintenance of Way pilots.

Crews in wreck train service will secure this equipment from the wreckmaster.

Ice creepers must be worn in areas where icy conditions prevail.

14. When a bad order tag, Form ME-597 (orange tag) is attached to a trailer or containers loaded on a flat car, the flat car willl also be considered to be bad ordered and must not be moved in a train. When bad order tag is applied to a trailer or container, the tag will be attached to the nose end.

15. Unless otherwise provided, no train or engine may occupy main track or cross over from one main track to another without the permission of the dispatcher or control station.

16. No empty cars may be included in loaded unit Grain Trains over 45 cars. Conductors of trains at point of origin or interchange to NS are responsible to see that there are no empty cars in train. If no other means available to determine positively that all cars are loaded, tap on each car. All empty cars must be set out of train at point of origin or interchange.

c. BY LOCATION

BUFFALO DISTRICT

NEW YORK STATE LAWS

The Public Service Commission shall have power through its members or responsible engineers or inspectors duly authorized by it to enter in or upon and to inspect the property, equipment, buildings, plants, factories, power houses and offices of the railroad company, including the right for such inspection purposes to ride upon any passenger or freight engine or train in service on presentation of proper identification.

No railroad, corporation or any officer, agent of employees thereof shall stop its cars or locomotives, upon a grade crossing of a railroad of another corporation for the purpose of receiving or delivering passengers or freight or other purpose.

When switching or when a train or cars are left standing on the approach track circuit of a highway flashing light signal causing the continuous operation of signal for any period of time longer than five (5) minutes a member of the crew or a qualified employee must be stationed at the crossing to facilitate highway traffic, advising such traffic when it is safe to cross.

BUFFALO

(a) Crews operating trains or engines east of CP Draw (except within Buffalo Jct. Yard) will be governed by CR Operating Rules and Instructions. CR Bulletins are maintained at Conneaut, Buffalo Jct., Ramp Office, CR Frontier Yard, and St. Thomas Ont. Yard Office.

(b) BETWEEN CP DRAW AND BLASDELL

All trains-engines and on-track equipment are under the jurisdiction of the NS Buffalo yardmaster or NS supervisor on duty at Buffalo.

Westward movements at CP Draw and Eastward movements at Blasdell must not enter the main track without permission from the NS Buffalo yardmaster or NS supervisor on duty.

Westward movements must not pass Blasdell without permission from the dispatcher.

(c) NS Yardmaster must not -

(1) Authorize a movement against the current of traffic between CP Draw and Blasdell if a proceed signal has been authorized for an opposing train.

(2) Authorize a crossover switch at FY to be opened if a proceed signal has been authorized for the adjacent main track.

(d) Multi-level automobile rack cars must not be moved under the Elk Street Bridge at M.P. B1.89 Buffalo Jct. Yard on Tracks 8, 9, 10.

(e) Cars loaded with double stack containers must not be moved under Elk Street Bridge on Yard Tracks 6, 7, 8, 9, and 10.

DUNKIRK

Between the hours of 10:00 P.M. and 6:00 A.M., engine whistle or horn will not be sounded when passing through Dunkirk, except in cases of fire or emergency.

ERIE

East Erie Commercial Railroad Connection.

Switch at top of grade must be lined for straight track when not in use.

BUFFALO AND CLEVELAND DISTRICTS

CONNEAUT YARD

(a) Westbound trains and eastbound trains must not depart Conneaut on a flashing red signal unless authorized by the dispatcher. Westbound trains may enter Conneaut Yard through designated track when the westward home signal at Orange Street is flashing red.

(b) Main track switches at east end of yard will be in charge of yardmaster when he is on duty.

(c) **292B**

Aspect	Indication
Flashing Red or Red over Flashing Red	Movements may pass signal at Restricted Speed to make switching movements but must not depart from that location, unless proper indication displayed, without first obtaining permission from Train Dispatcher or control station.

CLEVELAND DISTRICT

ASHTABULA

Lunar indicator light is placed on a mast to the right of track in the direction of movement at approximate cab height. When not lighted, trains must contact control station before blocking crossings. If lighted, trains may proceed in accordance with the rules.

Lunar lights are not to be considered as block signals.

Location	Direction
Main St., Ashtabula, M.P. B128.5	Westward

EUCLID

(a) **Chase Track** is a yard track extending from UD to Wickliffe siding and may be used under direction of yardmaster.

(b) **Chardon Road** - When westward signal at M.P. B173.3 is displaying a stop indication, a train or engine must not proceed without permission from the dispatcher.

(c) Cars must not be backed over Chardon Road crossing without trainmen flagging the crossing at the time of the movement regardless of other crossing protection.

(d) Highway crossing track circuits on North Lead extend 280 feet east of crossing. Cars should not be left standing on this circuit except in case of emergency. If necessary to leave cars standing on this circuit, the crossing gates can be raised by operating stenciled manual control device.

CLEVELAND

(a) Eastward signal at East Cleveland M.P. B179.5 will display a flashing green for clear and a flashing yellow for approach - Rules 281 & 285, Book of Rules, are modified accordingly.

(b) When trains or engines are stopped on the eastward track between E. 75th St. and Doan Avenue, East Cleveland, employees, before alighting from the south side, should make sure that no trains are closely approaching on the adjacent Rapid Transit track.

(c) Multi-Level cars, loaded or empty, are prohibited on tracks leading to the Hi-Level, Broadway Yard.

(d) **Cleveland Drawbridge (M.P. B184.5)**

Bridge operator will have control of the bridge locking devices. The Cleveland Dispatcher will have control of the block signals. When a train or engine encounters a stop indication at the Cleveland Drawbridge and there is no Bridge Operator on duty, the following will govern:

If the Cleveland Dispatcher does not have control of the bridge locking devices or derails, before permission is granted to pass the stop indication, a crew member must securely spike the derail, inspect the track to be used to see that the bridge is properly seated, no broken rails or obstructions exist within the limits of the opposing home signals, then communicate to the Cleveland Dispatcher that the above instructions have been complied with.

Spike maul, clawbar and spikes are located in the box stencilled "TOOLS" adjacent to the eastward home signal.

Operators, or employee in direct charge of on-track equipment must contact the Bridge Operator via the radio, when operator on duty, to obtain verbal permission to operate through the limits of the Cleveland Drawbridge.

AVON

Riding the side of cars inside buildings at B. F. Goodrich is prohibited.

LORAIN

The RU Control Operator must not line a route for any NS movement between Leavitt and RU until authorized to do so by Train Dispatche

AVERY

Account close clearance, employees must not ride side of equipment on all tracks inside gate at Certainteed nor on building side of paper track.

BELLEVUE TERMINAL

(a) All trains at Bellevue Terminal must not enter or exit any yard track unless authorized to do so. Dispatcher will not authorize a movement into or out of a yard track without instructions from the Yardmaster.

(b) No train, engine, or yard engine movements are permitted in the area between Bragg Road and the Old Tin Shanty, on any track, except the South By-Pass Track, without authority of the Ranger Tower Yardmaster. Trains arriving or departing from Bellevue Yard must have route authorized before moving through this territory. Bowl engines working on or from CT-tracks may be authorized to work and make movements into this territory without interruption.

(c) Except the power switches in the pullback area, which are under the authority of the Ranger Tower Yardmaster, power operated switches must not be thrown by hand without receiving permission from the dispatcher. After throwing switches by hand, the switch may be left in either normal or reverse position, as directed by the dispatcher, except as provided by timetable rule 7c. Bellevue Terminal item e.

(d) Electrically powered yard switch machines are in service at the east end of the A-tracks, on the west end of Tracks A-7 through A-11 and associated crossovers approaching the hump, and on the Duck-Under Track.

YM-4 dual control switch machines have been installed at the east end of the A-Yard at switch locations A1E, A2E, A3E, A4E, and A6E. To operate the YM-4 switch by hand the following procedure should be followed:

1. Secure permission from dispatcher to manually operate the switch.
2. Unhook the hand throw lever and depress the foot latch. NOTE: Depressing the foot latch removes the switch from power operation and places it in hand operation.
3. Operate the hand throw lever to insure that the lever is engaged with the switch points.
4. Line the switch for the desired route. Foot latch must remain depressed (hand operation) until the entire movement has cleared the switch.
5. Unless instructed otherwise by the dispatcher, switches must be restored to motor operation after the movement is completed, by returning the hand throw lever to the lever rest, releasing the foot latch, and securing the switch by hook or staple.

YM-2 dual control switch machines are in service at the east end of the A-tracks at locations not equipped with the YM-4 switch machines, on the west end of tracks A-7 through A-11 and associated crossovers approaching the hump, and on the Duck-Under Track. These machines are equipped with "Local Station" and may be operated manually when authorized by the dispatcher. The 3-position lever must be left in "A" position when not in use. When authorized hand throw lever may be moved to "L" or "R" position, which will move switch points to line for the desired route, and the indicator light will indicate accordingly. If indicator fails to light, switch points must be examined to determine that movement over them may be made safely. See Rule 104(b), Book of Rules.

(e) Trains and engines must not enter leads at the east or west end of the A-tracks without authority of the Hump Yardmaster.

(f) On the "B" Yard switching lead, eastward movements will be authorized by the Ranger Tower Yardmaster. Westward movements will be authorized by the Hump Yardmaster.

(g) Dwarf type signals are located at the west end of E1, E2, W1, W2, W3, W4 and W5. These signals are shove lights and blue signals and are not block signals.

Yellow - indicates shove move can be made
Red - indicates cars are within 500' of the east end and shove must be protected
Blue - indicates carmen or locomotive men are working on that track. If blue light is on, movement must not pass the dwarf.

Dwarf signals are located at the EAST END of the above tracks and are only used for protection of carmen or locomotive men. When the blue is lit, movement must not pass the dwarf signal. These are not shove lights.

(h) Track #20, West Yard, is a running track under the jurisdiction of the Ranger Tower Yardmaster. Track #1 pullback, previous #21 track, and #2 pullback, previous old main are under the jurisdiction of the Ranger Tower Yardmaster.

(i) When switch indicator on east switch of crossover between the Shop Lead and #1 bowl track displays a yellow indication, crossover movement into the bowl must not be made without permission from the Hump Yardmaster.

(j) North Duck-Under lead and east and west legs of Wye track are governed by automatic dwarf signals which will clear for movement on approach if route is clear. Power switch located just north of the underpass dividing east and west leg of Wye is under control of the dispatcher.

(k) Hump Signals

The humping operation signals located at the apex of the hump are defined as follows:

Fixed Signals govening Eastward Movement from the Bowl Tracks are:

Name	Aspect	Indication
Trim	Green	Permissible to enter leads at Eastend of Bowl if authorized
Stop	Red	Stop, Do not enter leads at Eastend of Bowl

Fixed Signals governing Westward Movement approaching the hump are:

Hump Fast	Green	Shove to the hump
Hump Slow	Yellow	Hump at requested speed
Stop	Red	Stop
Trim	Green-"T"	T in the center, shove trim

Engineers operating hump engines must be familiar with the automatic hump system and must insure an engine is never left in automatic without the Engineer being at the controls.

(l) Dual control switches in the Bellevue pullback area:

There are 15 such switches located just west of Ranger Tower and all have indication lights, yellow or green, mounted on the top of the switch machine. None of the 15 are connected to the main track. These switches are controlled by the Ranger Tower Yardmaster. Before any move starts over these switches, or after any move clears a switch or switches and a reverse move is going to be made, there must be a clear understanding between the Yardmaster and a crew member that the route is properly lined. Simply seeing a switch move or seeing a route change to switch point lined does not authorize movement. There must be a conversation to ensure a proper understanding. The

Yardmaster can inform a crew about the position of a switch or route if the indications are displayed on his board.

Do not hand operate any of the 15 Yardmaster Power Switches in the pullback operation nor the one at Route 4, east switch of the crossover from the eastbound to A Yard just west of Route 4. These switches can be identified by an identification plate on top of the switch machine which says 'Yardmaster'. Not all switches painted black are Yardmaster Switches, but all Yardmaster Switches are painted black.

(m) BELLEVUE—YEOMANS CONNECTING TRACK (LAKE SHORE CONNECTION)

(1) Use of this track is governed by diapatcher.

(2) Movements to and from the connecting track from Bellevue will be made on signal indication.

(3) Movements will not enter the connecting track from Yeoman's Siding until authorized by the dispatcher.

(4) Eastward movements must not foul or enter Yeomans siding without permission of the WLE Dispatcher.

(5) After use, the switches of the crossover between Yeoman's Siding and the connecting track must be left lined for movement on the siding.

(6) All movements on the connecting track must be made at a speed that will permit stopping within one-half the range of vision, but not exceeding 15 MPH.

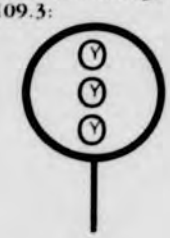
BELLEVUE—YEOMANS CONNECTING TRACK
M.P. T54.7 and Bellevue Mini-plant M.P. B247.8

(1) Use of this track is controlled by Dispatcher.

(2) Traffic control rules are in effect

BELLEVUE TERMINAL
SANDUSKY YARD

(n) The following signal aspects are authorized and will be displayed for movements through the Bay Jct. Interlocking at Sandusky, Ohio, M.P. 109.3:



Name: Clear
Indication: Proceed at Prescribed Speed

Name: Stop
Indication: Stop

R = Red Y = Yellow

Name: Restricting
Indication: Proceed at Restricted Speed

R = Red
Y = Yellow

(o) TOLEDO DISTRICT — Klines Yard:

1. Eastbound trains must not proceed beyond Kilbourne Street until it is known that movement may be made beyond Mad River Connection.
2. The following additional aspects are authorized and can be displayed by (1) Eastward Home Signal West End Bellevue Yard, M.P. T50.8.

Additional Aspects	Indication
Red Over Flashing Red or Flashing Red	Trains, engines, and yard engines may pass signal at restricted speed to make switching movements but must not depart until proper signal is displayed or unless authorized by dispatcher.

(p) When locomotives are left on Engine Servicing Facility Track(s) at Bellevue, Ohio; it will be necessary to apply the hand brake on the controlling unit only.

All other requirements contained in Rule L-236 remain in full force.

(q) Cabooses may be humped at Bellevue without an employee riding the caboose to control the movement.

(r) Loaded wheel cars may be humped to a clear track at Bellevue without an employee riding the car to control the movement.

(s) Loaded traction motor cars in Series SOU 911802 through SOU 911815 may be humped to a clear track at Bellevue without an employee riding the car to control the movement.

(t) Do not block Goodrich Road or Buckeye St. until notified that movement will proceed through mini-plant.

FOSTORIA DISTRICT

Two lunar indicator lights that govern eastward trains are located on masts to the outside of both main tracks west of SR 18, Kilbourne Street, Bellevue. One lunar light that governs westward trains is located on a mast on north side of main track east of Green Street, New Haven.

When not lighted, trains must contact dispatcher before blocking crossings. If lighted, trains may proceed in accordance with the rules.

To enter the Main Track at the following locations permission must be first obtained from dispatcher. After permission has been granted, the padlock must be removed from the main track switch and a waiting time as shown below is required before the electric lock will release. The switch latch or other mechanisms must not be touched or moved until the end of the waiting period. To do so will reset the electric lock timer which will start the waiting period over again.

Narlo	14 minutes
Maple Grove	15 minutes
Pro-Tec M.P. B310.0 (#2 Track)	7 minutes

MAPLE GROVE

If train or engine is operated at less than 15 MPH between the distant signal and home signal to the IHRC crossing, the movement must approach the home signal prepared to stop.

FOSTORIA

Between Ilers (M.P. B275.3) and FS (M.P. B282.0), yard limits exist on Westbound and Eastbound Main Tracks. All movements are under the jurisdiction of the dispatcher.

Movements against the current of traffic, within these limits, may be made upon permission of the dispatcher who will arrange for protection against opposing movements.

Operation of on-track equipment will be under the provisions of Operating Rule 809. Operation of on-track equipment through CSXT Interlocker (C&O) M.P. B279.9 must not be done until verbal permission and protection is first secured from the CSXT F-Tower operator either direct or through NS dispatcher.

Trains must clear Town Street before stopping to perform work at Blair Yard, unless otherwise instructed.

Train crews who switch ADM, M.P. B281.4, must arrange to inspect all cars on all tracks before coupling equipment to any car. Be sure to check rear (west end) of tracks to insure all cars are on the rails.

Equipment in excess of 60 feet is not permitted on track leading to locomotive pit at Blair Yard, unless otherwise provided.

DA

Westward movements for the Lima District must not pass DA unless they have Track Warrant authority to enter territory.

NORTH FINDLAY

Public crossings on Whirlpool Connection Track must be protected by employee on ground before making movements over crossings.

McMOMB

Trains and Engines using siding or elevator tracks must approach flasher and/or gate crossings prepared to stop until it is determined crossing protection equipment is working properly.

CASAD

All tracks at Casad are out of service to NS movements except from east main track switch, M.P. B360.1, to first switch on lead west of main track switch.

FORT WAYNE TERMINAL

Four Mile Road:

(a) (Red over Flashing Red) on westward home signal governing movement from north lead. (Flashing Red) on eastward dwarf signal governing movement from westward track. Yard engines and engines may pass this indication at restricted speed to make switching movements but must not depart from East Wayne Yard.

(b) Crews of eastward trains will contact yardmaster for yarding instructions prior to passing home signal at Four Mile Road.

(c) Within the yard limits between Runnion and Four Mile, all movements are under the jurisdiction of the train dispatcher.

Movements against the current of traffic within these limits may be made upon permission of the train dispatcher who will arrange for protection against opposing movements.

Operation of on-track equipment will be under the provisions of Operating Rule 809.

Speed is restricted to 10 MPH for all trains and engines using Wabash 2 and 3, between NE and Estella Ave., all tracks in new yard at Hugo and all tracks in Baer Field Yard.

EAST WAYNE YARD

Speed is restricted to 10 MPH for all trains and engines using any track other than a main track at East Wayne Yard between Four Mile Road, M.P. B367.2 and Hartzell Road, M.P. B365.5. Movements using 25 at east end, East Wayne Yard and going to tracks 23X, 24X or 25X must have 24 lead switch lined for movement into 24 track.

CHICAGO TERMINAL

A. **General**

1. Operations between east end Hobart and Landers are under the jurisdiction of the Terminal Superintendent, Chicago Terminal. Jurisdiction also includes freight operations on **METRA** Southwest District between 74th St. and end of track at Manhattan.

2. Train and engine crews operating on other than their home road in Chicago Terminal must have copy of the Chicago Operating Rules Association (CORA) Guide in their possession and will be governed by their home road rules and special instructions except for those specified in respective road's section of the guide. Current operating bulletins and general orders of foreign railroads issued to NS will be posted at Calumet Yard Crew Room and Landers Yard Tower Building.

3. HAND BRAKES - CHICAGO TERMINAL: It will not be required to secure cars by applying hand brakes in Calumet yard on tracks one (1) through thirty (30), or tracks #1 Main Below and #2 Main Below. Car(s) left on any other track in Chicago Terminal must be properly secured by applying hand brakes in accordance with division-wide timetable instructions.

When necessary to secure cars on the Pass or North Pullman Siding, hand brakes should be applied on the south side of these cars.

When locomotives are left on engine servicing facility track(s) at Calumet Yard, it will be necessary to apply the hand brake on the controlling unit only. All other requirements contined in Rule L-236 remain in full force.

B. **Between Hobart and 110th Street**

1. When the westward home signal located east of Columbia Ave., M.P. B502.5, Hammond, displays a Stop aspect, train or engine must not proceed without permission of the control station at Hammond Interlocking.

2. Any car exceeding 72 feet in length cannot be moved in or out of Osborn Yard.

3. Between Osborn Interlocking and 110th St. Interlocking all trains and engines must not enter the main track or cross over from one main track to the other without first securing permission from the control station at Cummings.

4. LOCATION OF HOLD OUT LUNAR LIGHTS:

a. Indicator located east of Oakley Street, Hammond, M.P. B503.5, will display one (1) Lunar White light when westward home signal at CR displays proceed indication.

b. Indicator located 300 feet east of Torrence Ave., Chicago, M.P. B507.3, will display one (1) Lunar White light when westward home signal at Cummings Drawbridge displays proceed indication.

C. **Between 110th Street and 81st Street**

1. The Main Track between 110th St. and Pullman Jct. is designated as the "High Main". Movements between 110th St. and 81st St. are under the jurisdiction of the Control Station at Cummings. Derails and banners are located in the territory as follows:

M.P. B510.3 - clearance point at east end of Pass
M.P. B512.0 - clearance point at west end of Pass
M.P. B512.0 - clearance point at west of North Pullman Siding

All derails, after use, must be restored and locked in normal (derailing) position.

2. All trains or engines entering or leaving Calumet Yard must have permission of the yardmaster.

3. The hand-thrown derail in place at the west end pocket (Caboose Track) is there to provide the Mechanical Department forces with the ability to protect themselves in accordance with NS Safety Rule 1500 without affecting the alignment of the No. 15 crossover switches.

Normal position for the derail will be locked in non-derailing position. It will be locked in derailing position only when being utilized by Mechanical Department forces when inspecting equipment in the pocket.

The above does not relieve employees from compliance with NS Operating Rule 105 when operating in and out of the pocket.

4. The normal position of the switch at the west end of the Pass and the North Pullman Siding is lined for the Pass. This switch must be left in normal position after use and locked.

5. Movements at Pullman Jct. on the Verson Lead will be governed as follows:

Permission to enter or leave the main track via the electrically locked switch at Verson Lead connection must be obtained from the Control Station at Cummings.

Movements on the Verson Lead must not foul CRL track until gate has been lowered over CRL track. CRL gate must be restored to normal position when movement clears CRL tracks. Note: CRL gate is located on the northeast side of the Verson Lead at the CRL Crossing. The normal position of the gate is in the raised position to permit CRL movements. CRL gate is lowered by pressing button marked "LOWER" located in box on side of gate. After movement, restore to normal position by pressing button marked "RAISE" and holding button IN until gate is restored to upright position.

Movements will be governed by signal indication at BRC Crossing.

6. Movements on CRL tracks at Pullman Jct. will be governed by signal indication. If Stop signal is encountered and communication with the Control Station at Cummings fails, placing switch key in key box located to the right of CRL tracks on each side of NS crossing will enable movement on CRL to receive a signal to proceed if route is clear.

"Flashing Red" aspect will be in effect on the CRL signals at Pullman Jct. When signal displays "Flashing Red" and switches are properly lined and route is clear, train and engines may pass signal at restricted speed to make switching movements or to return to train but must not depart until proper signal is displayed unless authorized by the Control Station at Cummings.

Before a train or engine enters or fouls the IC main track at 95th Street, permission must be obtained from the IC Train Director via radio.

Northbound trains operating over IC trackage must obtain permission from the Control Station at Cummings prior to entering CRL track #14 at 95th Street.

7. Account height restriction on BRC tracks at 80th Street trains will use the Stack Connection Track and the former BRC Northbound Main Track whenever possible.

Eastbound Train Crews and Yard Transfer Movements must notify Operator at Cummings Drawbridge advising as to whether their train DOES or DOES NOT contain double stack cars prior to passing the Forest Hill Interlocker when operating on METRA or BRC Tracks, and prior to passing 74th Street when operating on METRA Tracks.

Westbound Train Crews must notify Operator at Cummings Drawbridge as to whether their train DOES or DOES NOT contain double stack cars prior to passing 122nd Street.

Yard Transfer Movements departing Calumet Yard must notify the Operator at Cummings Drawbridge as to whether their train DOES or DOES NOT contain double stack cars prior to departing.

The Operator at Cummings Drawbridge will communicate with the BRC Dispatcher and arrange for trains containing double stack cars to be routed the Stack Connection Track.

D. **Gary Branch**

1. Trains and engines operating on the Gary Branch must approach all grade crossings prepared to stop unless it is known that grade crossing warning devices are operating properly and/or vehicular traffic has stopped.

2. Crews operating on Indiana Sugar Spur Track, M.P. TC241.1 to M.P. TC240.3, may leave switches reversed and unattended. Switches may be left as last used.

E. **METRA** - Southwest District - 74th St. to Ashburn.

NS trains operating between 74th St. (or Belt Jct.) and Ashburn (Landers Yard) will be governed by **METRA** - Section 13 of **CORA** Operating Guide. All signals conform with **METRA** signal indications except Forrest Hill interlocking, which are NS signal indications.

F. **Protection of On-Track Equipment and Maintenance Forces, Van Loon to 81st Street**

Between Van Loon, M.P. B497.8, and 81st Street, M.P. B515.8, Engineering Department employees, including without limitation, C&S, and MWS employees, must not perform any work that would interfere with the safe passage of trains and engines until full protection in both directions has been provided by Form 23A. The Operator at Cummings Drawbridge will issue the Form 23A consistent with the instructions concerning the protection of on-track equipment in this territory contained as follows:

Before on-track equipment enters or fouls a main track within these limits the Operator or employee in direct charge must secure permission from the Operator at Cummings Drawbridge. Before granting such permission, the Operator at Cummings Drawbridge must:

1. Know that the track section to be entered is clear of both opposing and following trains and engines, and he must so advise the Operator or employee in direct charge of the on-track equipment. Operator must confer with Dispatcher before permitting any movements between State Line and Van Loon.

2. Provide block protection against both opposing and following trains and engines by use of a controlled signal. To provide block protection, the Operator at Cummings Drawbridge will make necessary arrangements with the control station for protection at Van Loon, Osborn, Hammond, State Line, or Burnham in establishing block protection. Protective blocking must be applied to each control machine and the Operator at Cummings Drawbridge will record on Form 23 the Operator's name, location, time, track involved and limits of protection.

3. Enter the movement on the prescribed form. (Track Time Form 23 will be used to record the movement of on-track equipment between Van Loon and 80th Street.)

4. Advise the Operator or employee in direct charge of the on-track equipment that his intended movement has been entered on the prescribed form and that protective blocking has been applied to the control machine(s).

5. The Operator or employee in direct charge of the on-track equipment must repeat all instructions received to ensure correctness. (Track and time limits will be recorded on and repeated from Form 23A.)

Movement of on-track equipment over railroad crossings within these limits must be made in accordance with Operating Rules 811 and 812, as applicable.

When the work which requires Form 23A protection is being done wholly within the limits of an interlocking controlled by a foreign line railroad (Burnham, State Line, Hohman Ave., and Osborn) the Operator at Cummings Drawbridge will contact the foreign line control station to arrange for signals and switches on the affected track to be coded to STOP and blocked. Under RESTRICTIONS on Form 23A, the Operator at Cummings Drawbridge will add "Foreman in charge must talk to control station and ensure proper protection is in place."

THE ENGINEERING DEPARTMENT EMPLOYEES MUST NOT BEGIN WORK UNTIL THEY HAVE CONFERRED WITH THE FOREIGN LINE CONTROL STATION.

G. **Protection of On-Track Equipment and Maintenance Forces: 81st Street to Belt Jct. via BRC**

Before on-track equipment enters or fouls main track within these limits the Operator or employee in direct charge of the on-track equipment mut secure permission from the Operator at Cummings Drawbridge. Before granting such permission, the Operator at Cummings Drawbridge must

1. Know that the track section to be entered is clear of both opposing and following trains and engines, and he must so advise the Operator or employee in direct charge of the on-track equipment. Operator at Cummings Drawbridge must have positive knowledge that BRC Dispatcher is providing necessary block protection for the intended movement.

2. Provide block protection against both opposing and following trains and engines by use of a controlled signal. To provide block protection, the Operator at Cummings Drawbridge will apply blocking device to control machine for 80th Street Interlocking and make necessary arrangements with BRC Dispatcher for protection at Belt Jct.

3. Operator or employee in direct charge of on-track equipment will notify Operator at Cummings Drawbridge when on-track equipment has cleared BRC main track so that blocking devices may be removed.

4. Operator employee in direct charge of on-track equipment will arrange with Operator at Landers for track protection through Belt Jct.

MICHIGAN CITY BRANCH

When the governing signal at the following interlockings indicates Stop, permission to pass the signal must be obtained from the control station as indicated:

Argos, NS crosssing—Ft. Wayne dispatcher
Walkerton, CSXT/CR crossing—CSXT dispatcher
Stillwell, GTW crossing—GTW dispatcher
LaPorte, CR crossing—CR dispatcher

Walkerton

Northbound train or engine holding main track or moving out of siding after meeting southbound train or engine must not proceed over State Road 23 without first protecting such move by man on ground unless crossing signals are operating.

La Porte

Conrail interlocking at La Porte, Indiana. When the governing signal at CP 462 (La Porte) indicates stop, permission to pass the signal must be obtained from the Conrail Chicago East Train Dispatcher at 313-323-5867.

(a) **CR Interlocking**

An indicator located at north end of passing siding will display one flashing lunar white light when northward home signal displays proceed indication.

When no light is displayed on indicator, through trains which cannot clear between Lincoln Way crossing and northward home signal will remain south of indicator.

(b) Trains or engines, moving on old main over Pulaski Street, must stop and a member of crew protect traffic before crossing street.

Michigan City

1. Using a lighted signal appliance, a crew member must flag all movements over Carroll and Pleasant Avenue crossings, and equipment should not be left standing within 100 feet of these crossings.
2. All movements on South Harbor Track over Sixth and "E" Streets must be flagged over crosssings by member of crew.

3. All moves to CSS&SB at Michigan City must be authorized by CSS&SB dispatcher at Michigan City before connection track is occupied. All moves to NS at Michigan City must be authorized by NS dispatcher at Fort Wayne before connection track is occupied.

ST. THOMAS DISTRICT, DETROIT TERMINAL and DETROIT DISTRICT

The Lake Division Superintendent will have jurisdiction of NS operations on CN trackage, with district operations under the supervision of the Superintendent at Windsor.

Between Detroit and Delray, all train and engine movements within this territory will be made with the authority of the Operator at Delray Tower and in accordance with Operating Rule 93. When train or engine is stopped by signal controlled by Delray Operator, the Delray Operator should first be called for movement instructions on radio channel N,W-1. If no response is received, request is then to be made through River Rouge Bridge Operator or General Yardmaster who can relay information.

Authority from the Operator at Delray Tower is conferred by signal indication at Delray Tower or General Yardmaster at Oakwood. When necessary for train or engine to have verbal authority from the Operator at Rouge Bridge in the territory between Fort Street and Foreman Avenue and at Oakwood Junction, this permission should be obtained from the Operator, but the permission may be relayed by the Yardmaster at Oakwood after conferring with the Operator, and when relaying the Yardmaster must state to the train or engine "you have the Operator's permission..."

Unless otherwise instructed, hand-throw switches between Oakwood Junction and Ecorse Junction on the eastbound and westbound main tracks will be left lined as last used, and all movements must approach these switches expecting to find them in either position. All inbound trains approaching Oakwood must call Yardmaster prior to passing yard limits board at M.P. D10 for permission to enter yard limits.

The maximum authorized speed on tracks 1 through 13 class yard and 1, 2, 3, 4, and 15 tracks in eastbound yard and Manifest 1, 2, and 3 and the Manifest Switching Lead is 15 MPH. All other tracks other than the main tracks are limited to 10 MPH unless otherwise restricted.

The following will govern train and engine movement over spring switches on "Old Main" — Between Delray and West Detroit Interlockings:

(a) All movements will be made in accordance with Operating Rule 93
(b) Normal position for spring switches located at each end of double track is for movement with the current of traffic.
(c) Electric spring switch indicators indicate position of switch points only, and:
  (1) when indicator displays green, switch is properly lined; or
  (2) when indicator displays red or is blacked out, train or engine must stop and examine switch points and, if necessary, properly line switch.
(d) Trains or engines moving against the current of traffic approaching spring switch at either Delray or West Detroit must stop clear of spring switch and adjacent switch. Further movement may be made if home signal displays a proceed indication and no movement is approaching with the current of traffic.
(e) Maximum permissible speed between Delray and West Detroit Interlocking:

Northward track ..... 20 MPH
Southward track ..... 20 MPH

Do not exceed 10 MPH over both spring switches at North End and South End of this traffic segment, at Delray and West Detroit.

(f) Trains and engines must not exceed 10 MPH on curve between Delray and spring switch at south end of double track.

Trains or engines must not enter on or leave Rawsonville Spur, at M.P. D26.6, without permission of the train dispatcher. Maximum authorized speed on Rawsonville Spur is 10 MPH.

Yard Limits — Milan, Michigan

Within the yard limits, Detroit District, between West Milan and Whittaker, all movements are under the jurisdiction of the train dispatcher.

No train or engine will enter the main track or cross over from one main track to the other through hand-operated switches within these limits without his permission. (Rule 404 applies).

Movements against the current of traffic within these limits may be made upon permission of the train dispatcher, who will arrange for protection against opposing movements. (NS Operating Rule 93).

Operation of on-track equipment will be under the provisions of Operating Rule 809.

CONE—Elevator track. Account close overhead clearance hicube cars, enclosed multi-level cars, or any other equipment which exceeds normal dimensions must not be placed or moved under grain spout (in either extended or retracted position).

Adrian.

(a) Account close clearance on westward siding from a point 1200 feet east of west switch to west switch, employees must not ride side of equipment which is next to equipment on adjacent track.

(b) Cars or engines must not be left standing on No. 1 track from Maumee St. to a point 700 feet east of Maumee St.

(c) All yard tracks ..... 10 MPH.

Tecumseh Branch.

(a) Branch extends from GTW M.P. 44.2, (Page), to GTW M.P. 46.3, and timetable direction is northward from junction switch, at M.P. D59.8.

(b) All trains and engines must move prepared to stop within one-half the range of vision but not exceeding 10 MPH.

(c) Trains and engines must approach all road crossings equipped with automatic warning device prepared to stop, and must not enter any of these crossings unless automatic warning device has been operating a sufficient length of time to warn highway traffic or the crossing is protected by a crew member on the ground.

(d) Trains and engines must stop (as prescribed by Timetable Rule No. 3) short of Adrian & Blissfield RR crossing, GTW M.P. 45.5, and must not enter crossing until it is seen that no crossline movement is on or closely approaching the crossing. Switch point derail located on south side of crossing must be properly lined before entering crossing and must be restored to derailing position after movement is completed.

HUNTINGTON DISTRICT

Due to excessive in-train forces being created due to tonnage length and rolling terrain between M.P. D111.5 and M.P. D107 on the Huntington District, the following train handling instructions are in effect.

All eastbound trains 4000 tons or over will arrange to have the throttle reduced to NO. 4 position prior to reaching M.P. D111.5 and do not advance throttle until head end passes M.P. D106. The above procedure will prevent severe draft and buff forces.

All westbound trains 4000 tons or more will arrange to have throttle reduced to No. 6 throttle position prior to reaching M.P. D108. Do not advance throttle until head end reaches M.P. D113.

Extra caution should be used when trains are operated at slow speeds account of slow order, siding speed, etc., making higher throttle position necessary.

FORT WAYNE TERMINAL

A Lunar signal is located just east of North River Road, M.P. D139.53. When not lighted, trains must contact dispatcher before blocking crossings; if lighted, trains may proceed in accordance with the rules. Lunar lights are not to be considered block signals.

Within the yard limits between NE Interlocking and Snake Track and between Mike and Hugo, all movements are under the jurisdiction of the dispatcher.

Movements against the current of traffic within these limits may be made upon permission of the dispatcher who will arrange for protection against opposing movements.

Operation of on-track equipment will be under the provisions of Operating Rule 809.

Westward trains not receiving a proceed signal indication at Hugo, will stop East of Brooklyn Avenue to clear flasher circuits.

There will be no cars left between Meyer Road and derail on hill at the Rod Mill (Phelps Dodge) for any reason.

Huntington.

U.S. Minerals Corp.—Account close clearance, employees must not ride side of cars while adjacent to building.

PERU

Within yard limits between Junction and West Peru all movements are under the jurisdiction of the dispatcher at Fort Wayne.

Movements against the current of traffic within these limits must not be made without permission of the dispatcher at Fort Wayne who must arrange for protection of such movements.

Dispatcher at Decatur will not display a proceed signal for an eastward movement at West Peru without the permission of the Fort Wayne dispatcher.

All trains or engines must secure permission from the dispatcher at Fort Wayne to depart Peru. It will be the responsibility of the conductor and/or engineer to secure this permission.

Operation of on-track equipment will be under the provisions of Operating Rule 809.

NEW CASTLE DISTRICT AND CINCINNATI DISTRICT

(a) Between Clare, Mill and Gest St. Yard, crews are under the supervision of Terminal Superintendent, Cincinnati, and will be governed by current Lake Division Timetable, and Kentucky Division Timetable where applicable; and by Gest St. yard bulletins.

(b) Movements operate via ConRail between Valley and Mill, via CSXT between New River Jct. and Butler St. and Hopple St., and, East Norwood and Hopple St., and their respective rules and timetables apply.

When the eastward home signal, New River Jct., or westward home signal, Butler St., displays an aspect requiring a Stop, permission must be secured from the CSXT Dispatcher to proceed.

(c). Before an NS crew leaves a train at Clare Yard, Conductor will contact Gest Street and ascertain if Garden Crossings needs to be cut.

NEW CASTLE DISTRICT

HAMILTON

Lunar lights are placed to the right of track in direction of movement. Lunar lights are not to be considered as block signals.

Eastward lunar light at M.P. CF34.5 will display white light when signal at New River Jct. is lined for an eastward move.

Westward lunar light at M.P. CF29.3 will display white light when signal at Butler St. is lined for a westward move.

RICHMOND

Account close clearance, trains or engines operating on Industry Track (located south of main track) must not meet or clear standing or moving trains or engines operating on main track between point of switch at 8th Street, M.P. CF74.6, and Sheridan Street, M.P. CF75.0.

Gates at 13th Street will not operate for movement when on the north lead.

NEW CASTLE SWITCH LEAD

All trains and engines must move prepared to stop within one-half the range of vision but not exceeding 10 MPH. Trains and engines must not operate South of M.P. R1.9, on Rushville Branch or yard limit sign on Connersville Branch.

NS crews are to use the interchange track only. Any other tracks will be under the direction of the NS Maintenance of Way Department. Do not exceed 10 MPH on Honey Creek RR - M.P. CF104.2 from Cast-West End to end of track.

MUNCIE

All movements over Walnut and Madison Streets, on Belt Track, and over Jefferson Street on old Main Track, New Castle District, must be protected by a member of crew on crossing.

BLUFFTON

The following instructions will govern NS crews working in the IHRC Yard:

1. Interchange between NS and IHRC will be at Bluffton, Indiana. Tracks to be used for interchanging of cars will be the former Old Main, Clover Leaf Pass and Clover Leaf Storage. These will be the only tracks that the NS crews may operate on.
2. All NS Trains and Engines entering the IHRC Yard, will operate at Yard Speed, prepared to stop within one-half the range of vision, not to exceed 10 MPH.
3. Locks have been removed from switches within IHRC Yard. Movements should be made expecting switches not lined for movement.
4. Bill box is located at the west end of the Transfer Track for receiving and submitting bills of interchange.

COLUMBUS AND SANDUSKY DISTRICTS

When the signal at the locations shown below displays a Stop indication, a train or engine governed by that signal must not proceed except as indicated:

Eastward signal west of Waverly at M.P. N636.5—permission from dispatcher.

Westward signal at west end of Dorney, and eastward signal near M.P. N677, west of Circleville—permission from dispatcher.

Westward signal at M.P. N695.1, Reeses—permission from the dispatcher.

Eastward signal west of Bannon at M.P. N700.4 - permission from Dispatcher.

Movements against the current of traffic must approach the following crossing prepared to stop and not proceed over it until it is known that automatic warning device has operated a sufficient time to warn highway traffic, or the crossing is protected by an employee in position to stop traffic.

Valley Crossing, on either track, Williams Road.

Between Valley Crossing interlocking and the westward holdout signal at M.P. N695.1, movements against the current of traffic on the westward main track will be authorized by the dispatcher. Eastward movements given this authority MUST NOT proceed east of the westward hold-out signal at M.P. N695.1.

Movements must not enter this track section through a hand-operated switch without first securing permission from the dispatcher.

To minimize blocking of farm crossing at M.P. S27.2, and in order to stop clear of such crossing when necessary, crew members of eastward trains will contact dispatcher to ascertain amount of delay involved if it appears they will be held at M.P. S26.

To prevent wheel slip and excessive drawbar force between M.P. N704.5 and M.P. S1.7 (between west crossover switch east of CW Diamond at Interstate 71 overpass), westbound trains must not exceed throttle position No. 7.

Your attention is called to Rules L-206 and L-241, NS-1 Rules for Equipment Operation and Handling.

TOLEDO TERMINAL & DISTRICT

(a) All movements between Homestead, Ironville, Manhattan Jct., Cherry Street, and over Toledo Belt are under direction of supervisor on duty.

(b) Westbound trains must receive permission from Yardmaster or Supervisor on duty before entering Homestead Yard limits. Eastbound trains must receive permission from Dispatcher and Homestead Yardmaster/Supervisor on duty before departing Homestead Yard.

(c) Switching on Maumee River Bridge 2.83 is prohibited.

(d) Between Walbridge Jct. and Byrne Rd., all switches will be left lined as last used, and trains, engines, or on-track equipment must approach same expecting to find them lined against their movement. Operating Rule 105 applies.

(e) Main track between west end Sumner Street yard and Monclova is within yard limits and Rule 93, Book of Rules, applies. Maximum authorized speed is 15 MPH.

(f) All movements between west end Sumner St. yard and Monclova are under the jurisdiction of yardmaster at Homestead, or direction of the supervisor on duty.

(g) Toledo Terminal Tracks shown below are designated as follows:

Delmont Jct. to Wanick Jct. — Runner
Gould to Wallbridge Jct. — #1 Gould
Delmont Jct. to Sumner St. M.P. TC1.0 — Main
Manhattan Jct., M.P. T2.1 to Lallendorf Rd., M.P. T7.5 — Toledo Runner

All switches on the Toledo Runner Track will be left lined as last used, and all trains engines, and on-track equipment approaching these switches must expect them to be lined against their movement.

(h) Normal position for the following switches will be as indicated below:

1. Wanick Jct. and Delmont Jct.	— Lined for movement to or from main track to runner track
2. Maumee Branch and Watervile Lead	— Lined for movement to or from Waterville Lead

FREMONT SWITCHING LEADS

(a) All trains and engines operating on any of these tracks must move prepared to stop within one-half the range of vision but not exceeding 15 MPH, except that a speed of 10 MPH must not be exceeded over Bridge 2191.

(b) Only single 4-axle units are permitted on Home Sand & Coal Co. tracks, Fremont.

(c) Locomotives not permitted on the 218-foot extension on Old Main Dock track serving Burns Iron & Metal Co., Fremont.

(d) Employees are prohibited from riding the top or sides of cars in the vicinity of the tomato paste unloading shed on "A" tracks, H.J. Heinz Co.

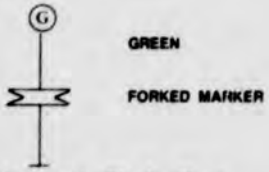
LIMA DISTRICT

No movement may occupy Main Track or Lima Running Track including that within yard limits without permission of dispatcher. Note Timetable Rule 7b 15.

FINDLAY

Eastbound distant signal at M.P. SP58.3 is capable of displaying aspects in accordance with Rules 285-B or 285-C. Eastward trains or engines that intend to pass through interlocker at Findlay M.P. SP57.0 may proceed east past distant signal displaying "Non-Automatic Block, Clear" and approach home signal under control prepared to stop. Such trains will stop west of distant signal displaying "Non-Automatic Block, Approach" and will not proceed east until contact is made with either NS or CR dispatcher. Movement east may then be made on "Non-Automatic Block, Clear" as discusssed above or on dispatcher's permission. Switching movements between distant signal and interlocker may be made on track warrant authority.

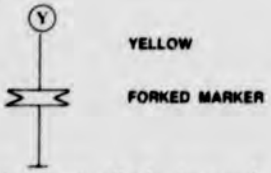
Rule 285-B



Name: Non-Automatic Block, Clear

Indication: Proceed. Note: A train or engine that is delayed after passing this signal must approach next signal prepared to stop. This signal provides information only about the next signal, not conditions of or on the track.

Rule 285-B



Name: Non-Automatic Block, Approach

Indication: Approach next signal prepared to stop. Train of engine exceeding medium speed must at once reduce to that speed. Note: This signal provides information only about the next signal, not conditions of or on the track.

(a) Western Ave. Spur - Movements between main track and Cooper Tire must be done with air brakes operative on all equipment.

(b) Western Ave. Spur - Movement over Lima Ave. must be protected by employee on the ground unless highway traffic is stopped by red traffic signal and rail movement has green traffic signal.

(c) Sugar track M.P. SP58.9 is in service for 20 car lengths from switch, speed must not exceed Five (5) MPH, and six-axle units are not permitted on track.

EVANS

National Lima plant M.P. SP60.2. Engines are not permitted under tipple on either track or within 100 feet of tipple on west side account engine will not clear car movers. Spot empty cars for loading on tracks west of tipple from west. Unless instructed otherwise, fill first track to 25 cars before setting cars to second track. Split cars evenly between the two tracks when spotting in excess of 25 cars per track. Track capacity is 30 cars per track. East car on each track must be left within 20 feet of tipple. Before shoving cars over car movers it must be determined car mover arms are in lowered position and will clear cars. Loaded cars must be pulled from east end.

MT. CORY

The overhead loading spout at Blanchard Valley Grain Elevator is 15 feet 6 inches high when raised. Before spotting or pulling cars examine spout from ground to determine if it is in raised position and will clear car.

LIMA

The Former Main Track, Erie Jct. M.P. SP90.4, to Gate M.P. SP95.0 is changed to "Lima Running Track." All movements must operate at Yard Speed, not exceeding ten (10) MPH, expecting to find all switches lined against movement. Switches may be left lined for last move. There is no change in the Main Track designation between East Lima Yard M.P. SP87.0 and NS Tower M.P. SP88.8, nor on either CSXT Main Track between NS Tower and Erie Jct.

Tracks #4, #5, #6, #7, #8, #9 (runaround) are leased to BP. Use of these tracks for traffic other than BP cars is permitted only upon the permission of proper authority which includes BP, NS Lima Agent, or NS dispatcher.

Train crews who enter the BP Oil or Chemical Facility with two or more engines must arrange to have the engineer on the rear (east) engine.

BP Benzene Trains: Conductors must report any unusual delay(s) moving engines to benzene loading area to pull a loaded train to the BP Shift Foreman at telephone 419-226-2732. Arrange to have same report sent to Trainmaster's Office in Fostoria on the next business day.

CSXT Belt Crossing M.P. SP91.5

All trains and engines will approach the home signals at CSXT, Belt Crossing, interlocking under full control, prepared to stop and will not proceed unless home signal indicates proceed. Speed of engines between home signals must not exceed ten (10) MPH.

Signals will govern movements on the NS Lima Running Track, Adgate Extension, and yard lead at the crossover and turnouts used by CSXT Belt in crossing over NS tracks.

NS trains or engines arriving at the crossing and finding home signal indicating stop and no CSXT or NS train or engine approaching or occupying the track between the home signals will be governed by the following instructions:

(1) Examine all switches to determine if they are in proper position.

(2) If switches are in proper position and no trains are approaching or occupying the track between the home signals, movement by stop signal and over crossing may be made at restricted speed.

NS train movements must not go west of Gate M.P. SP95.0 without proper authority.

FRANKFORT DISTRICT

PORTLAND

Westbound movements out of storage track at Portland must protect crossing at County Road 110, M.P. SP 147.9, with man on crossing account crossing warning devices will not activate. Portland storage track is interchange track with R. J. Corman RR. Waybill box is at east end on the north side.

MUNCIE

At Liberty Street, movements on the Pioneer, Team, and Freight House tracks do not activate automatic crossing protection, and movements over the crossing must be protected by member of crew on ground.

ELWOOD

No more than two 4 axle units allowed on Elevator Track - Elwood - East of Route 28.

TIPTON

Top AG - No more than two 4 axle units allowed.
Quaker Oats - No more than one 4 axle unit allowed.

FRANKFORT

No movement whatsoever may occupy main track within yard limits Frankfort without permission of Illinois Division dispatcher.

7d. YARD LIMITS

All trains and engines must move at yard speed (Rule 93) within Yard Limits.

STATION NAME	YARD LIMITS EXIST BETWEEN		
Buffalo District			
Buffalo	M.P. B2.4	and	M.P. B6.5
Cleveland District			
Cleveland	M.P. B172.0	and	M.P. B179.5
Fostoria District			
Fostoria	M.P. B275.4	and	M.P. B281.9
Chicago District			
Fort Wayne	M.P. B367.3	and	M.P. B372.4
Chicago	M.P. B498.0	and	M.P. B510.0
Gary Branch			
Gary	M.P. TC241.1	and	M.P. TC246.7
Fairport Branch			
Perry	M.P. PA0.0	and	M.P. PA8.8
Woodburn Branch			
New Haven	M.P. TN 86.5	and	M.P. TN 87.1
Michigan City Branch			
Argos	M.P. I108.6	and	M.P. I111.0
Michigan City	M.P. I155.0	and	M.P. I158.9
South Bend Branch			
South Bend	M.P. SK0.0	and	M.P. SK3.0
Kingsbury Wye	M.P. SK25.5	and	M.P. SK27.5
Detroit District			
Detroit	M.P. D0.0	and	M.P. D10
Milan	M.P. D33.4	and	M.P. D39.8
Huntington District			
Fort Wayne	M.P. D141.3	and	M.P. D142.8
Fort Wayne	M.P. D146.1	and	M.P. D149.0
Peru	M.P. D200.2	and	M.P. D204.5
Columbus District			
Portsmouth	M.P. N603.2	and	M.P. N610.6
Circleville	M.P. N671.9	and	M.P. N677.1
Columbus	M.P. N694.9	and	M.P. N698.8
Toledo District			
Toledo	M.P. CS2.1	and	M.P. T8.0
Delmont Jct.	M.P. TS10.3	and	M.P. TS15
Sumner St.	M.P. TC1.0	and	M.P. TC11
Toledo-Maumee Conn.	M.P. 5	and	M.P. 12.6
Lima District			
Lima	M.P. SP87	and	M.P. SP95
Frankfort District			
Muncie	M.P. SP170	and	M.P. SP172.2
Muncie	M.P. SP174.3	and	M.P. SP178.0
Frankfort	M.P. SP233.3	and	M.P. SP237.1

7e. JOINT TRACKAGE

Trains and engines of Lake Division will use tracks of other Divisions and Foreign Lines in accordance with their timetables, rules and regulations, as shown below: NS trains and engines operating on foreign lines within Chicago Terminal switching district will be governed by NS Rules, except those specified in C.O.R.A. Operating Guide.

— Conrail between CP Draw, M.P. B2.4 and Buffalo Jct. M.P.2.0.
— A.A. between Milan, M.P. P37.3 and Manhattan Jct., M.P. T2.1.
— Conrail between Mike, M.P. Conrail 319.2 and Junction, M.P. Conrail 321.1.
— CSXT between East Norwood, M.P. BB10.6 and Gest St., M.P. 0.0.
— Conrail between Valley, M.P. CF7.5 and Mill, M.P. CF16.4.
— Kentucky Division within limits of Cincinnati Terminal.
— CSXT between New River Jct., M.P. CF33.1 and Butler St., M.P. CF30.8
— CSXT between Butler St., M.P. CF30.8 and Winton Place, CSXT M.P. BE6.7.
— CSXT between NS, M.P. 5.0 and Hallett, M.P. 2.1.
— A.A. between Hallett, M.P. 2.1 and Manhattan Jct., M.P. 0.0.
— CSXT between Lima, NS Tower, M.P. SP88.8 and Erie Jct., M.P. S90.4.
— Illinois Division between Frankfort, M.P. SP233.3 and WY, M.P. SP237.1.

Trains and engines of other divisions and foreign lines will use Lake Division tracks as shown below.

— C.P. RR between CP Draw, M.P. B2.4 and GB, M.P. B7.0
— Conrail between CP Draw, M.P. B2.4 and GB, M.P. B7.0
— CN between CP Draw, M.P. B2.4 and GB, M.P. B7.0
— Three Rivers RR between Sanborn, M.P. B131.3 and CP Draw, M.P. B2.4
— B&LE RR between Girard, M.P. B102.9 and Cascade, M.P. B90.8
— Conrail between Menor, M.P. B161.8 and Wickliffe, M.P. B169.1
— Conrail between CB6.2, Knob, and CB0.0, Mahoning Rd. on Cleveland Belt Line
— W&LE RR between Yeomans, M.P. T57.7 and Kimball, M.P. B240.2
— Chicago Terminal - foreign line trains and engines operating on NS tracks within Chicago Terminal will be governed by home road rules except those specified in NS section of **CORA** Operating Guide.
— CSS&SB between Michigan City, M.P. I158.2 and Stillwell, M.P. I139.6
— CSXT between Detroit, M.P. P0.0 and Delray, M.P. D4.8
— GTW between Delray, M.P. D4.8 and Ecorse Jct., M.P. D5.5
— Illinois Division between West Peru, M.P. D204.5 and Junction, M.P. D200.2
— Conrail, Elliott St., M.P. SP174.3 and Muncie-East Yard, M.P. SP172.2
— Conrail, Muncie, M.P. CF120 and Cast-East End, M.P. CF101.9
— Conrail, Mill, M.P. CF16.4 and Crescentville, M.P. CF20.4
— CN between Delray M.P. D4.8 and Oakwood Jct., M.P. D8.7
— CP between Delray M.P. D4.8 and Oakwood Jct., M.P. D8.7
— GTW between Delray, M.P. D4.8 and West Detroit, M.P. 1.0
— Conrail between Benson, M.P. S63.5 and Bucyrus, M.P. S62.2
— W&LE between Chatfield M.P. S73.0 and Parkertown, M.P. S102.0
— CSXT between Erie Jct., M.P. SP90.4 and Lima-NS Tower, M.P. SP88.8
— R. J. Corman RR between Erie Jct., M.P. SP90.4 and GATE, M.P. SP95
— CSXT between Erie Jct., M.P. SP90.4 and GATE, M.P. SP95
— R. J. Corman RR between Hale, M.P. SP136 and Portland, M.P. SP148

7f. FLAGGING DISTANCES

The following will be observed by Engineering Department employees when providing flag protection:

	Maximum Authorized Speed	Minimum Flagging Distance
Between	0 - 10 MPH	1/4 Mile
Between	11 - 20 MPH	1/2 Mile
Between	21 - 30 MPH	3/4 Mile
Between	31 - 40 MPH	1 Mile
Between	41 - 50 MPH	1 1/4 Miles
Between	51 - 60 MPH	1 1/2 Miles
Between	61 - 70 MPH	1 3/4 Miles
Between	71 - 80 MPH	2 Miles

Torpedoes will be placed the same distance in advance of the flagman, but not exceeding one (1) mile.

7g. LOCATIONS WHERE GRAVITY DROPS ARE AUTHORIZED

See Superintendent's Notice Book for specific locations.

8. SPRING SWITCHES

Spring switches are located as follows:

"Old Main" Delray
"Old Main" West Detroit

9-a. SPEED RESTRICTIONS
General Speed Restrictions

CONDITIONS	MAXIMUM Miles Per Hour All Trains and Engines
CARS	
Trains handling more than 40 empty multi-levels unless handled as solid block on the rear of train (up to 70 empty multi-levels) or in solid train (up to 150 empty multi-levels)	25
Trains handling more than 40 OTTX flat cars either loaded or empty	30
PRR (or PC or CR) short gons in series 13000-15999 and 500000-502920,	
loaded	30
empty	35
Short ore hopper cars (35' or less):	
DM&IR, loaded	40
empty	45
Other, loaded	30
empty	35
Trains handling empty bulkhead flat cars and/or empty woodrack cars, foreign or system	45
EXCEPTION: Restriction does not apply to center beam flat cars.	
Southern log cars series 118000 - 118039 when empty	45
Trains handling flat cars loaded with creosoted poles	45
LOCOMOTIVES	
Controlling locomotive not equipped with speed indicator	20
Single light locomotive	30
All steam locomotives	40
All other light locomotive consists of 2 or more units	50

9-a. SPEED RESTRICTIONS (Cont'd)
General Speed Restrictions

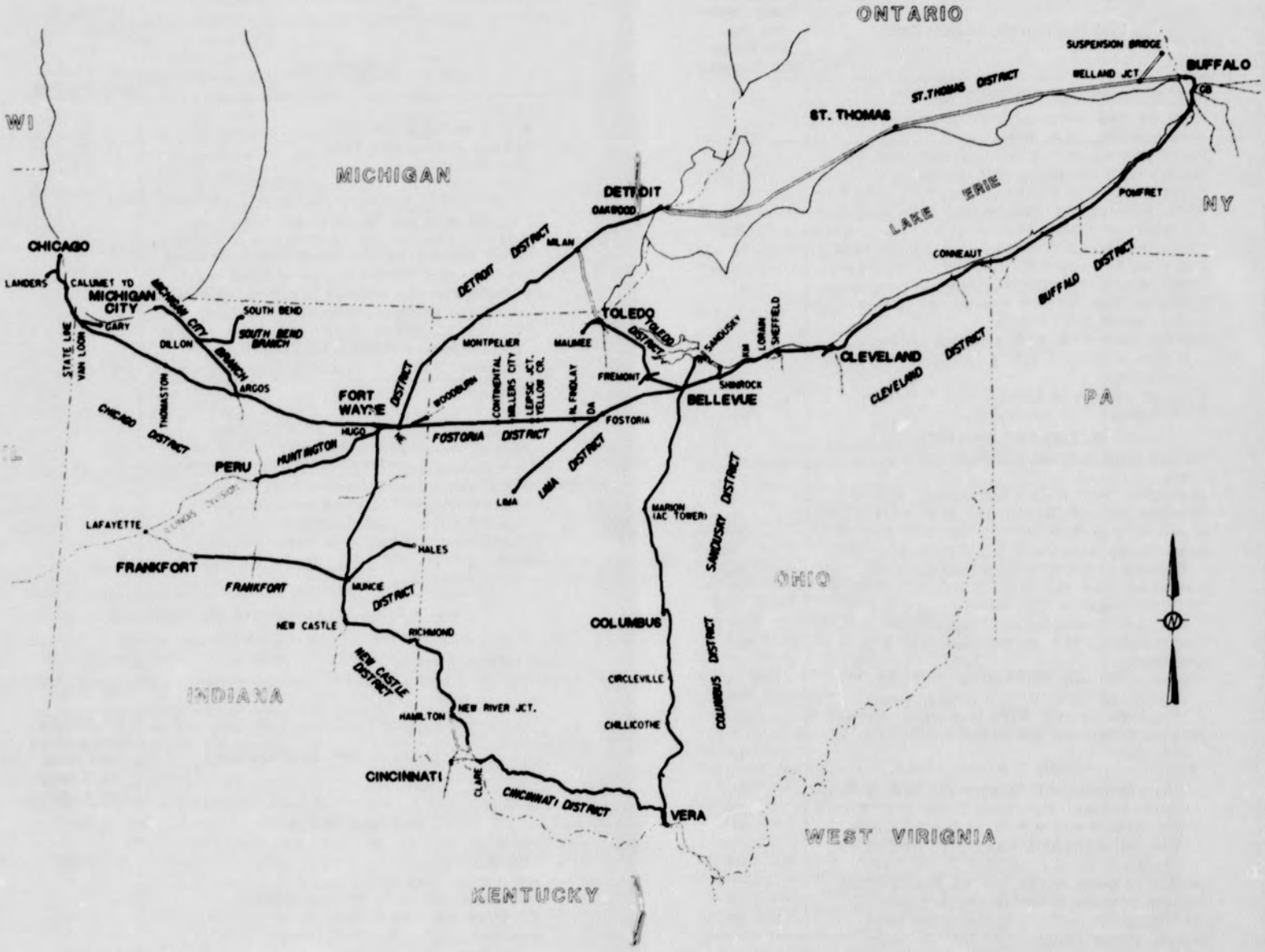
CONDITIONS	MAXIMUM Miles Per Hour All Trains and Engines
TRAINS	
Key Trains (See Sect. 17)	50
Loaded Welded Rail Trains	50
All other trains	50
Trains consisting entirely of Triple Crown, TOFC/COFC, Multi-level, or Stack equipment, will be governed by passenger train speed on curves and turnouts not to exceed	60
When Triple Crown or freight trains handling one or more loaded cars is operated on jointed rail, the engineer will avoid prolonged operation in speed range of 16 to 21 mph. If speed cannot be maintained above 21 mph, it must be reduced to 15 mph.	
Passenger Trains	60
OTHER	
FRA T-10	50
Snow plow NW 590000, when plowing	25
Shoving movements with NS31 on leading end	25
Single unit of self-propelled work equipment that is designed to shunt track circuits (i.e. Sperry Rail Test cars, Loram railgrinder and ballast cleaner),	30
Lucky Loader, NW 14317 loaded on gon NW 59802	35

9-b. SPEED RESTRICTIONS BY DISTRICT

A train entering or leaving a siding or moving through a crossover or turnout must not exceed 15 MPH unless otherwise provided.

Except where authorized by timetable or special instructions, speed on siding must not exceed 10 MPH.

LOCATION AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
BUFFALO DISTRICT	
All tracks Bufflao Jct. Yard, Tifft Yard and Bison Yard	10
All tracks - B&P RR	10
All tracks - CP RR - SK Yard-Buffalo	10
CP Draw and Conneaut	60
Except	
CP Draw to M.P. B7.0	35
Through turnout at Blasdell	35
Curves between M.P. B30.5 and M.P. B31.5	50
Curve between M.P. B40.1 and M.P. B42.0	40
Curve between M.P. B42.8 and M.P. B43.2	50
Curves between M.P. B50.1 and M.P. B50.4	40
Curve between M.P. B58.5 and M.P. B58.7	50
Curve between M.P. B70.2 and M.P. B70.5	50
Curve between M.P. B71.0 and M.P. B71.2	50
Curve between M.P. B86.7 and M.P. B87.9	35



LAKE DIVISION

9-b. SPEED RESTRICTIONS BY DISTRICT (Cont'd)

LOCATION AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
BUFFALO DISTRICT (Cont'd)	
Between State Street, M.P. B87.9 and Cranberry St., M.P. B89.5	15
Curve between M.P. B96.3 and M.P. B96.5	50
On bridge at Swanville, M.P. B96.7	25
Curve between M.P. B102.5 and M.P. B102.7	50
Curve between M.P. B103.3 and M.P. B103.7	50
On bridge at Girard, M.P. B103.9	25
Curve between M.P. B104.6 and M.P. B104.9	50
Conneaut between M.P. B115.4 and M.P. B115.8 (Engines only)	25
Conneaut Yard between Orange St., M.P. B115.8 and Parrish M.P. B117.2	20
Through turnouts at both ends and through sidings at Silver Creek, Pomfret, Ripley, and Swanville	25
Through turnout at East CT and Woodworth	25
P. A. Siding	25
CLEVELAND DISTRICT	
Between Conneaut and Bellevue	60
Except:	
Orange St., M.P. B115.8 and Parrish, M.P. B117.2	20
Between KG M.P. B128.0 and M.P. B129.9	35
Curve between M.P. B153.5 and M.P. B153.8	50
Painsville between Bank St., M.P. B154.3 and Chestnut St., M.P. B155.9 (Engines only)	30
Curves between M.P. B164.2 and M.P. B165.3	50
Wickliffe, between M.P. B169.0 and M.P. B170.0 (Engines only)	35
Curve between M.P. B174.6 and M.P. B174.8	50
Cleveland:	
Between Wayside Rd., M.P. B174.9 and London Rd., M.P. B175.0 (engines only)	35
Curves between M.P. B178.0 and M.P. B178.6	45
Between Euclid Ave., M.P. B178.6 and W. 110th St., M.P. B188.8	40
Except:	
Curve between M.P. B183.9 and M.P. B184.8	25
Curves between M.P. B184.8 and M.P. B185.4	35
M.P. B188.8 and M.P. B194.5 (Ordinance)	35
Between Colorado Avenue, M.P. B209.8 and Oberlin Ave., M.P. B211.3	35
Through turnouts at UD, Leavitt, KM, Kimball	45
Through turnouts at end of double track at Cloggsville, Avon Lake and Root Road	40
Through power crossover at East Cleveland M.P. B179.0	40
Through Conneaut Siding	45
Through turnout at Reed	45
Through turnout at NP	25
Through Ashtabula Siding	25
Through turnout at Sanborn	25
Through turnout at Unionville	25
Through Madison Siding	35
Through turnout at West MA	25

9-b. SPEED RESTRICTIONS BY DISTRICT (Cont'd)

LOCATION AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
CLEVELAND DISTRICT (Cont'd)	
Through turnout both ends and through siding at Perry, Clague, Shinrock and Avery	25
Painesville, through old siding and turnouts	10
All yard tracks Cleveland Terminal	10
South Lorain connecting track and all tracks in South Lorain Yard	10
Shinrock Connections and Huron Yard	10
Oakpoint - All tracks Ford Facility	10
FAIRPORT BRANCH	
M.P. PA0.0 to M.P. PA5.5	20
M.P. PA5.5 to M.P. PA8.8	15
Note - Yard speed applies to all movements.	
CLEVELAND BELTLINE BRANCH	
Between Mahoning Road, M.P. CB0.0 and West Third St., M.P. CB0.7	10
West Third St., M.P. CB0.7 and Cloggsville Connection, M.P. CB8.8	15
Knob-Conrail Wye Track	15
Note - Yard speed applies to all movements.	
BELLEVUE TERMINAL	
Kimball, M.P. B240.2 to St. Rt. 99, M.P. B242.2	60
Except through turnout side of switch for Track No. 1 and curve at M.P. B240.2	45
From first switch west of St. Route 99 to signal B243.0 - Track 2	15
Through turnouts and crossovers just east of and west of St. Rt. 99 M.P. B242.1	25
St. Rt. 99 to Bragg Road - Track 1	25
Bragg Road, M.P. B246.0 to Harkness Street (South By-pass)	25
Harkness St., M.P. B247.9 and M.P. B248.7	25
Track E2 through track & turnout at East End	25
All turnouts in Mini-Plant	15
On curve between M.P. B248.7 and M.P. B249.2	40
M.P. B249.2 to M.P. B254.0	60
Through New Haven Connection (Sandusky Dist./Fostoria Dist.)	10
Between M.P. S96 and M.P. S97	20
Between M.P. S97 and M.P. S105.9	40
Through Conrail interlocking M.P. S109.3	10
Transfer tracks, Conrail Interchange, Sandusky	10
Between M.P. T50.7 and M.P. T53.0	30
Except between M.P. T50.7 and M.P. T53.0 (Engine only)	20
M.P. T53.4 to M.P. T54.7	25
Bellevue, through all connecting tracks	15
East and West Legs of Wye at Duckunder - Route 4	10
FOSTORIA DISTRICT	
Between:	
Bellevue, M.P. B248.7, and NE M.P. B365.4	60
Except:	
Curve between M.P. B248.7 and M.P. B249.2	40
Curves between M.P. B279.8 and M.P. B281.2	40

LOCATION AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
FOSTORIA DISTRICT (Cont'd)	
Between:	
North Findlay, over CR crossing, M.P. B293.1	40
Leipsic between M.P. B310.6 and M.P. B311.4 (Diamonds)	40
Townwood and Leipsic Jct. Track No. 2	35
FOSTORIA — SPEED RESTRICTIONS WHEN OPERATING AGAINST THE CURRENT OF TRAFFIC:	
Eastward movements on westward track between Findlay Rd., M.P. B280.9 and Poplar St., M.P. B280.1	15
Westward movements on eastward track between CSXT crossing, M.P. B280.4 and Findlay Road, M.P. B280.9	15
TURNOUTS, CROSSOVERS & SIDINGS:	
Through both crossovers between Main #1 and Main #2 at New Haven Connection M.P. B249.1	25
Through turnouts:	
Colby, Green Springs, Old Fort, Ilers	45
FS, through turnouts and crossovers	35
DA:	
Turnout between Track No. 2 and single track	45
Through turnout to and from Lima District	35
Entering, leaving and through siding(s) at North Findlay, Miller City, Continental, Latty, Payne, Dawkins, and New Haven	25
NE, through north & south connection tracks	25
CHICAGO DISTRICT	
Between NE and Chicago	60
Except:	
NE and Lindenwood Ave., M.P. B373.6	30
Lindenwood Ave., M.P. B373.6, and Hadley, M.P. B377.4	50
Peabody, between M.P. B391.7 and M.P. B392.4	50
South Whitley, curves between M.P. B396.8, and M.P. B397.8	50
Curve between M.P. B399.5 and M.P. B399.8	50
Curves between M.P. B406.0 and M.P. B407.1	50
Claypool, over CR crossing, M.P. B410.9	40
Curve between M.P. B411.2 and M.P. B411.5	50
Argos, over NS crossing, M.P. B431	50
All yard tracks Argos	10
Knox, between M.P. B451 and M.P. B452 curves	30
Curves between M.P. B452.1 and M.P. B453.8	50
Thomaston, over CSXT crossing, M.P. B463	50
Curves between M.P. B476.9 and M.P. B479.3	50
Spriggsboro:	
Over GTW crossing, M.P. B480.7	50
Hobart	
Between M.P. B486.7, and M.P. B489 curves	45
Between M.P. B489 and M.P. B492.1 crossings only - engines only	45

LOCATION AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
CHICAGO DISTRICT (Cont'd)	
South Gary, M.P. B492.1, and Osborn, M.P. B500.2	50
Except between South Gary, M.P. B492.1 and Van Loon, M.P. B497.7 crossings only - Engines only	30
Osborn, M.P. B500.2 and Hammond, M.P. B502.6	45
Except over IHB Railroad Crossing Diamond at M.P. B500.5	40
Hammond, M.P. B502.6, and Chicago (109th St.) M.P. B510.3	25
Cummings Bridge through turnout of both switches	25
Between 109th Street, M.P. B510.3 and 81st St., M.P. B515.7	40
Except:	
Pullman Jct. Crossing and Curves M.P. B512.1 to M.P. B512.3	15
IC Connection Track - Pullman Jct to IC #4 Thoroughfare	15
Except on curves within these limits	10
Pullman Branch - all tracks	10
Verson Lead, Pullman Jct.	10
Calumet Yard New Connection Track	10
Calumet Yard Piggyback Tracks 4 and 5	10
Calumet Yard Curve Between Enginehouse Track and West End of Pig Track	10
Calumet Yard Track Between Enginehouse Track and #4 East End Lead	10
Calumet Yard Balloon Track	10
Between 81st St., M.P B515.7, 74th St., and BRC Belt Jct.:	
Between 81st St. M.P. B515.7 and 76th St., M.P. B516.3	15
Through turnouts within 80th St. Interlocker, 81st St., M.P. B515.7 to 76th St., M.P. B516.3	15
Stack Connection Track, M.P. B515.7 to M.P. B516.3	15
METRA Connection Track, 76th St., M.P. B516.3 to METRA R.I. Sub. Div. 1B, 74th St.	10
Crossover M.P. B516.1 between NS Stack Connection Track and BRC Northbound Main Track	10
BRC Northbound Main Track, 76th St., M.P. B516.3 to BRC Belt Jct., M.P. B517.3	25
Between Home Signals at Belt Jct.	25
METRA trackage - 74th St. to Ashburn	40
METRA curve at 74th St.	20
Between Home Signals Forest Hill	30
Through turnout at Forest Hill	25
Through turnout Ashburn	40

LOCATION AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
CHICAGO DISTRICT (Cont'd)	
WHEN OPERATING AGAINST THE CURRENT OF TRAFFIC	
Osborn — When operating against the current of traffic over street crossings between Arizona St., M.P. B500.1, and Indianapolis Blvd., M.P. B501.8, inclusive, until leading end occupies crossing	25
Hammond — When operating against the current of traffic over street crossings between Columbia Ave., M.P. B502.8, and Oakley St., M.P. B503.7, inclusive, until leading end occupies crossing	20
TURNOUTS, CROSSOVERS, AND SIDINGS:	
NE, through south and north connection tracks	25
Four Mile Rd., through turnout westward track	25
Runnion Ave.:	
Through crossovers	25
Through west leg of New Castle Dist. connecting track	20
Through east leg of New Castle Dist. connecting track	10
Hadley, through turnout No. 2 track	35
Van Loon, through turnout eastward track	45
Entering, leaving, and through siding(s) at Dunfee, Peabody, South Whitley, Sidney, Claypool, Clemer Argos (both sidings), Hibbard, Knox, Thomaston, South Wannatah, Nickel, and Spriggsboro	25
Hobart:	
Eastward Siding,	
Through siding and turnout at east end	25
Through turnout at west end	10
Westward Siding,	
Entering, leaving, and through siding	25
GARY BRANCH	
Between M.P. TC240.3 and Clarke Jct., M.P. TC246.6	10
Yard speed applies to all movements.	
WOODBURN BRANCH	
Between Woodburn, M.P. TN79 and New Haven, M.P. TN87	25
MICHIGAN CITY BRANCH	
Between:	
Argos and Michigan City	25
Except:	
Between M.P. I108.5 and M.P. I109.6	10
Curves between M.P. I145.8 and M.P. I146.7	10
Between home signals of interlockings at Argos (NS crossing), Plymouth (CR crossing), Walkerton (CSXT crossing), Dillon, (NS crossing), and Stillwell (GTW crossing), engines only	20
LaPorte Branch	10
Michigan City, over Roeske Ave. and street crossings north of CSS&SB crossing	6
Connection track to CSS&SB	10

LOCATION AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
SOUTH BEND BRANCH	
Between South Bend and Kingsbury Wye	25
Except:	
All tracks between M.P. SK0.0 and M.P. SK2.1	10
North Liberty, over road crossings between M.P. SK16 and M.P. SK16.5	20
Dillon, between Home Signals of NS Crossing, Engines Only	20
DETROIT DISTRICT	
Between:	
M.P. D0.0 (Boat Yd.) and M.P. D2.2	10
M.P. D2.2 and Oakwood Jct., M.P. D8.8	20
Oakwood Jct., M.P. D8.8, and Montpelier, M.P. D97.4	60
EXCEPT:	
Over CSXT Crossing Romulus, M.P. D19	50
Milan, over AA crossing, both tracks M.P. D37.3	40
Adrian, over A&B crossing and curve, M.P. D58.4 and M.P. D59.0	50
TURNOUTS, CROSSOVERS, AND SIDINGS:	
Through turnout at end of double track, Stan, M.P. D61.2 - both tracks	40
Turnouts at both ends and through siding at North Morrenci and Alvordton	25
Through turnout at end of double track, Mode, M.P. D93.7 - both tracks	40
Through turnouts at Belleville, Whittaker, West Milan, Rasin Center	40
Through turnout at Montepelier to Track No. 1	40
Wye - Milan	10
All yard tracks, Milan	10
All yard tracks, Montpelier	10
Delta lead M.P. TC55.5 - TC58.3	15
HUNTINGTON DISTRICT	
Between:	
Montpelier, M.P. D97.3, and West Peru, M.P. D204.5	60
Except:	
Butler, on curve and over diamond, between M.P. D113.7 and M.P. D114	50
Fort Wayne:	
Between M.P. D140.1 (east of NE) and M.P. D143.9	50
Between M.P. D143.9 and M.P. D149.9 (Ordinance) engines only	30
Huntington, over road crossings between M.P. D169.1 and M.P. D171.1 (Engine only) (Ordinance)	45
Wabash, between M.P. D188.2 and M.P. D190.4 curves	40
Rich Valley, on curve between M.P. D196 and M.P. D196.30	45
M.P. D202.2 and M.P. D204.3 (Ordinance) (Engine only)	25

LOCATION AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
HUNTINGTON DISTRICT (Cont'd)	
TURNOUTS, CROSSOVERS, AND SIDINGS:	
Through turnout, Montpelier	40
NE:	
Through south and north connection track	25
Through turnout at end of double track	25
Hugo:	
Through connection track and crossover to New Castle Dist.	25
Through turnout at end of double track	25
Junction, through turnout at end of double track	35
West Peru, through turnout at end of double track	25
Entering, leaving, and through sidings at Roanoke, Mardenis, and Lagro	25
Butler Siding, through siding and turnout at East End	25
Thru turnout at West End	10
Piqua running track between Union and Mike	10
NEW CASTLE DISTRICT	
Between:	
Clare and Valley	25
Mill and Ferguson, M.P. CF180 (Baer Field)	60
EXCEPT:	
On curve between M.P. CF24.9 and M.P. CF25.3	45
On curve between M.P. CF25.6 and M.P. CF26.0	55
On curve between M.P. CF27.9 and M.P. CF28.6	50
Hamilton:	
Between M.P. CF29.4 and M.P. CF30 (Ordinance) engines only	30
On curve between M.P. CF30 and M.P. CF30.8	25
New River Jct., over Augsburger Rd., M.P. CF33.3, engines only (Ordinance)	25
M.P. CF33.0 and M.P. CF33.1	40
Eaton:	
Curves between M.P. CF57.2 and M.P. CF58.4	30
Between M.P. CF58.4 and M.P. CF59.7 ordinance - engines only	45
Richmond:	
Curve between M.P. CF68.6 and M.P. CF69.2	50
Curves between M.P. CF71.1 and M.P. CF72.4	40
Curves between M.P. CF74.5 and M.P. CF75.1	40
Curves Hagerstown, between M.P. CF90 and M.P. CF90.4	45
Curve New Castle, between M.P. CF100.8 and M.P. CF101.9	35
Between Cast East End M.P. CF101.9 and M.P. CF104.0	50

LOCATION AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
NEW CASTLE DISTRICT (Cont'd)	
Muncie:	
Between M.P. CF118.7 and M.P. CF119.8 (Ordinance - engines only)	30
Curves between M.P. CF119.8 and M.P. CF123.2	25
McGaillard Rd., M.P. CF124.8, and Granville, M.P. CF124.9, engines only	25
Eaton, between M.P. CF132.6 and M.P. CF133.6, engines only. (Ordinance)	40
Curve Hartford City, between M.P. CF140.2 and M.P. CF140.8	30
Bluffton, between M.P. CF161.8 and M.P. CF163.5, engines only (Ordinance)	30
Ferguson, M.P. CF180.0 (Baer Field) and M.P. CF180.9	25
Between M.P. CF180.9 and Hugo M.P. CF184.0 crossings only - engines only	30
Curve between M.P. CF184.0 and M.P. CF185.9	30
M.P. CF185.9 and Runnion Ave., M.P. CF186.6	25
TURNOUTS, CROSSOVERS, CONNECTING TRACKS AND SIDINGS:	
Oakley, through connecting track between E. Oakley, M.P. CF10.6, and CSXT East Norwood	25
W. Oakley, M.P. CF10.1 and CSXT East Norwood	25
Muncie:	
Through Frankfort District connection track (6th St./Elliott St.)	25
All tracks Muncie East Yard, incuding Extension Track and Wye Track	10
Hugo, through connection and crossover to Huntington Dist.	25
Runnion Ave.:	
Through east leg of connection track	10
Through west leg of connection track	20
Entering, leaving, and through sidings at Crescentville, Seven Mile, Camden, Campbellstown, Richmond, Millville, Noell, Royerton, Montpelier, and Kingsland	25
All yard tracks Baer Field Yard - Ft. Wayne	10
CINCINNATI DISTRICT	
Through interlocking at Vera, to and from Cincinnati District	25
Between Vera and M.P. CT40.2	40
Except:	
Curve between M.P. CT105.0 and M.P. CT104.4	25
Between M.P. CT104.4 and M.P. CT99.3	35
Curve between M.P. CT99.3 and M.P. CT99.0	30
Between M.P. CT99.0 and M.P. CT96.4	35
Curve between M.P. CT96.4 and M.P. CT96.1	30
Between M.P. CT96.1 and M.P. CT94.3	35

LOCATION AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
CINCINNATI DISTRICT (Cont'd)	
Curve between M.P. CT94.3 and M.P. CT94.1	30
Between M.P. CT94.1 and M.P. CT92.5	35
Curve between M.P. CT92.5 and M.P. CT91.9	30
Curve between M.P. CT89.5 and M.P. CT89.1	35
Curve between M.P. CT71.5 and M.P. CT71.4	30
Between M.P. CT71.4 and M.P. CT69.2	35
Curve between M.P. CT69.2 and M.P. CT69.0	25
Between M.P. CT69.0 and M.P. CT62.4	35
Curve between M.P. CT62.4 and M.P. CT62.2	30
Between M.P. CT40.2 and M.P. CT35.1	45
Between M.P. CT35.1 and Clare	40
Except:	
Curves between M.P. CT33.6 and M.P. CT32.8	35
Between M.P. CT29.3 and M.P. CT16.4	35
Between M.P. CT10.7 and M.P. CT9.3	35
Curves between M.P. CT9.3 and M.P. CT9.0	10
Through interlocking at Clare	10
Between Clare and Red Bank	25
Through Interlocking at Red Bank	25
Between Red Bank and Valley	25
Between West Oakley and East Norwood	25
Old Main Line	
Between M.P. CT0.0 and M.P. CT9.0	10
Branches	
Mowrystown Branch	10
COLUMBUS DISTRICT	
Between Vera, M.P. N608.5 and M.P. N642.0	60
Except:	
Curves between M.P. N608.5 and M.P. N614.7	50
Curve between M.P. N621.8 and M.P. N622.0	45
Curve between M.P. N630.9 and M.P. N631.1	50
Curves between M.P. N631.1 and M.P. N631.7	45
Curves between M.P. N631.7 and M.P. N633.5	50
Curves between M.P. N633.5 and M.P. N634.1	40
Curves between M.P. N634.1 and M.P. N636.3	35
Between M.P. N642.0 and M.P. N653.2	45
Except:	
Through Turnout, M.P. N642.0	45
Curve between M.P. N645.6 and M.P. N645.7	40
Through Turnout, M.P. N652.0	45
Between M.P. N653.2 and M.P. N657.0	35
Except:	
Curves between M.P. N655.1 and M.P. N656.6	30
Through Turnout Chillicothe, M.P. N655.8	35
Through Turnout Scioto, M.P. N656.9	35
Between M.P. N657.0 and M.P. N667.0	
Westward Track	50
Eastward Track	60
Except:	
Curve between M.P. N658.3 and M.P. N658.6, Eastward Track	50
Curve between M.P. N658.3 and M.P. N658.6, Westward Track	45
Curve between M.P. N660.4 and M.P. N660.6, Both Tracks	45

LOCATION AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
COLUMBUS DISTRICT (Cont'd)	
Between M.P. N667.0 and Valley Crossing, M.P. N696.7	60
Except:	
Curve between M.P. N669.7 and M.P. N669.9	50
Curve between M.P. N674.9 and M.P. N676.8	25
Curve between M.P. N677.1 and M.P. N677.3	50
Between M.P. N684.0 and M.P. N684.4 (Ordinance) Engines only	40
Curve between M.P. N685.3 and M.P. N685.5	50
Curve between M.P. N690.2 and M.P. N690.5	50
Between M.P. N690.9 and M.P. N691.3	45
Between Valley Crossing, M.P. N696.7, and C. W. Tower, M.P. N704.6	40
Except:	
Between M.P. N702.5 and M.P. N704.6	25
Through both crossovers C.W. Tower M.P. N704.4	25
Teays Branch	10
SANDUSKY DISTRICT	
Between CW Tower and M.P. S2.3, Eleventh Avenue Overhead	25
Between M.P. S2.3, Eleventh Avenue Overhead, and Powell Road, M.P. S13.6	60
Except:	
Curve between M.P. S2.7 and M.P. S3.0, both tracks	40
Curve between M.P. S8.0 and M.P. S9.5, both tracks	50
Through turnout Powell Road, M.P. S13.6	45
Between Powell Road, M.P. S13.6, and South Marion, M.P. S43.0	60
Except:	
#1 track between M.P. S26.0 and Troyton, M.P. S31.2	50
Through turnout M.P. S26.0	45
Through turnout Troyton, M.P. S31.2	40
Between South Marion, M.P. S43.0 and M.P. S44.0	35
Through turnout South Marion, M.P. S43.0	35
Between M.P. S44.0 and M.P. S46.0	30
Between M.P. S46.0 and Chatfield, M.P. S73.7	60
Except:	
Curve between M.P. S46.0 and M.P. S46.4	40
Through turnout at Harvey, M.P. S51.2	45
Curves between M.P. S62.8 and M.P. S63.0	35
Entering, leaving and through siding at Benson	25
Curve between M.P. S64.2 and M.P. S64.5	50
Curve between M.P. S66.7 and M.P. S67.0	50
Curve between M.P. S67.9 and M.P. S68.3	50
Curve between M.P. S73.2 and M.P. S73.5	50
Through connecting track Chatfield to W&LE RR	10
Between Chatfield, M.P. S73.7, and North Carrothers M.P. S78.1:	
#2 track	60
#1 track	50
Except:	
Through turnout at Chatfield, M.P. S73.7	40

9-b. SPEED RESTRICTIONS BY DISTRICT (Cont'd)

LOCATION AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
SANDUSKY DISTRICT (Cont'd)	
Between North Carrothers, M.P. S78.1 and Bellevue, M.P. S96.0	60
Except:	
Through turnout at North Carrothers, M.P. S78.1	45
Curve between M.P. S81.5 and M.P. S81.7	50
Over CSXT crossing at Attica Jct, M.P. S83.1	40
Entering, leaving, and through siding at Frank	25
Entering, leaving and through siding at Flat Rock	25
Except:	
Through turnout west end Flat Rock Siding	15
Through Connecting track Flat Rock (west end Flat Rock Siding to Fostoria District main line)	10
TOLEDO DISTRICT	
Maumee River Bridge M.P. T2.8	10
Between M.P. T8.0 and M.P. T50.7	50
Except:	
Oak Harbor-M.P. T25.1 to M.P. T25.4	45
Curves between M.P. T35.7 to M.P. T37.6	35
Curve between M.P. T37.6 and M.P. T38.2	30
Curves between M.P. T44.1 and M.P. T44.3	45
Curves between M.P. T45.0 to M.P. T46.2	30
Between M.P. T50.7 and Mad River Connection, M.P. T53.0	30
Except:	
M.P. T50.7 and M.P. T53.0 (Engine only)	20
Bellevue, through all connecting tracks	15
Branches:	
Manhattan Jct. M.P. T0.0 to Ironville M.P. T5.4	10
Between Delmont Jct., M.P. TC10.3, and Waterville, M.P. TS15	15
Toledo Belt	10
Cherry Street Branch	10
Toledo-Maumee Connection	
Between Gould, M.P. TM12.6 and M.P. TM5.0	20
Except:	
Nasby, M.P. TM10.6	10
Vulcan, M.P. TM9.1	10
Between M.P. TM5.0 and M.P. TM0.0, Manhattan Jct.	10
MAUMEE BRANCH	
West End Sumner St. Yard, M.P. TC0.0 and Monclova, M.P. TC12.3	15
LIMA DISTRICT	
DA, M.P. SP48.4 and South Lima, M.P. SP90.5	49
Except:	
Between M.P. SP48.4 and M.P. SP48.6	35
Findlay, between M.P. SP56.9 and M.P. SP58.3	20
Rawson, M.P. SP65.7, and Morris, M.P. SP87.7	40
Between Home Signals-Interlocking-Morris - Engines only	20
Morris, M.P. SP87.7, and M.P. SP90.5 (Main St.) curves	35
M.P. SP90.5, South Lima and GATE, M.P. SP95	10

9-b. SPEED RESTRICTIONS BY DISTRICT (Cont'd)

LOCATION AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
LIMA DISTRICT (Cont'd)	
South Lima Yard - All tracks	10
TURNOUTS, CROSSOVERS, AND SIDINGS:	
DA, through turnout	35
NS Tower, through turnout at end of double track	10
Erie Jct., M.P. SP90.4, through turnout at end of double track	10
FRANKFORT DISTRICT	
Between M.P. SP136 and M.P. SP148	25
Between M.P. SP148 and Muncie - M.P. SP170.6	40
Except:	
Red Key, between home signals CR crossing - engines only	20
Albany, between M.P. SP161.8 and M.P. SP163.0 curves	30
Muncie	
Between M.P. SP170.6 and M.P. SP172.4	30
Between M.P. SP172.4 and M.P. SP173.7	25
Between M.P. SP173.7 and M.P. SP177.0	20
Muncie, M.P. SP177.0, and Frankfort, M.P. SP233	49
EXCEPT:	
Alexandria, between M.P. SP189.7 (St. Rt. 9) and M.P. SP190.9 Engines only (Ordinance)	40
Alexandria, between home signals of interlocking engines only	20
Elwood, between M.P. SP197.8 and M.P. SP199.7	30
Tipton, between M.P. SP208.9 and M.P. SP209.7, engines only (Ordinance)	35
Tipton, between home signals of interlocking, engines only	20
Kempton, between M.P. SP219.2 and M.P. SP219.6 engines only. (Ordinance)	35
Between M.P. SP234.6 and M.P. SP236.1	15
TURNOUTS, CROSSOVERS, AND SIDINGS:	
Through east leg of wye track Tipton	10
Through west leg of wye track Tipton	10
FRANKFORT YARD	
All yard tracks	10
All industry tracks	10

9-c. CHECKING LOCOMOTIVE SPEED INDICATOR

Test for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

WESTWARD/NORTHWARD	EASTWARD/SOUTHWARD
Buffalo District	
Westward	Eastward
M.P. B12 - M.P. B13	M.P. B112 - M.P. B111
Cleveland District:	
Westward	Eastward
M.P. B122 - M.P. B123	M.P. B229 - M.P. B228
M.P. B212 - M.P. B213	
Fostoria District	
Westward	Eastward
M.P. B254 - M.P. B255	M.P. B362 - M.P. B361
M.P. B260 - M.P. B261	M.P. B351 - M.P. B350
Chicago District	
Westward	Eastward
M.P. B388 - M.P. B389	M.P. B472 - M.P. B471
Michigan City Branch	
Northward	
M.P. I114.0 - M.P. I115.0	
Detroit District:	
Westward	Eastward
M.P. D17 - M.P. D18	M.P. D82 - M.P. D81
	M.P. D30 - M.P. D29
Huntington District	
Westward	Eastward
M.P. D106 - M.P. D107	M.P. D179 - M.P. D178
New Castle District	
Westward	Eastward
M.P. CF22.5 - M.P. CF23.5	M.P. CF116.5 - CF115.5
M.P. CF41 - CF42	M.P. CF176.0 - M.P. CF175.0
Cincinnati District	
M.P. CT101.15 - M.P. CT100.15	M.P. CT14.55 - M.P. CT15.55
Columbus District	
Westward	Eastward
M.P. N619 - M.P. N620	M.P. N688 - M.P. N687
Sandusky District	
Westward	Eastward
M.P. S11 - M.P. S12	M.P. S72 - M.P. S71
	M.P. S93 - M.P. S92
Toledo District	
Westward	Eastward
M.P. T43 - M.P. T42	M.P. T12 - M.P. T13
Lima District	
Westward	Eastward
M.P. SP51 - M.P. SP52	M.P. SP83 - M.P. SP82
Frankfort District	
	Eastward
	M.P. SP222.5 - M.P. SP221.5

NOTE: Tests for accuracy will be made at other locations in addition to those shown when necessary. Engineers in outlying local freight or branch line service will choose appropriate locations for making tests to check speed indicators.

TABLE FOR DETERMINING TRAIN SPEEDS

Sec. per Mile	Miles per Hour	Sec. per Mile	Miles per Hour	Sec. per Mile	Miles per Hour	Sec. per Mile	Miles per Hour
45	80.0	61	59.0	84	42.9	116	31.0
46	78.3	62	58.1	86	41.9	118	30.5
47	76.6	63	57.1	88	40.9	120	30.0
48	75.0	64	56.3	90	40.0	122	29.5
49	73.5	65	55.4	92	39.1	124	29.0
50	72.0	66	54.5	94	38.3	126	28.6
51	70.6	67	53.7	96	37.5	128	28.1
52	69.2	68	52.9	98	36.7	130	27.7
53	67.9	69	52.2	100	36.0	135	26.7
54	66.7	70	51.4	102	35.3	140	25.7
55	65.5	72	50.0	104	34.6	145	24.8
56	64.3	74	48.6	106	34.0	150	24.0
57	63.2	76	47.4	108	33.3	180	20.0
58	62.1	78	46.2	110	32.7	240	15.0
59	61.0	80	45.0	112	32.1	360	10.0
60	60.0	82	43.9	114	31.6	720	5.0

10-a. DIESEL UNIT RATING IN TONS
LAKE DIVISION
Tonnage Ratings
Per Locomotive Unit*

	D8-40C D9-40C SD50 SD60 SD70 C36-7 C39-8	C30-7 SD40	D8-32B B30-7A B36-7 GP40X GP49 GP50 GP59 GP60	B23-7 GP38 GP40 U23B
West or Southward				
Buffalo—Conneaut	6000	4500	4000	3000
Conneaut—Bellevue	6000	4500	4000	3000
Bellevue—Fort Wayne	11800	8900	7880	5900
Fort Wayne—Chicago	7000	5300	4700	3500
Michigan City—Belfast	3700	2800	2500	1900
Belfast—Argos	3900	2900	2600	2000
Detroit—Montpelier	6900	5200	4600	3500
Montpelier—Fort Wayne	7800	5900	5200	3900
Fort Wayne—Peru	6900	5200	4600	3500
Cincinnati—Muncie	4600	3500	3100	2300
Muncie—Fort Wayne	6000	4500	4000	3000
Portsmouth—Cincinnati	3100	2300	2100	1600
Portsmouth—Columbus	10000	7500	6700	5000
Columbus—Sandusky	10000	7500	6700	5000
Bellevue—Toledo	6900	5200	4600	3500
DA—Lima	6900	5200	4600	3500
Hale—Frankfort	6000	4500	4000	3000
East or Northward				
Conneaut—Buffalo	6900	5200	4600	3500
Cleveland—Conneaut	6900	5200	4600	3500
Bellevue—Cleveland	7800	5900	5200	3900
Fort Wayne—Bellevue	13000	9750	8650	6500
Chicago—Fort Wayne	8000	4500	4000	3000
Argos—Michigan City	3900	2900	2600	2000
Peru—Fort Wayne	6900	5200	4600	3500
Fort Wayne—Montpelier	7800	5900	5200	3900
Montpelier—Detroit	7800	5900	5200	3900
Fort Wayne—Muncie	6000	4500	4000	3000
Muncie—Cincinnati	4800	3600	3200	2400

10-a. DIESEL UNIT RATING IN TONS (Cont'd)

LAKE DIVISION
Tonnage Ratings
Per Locomotive Unit*

	D8-40C D9-40C SD50 SD60 SD70 C36-7 C39-8	C30-7 SD40	D8-32B B30-7A B36-7 GP40X GP49 GP50 GP59 GP60	B23-7 GP38 GP40 U23B
East or Northward (Cont'd)				
Cincinnati—Lawshe	3700	2800	2500	1900
Lawshe—Portsmouth	2900	2200	1900	1500
Columbus—Portsmouth	7100	5300	4700	3600
Sandusky—Columbus	5300	4000	3500	2700
Toledo—Bellevue	5600	4200	3700	2800
Lima—DA	6000	4500	4000	3000
Frankfort—Hale	6000	4500	4000	3000

* 6-axle units restricted over these lines.

These ratings are for single units and will be increased in proportion to the number of units in multiple service. If a unit fails, tonnage will be reduced in proporation to the number of units in operation, and an allowance of 150 tons made for each inoperative unit handled.

These ratings are based on maximum grades and can be increased over certain parts of the line, when necessary. When engines will not handle their rating, a report must be made to the Chief Dispatcher by the Engineer; conductor will make written report to Trainmaster.

Note: In making computations, less than 1,000 pounds will be dropped. 1,000 pounds will be counted as a ton.

A GP-40 and slug combination is rated at 90,500 lbs. maximum continuous traction effort and will be rated the same as a standard 6-axle unit (SD40-2, C30-7) when used in road service.

10-b. NORFOLK SOUTHERN SYSTEM LOCOMOTIVES SERIES TABLE

ROAD NOS.	MODEL	ROAD NOS.	MODEL
50-59	SD9M	4100-4159	GP38AC
67-83	SW1500	#* 4600-4605	GP49
100-104	TC10	#* 4606-4641	GP59
115-116	F40PH	5000-5256	GP38-2
1002-1012	SW1	6073-6206	SD40-2
1209	SW12	* 6500-6505	SD50
1329-1388	GP40	#* 6506-6525	SD50
1580-1624	SD40	#* 6550-6700	SD60
1625-1652	SD40-2	#* 7000-7002	GP40X
1733	SW1500	#* 7003-7092	GP50
2105	SW1	#* 7101-7150	GP60
2290-2347	SW1500	8003-8082	C30-7
2348-2435	MP15	* 8500-8542	C36-7
#* 2501-2556	SD70	* 8550-8563	C39-8
2717-2822	GP38	#* 8564-8688	C39-8
2823-2878	GP38AC	#* 8689-8763	D8-40C
2879-2886	GP38	9710-9713	RP-E4
3170-3200	SD40	9714-9741	RP-E4D
3201-3328	SD40-2	9819-9820	RP-F4U
#* 3500-3521	B30-7A	9834	RP-E4U
#* 3522-3566	D8-32B	9835-9841	RP-A4U
* 3815-3820	B36-7	9842-9855	RP-E4U
3900-3969	U23B	9902-9919	RP-F6Y
3970-4023	B23-7	9920-9923	RP-E6Y

* — High Adhesion
# — High Capacity Dynamic Brake

10-c. HIGH ADHESION UNITS AND MIXED CONSIST FORMULA

Head End Power Limitations are the equivalent of 20 conventional axles in power or 18 conventional axles in dynamic brake:

IN POWER

1 — High Adhesion Axle = 1.33 Conventional Axles
1 — 6-Axle High Adhesion Unit = 8.00 Conventional Axles
1 — 4-Axle High Adhesion Unit = 5.33 Conventional Axles

IN DYNAMIC BRAKE

1 — High Capacity Axle = 1.35 Conventional Axles

10-d. TABLE OF MAXIMUM TRAIN LENGTHS

Freight trains, except radio trains, coal trains and empty hopper trains must not exceed 150 cars, unless authorized by Chief Dispatcher.

When ambient temperature is 34° or less, train length should not exceed that indicated below.

TRAINS WITH HEAD END BRAKE PIPE SUPPLY ONLY

Ambient Temp. °F	*Maximum Train Length Based on 50-foot Cars	
	Cars	Feet
32° to 34°	200	10,000
29° to 31°	185	9,250
26° to 28°	175	8,750
20° to 25°	160	8,000
15° to 19°	150	7,500
10° to 14°	140	7,000
5° to 9°	130	6,500
0° to 4°	120	6,000
-1° to -5°	110	5,500
-6° to -10°	100	5,000
-11° to -15°	90	4,500
-16° to -25°	80	4,000

*Long cars such as bi-level, tri-level, TTX, or high cube cars are to be counted as two (50-foot) cars. Radio trains may be increased 50% over the number of cars prescribed above, and in no case are radio trains to be restricted to less than 9,350 feet account temperature.

11. LOAD LIMITS AND EQUIPMENT RESTRICTIONS

a. Locomotives — Instructions and Restrictions

1. Engineers operating multiple unit engine consist equipped with MU hose must have the MU hose coupled and cut in service.

2. During switching moves with multiple unit engine consist, the independent brake must be applied gradually to a safe level to control slack run in or run out for the prevention of damage to equipment. After the slack is bunched or stretched throughout the cars being handled, a heavier application of the independent brake make be made to complete the stop.

3. All units of radio operated empty coal trains must be on head end of train and in accordance with Rule R-304 of NS-1. The lead unit and the first unit behind the Radio Control Car must be on line. All other units will be shut down in accordance with Rule L-238 of NS-1 unless tagged by Mechanical Department to not shut engine down. Radio continuity must be maintained and feed valve on radio unit must be maintained in the "Out" position.

4. Air brakes are not to be cut out on Radio control mid train power (not radio receiver car) by air bleeders or other employees when bleeding air on train in yards.

Additionally, hostlers and yard crews, when operating such locomotive units, are to make brake test prior to moving locomotive units from trains, set out track or other locations.

5. Employees setting up radio units and radio receiver cars on radio trains must see that all windows and doors on radio units are closed before train departs terminal, in compliance with Operating Rule GR-18.

11. LOAD LIMITS AND EQUIPMENT RESTRICTIONS (Cont'd)

6. When a locomotive is set out at an outlying point, including on line of road, a 27-point jumper cable must be left with the locomotive or at that location.

7. If it is necessary to add oil to a locomotive air compressor, governor, or engine crankcase at any outlying point where a Mechanical Department representative is not present, the employee who is to add the oil must first check with the Mechanical Department.

8. Anytime a M/U hose, M/U valve, or an air brake control stand is changed on a locomotive consist, a retest of locomotive consist air brakes must be performed to insure brakes properly apply and release.

b. DIESEL UNIT AND CAR RESTRICTIONS

The weight of diesel units and cars is limited as follows:

GROSS WEIGHT IN POUNDS

Between	UNIT		LOADED CAR	
	4-AXLE	6-AXLE	4-AXLE	6-AXLE
Buffalo & Conneaut	291,000	420,000	263,000 (b)286,000 (c)315,000	394,500
Conneaut & Bellevue	291,000	420,000	263,000 (b)286,000 (c)315,000	394,500
Bellevue & Ft. Wayne	(d)291,000	(f)420,000	263,000 (b)286,000 (c)315,000	394,500
Ft. Wayne & Chicago	291,000	(f)420,000	263,000 (b)286,000 (c)315,000	394,500
Chicago & Manhattan	291,000	(f)420,000	263,000 (b)286,000 (c)315,000	394,500
Gary & State Line	291,000	Not Authorized	263,000	300,000
Fairport Branch	291,000	Not Authorized	263,000 (b)286,000 (c)315,000	394,500
Cleveland Belt Line Branch	291,000	420,000	263,000	300,000
Woodburn & New Haven	291,000	420,000	263,000	300,000
Argos & Michigan City	291,000	(f)420,000	263,000	300,000
Pine & Kingsbury Wye	291,000	(f)420,000	263,000 (b)286,000 (c)315,000	394,500
South Bend & Pine	291,000	(f)420,000	263,000	300,000
Toledo & Monclova	291,000	420,000	263,000 (b)286,000 (c)315,000	394,500
Detroit & Montpelier	(e)291,000	420,000	263,000 (b)286,000 (c)315,000	394,500
Montpelier & Peru	(d)291,000	(f)420,000	263,000 (b)286,000 (c)315,000	394,500
Cincinnati Mill & Ft. Wayne	(d)291,000	(f)420,000	263,000 (b)286,000 (c)315,000	394,500
Portsmouth & Valley	291,000	(f)420,000	263,000 (b)286,000 (c)315,000	394,500

b. DIESEL UNIT AND CAR RESTRICTIONS (Cont'd)

The weight of diesel units and cars is limited as follows:

GROSS WEIGHT IN POUNDS

Between	UNIT		LOADED CAR	
	4-AXLE	6-AXLE	4-AXLE	6-AXLE
East Oakley & E. Norwood	291,000	(f)420,000	263,000 (b)286,000 (c)315,000	394,500
Valley & W. Oakley Cincinnati to E. Norwood Cincinnati to New River Jct.	Current CSX and Conrail instructions apply			
Portsmouth & Columbus	(e)291,000	(f)420,000	263,000 (b)286,000 (c)315,000	394,500
Columbus & Sandusky	291,000	(f)420,000	263,000 (b)286,000 (c)315,000	394,500
Toledo & Yeomans	291,000	420,000	263,000 (i)(g)(h)285,000	(j)300,000
Toledo Maumee Connection	291,000	420,000	263,000 286,000 315,000	394,500
Maumee & Manhattan Jct.	291,000	420,000	263,000 (b)286,000 (c)315,000	394,500
DA (Arcadia) & South Lima	291,000	420,000	263,000 (b)286,000 (c)315,000	394,500
Hale & Frankfort	(e)291,000	(f)420,000	263,000 (b)286,000 (c)315,000	394,500

EXCEPTIONS TO WEIGHT RESTRICTIONS

Cars without gross weight exceeding the limitations shown in the foregoing must not be operated without authority of the Superintendent.

When authorized by the Mechanical Department, 6-axle tank cars up to 394,000 lbs., and 8-axle tank cars up to 526,000 lbs. may be handled where the maximum weight restrictions for 4 axle cars is 263,000 lbs. or greater.

When switching with 4-axle units, no more than three will be used.

(a) NOT USED.

(b) Loaded 4-axle cars weighing between 263,001 and 286,000 lbs. may be handled at the weight shown in the table provided their coupled length, truck centers and axle spacing are not less than the following:

Coupled Length	37'-7"
Truck Centers	25'-3"
Axle Spacing in Trucks	5'-8"

These cars must not be operated over open deck trestles on side or industrial tracks, except when authorized.

(c) Loaded 4-axle cars weighing between 286,001 and 315,000 lbs. may be handled at the weight shown in the table provided their coupled length, truck centers and axle spacing are not less than the following:

Coupled Length	49'-0"
Truck Centers	36'-8"
Axle Spacing in Trucks	6'-0"

These cars must not be operated over open deck trestles on side or industrial tracks, except where authorized.

(d) 4-axle units prohibited

1. **Chicago District**
   (a) M.P. B366, East Wayne, Central States Scale
2. **Huntington District**
   a) Wabash - US Gypsum Tipple Track

(e) Only one 4-axle unit allowed

1. **Detroit District**
   a) French Landing - curve on spur east of Haggerty Rd.
2. **Frankfort District**
   a) Tipton - Quaker Oats Track

(f) 6-axle unit prohibited

1. **Fostoria District**
   a) M.P. B361, Casad, Casad Indutrial Complex
   b) M.P. B363.5, New Haven, New Home Lumber
2. **Chicago District**
   a) M.P. B366, East Wayne, Central States Scale
   b) M.P. B369.4, Fort Wayne, City Utilities
   c) M.P. B369.5, Fort Wayne, Falstaff
   d) M.P. B452.5, Argos, Lobdell Track
   e) M.P. B456.4, Brems Track
   f) M.P. B474.6, Nickel, Coke Track
   g) M.P. B501.9, Osborn, Basic Industry
   h) M.P. B504.7, State Line, IHB State Line Connection
   i) M.P. B507.6, Cummings, Succrest Industry Track
   j) M.P. B507.7, Cummings, Ford Plant
   k) Pullman District, all tracks except main line
   l) Landers, Gee lumber
   m) M.P. C8.1, METRA 74 St., Gruene Coal
3. **Michigan City Branch**
   a) M.P. 1110.05, Argos, Elevator Track
   b) M.P. 1111.5, Argos, Wickes Lumber
   c) M.P. 1118.9, Plymouth, Ferro Track
   d) M.P. 1130.1, Walkerton, South Storage
   e) M.P. 1130.4, Walkerton, North Storage
   f) M.P. 1136.2, Kingsbury, South Storage
   g) M.P. 1136.8, Kingsbury, North Storage
   h) M.P. 1139.3, Stillwell, South Storage
   i) M.P. 1139.4, Stillwell, North Storage and South Wye
   j) M.P. 1145.6, Laporte, South Storage
   k) M.P. 1146.2, Laporte, North Storage and Old Main to Conrail
   l) M.P. 1146.3, Laporte, New York Blower and House Trk.
   m) Michigan City - all side tracks and spurs
4. **South Bend Branch**
   a) M.P. SK15.7, North Liberty, East Storage
   b) M.P. SK16.7, North Liberty, West Storage
   c) M.P. SK25.5, Kingsbury Wye, Kingsbury Track
5. **Huntington District**
   a) M.P. D113.3, Butler, Tri-Wall Industry
   b) M.P. D114.4, Butler, House Track
   c) M.P. D150.9, Grabill, House Track
   d) M.P. D143.7, Fort Wayne, Southerlands Track
   e) M.P. D168.7, Huntington, Erie Stone
   f) M.P. D168.8, Huntington, US Mineral
   g) M.P. D191.3, Wabash, US Gypsum
   h) M.P. D192.2, Wabash, Smelters
   i) M.P. D202.9, Peru, IMC District
6. **New Castle District**
   a) M.P. CF86.8, Walnut Level Elevator - curved portions of track adjacent to silo
   b) M.P. CF142.2, Montpelier Ind. Sheller Globe

7. **Cincinnati District**
   a) Mowrystown Branch past crotch of wye switch
8. **Columbus District**
   a) M.P. N674, Dorney, PPG Plant
9. **Sandusky District**
   a) S 81.4, Attica, Attica Lumber
10. **Lima District**
    a) M.P. SP58.9, Findlay, Sugar Track
    b) M.P. 91.5, South Lima Yard, all BP Oil and BP Chemical Tracks
11. **Frankfort District**
    a) M.P. SP145.9, Portland, Team Track
    b) M.P. SP146.2, Portland, Butter Tub
    c) M.P. SP147.8, Portland, NAAS Foods
    d) Muncie, Sludge Track
    e) Muncie, House Track No. 4
    f) Tipton, Quaker Oats
    g) Tipton, Stock Track
    h) Tipton, Rip Track
    i) Tipton, Engine Track
    j) Tipton, Top AG
    k) Hillisburg, Team Track
    l) Frankfort, Forest Products
    m) Frankfort, Sun Chemical Track

(g) Loaded 4-axle cars weighing between 263,001 and 286,000 lbs. may be handled between Toledo (Manhattan Jct.) and Summit St. and between Ironville and Yeomans, provided their coupled length, truck centers and axle spacing conform to those in item (b)

(h) Loaded 4-axle cars weighing between 286,001 and 315,000 lbs. may be handled between Toledo (Manhattan Jct.) and Summit St. and between Ironville and Yeomans, provided their coupled length, truck centers and axle spacing conform to those in item (c).

(i) Loaded 4-axle cars weighing between 263,001 and 285,000 lbs. may be handled over Maumee River Bridge, M.P. CS2.83, Toledo, provided their truck centers, axle spacing and coupled length conform to those in item (b).

(j) Loaded 6-axle cars weighing between 300,001 and 394,500 lbs. may be handled between Toledo (Manhattan Jct.) and Summit St. and between Ironville and Yeomans.

c. DERRICKS

Derricks are grouped as follows:

GROUP 1: SOU 903002, 12, 13, 14, 16 and 26 (250-ton RB)

GROUP 2: NW 514923, 24 and 25, NW 540037, NW 563188 and 89 (240/250-ton PB)

GROUP 3: SOU 903015 and 18 (150-ton RB)

1. **General Restrictions:**

(a) Derricks must not be operated coupled to engine or car weighing more than 90,000 lbs.

(b) For line-of-road movement:
   1. Derrick must be handled on head end of train with the required spacer car next to the engine.
   2. Boom must be in trailing position except when in use or when the derrick is to be picked up on line by other trains where facilities for turning are not available.
   3. Must have swinging or rotating mechanism properly secured.

(c) Derricks must not be operated over structures on industrial tracks without specific authority.

(d) Derrick speed shall not exceed the slowest of the following:
   1. Authorized freight train speed.
   2. Group 1 Derricks, 45 MPH; Group 2 Derricks 35 MPH; Group 3 Derricks 25 MPH.

3. Speed restriction for line or structure over which derrick is handled.

(e) When work train movements are being made with the equipment in service, particular care must be taken to avoid contact with overhead or side obstructions.

2. **Special Restrictions:**

Derricks may be handled except as listed below:

A. Buffalo District

Wreck derrick must not exceed 30 MPH over the following bridges:

1. Buffalo Road Bridge, M.P. B86.65, Erie
2. French Street Bridge, M.P. B87.82, Erie
3. State Street Bridge, M.P. B87.90, Erie

B. Cleveland District

1. Wreck derrick must not exceed 30 MPH over Clifton Blvd. Bridge, M.P. B191.93, Cleveland.
2. Wreck derrick must not exceed 10 MPH over Rocky River Bridge, M.P. B192.44, Cleveland.

C. Toledo Terminal

Toledo Belt, CSXT & CR connections and E. Broadway

1. 250 ton crane must not be handled.
2. 160 ton crane will not clear Bridge 0.29, Toledo Belt.
3. Between Manhattan Jct. and Cherry Street
   a) 250 ton crane must not be handled
   b) 160 ton crane will not clear Bridge 0.24 & 0.34.
4. Between Homestead and Manhattan Jct.
   a) Bridge 2.83 Toledo - 250 ton crane may be handled provided it is preceded and followed by one empty car not exceeding 63,000 pounds.
   b) 150-160 ton crane may be handled provided one car is between crane and engine.

D. Fremont Switching Lead

1. 250 ton crane must not be handled

E. Michigan City Branch

Over Bridge I-126.82

1. 250 ton crane must not exceed 5 MPH
2. 150-160 ton crane must not exceed 20 MPH

F. Woodburn Branch

1. 250 ton crane must not be handled.

d. LOCOMOTIVE CRANES/DERRICK CARS/PILE DRIVERS

SOU 903093 (DC-3), SOU 992312 (LC-35), NW 500504 (LC-4803), SOU 992340 (LC-8201), NW 514892 (LC-8501) and SOU 992412 (LC-89036)

1. Must not exceed 25 MPH.
2. May be operated on all main and passing tracks.
3. Locomotive cranes, derrick cars, and derrick cars with attached boom idler cars, must not be moved over humps or through retarders when being operated under derrick's own power. Retarders must not be set up while such equipment is in the retarders.
4. Pile drivers must not be moved through the retarders under any circumstances due to insuffient clearance. When pile drivers are placed in one of the classification tracks, they must be handled in the same manner as explosive cars.
5. While working, care must be taken to avoid contact with overhead or side obstructions.

e. JORDAN SPREADERS

1. While working, care must be taken to avoid contact with overhead or side obstructions.

2. Movement in trains
   (a) Must not exceed 40 mph.
   (b) Must be handled next ahead of caboose or on rear of train with "B" end trailing so that side spreaders, hinged near the "A" end of the car are in trailing position.
   (c) Must have swinging or rotating mechanism properly secured.
3. Movement in yards
   (a) Must not be moved through retarders due to insufficient clearance
   (b) Must be handled in the same manner as explosive cars when placed in a classification track.

f. SNOW PLOW - NW 590000

1. When plowing
   Except where further restricted, must not exceed 25 mph.
2. When being moved to a location to begin plowing
   No restrictions apply.
3. Other movements
   Handle within rear five cars of a train.

g. SCALE TEST CARS

1. Two-axle Scale Test Cars: SOU 992501, SOU 992506, NS 992507, SOU 992508, SOU 992511, NW 514754, MPX 192, MPX 194, MPX 195, MPX 1034, MPX 1900, UP 903145, WWBX 911000, and MKT 77:
   (a) Must move only on authority of Chief Dispatcher.
   (b) Must be handled as second car ahead of rear car of train or caboose.
   (c) Must not be coupled to a car exceeding 50' - 0" in length.
   (d) Must not exceed 30 mph.
   (e) Must not be humped.
2. Four-axle Scale Test Cars: SOU 992550, SOU 992551, SOU 992552, NW 514757, NW 514758, NW 514759, NW 514760, NW 514762, NW 514763, MP 15507, MP 15510, MP 15511, MP 15512, UP 900700, UP 903006, WWBX 199917, WWBX 199918, WWBX 199919 must not be humped. If four axle scale test cars are destined to a hump yard, they should be moved as the head or rear car or in an established "Do Not Hump" block.
3. Scale Monitor Cars SOU 992520 through SOU 992529 and NW 514761 have no special restrictions.

h. SCHNABEL AND HIGH CAPACITY FLAT CARS

1. Restrictions for "schnabel" and other cars equipped with span bolsters; that is, cars having eight (8) axles or more:
   (a) Except where further restricted, speed must not exceed that indicated below:

SPEED RESTRICTIONS	LOADED	EMPTY
8 to 15 axle cars Except as listed below	45 MPH	None
16 or more axles, also APWX 1004 (12 axle) but excluding CEBX 800	25 MPH	45 MPH
36 axle CEBX 800	15 MPH	25 MPH

   (b) APWX 1004 (12 axle) and all cars having sixteen (16) or more axles must be handled in a special train of no more than ten (10) cars when loaded.
   (c) Loaded cars having twelve (12) or more axles, when not moving in a special train, must be handled at the head end of a train, and train length must not exceed 100 cars. Loaded cars must be accompanied by sufficient cars that can be used as brake cars in the event it becomes necessary to set such load out between terminals and when securing car in yards, terminals or sidings.

(d) In addition to the above restrictions, the cars listed below must not be placed in trains requiring pusher service, must not be humped or flat switched with motive power detached, and when moving empty must be handled on rear end of train, properly locked, secured and switching moves kept to a minimum.

CAR IDENTITY AND	NO. AXLES	CAR IDENTITY AND	NO. AXLES
APWX 1004	12	GEX 80000	16
BBCX 1000	20	GEX 80002	16
CAPX 1001	20	GEX 80003	20
CEBX 100	12	GPUX 100	12
CEBX 101	12	HEPX 200	20
CEBX 800	36	KWUX 10	20
CPOX 820	20	TETX 20002	12
CWEX 1016	12	WECX 101	20
DODX 39898	8	WECX 102	22
DODX 39899	8	PTDX 200	12
GEX 711	12	PTDX 201	14
GEX 40013	12	PTDX 202	20
GEX 40017	12	PTDX 203	14
GEX 40018	12	PTDX 204	12
		WECX 301	22

(e) Cars with ten (10) axles or more, either loaded or empty must not be forwarded in a train without permission of the Division Superintendent.

2. Transformers, rotors, circuit breakers, or similar electrical equipment with net weight exceeding 200,000 lbs. loaded on well, depressed or flat car must be handled on or near the head end of trains, except on locals. When these loads are designated to move on locals or high-wide specials, they will be positioned as instructed by Control Center.

3. Loads with waybill having "high value" sticker, transformers, rotors, circuit breakers, or similar electrical equipment loaded on well, depressed or flat cars will not to roll free. Instead, they will be shoved to a coupling with motive power attached. Cars being coupled to such equipment will be handled in the same manner.

i. EXCESSIVE DIMENSION EQUIPMENT

Except as provided in this section, open-top cars carrying over-dimensional loads must not be handled unless waybill has attached to it and both sides of the car are placarded with Form CF-694.

If Form CF-694 indicates that the car is "OK" for movement in through trains (has "YES" block checked), the car may be moved normally, unless otherwise directed.

If Form CF-694 indicates that the car is not "OK" for movement in through trains (has "NO" block checked), the car must not be handled except when authorized by the Transportation Department Clearance Bureau (to be issued over the signature of the Superintendent).

Open-top cars carrying over-dimensional loads received at an intermediate station or interchange point may be moved without Form CF-694, provided authorization for such movement has been received from the Transportation Department Clearance Bureau, to the first terminal only, at which time Form CF-694 will be prepared and applied to the car and waybill.

All concerned will be on lookout for open-top cars carrying loads which appear to be over-dimensional. Such cars which do not bear the placard Form CF-694 are to be considered restricted until checked and determined to be otherwise.

Train crews will not move any restricted car without message of authorization from Superintendent's Office. Train crews handling excessive dimension cars will be advised to the effect there are no

excessive dimension cars being handled by opposing trains or provisions made for their passing. Trains of the same direction handling excessive dimension cars will not be permitted to pass until properly protected.

Before handling cars exceeding Plate "B" on tracks other than main tracks or sidings, it must be determined that adequate clearance exists.

LAKE DIVISION

1. Double stack cars

Double stack cars not exceeding 20'-3" above top of rail (two 9'-6" high x 8'-6" wide containers) may only be handled on main tracks and sidings between:

Bellevue and Landers
Detroit and Peru
Fort Wayne and Cincinnati
Bellevue and Columbus
Bellevue and Buffalo

EXCEPT as noted above, double stack equipment must not be handled on Lake Division without permission from Chief Dispatcher.

2. Multi-level auto racks with initials TTQX are excessive dimension cars (20' 2" high, loaded or empty) and must be handled in accordance with high-wide clearance message only.

Before handling these cars on other than main tracks or sidings, it must be determined that adequate clearance exists.

3. All high and wide shipments must have copy of clearance file attached to regular waybill, and movements must be made in strict compliance with clearance file information.

Conductors on trains handling high and/or wide shipments will verify car initial and numbers with waybills and clearance files. Conductors will also verify route of each car by comparing route on waybill with **Restricted Route** as shown on Clearance File. **Restricted Route** will be more detailed. If any discrepancy exists, conductor will notify the chief dispatcher by the quickest available means of communication.

When only one such shipment is handled on through, local, or high and wide trains, extra copies of clearance file covering movement will be furnished with Dispatcher's Bulletins so that both head end and rear end crews may have a copy of the clearance restriction.

When handling more than one such shipment, chief dispatchers will determine the most restrictive of all shipments, and extra copies of this file will be furnished with Dispatcher's Bulletins to both head end and rear end crews.

Train dispatchers, with the assistance of train and engine crews, will establish meeting and passing points, in accordance with clearance files, of all trains to be met or passed.

Train and engine crews will be responsible for passing standing cars on adjacent side, industrial, and yard tracks in accordance with clearance file restriction.

The safe and proper handling of high and wide shipments requires strict compliance with instructions contained in the clearance file by train and engine crews and train dispatchers. Trains meeting or passing another train with high and wide shipments must comply with instructions received from train dispatcher.

4. Whenever trains handling high and wide cars and/or triple loads go into emergency for **any reason**, the train crew, in addition to inspecting their entire train for any unsafe condition, **must** inspect all high and wide loads and/or triple loads to determine if loads or cars have been damaged or if loads have shifted. Train crews will advise train dispatcher of their findings.

5. It is imperative, at stations where no Mechanical personnel are on duty and NS crews pull interchange from foreign railroads, the crew members, in addition to making Federal Railroad Administration

(FRA) inspection of cars for defects, also make an inspection of open-top loads to determine the possibility of loads being excessive dimensional loads (High & Wide shipments).

If there is any doubt regarding load being an excessive dimensional shipment, chief dispatcher should be notified immediately to determine if shipment is, in fact, an excessive dimensional shipment requiring a clearance file. If there is no clearance file available, the car should not be placed in train before a mechanical inspection is made to determine if car is an excessive dimensional shipment.

6. Attention is called to the fact that backhoes specially designed to unload crossties from gondolas constitute an excessive dimension car (13'1" wide) when mounted on top of a gondola.

To insure the safety of work trains as well as movements subject to passing on adjacent track(s), the following precautions must be taken when the backhoe is mounted on top of the car:

(a) Equipment must be kept under observation with particular care being taken to avoid contact with side structures or obstructions.

(b) Protection must be provided for movements on adjacent track(s) unless it is known, positively, they can pass safely.

When working in a multiple track area the work train conductor must provide advance notice to the dispatcher, yardmaster, or other employee responsible for directing train and engine movements, that the backhoe will work from the top of gondola(s) while unloading crossties and horizontal clearance problem could exist account car being excessive dimension while in this mode.

Equipment restrictions exist at the following locations:

Buffalo District

Double stack equipment exceeding 19'3" must not enter Buffalo Jct. yard M.P. B2.5.

Cleveland District

Double stack equipment exceeding 19'3" must only use number 1 track at Cleveland between M.P. B179.5 and B188.5.

Crews that relieve each other must exchange information about double stack equipment in their train.

If double stack equipment is picked up on line of road, the height must be determined and the dispatcher notified.

CLEVELAND TERMINAL - CLEARANCE RESTRICTIONS

Extreme caution must be used when making movement on tracks running under overhead structures. Special attention must be made when handling hi-cube cars, hi-wide loads, multi-level equipment, TOFC equipment, cars exceeding plate "C" dimensions or other restricting equipment.

Existing tracks on the East 55th Street portion of Cleveland Terminal, which have overhead structures whose heights above top of rail is less than the published Main Track clearance of 19' 6" are listed below with the maximum height which will clear on these tracks.

High Level and West Track - MP B183.1	18' 4"
All Tracks in Broadway - High Level Yard ("BD" Yard)	17' 9"
North Industrial Lead and all tracks leading from this yard	17' 6"
South Industrial Lead (Industrial Lead south of Eastward Main Track on "East Side"), including tunnel entrance at west end and all tracks leading from this lead	16' 0"
Cars destined to CSXT Transfer Cleveland	15'10"

The following is maximum height above top of rail which will clear on the Campbell Road portion of Cleveland Terminal:

On Main Track between Knob and Belt Line Junction	19' 0"
On Main Track between Belt Line Junction and Coal Docks	17' 9"

Equipment exceeding these dimensions must not be moved on tracks listed.

The movement of excessive dimension loads on any track, including foreign line yards, must not be made until it has been determined that the movement can be made safely. The yardmaster and crew members are jointly responsible for ascertaining that clearances are adequate for the movement of excessive dimension equipment on the route to be used.

Except where he receives written notification that his train or yard movement contains no cars that have clearance dimensions greater than that required for unrestricted service, it is the responsibility of the conductor or yard foreman in charge to determine this.

Equipment requiring clearance messages, hi-wide loads, and cars exceeding Plate "C" dimensions must be under observation of crew. At points where overhead clearances are close, stop will be made and necessary precautions taken to insure safety of the movement.

Cars exceeding Plate "C" dimensions must have Mechanical Department height measurements before moving on South Industrial Lead. Any car not bearing stencil indicating that car exceeds Plate "C" dimensions, but whose stenciled height exceeds 15 feet 6 inches, must not be moved on these tracks until Mechanical Dept. provides measurement and it is determined that car can be moved safely. Prompt notification of such cars must be made to yardmaster.

Before authorizing foreign line transfers to enter NS yard, the yardmaster must ascertain that such movement contains no excessive dimension equipment; or that excessive dimension equipment in the movement will clear on the route to be used.

The person in immediate charge of Maintenance of Way equipment must determine that clearances are adequate for the route to be used before movement is made.

Detroit District

Detroit Tunnel Equipment Restrictions

Cars exceeding plate "E" must not be handled in the tunnel without handling instructions.

Heaviest car permitted gross weight, 263,000 lbs.

Cars exceeding 263,000 lbs. gross weight must be governed by handling instructions.

Toledo District

Toledo Terminal

Because of clearances which are less than that required for **unrestricted service,** cars exceeding Plate "C" dimensions must **not** be handled in the territories designated below, unless specifically authorized:

Between Elm St. & Cherry St., Toledo
Between E. Broadway and Oakdale St. via CSXT-CR Toledo.

These cars can be identified by stenciling on both sides near the car number, reading "EXCEEDS PLATE C" or "THIS CAR EXCESS HEIGHT-NO RUNNING BOARDS."

Except where he receives written notification from Mechanical Department forces that his train contains no cars that have clearance dimensions greater than that required for **unrestricted service,** it is the responsibility of the conductor in charge to determine this.

j. EXCESSIVE CURVATURE

1. Long (73 ft. or more) cars may be handled on main and passing tracks without restrictions account curvature and grade.

The following instructions apply to movement on tracks other than main and passing tracks:

(a) Long cars must not be handled through No. 6 turnouts.

(b) Long cars moving over tracks having a curvature in excess of 12 degrees 30 minutes must be coupled on each end to cars not shorter than 50 ft. If curvature is in excess of 15 degrees, or turnouts are No. 7, the movement must be accomplished under observation at slow speed.

(c) Long cars must not be handled on curves exceeding 17 degrees.

k. OTHER EQUIPMENT RESTRICTIONS

1. Trailing tonnage must be limited on line segments as shown below, behind the following equipment:

(a) Empty auto multi-level cars.

(b) Empty intermodal single platform flats or such cars loaded with empty trailers or containers.

(c) Empty 85-foot long or longer flat cars and such flat cars when loaded with empty trailers or containers or loaded with only one trailer or container.

(d) Empty intermodal single axle truck flat cars or such cars loaded with empty trailers or containers.

Between	Maximum Safe Trailing Tonnage
Michigan City Branch	
Argos - Michigan City	4,500
New Castle District	
Runnion Ave and Hugo	6,500
Hugo and New River Jct.	12,000
New River Jct. - Clare	8,000
Cincinnati District	
Clare - Batavia	8,000
Batavia - Portsmouth	5,000

These instructions do not apply to radio trains or to a flat car loaded with more than one trailer or container, one of which is loaded.

2. Single or multiple unit double stack cars, articulated single platform (SPINE) cars, drawbar connected rapid discharge cars, and any articulated or permanently coupled cars loaded or empty must not be humped or flat switched with motive power detached except to a clear track. Double stack cars must not be moved over hump retarders unless it is known there is proper clearance.

Whenever practical, articulated cars and cars with slackless drawbars should be placed ahead of cars with conventional draft gears, which in turn should be placed ahead of cars with end-of-car cushion units.

Trains handling any of the aforementioned equipment must not be pushed with more than the equivalent of twelve conventional (non-high adhesion) powered axles. High adhesion axles are equivalent to one and one-third conventional axles.

3. It will be necessary when handling a loaded car with mixed side frames to inform the adjacent Divison when the car is moving in a train towards that Division.

4. Loaded traction motor cars in series SOU 911802 - 911815 and NW 520100 - 520111 must not be humped except when they are humped to a clear track.

5. **Blocks of Empty Cars -** Blocks of 30 or more empty cars must be handled on the rear of trains whenever practicable.

Blocks of Heavy Cars - Blocks of 30 or more loaded cars of coal, grain, phosphate, rock, sand, sulphur or similar bulk commodities must be handled on the head of trains next behind locomotives, whenever practicable.

6. Crews must not pull or switch covered or open-top hoppers with hopper doors open.

Top hatches and bottom outlets on open-top hoppers and covered hoppers are to be closed by the customer prior to pulling car.

7. Any open type car where lading may shift and fall to tracks surface (such as loaded regular flats, gondolas loaded above sides or ends) must not be used as rear car of any train being operated without a caboose.

8. Loaded cars refused by consignee must not be pulled until all doors have been properly closed and sealed.

9. Cars equipped with plug door, will not be moved from industrial tracks or out of yards with doors open. DOORS MUST BE CLOSED AND LATCHED.

10. Poles or similar loads on flat car or in open-top equipment loaded above ends of cars must not be handled in trains next to shipments subject to damage by shifting loads on adjacent cars.

11. A crane or other machine equipped with a boom, even if boom is detached, loaded on open top car or moving on its own wheels must not be handled in trains unless the boom end is trailing except that it may be handled in local freight and work trains with boom forward when properly anchored. (Exception: Machines, including cranes and military equipment, loaded on open top car, may be handled in any train with boom or rotating part forward provided that it is properly anchored with visible securement and does not overhang the end of the car.)

12. Cars equipped with chain tie-down devices must not be moved unless chains are properly secured.

Cars with bands improperly secured are not to be moved.

13. Jet Snow Blowers loaded on the flat cars shown below must not be humped or flat switched with motive power detached:

Snow Blower No.	Loaded ON
SB 6702-JN	NW 527602
SB 7901-JN	NW 590349
SB 7902-JN	NW 590332
SB 7903-JN	NW 590330
SB 7904-JN	NW 590344
SB 8001-JN	NW 590341

14. SOU 900096 and similar cars used to handle coal for steam locomotives must be shoved to rest while being switched.

15. Loaded roller bearing equipped cars having a mixture of pedestal-type side frames and converted box-type side frames found moving on our railroad must be handled within the head ten cars of the train and must be observed frequently enroute for the possibility of an overheated journal.

As explanation, a roller bearing in a pedestal-type side frame is exposed to the direct view of a defective equipment detector, as compared to a converted box-type side frame where the roller bearing is shielded by the box, like a plain bearing.

Mechanical Department personnel have been alerted to notify yardmasters of the presence of these cars. Other concerned employees must be on the lookout for loaded cars with mixed side frames, most especially train crews when adding cars to their train at an outlying point, including interchange points. When such equipment is encountered, the yardmaster, dispatcher, or other proper authority must be promptly notified.

16. Loaded multilevel cars must not be placed for movement in trains behind open top hopper cars or gondolas loaded with stone gravel, sand, lime, coal, or soda ash.

17. Center partition lumber cars, foreign or system, must not be moved when cars are partially unloaded. These cars must not be pulled from industry or moved without tie-down cables being secured. Loading and unloading instructions, along with warnings not to move car without cables secured, are stenciled on these cars at several locations. System cars are in series SOU 118300 through SOU 118335 and NS 120000 through NS 120249.

18. NW 525032 and NW 527212 may be handled in all freight trains on NS without restrictions. This includes movement in rail-highway trains at maximum authorized rail-highway or passenger train speeds, not to exceed 60 MPH.

In yard operations, the following restrictions will apply:

(a) Must not be humped.

(b) Must not be switched with motive power detached.

(c) Couple to this car with not more force than necessary to make coupling.

19. All cars handled in rail-highway trains must be equipped with roller bearings. No exceptions.

Rail-highway trains will not handle cars containing LP Gas.

Rail-highway trains (200 series trains, excluding Triple Crown) must handle only intermodal and multilevel cars.

20. Movement of wreck-damaged or disabled rail cars, or parts of such cars loaded on flat cars or in open-top cars, when lading extends above or beyond the car sides, must be confined to locals, shifters, work, or wreck trains, unless authorization for movement in other trains is secured from Transportation Department Clearance Bureau for each individual car.

Before such equipment is handled in any train, it must be inspected by a Mechanical Department employee who will authorize its movement and designate any speed restriction required for its safe handling.

21. When switching or coupling cuts of cars, coupling must be done to prevent mismatched couples.

Cars will not be cut off to roll free against other cars if one or both cars involved in the coupling are on curved track or in a turnout. At any time a coupling is attempted with any equipment on curved track or in a turnout, a member of the crew will be at the point of coupling and will stop the movement short of coupling. The couplers will be aligned when necessary to prevent mismatched couplers before the coupling is completed.

22. Empty OTTX flat cars originating at non-mechanized stations or to be placed in trains at outlying points will be handled on rear of trains.

Empty OTTX flat cars not equipped with the approved end-of-car cushion units will be restricted to rear of trains and will be identified in the following manner.

Car initials will be indicated on advance train consist as OTT (instead of OTTX) with a message to "run on rear only." In the TIPS yard inventory list, under the heading "hand", the handling indicator will show "OTTX."

23. End doors must be closed and secured on enclosed multi-level cars before they are moved.

24. Oversize shipments must not be left on any track adjacent to the main track or sidings unless authorized by the Chief Dispatcher.

25. Crews handling loaded pulpwood cars must inspect the cars to determine if any of the loads are excessive width before meeting or passing passenger trains and high and wide shipments.

Inspection of pulpwood cars must be done sufficiently ahead of the arrival of passenger trains to avoid unnecessary delay.

A train handling pulpwood must be stopped while passenger train is being met or is passing on adjacent track, except when passenger train is first to arrive at meeting point, train handling pulpwood may pass passenger train at slow speed provided inspection of pulpwood can be made and train stopped short of passenger train if and when excessive dimension loads are detected.

Passenger train will meet or pass standing train handling pulpwood on adjacent track at reduced speed unless notified that train has been inspected and there are no excessive dimension loads of pulpwood in train being met or passed.

When notified that train being met or passed has been inspected and there are no excessive dimension loads of pulpwood in train being met or passed, passenger train may run at maximum authorized speed.

Load must be balanced before switching partially loaded woodrack cars.

26. The equipment listed below must not be placed and handled in a train immediately behind an occupied locomotive unit or immediately ahead of an occupied caboose.

Open end flat cars loaded with poles, pipe, lumber, or similar lading which might shift and protrude beyond the car ends;

Open-top cars or bulkhead flats loaded with similar lading that extends above the car ends or beyond the car sides; or

Flat bed or stake-body trailers loaded with similar lading when the open end is toward the locomotive or caboose or when the lading extends above the end toward the locomotive or caboose.

27. **TURNOUT CARS**

The following turnout car sets are **not to be separated when in transit, loaded or empty**. In the event of one car being bad ordered, both cars must be set off until repairs are made. If the cars are bad ordered because of mechanical problems, the Master Mechanics Office of that division must notify the Atlanta Track Assembly in Atlanta, Ga.

Set Numbers: (2 cars per set)

SOU 991001 - 991021	SOU 991007 - 991027
SOU 991002 - 991022	SOU 991008 - 991028
SOU 991003 - 991023	SOU 991009 - 991029
SOU 991004 - 991024	SOU 991010 - 991030
SOU 991005 - 991025	SOU 991011 - 991031
SOU 991006 - 991026	

28. **Welded Rail Trains and Associated Equipment:**

Two loaded rail trains, or one loaded and one empty rail train, may be handled as one movement. When loaded and empty rail trains are handled together, the empty train must be on the rear.

Empty rail trains may now be handled on the rear of revenue freight trains, excluding those designated as corporate trains. Should pusher service be required, the pusher must be placed ahead of the empty rail equipment.

Rail Laying, T&S, and associated equipment may be handled on a loaded rail train, but must be handled on the rear end only.

Rail trains are permanently coupled together by having the approved locking device inserted in the uncoupling lever mechanism and secured with a bolt. These cars are not to be separated, and in the event of a bad order car, the entire train must be set off until repairs are made.

In the event of bad ordering any rail train and associated equipment the Chief Dispatcher must notify Rail Welding Plant in Atlanta, Ga.

Crew members taking charge of a loaded welded rail train will inspect it to determine that the uncoupling lever mechanism locks are in place on each car before train is moved, except when relieving a crew that has previously handled the train, or when notified by the proper authority that the securement between the cars has been checked. This paragraph does not apply to a rail train originating in Atlanta, Ga.

Loaded rail trains must not be originated from any crew change point without first being inspected and approved for movement by Maintenance of Way forces.

Rail trains and associated equipment must not be handled without air on the trains and all other NS Rules applying to train air brakes and services apply when handling these trains.

In addition, the following **thirteen groups of cars**, coupled together and equipped to pick up and to unload strands of welded or bolted rail, **are not to be separated** account of possible damage to the hydraulic hose connection between these cars:

NW 516813, 516814, 516815, and 516816
NW 516975, 516976, 516977, and 516978
NW 517007, 517008, 517009, and 517010
NW 517037, 517038, 517039, and 517043
SOU 991636, 991639, 991634, and 992997
SOU 991534, 991535, 991536, and 992998
SOU 991734, 991735, 991736, and 992999
SOU 992834, 992835, 992836, and 992990
SOU 992936, 992935, and 992934
SOU 992984, 992985, and 992986
NW 527956 and NW 527957
NW 517041 and NW 517042
NW 527986 and NW 527909

12. PASSENGER TRAIN NOTES

NONE

13. PHYSICIANS' DIRECTORY

Industrial Med. Assoc	Adrian, MI
Ashtabula Clinic	Ashtabula, OH
Morris Wasylenki, GS	Ashtabula, OH
Firelands Medical Assoc.	Bellevue, OH
Thomas H. Eaton, GP	Bellevue, OH
L. G. Jones, EM	Bluffton, IN
A. L. Morton, EM	Bluffton, IN
R. T. Keddie, FP	Bridgeville, PA
R. S. Milligan	Broughton, PA
Bryan Medical Group	Bryan, OH
G. L. Baloy, IM	Buffalo, NY
Patrick T. Hergenroeder, ORS	Chagrin Falls, OH
K. Chand, ORS	Chicago, IL
K. Pahuja, OM	Chicago, IL
J. L. VanDiver-Elliot, FP	Chicago Hts., IL
Steven L. Bell, OM	Cincinnati, OH
C. O. Carothers, ORS	Cincinnati, OH
D. H. Jansen, OPH	Cincinnati, OH
J. M. Levin, OPH	Cincinnati, OH
R. A. Matuska, GS	Cincinnati, OH
E. H. Niesen, Jr. IM	Cincinnati, OH
R. W. Richter, ORS	Cincinnati, OH
R. T. Sheridan, ORS	Cincinnati, OH

13. PHYSICIANS' DIRECTORY (Cont'd)

C. M. Smith, OPH	Cincinnati, OH
J. E. Turba, ORS	Cincinnati, OH
H. E. Wedig, Jr., FP	Cincinnati, OH
E. Woliver, GS	Cincinnati, OH
R. H. McCoy, GP	Circleville, OH
W. T. Paul, FP	Columbus, OH
J. A. Ricaurte, IM	Conneaut, OH
F. R. Walton, GP	Crown Point, IN
H. J. Parcinski, ORS	Dearborn, MI
G. C. Crates, GP	Denver, IN
Robert G. Looby, FP	Dillonvale, OH
B. B. Gilmore, Jr., OTO	Farmington Hills, MI
R. C. Ahlbrand, GP	Ft. Wayne, IN
Occupational Health Center	Ft. Wayne, IN
James R. Berghoff, GP	Ft. Wayne, IN
Thomas A. Felger, FP	Ft. Wayne, IN
Med-I-Quik, St. Joe Rd	Ft. Wayne, IN
P. J. Johnson, FP	Ft. Wayne, IN
F. B. Walker, GP	Ft. Wayne, IN
Frankfort Medical Clinic	Frankfort, IN
R. E. Schenk, FP	Geneva, IN
W. Ertiz, FP	Knox, IN
D. R. Stuart, OTO	Kokomo, IN
Arnett Clinic	Lafayette, IN
R. L. Mather, OPH	Lafayette, IN
E. L. Van Buskirk, OPH	Lafayette, IN
Charles K. Koster, OPH	Lakewood, OH
J. B. Overmeier, GP	Leipsic, OH
R. D. Jenkins, FP	Lima, OH
W. E. Noble, FP	Lima, OH
David R. Weaver, IM	Lincoln Park, MI
G. Nevin Shuey, FP	Massillon, OH
Detroit Industrial Clinic	Melvindale, MI
Williams Cnty. Family Med. Ctr.	Montpelier, OH
Hammond Clinic	Munster, IN
Family Mei-Center	New Boston, OH
S. K. Waghray, FP	North Olmsted, OH
B. Horton, EM	Oaklawn, ILL
R. E. Culver, GP	Oregon, OH
J. G. Siebenaler, FP	Oregon, OH
L. L. Hill, GP	Peru, IN
M. D. Sixbey, GP	Peru, IN
J. F. Vormohr, FP	Portland, IN
T. O. Morris, IIIH	Portsmouth, OH
R. R. Turner, OR	Portsmouth, OH
P. C. Rodriquez, GP	Richmond, IN
H. Merritt, EM	Saline, MI
Corporate Health	Sandusky, OH
Tipton Clinic	Tipton, IN
T. Li Peng, FP	Toledo, OH
E. S. Perrigo, CDS	Toledo, OH
C. P. Prezzia, OM	Toledo, OH
Harvey A. Popovich, MD	Toledo, OH
H. R. Butler, A	Trenton, MI
A. R. Morley, GP	Trenton, MI
H. A. Laughlin, FP	Westfield, NY
K. R. Gaspich, G	Wheelersburg, OH
R. L. McCollister, IM	Wheelersburg, OH
James M. McGinnis, GP	Wheelersburg, OH
Joel S. Steinberg, P	Willoughby, OH

KEY TO PHYSICIANS' DIRECTORY SPECIALTY CODES

A	Allergy
ABS	Abdominal Surgery
ADL	Adolescent Medicine
AI	Allergy and Immunology
AM	Aerospace Medicine
AN	Anesthesiology
BE	Broncho-Esophagology
BLB	Bloodbanking
CD	Cardiovascular Diseases
CDS	Cardiovascular Surgery
CHN	Child Neurology
CHP	Child Psychiatry
CLP	Clinical Pathology
CRS	Colon and Rectal Surgery
D	Dermatology
DIA	Diabetes
DMP	Dermatopathology
DR	Diagnostic Radiology
EM	Emergency Medicine
END	Endocrinology
FOP	Forensic Pathology
FP	Family Practice
GE	Gastroenterology
GER	Geriatrics
GP	General Practice
GPM	General Preventive Med.
GS	General Surgery
GYN	Gynecology
HEM	Hematology
HNS	Head & Neck Surgery
HS	Hand Surgery
HYP	Hypnosis
ID	Infectious Diseases
IG	Immunology
IM	Internal Medicine
LAR	Laryngology
LM	Legal Medicine
MFS	Maxillofacial Surgery
N	Neurology
NA	Neuropathology
ND	Neoplastic Diseases
NEP	Nephrology
NM	Nuclear Medicine
NPM	Neonatal-Perinatal Medicine
NR	Nuclear Radiology
NS	Neurological Surgery
NTR	Nutrition
OBG	Obstetrics and Gynecology
OBS	Obstetrics
OM	Occupational Medicine
ON	Oncology
OPH	Ophthalmology
ORS	Orthopedic Surgery
OS	Other, i.e., Physician designated a speciality other than appearing here.
OT	Otology
OTO	Otolaryngology
P	Psychiatry
PA	Clinical Pharmacology
PD	Pediatrics
PDA	Pediatric Allergy
PDC	Pediatric Cardiology
PDE	Pediatric Endocrinology
PDR	Pediatric Radiology
PDS	Pediatric Surgery
PH	Public Health
PHO	Pediatric Hematology—Oncology
PM	Physical Medicine and Rehabilitation
PNP	Pediatric Nephrology
PS	Plastic Surgery
PSF	Facial Plastic Surgery
PTH	Pathology
PUD	Pulimonary Diseases
PYA	Psychoanalysis
PYM	Psychosomatic Medicine
R	Radiology
RHI	Rhinology
RHU	Rheumatology
RIP	Radioisotophic Pathology
TR	Therapeutic Radiology
TRS	Traumatic Surgery
TS	Thoracic Surgery
U	Urological Surgery
VS	Vascular Surgery

14. AUTHORIZED WATCHES

Watches Authorized for use under Rule 2 are:

POCKET WATCHES

BALL
16 Size Official Railroad Standard - 21 Jewel
16 Size Official Railroad Standard - 23 Jewel

BULOVA
Quartz Model

ELGIN
16 Size B. W. Raymond - 21 Jewel
16 Size B. W. Raymond - 23 Jewel

HAMILTON
16 Size Model 992 - 21 Jewel
16 Size Model 950 - 23 Jewel

HOWARD
16 Size Howard Model - 21 Jewel
16 Size Howard Model - 23 Jewel

ILLINOIS
16 Size Bunn Special - 21 Jewel
16 Size Bunn Special - 23 Jewel
16 Size Sangamo Special - 23 Jewel

14. AUTHORIZED WATCHES (Cont'd)

POCKET WATCHES (Cont'd)

WALTHAM
16 Size Crescent Street Model - 21 Jewel
16 Size Vanguard Model - 23 Jewel

WRIST WATCHES

ACCUTRON
Railroad Approved
Railroad Approved - Calendar Model
Railroad Approved - Quartz Model
Railroad Approved - Ladies Quartz Model

BALL
Official Railroad Standard
Automatic Trainmaster

BULOVA
Railroad Approved - Quartz

CITIZEN
Railroad Approved - Quartz/Ladies & Mens

ELGIN
B. W. Raymond Chronometer Model - 21 Jewel

HAMILTON
Electric Railroad Special
Electric - Model 910917, White

PULSAR
Railroad Approved - Quartz Model

RODANIA
Quartz - Model 9361

SEIKO
Railroad Approved - Quartz Model

SPEIDEL
Railroad Approved - Quartz Model

WYLER
Railroad Approved - Incaflex Model

15. ASSIGNMENTS OF AGENTS

NONE

16. COMMUNICATION & SIGNAL INFORMATION

a. Instructions for handling Electric Switch Locks.

1. G.R.S. Electric Locks

The locking mechanism is located in a metal housing on a post adjacent to the switch stand and is connected by means of a lock rod to the switch points. Release of the locks is automatic for trains entering the switches from the main track. For trains or engines moving from the siding or spur track to the main track after clearing the main track, a predetermined release time is required before the lock and switch can be operated.

(a) For movement from main track to siding or spur track:

1. Stop engine or cars just ahead of switch points.
2. Open door of lock housing which has a standard switch lock.
3. Lift lock lever until it rests against stop in 45 degree position. When indicator clears or moves to the unlock position, complete the movement of lock lever to the extreme left hand position. This unlocks the switch and it can be operated the same as any other hand thrown switch.

(b) For movements from siding or spur track to the main track:

1. Secure permission from the control station to operate the electric lock and enter the main track. The switch must be unlocked and thrown before the derail or inside crossover switch is operated.

16. COMMUNICATION & SIGNAL INFORMATION (Cont'd)

2. Lift lock lever until it rests against stop in 45 degree position. Immediately or after predetermined time interval has expired, indicator should show "clear" or "unlock" and switch can be unlocked by completing the movement of the lock lever to the extreme left hand position.

(c) For movements using controlled electric locks:

1. Proceed as above after obtaining release from control station.

(d) After a movement into or out of the switch has been completed and the hand lever of switch returned to normal position, the crank handle in the lock housing must be restored to the right hand or normal position and the door on the lock housing closed and locked.

An emergency release is provided in the lock housing for use in case of trouble or if the electric lock fails to operate promptly. To operate the emergency release, after obtaining permission from control station, break seal and move emergency lever to release position, then operate in the usual manner. When emergency release is operated to enter main track from a spur, Rule 404 must be observed. If emergency release is operated, notify control station immediately as signals will remain in stop position until mechanism has been reset by signal maintainer.

2. US&S Electric Locks

One type of locking mechanism is located in a metal housing on a post adjacent to the switch stand and is connected by means of a lock rod to the switch point and is actuated by operating handle. The second type of locking mechanism locks the operating lever of switch and is actuated by a foot pedal. The release of the locks is automatic for train entering the switches from the main track.

(a) For movement from main track to siding or spur track:

1. Stop engine or cars just ahead of switch points.
2. Actuate operating handle or foot pedal to unlock position. This unlocks the switch and it can be operated the same as any other hand throw switch.

(b) For movement from siding or spur track to the main track:

1. Secure permission from the control station to operate the electric lock and enter main track. The switch must be unlocked and thrown before the derail or inside crossover switch is operated.
2. Actuate operating handle or foot pedal to request unlock of switch. Immediately or after predetermined time interval has expired the switch is unlocked and it can be operated the same as any other hand throw switch.

(c) For movements using controlled electric locks:

1. Proceed as above after obtaining release from control station.

(d) When movement over switch is completed, return handles and padlocks to normal position.

When an emergency release is provided in the lock housing for use in case of trouble or if the electric lock fails to operate properly, advise and secure authority from control station to break the seal, insert switch key and turn to release electic lock, then switch may be lined and movement made. When emergency release is operated to enter main track from a spur, Rule 404 must be observed.

If electric lock is not equipped with emergency release seal, communicate with control station for instructions.

16-b. DETECTORS

Location of Track Side Analyzers and Radio Acknowledgment Points

LOCATION OF TRACK SIDE ANALYZER	SCANS	RADIO ACKNOWLEDGMENT POINT	
Buffalo District			
Farnham, M.P. B26.5	Either direction,	M.P. B24 M.P. B30	EW trains WW trains
Van Buren, M.P. B46.3	Either direction	M.P. B43 M.P. B49	EW trains WW trains
Ripley, M.P. B68	Either direction,	M.P. B65 M.P. B71	EW trains WW trains
Swanville, M.P. B97.7	Either direction,	M.P. B95 M.P. B101	EW trains WW trains
Cleveland District			
Kingsville, M.P. B123.6	Either direction	M.P. B121 M.P. B127	EW trains WW trains
Perry, M.P. B146.9	Either direction	M.P. B144 M.P. B150	EW trains WW trains
Wickliff, M.P. B168.5	Either direction	M.P. B166 M.P. B171	EW trains WW trains
Avon, M.P. B200.6	Either direction either track	M.P. B198 M.P. B204	EW trains WW trains
Vermilion, M.P. B225.1	Either direction	M.P. B222 M.P. B228	EW trains WW trains
Fostoria District			
Old Fort, M.P. B265.2	Either direction either track	M.P. B268 M.P. B262	WW trains EW trains
Arcadia, M.P. B285.5	Either direction either track	M.P. B289 M.P. B282	WW trains EW trains
McComb, M.P. B298.5	Either Direction	M.P. B301 M.P. B296	WW trains EW trains
Leipsic Jct., M.P. B315.6	Either direction	M.P. B318 M.P. B312	WW trains EW trains
Goodwin, M.P. B335.5	Either direction	M.P. B338 M.P. B332	WW trains EW trains
Edgerton, M.P. B353.7	Either direction	M.P. B357 M.P. B351	WW trains EW trains
Chicago District			
Hadley, M.P. B379.6	Either direction	M.P. B383 M.P. B367	WW trains EW trains
Arnold, M.P. B392.9	Either direction	M.P. B397 M.P. B390	WW trains EW trains
Packertown M.P. B406.3	Either direction	M.P. B410 M.P. B403	WW trains EW trains
Tippecanoe, M.P. B423.6	Either direction	M.P. B427 M.P. B420	WW trains EW trains
Argos, M.P. B434.6	Either direction	M.P. B439 M.P. B431	WW trains EW trains
Knox, M.P. B450.6	Either direction	M.P. B454 M.P. B447	WW trains EW trains

16-b. DETECTORS (Cont'd)

Location of Track Side Analyzers and Radio Acknowledgment Points

LOCATION OF TRACK SIDE ANALYZER	SCANS	RADIO ACKNOWLEDGMENT POINT
Chicago District (Cont'd)		
S. Wanatah, M.P. B466.3	Either direction	M.P. B470 WW trains M.P. B463 EW trains
Spriggsboro, M.P. B482	Either direction	M.P. B487 WW trains M.P. 475 EW trains
S. Gary, M.P. B493.0	Either direction	M.P. B498.0 WW trains M.P. B488.0 EW trains
Detroit District		
Belleville, M.P. D25.2	Either direction either track	M.P. D28 WW trains M.P. D22 EW trains
Cone, M.P. B42.5	Either direction	M.P. D40 EW trains M.P. D45 WW trains
Holloway, M.P. D52.5	Either direction	M.P. D56.0 WW trains M.P. D48.0 EW trains
Sand Crk., M.P. D66.7	Either direction	M.P. D70 WW trains M.P. D62 EW trains
Munson, M.P. D78.5	Either direction	M.P. D82.0 WW trains M.P. D74.0 EW trains
Kunkle, M.P. D91.0	Either direction	M.P. D88.0 WW trains M.P. D94.0 EW trains
Huntington District		
Bluffesley, M.P. D102.4	Either direction	M.P. D107 WW trains M.P. D99 EW trains
Butler, M.P. D118.4	Either direction	M.P. D122 WW trains M.P. D114 EW trains
Thurman, M.P. D135.3	Either direction	M.P. D140 WW trains M.P. D131 EW trains
Roanoke, M.P. D161.7	Either direction	M.P. D166 WW trains M.P. D157 EW trains
Lagro, M.P. D181.6	Either direction	M.P. D186 WW trains M.P. D177 EW trains
New Castle District		
Port Union, M.P. CF23.2	Either direction	M.P. CF27 WW trains M.P. CF21 EW trains
Camden, M.P. CF49.1	Either direction	M.P. CF53 WW trains M.P. CF45 EW trains
New Hope, M.P. CF62.7	Either direction	M.P. CF66 WW trains M.P. CF59 EW trains
Olive Hill, M.P. CF79.7	Either direction	M.P. CF84 WW trains M.P. CF75 EW trains
Millville, M.P. CF95.3	Either direction	M.P. CF99 WW trains M.P. CF91 EW trains
Mt. Summit, M.P. CF109.0	Either direction	M.P. CF113 WW trains M.P. CF105 EW trains

16-b. DETECTORS (Cont'd)

Location of Track Side Analyzers and Radio Acknowledgment Points (Cont'd.)

LOCATION OF TRACK SIDE ANALYZER	SCANS	RADIO ACKNOWLEDGMENT POINT
New Castle District (Cont'd)		
Royerton, M.P. CF128.6	Either direction	M.P. CF132 WW trains M.P. CF125 EW trains
Hartford City, M.P. CF142.8	Either direction	M.P. CF147 WW trains M.P. CF139 EW trains
Poneto, M.P. CF157.2	Either direction	M.P. CF160 WW trains M.P. CF154 EW trains
Ossian, M.P. CF173.5	Either direction	M.P. CF177 WW trains M.P. CF169 EW trains
Columbus District		
Lucasville, M.P. N616.3	Either direction, either track	M.P. N613.0 EW trains M.P. N619.0 WW trains
Piketon, M.P. N631.3	Either direction either track	M.P. 628.0 EW train M.P. 634.0 WW train
Higby, M.P. N645.4	Either direction	M.P. N638 EW trains M.P. N652 WW trains
Delano, M.P. N662.6	Either direction, either track	M.P. N660.0 EW trains M.P. N665.0 WW trains
Ritts, M.P. N681.0	Either direction either track	M.P. 678.0 EW train M.P. 684.0 WW trains
Miner, M.P. N693.0	Either direction, either track	M.P. N690 EW trains M.P. N696 WW trains
Sandusky District		
Columbus, M.P. S4.4	Either direction either track	M.P. S1.0 EW trains M.P. S7.0 WW trains
Berlin, M.P. S20.5	Either direction	M.P. S17 EW trains M.P. S24 WW trains
Waldo, M.P. S37.5	Either direction	M.P. S34 EW trains M.P. S41 WW trains
Tobias, M.P. S-53.3	Either direction	M.P. S50.0 EW trains M.P. S-56.0 WW trains
Ridgeton, M.P. S-69.9	Either direction	M.P. 67.0 EW trains M.P. S-73.0 WW trains
Attica, M.P. 84.9	Either direction	M.P. S81 EW trains M.P. S89 WW trains

LOCATION OF S.A.D.	SCANS	RADIO ACKNOWLEDGMENT POINT
Cincinnati District		
Gernon, M.P. CT20.9	Either direction,	M.P. CT17 WW trains M.P. CT24 EW trains
Williamsburg, M.P. CT33.0	Either direction	M.P. CT30 WW trains M.P. CT36 EW trains
White Oak, M.P. CT45.3	Either direction	M.P. CT41 WW trains M.P. CT49 EW trains
Winchester, M.P. CT57.7	Either direction,	M.P. CT54 WW trains M.P. CT61 EW trains
Peebles, M.P. CT72.0	Either direction	M.P. CT68 WW train M.P. CT76 EW trains

16-b. DETECTORS (Cont'd)

Location of Track Side Analyzers and Radio Acknowledgment Points (Cont'd.)

LOCATION OF S.A.D.	SCANS	RADIO ACKNOWLEDGMENT POINT
Cincinnati District (Cont'd)		
Youngs, M.P. CT85.2	Either direction.	M.P. CT82 WW trains M.P. CT89 EW trains
McDermott, M.E. CT97.9	Either direction	M.P. CT93 WW trains M.P. CT101 EW trains
Toledo District		
Green Creek, M.P. T41.6	Either direction	M.P. T39 WW trains M.P. T45 EW trains
Kings Way, M.P. T32.3	Either direction	M.P. T29 WW trains M.P. T36 EW trains
Trowbridge, M.P. T19.6	Either direction	M.P. T16 WW trains M.P. T23 EW trains
Lima District		
Weidlers, M.P. SP53.1	Either direction	M.P. SP57 WW trains M.P. SP50 EW trains
Rawson, M.P. SP65.2	Either direction	M.P. SP69 WW trains M.P. SP61 EW trains
Beaver Dam, M.P. SP77.2	Either direction	M.P. SP80 WW trains M.P. SP73 EW trains
Frankfort District		
Hobbs, M.P. SP205.1	Either direction	M.P. SP208 WW trains M.P. SP202 EW trains

TSA = Track Side Analyzer
SAD = Stand Alone Detector
SADD = Stand Alone Dragging Equipment Detector

INSTRUCTIONS FOR DETECTORS

a. TRACK SIDE ANALYZERS (TSA)/STAND ALONE DETECTORS (SAD)

TSA/SAD make automatic analysis of train condition by monitoring hot journals and dragging equipment, followed by an automatic radio transmission concerning same.

1. When approaching, passing, or departing TSA/SAD location, crew members must be alert for TSA/SAD radio transmissions (on road frequency for the territory). When in the vicinity of TSA/SAD locations, all employees must keep radio transmissions to an absolute minimum to avoid interference with TSA/SAD radio messages.

2. When a train is occupying a TSA/SAD and a defect has been detected an automatic radio transmission as shown in example (a) or (b) below will occur:

   (a) A "TONE" will indicate that a hot bearing has been detected and, after rear has cleared TSA/SAD, train must be stopped for inspection. When rear has cleared TSA/SAD, a radio message will be transmitted twice to indicate nature of defect and its location in train. The location will be given by axle count, counting from the first axle in the locomotive consist. TSA/SAD will identify track to which message is applicable in double track territory.

   (b) When an excessively hot journal or dragging equipment has been detected, a radio message stating "CRITICAL ALARM" will be transmitted at once and train must be stopped for inspection as soon as possible, consistent with safe train handling procedures. When TSA/SAD has stopped analyzing the train (this will occur when train clears TSA/SAD, when train is stopped on TSA/SAD, or when train speed over TSA/SAD drops below 8 mph), a radio message will be transmitted twice to indicate nature of defect and its location in train. The location will be given by axle count, counting from the first axle in the locomotive consist. TSA/SAD will identify track to which message is applicable (in double track territory).

Note: When inspection is required by either (a) or (b) above, a thorough inspection will be made of both sides of car(s) indicated as being defective. If no apparent defects are found, five cars on either side of designated car(s) will be thoroughly inspected on both sides. After a defect message has been received, if train is stopped while occupying TSA/SAD, or if train speed over TSA/SAD drops below 8 mph, all cars following the last car indicated as being defective must be inspected. While enroute to and from either end of train to car(s) to be inspected, crew members will, when practicable and safe to do so, make a visual inspection of both sides of train. All defect messages, including nature of defect and its location in train must be acknowledged to the Dispatcher. Dispatcher must be notified of results of inspection, even if no trouble is located.

3. When no defects have been indicated, and one of the following conditiions exist, a visual inspection must be made of both sides of train by crew member(s) on the ground, unless a visual inspection of both sides of train can or is to be made by other employees located in the near vicinity:
   - Train stops on TSA/SAD;
   - Train speed over TSA/SAD drops below 8 mph;
   - Train is operated over a track which causes it to by-pass a TSA/SAD it normally would pass over.

Exception: If the dispatcher has positive knowledge that a proper reading was obtained for all or a portion of the train, he will instruct crew members to inspect only the portion for which a proper reading was not obtained.

4. When no defects have been detected, the exit radio message will be: "NS TSA/SAD, mile post location, and identification of track to which message is applicable (in double track territory), followed by axle count of the train and message "NO DEFECTS". When a "NO DEFECTS" message has been received, it will not be necessary to acknowledge same to the dispatcher. Operating Rules 506 and 609 are modified accordingly.

Note: If "NO DEFECTS" message has not been received from either TSA/SAD or dispatcher before passing the designated radio acknowledgment point, train must be stopped and dispatcher contacted for further instructions. If dispatcher cannot be contacted, entire train must be inspected in accordance with Item 3.

5. When a TSA/SAD reports "Analyzer Failure" to a train crew, the train must be stopped and inspected. If any message other than "Analyzer Failure" is transmitted to a train, and the crew does not understand the message, the CRT in Dispatcher's Office may be used to determine if train needs inspected.

   When notified that a defect has been detected that requires stopping for inspection before yarding train, stop must be made promptly and inspection of indicated car(s) made in accordance with noted Item 3.

6. If radio message "Train too slow from axle (XXX) is received, the train must be inspected from the identified axle to end of train in accordance with Item 3.

Attention is called to the fact that when a defect in a passing train is indicated by a wayside detector, the location of the defect will be given by axle count beginning with the first axle in the locomotive consist.

When enroute to make inspection, crew members must take every precaution to insure that the proper axle is inspected, including use of hand-held counter when available. A copy of train consist must not be used to locate axle indicated as defective.

These instructions supplement, but do not in any way change current Timetable instructions governing inspection of defects indicated by wayside detectors.

b. STAND-ALONE DRAGGING EQUIPMENT DETECTORS

Voice Radio Alarm Only

When the voice radio alarm is activated at a detector the train must be stopped promptly for inspection. The dispatcher must be advised of the stop and results of inspection and corrections made.

Train crews receiving messages transmitted from voice radio alarms located at defect detector sites will stop their trains only if their trains are actually passing the detector identified on the radio or if the rear of their train is within 1/2 mile of the detector after having passed it.

When a train is stopped for dragging equipment indication, the following information must be given to the dispatcher as quickly as radio communicaiton can be established.

1. Car number.
2. Type of dragging equipment found.
3. Type of car.
4. Loaded or empty.
5. Disposition of car.

This information must be furnished each time train is stopped.

STAND ALONE DETECTORS

Trains passing these locations will be scanned for overheated journals and dragging equipment. If no defects are detected, the detector's radio will announce the milepost, "NO DEFECTS" and axle count two (2) times after the train passes the detector.

If a defect is detected, the detector's radio will sound two tone bursts and announce the milepost and "DETECTOR ALARM". After the train has pased the detector, the exact axle location of any defect will be announced three (3) times counting from the first locomotive axle.

If multiple defects, each axle location will be announced three (3) times.

When a detector announces one or more defects, the crew must stop the train and examine the specified journal(s) for excessive heat or for dragging equipment as alarmed. If the journal(s) are not found to be overheated, the crew must check all journals on the indicated car and all journals five (5) cars ahead and five (5) cars behind. If no overheated journals are found, journals on the opposite side of the eleven (11) cars must be checked. The same procedure will be followed for dragging equipment. The train crew is responsible for promptly and properly stopping their train for inspection(s).

When a train is stopped by one of these detectors, the crew must immediately notify the dispatcher, inspect the train and advise results to the dispatcher.

If a detector malfunctions while a train is passing, a message will be transmitted three (3) times announcing "DETECTOR MALFUNCTION". The train must stop, the crew immediately notify the dispatcher, inspect the train and advise results to the dispatcher.

If a detector announces "NO DEFECTS, CALL MAINTAINER", the crew should notify the dispatcher immediately to contact the Signal Supervisor for the detector. The train should not be stopped.

If no radio message has been received from the Stand Alone Detector before passing the designated "Radio Acknowledgement Point", the crew must stop the train, the crew immediately notify the dispatcher, inspect the train and advise results to the dispatcher.

A train should maintain a minimum speed of 8 m.p.h. while passing a Stand Alone Detector.

If a train stops on the detector, the crew must immediately notify the dispatcher, inspect the entire train before proceeding and advise results to the dispatcher.

When approaching, passing or departing Stand Alone Detector locations, crew members must be alert for Stand Alone Detector radio transmissions (on the road frequency). When in the vicinity of these detector locations, all employees must keep radio transmissions to an absolute minimum to avoid interference with Stand Alone Detector.

Detector radio message is normally transmitted ten (10) seconds after last axle in train passes over detector. Accordingly, if radio message has not been received from stand-alone detector by the time the engine has moved a distance equal to the train's length plus approximately twenty (20) car lengths beyond the detector, the train must be brought to an immediate stop and the dispatcher promptly notified. After stopping, the entire train must be inspected and the dispatcher must be notified of the results of the inspection.

The above instructions have reference only to required procedures in the event of a communications failure and **do not in any way change existing instructions which require that the train be immediately stopped for inspection if detector radio message indicates one or more defects in train.**

50(M). STEAM-POWERED TRAINS BY STAND ALONE HOT BOX DETECTOR

Since Track Side Analyzers and Stand Alone Detectors cannot distinguish between steam and hot journals, steam powered trains will not stop for inspection on activation of the voice radio alarm at the stand alone detector when the alarm is for hot journals or hot wheels on the engine only. Such trains will stop for inspection on activation of the voice radio alarm for dragging equipment on the steam engine, and for hot jounals, hot wheels, dragging equipment or clearance problems on cars. Protection of steam engine journals, wheels and clearances is the responsibility of the crew.

No changes are made in the use or instructions for TSA's.

EXCESSIVE HEIGHT DETECTORS

CLEVELAND DISTRICT

Height detectors are in service at Avon, Ohio, Milepost B200.6 and Kingsville, Milepost B124.6.

The detector at Avon, Ohio, will check eastbound trains for excessive height cars over 19'3". The detector at Kingsville, Ohio, will check westbound trains for excessive height cars over 19'3". Once a train has cleared the detectors and no defects have been detected, this radio message will be transmitted twice, "NS DETECTOR M.P. 200.6 (OR 124.6) NO DEFECTS". The train may proceed.

When an excessive height car over 19'3" is detected and after the train clears the detectors, the detectors will transmit the following message after a two (2) second tone, "HIGH LOAD FROM AXLE _____ TO AXLE _____". The detector will only indicate the location of the first high car and the position of the last high car in the train. It will not indicate the high cars in between. This was done to reduce radio transmissions from the detector. It will not be necessary to inspect your train, however, it will be the train crew's responsibility to make certain the train is routed over the eastbound track (Main 1) through Cleveland should they have cars in their train over 19'3" high.

Radio acknowledge point for the Avon detector will be Milepost B198 and for the Kingsville detector will be Milepost B127. If no defects message has been received after passing these points or if the detector transmits a "SYSTEM FAILURE" alarm, the entire train must be inspected for excessively high cars.

BUFFALO DISTRICT

The height clearance detector at Blasdell, New York, Milepost B6.9, checks both east and westbound trains. Once a train has cleared the detector and no defects have been detected, this radio message will be transmitted twice, "NS DETECTOR M.P. 6.9 NO DEFECTS". Train may proceed.

When an excessive height car over 19'3" has been detected and after the train has cleared the detector, the detector will transmit "NS DETECTOR M.P. 6.9 EXCESSIVE HEIGHT, TRAIN IS RESTRICTED." It will not be necessary to inspect the train, if this message is transmitted by the detector.

Radio acknowledge points will be Milepost B3.0 and B11.0. If no defects message has been received before passing this point, or the detector transmits a "SYSTEM FAILURE" alarm, the entire train must be inspected for excessively high cars.

16-c. ALL CHANNEL RADIOS

The following table lists designated AAR channels when using "All Channel" radios:

FREQUENCY	AAR (TX) TRANSMIT CHANNEL	AAR (RX) RECEIVE CHANNEL
SOU 1-Road	56	56
SOU 2-Dispatcher	48	09
NW 1	72	72
NW 2	76	76
NW 3	22	22
CSX ROAD	08	08
CSX DISPATCH	14	14
CONRAIL ROAD 1	46	46
CONRAIL ROAD 2	64	64
CN ROAD	87	87
CN 2	61	61

When operating on other railroads, it will be necessary to consult the governing foreign line timetable or special instructions to ascertain the AAR transmit and receive channels for that road.

Transmitting on unauthorized channels is a violation of Federal Law, and is prohibited.

To contact the dispatcher, the proper "DTMF" signal code must be dialed in by using the "TONE" selector knob and then depressing the "DISP" selector button. The following conversion table shows the "DTMF" code to be used:

ACCOUSTICOUPLE ACCESS CODE	DTMF CODE
1	2
2	5
3	8
4	0

16-d. LOCATION OF DISPATCHER-CONTROLLED RADIO BASE STATIONS

Location	Frequency	Accousticouple Access Code	DTMF Code	Hours
Buffalo District				
Buffalo, NY	NW 2	1	2	Continuous
Dunkirk, NY	NW 2	1	2	Continuous
Westfield, NY	NW 2	1	2	Continuous
Erie, PA	NW 2	1	2	Continuous

16-d. LOCATION OF DISPATCHER-CONTROLLED RADIO BASE STATIONS (Cont'd)

Location	Frequency	Accousticouple Access Code	DTMF Code	Hours
Cleveland District				
Conneaut, OH	NW 2	1	2	Continuous
Ashtabula, OH	NW 2	1	2	Continuous
Painesville, OH	NW 2	1	2	Continuous
Cleveland, OH	NW 2	1	2	Continuous
South Lorain, OH	NW 2	1	2	Continuous
Berlin Heights, OH	NW 2	1	2	Continuous
Fostoria District				
Bellevue, OH	NW 2	2	5	Continuous
Fostoria, OH	NW 2	2	5	Continuous
McComb, OH	NW 2	2	5	Continuous
Kieferville, OH	NW 2	2	5	Continuous
Worstville, OH	NW 2	2	5	Continuous
Chicago District				
Fort Wayne, IN	NW 2	1	2	Continuous
South Whitley, IN	NW 2	1	2	Continuous
Argos, IN	NW 2	1	2	Continuous
North Liberty, IN	NW 2	1	2	Continuous
Thomaston, IN	NW 2	1	2	Continuous
Hobart, IN	NW 2	1	2	Continuous
Detroit District				
Oakwood, MI	NW 3	2	5	Continuous
Milan, MI	NW 3	2	5	Continuous
Adrian, MI	NW 3	2	5	Continuous
Montpelier, OH	NW 3	2	5	Continuous
Huntington District				
Butler, IN	NW 3	2	5	Continuous
Fort Wayne, IN	NW 2	1	2	Continuous
Huntington, IN	NW 2	1	2	Continuous
Wabash, IN	NW 2	1	2	Continuous
Peru, IN	NW 2	1	2	Continuous
New Castle District				
Crescentville, OH	NW 3	3	8	Continuous
Hamilton, OH	NW 3	3	8	Continuous
Camden, OH	NW 3	3	8	Continuous
Campbellstown, IN	NW 3	3	8	Continuous
Millville, IN	NW 3	3	8	Continuous
Muncie, IN	NW 3	3	8	Continuous
Hartford City, IN	NW 3	3	8	Continuous
Bluffton, IN	NW 3	3	8	Continuous
Cincinnati District				
Vera, OH	NW 3	1	2	Continuous
McDermott, OH	NW 3	2	5	Continuous
Henley, OH	NW 3	3	8	Continuous
Rarden, OH	NW 3	1	2	Continuous
Peebles, OH	NW 3	2	5	Continuous
Mt. Zion, OH	NW 3	3	8	Continuous
Macon, OH	NW 3	1	2	Continuous
Afton, OH	NW 3	2	5	Continuous
Perintown, OH	NW 3	3	8	Continuous
Clare, OH	NW 3	1	2	Continuous
Columbus District				
Portsmouth, OH	NW 1	2	5	Continuous
Waverly, OH	NW 1	2	5	Continuous
Circleville, OH	NW 1	2	5	Continuous

16-d. LOCATION OF DISPATCHER-CONTROLLED RADIO BASE STATIONS (Cont'd)

Location	Frequency	Accousti-couple Access Code	DTMF Code	Hours
Sandusky District				
Columbus, OH	NW 1	2	5	Continuous
Troyton, OH	NW 1	2	5	Continuous
Monnette, OH	NW 1	2	5	Continuous
Bellevue, OH	NW 1	2	5	Continuous
Toledo District				
Bellevue, OH	NW 2	3	8	Continuous
Oak Harbor, OH	NW 2	3	8	Continuous
Lima District				
Findlay, OH	NW 2	3	8	Continuous
Lima, OH	NW 2	3	8	Continuous
Frankfort District				
Portland, IN	NW 3	3	8	Continuous
Muncie, IN	NW 3	3	8	Continuous
Tipton, IN	NW 3	3	8	Continuous
Frankfort, IN	NW 3	2	5	Continuous

When use of DTMF code or Acousticouple Access Code is required, field personnel will receive an answer back tone after the calling signal tone is sent, but will not be able to communicate with the dispatcher until he answers their call.

Conrail Indianapolis Dispatcher may be contacted from the Cincinnati area transmitting the following:

(Channel NW 3): Depressing transmit button twice, within three (3) seconds while depressing acousticouple #2 or depress DTMF #5 twice, within three (3) seconds. You should receive an answer back.

Lake Division crews will use Road Channel NW 1 within limits of Portsmouth. All Pocahontas Division crews will use Road Channel NW 2 within limits of Portsmouth Yard.

Road trains entering Bellevue Yard will arrange to switch to the Bellevue Yard Channel NW 3 when entering yard limits. This does not apply to run thru trains moving to or from the Sandusky District and the Fostoria District through the New Connection, run thru trains moving to or from the Sandusky District and the Toledo District through the Toledo Connection, or coal trains/hopper trains moving to or from Sandusky.

The Bellevue Yard frequency is 160440 MHZ and Channel 3 on most locomotive radios.

The Ranger Tower Yardmaster does not monitor road channels.

16-e. EMERGENCY CALL-IN FEATURE

On all districts except Cincinnati:

After transmitting assigned access tone, and upon hearing the answerback tone, immediately press "0" if using DTMF code or "4" if using Accousticouple device. Upon hearing the second answerback tone, begin transmitting the emergency information.

On Cincinnati District:

After transmitting assigned access tone, and upon hearing "(base name) ON" voice announcement, immediately press "0" if using DTMF code or "4" if using Accousticouple device. Upon hearing voice announcement "EMERGENCY CALL" and then two "(base name) ON" announcements, begin transmitting the emergency information.

16-f. LOCATION OF LOCALLY CONTROLLED WAYSIDE RADIO BASE STATIONS

Location	Frequency	Hours
Buffalo District		
CR-Buffalo Terminal Dispatcher	NW 2	Continuous
CR-West End Tower	NW 2	Continuous
CR-Niagra Branch Dispatcher	NW 2	Continuous
NS-Buffalo Jct. Yard Office	NW 2	Continuous
Conneaut Yard	NW 2	Continuous
Cleveland District		
Cleveland Yard Office	NW 2 & 3	Continuous
Cleveland Drawbridge	NW 2	Continuous
South Lorain Yard	NW 2	Continuous
RU/Lorain Drawbridge	NW 2	Continuous
Bellevue		
Ranger Tower	NW 3	Continuous
Hump Yardmaster (see note)	1,2,3,4,5	Continuous
Rte. 4 Trainmaster (see note)	1,2,3,4,5	Continuous
Note - Bellevue Channels:		
1 - former Scioto Road		
2 - former Lake Road		
3 - former Wabash Road, Bellevue Yard		
4 - Bellevue Switching Channel: AAR 97 - 97		
5 - Bellevue Hump Channel: AAR 82 - 82		
Fostoria District		
Blair Yard	NW 2	6am-2am except Sat/Sun
Chicago District		
East Wayne	NW 1,2,3	Continuous
Argos	NW 2	7am-3pm except Sat/Sun
Cummings Drawbridge	NW 2	Continuous
Calumet Yard	NW 2	Continuous
Landers Operator	NW 3	Continuous
Detroit District		
River Rouge Bridge	NW 3	Continuous
Oakwood Tower	NW 3	Continuous
Adrian Agent	NW 3	6:50am-3:50pm except Sat/Sun
Huntington District		
E. Wayne	NW 1,2,3,	Continuous
New Castle District		
Muncie	NW 3	6am-1am except Sat/Sun
Cincinnati District		
Berry Yard	NW 3	8am-5pm except Sat/Sun
GK Tower	NW 3	Continuous
NA Tower	NW 3	Continuous
DI Tower/Gest Street	NW 3	Continuous
Columbus District		
Portsmouth Yard Office	NW 1 & 2	Continuous
Circleville	NW 1 & 2	7am-6pm except Sat/Sun
Watkins Yard	NW 1,2,3	Continuous
Sandusky District		
Marion AC Tower	NW 1	Continuous
Sandusky Yard	NW 1	Continuous

16-f. LOCATION OF LOCALLY CONTROLLED WAYSIDE RADIO BASE STATIONS (Cont'd)

Location	Frequency	Hours
Toledo District		
Homestead yard	NW 2	Continuous
Ironville Tower	NW 2	Continuous
Maumee Yard Office	NW 3	24 hours except Sat/Sun
Lima District		
Lima Agent	NW 2	7am-4pm except Sat/Sun

17. HAZARDOUS MATERIALS

A. GENERAL INSTRUCTIONS:

1. Compliance with the Code of Federal Hazardous Materials Regulations (49 CFR) of the U.S. Department of Transportation (found in the current edition of the AAR Bureau of Explosives Tariff BOE-6000 Series), and Norfolk Southern's special rules for handling hazardous materials, is required of all employees of Norfolk Southern Railway Company. References to specific sections of the 49 CFR included in the BOE Tariff are enclosed in brackets, for example [174.24].

2. A carrier must forward each shipment of hazardous materials promptly and within 48 hours (Saturdays, Sundays, and holidays excluded) after acceptance at the originating point, except that where biweekly or weekly service only is performed, a shipment of hazardous materials must be forwarded on the first available train [174.14].

3. Definitions of terms for these instructions are listed in 49 CFR Section 171.8. For technical interpretations on these instructions call Hazardous Materials Management in Roanoke at 7-981-3762 or (703)-981-3762; or in Atlanta at 7-529-2242 or (404)-529-2242.

B. SWITCHING OF PLACARDED CARS:

1. Every employee involved in the switching of hazardous materials cars, both on line of road and in yards, must be familiar with and be governed by the instructions contained in the "Hazardous Materials Switching Chart" found in the back of the timetable [174.82-174.85].

2. When switching loaded placarded tank cars, or switching cars that will couple to loaded placarded tank cars, maximum reasonable efforts must be made to achieve couplings at speeds not to exceed 4 MPH.

3. Employees must position themselves at least fifteen (15) feet, and more if possible, from the manway and valves prior to coupling. Contents of tank cars may splash during or immediately following coupling due to improperly secured closures.

4. Persons having access to waybills or shipping instructions must see that concerned employees are notified when hazardous materials are to be handled.

5. Cars placarded "EXPLOSIVES", "FLAMMABLE GAS", or "FLAMMABLE" must not be left on any track unless track is free from combustible material such as dead grass and weeds.

C. TRAIN PLACEMENT OF PLACARDED CARS:

1. Every employee involved in the positioning in train of hazardous materials cars, must be familiar with and be governed by the instructions contained in the "Hazardous Materials Position in Train Chart" found in the back of the timetable [174.82-174.85].

2. The "Hazardous Materials Position in Train Chart" will also apply to yard movements on a main track if the intended movement will exceed one mile.

3. At the commencement of each trip, the conductor or competent crew member directed by the conductor must inspect the six head cars behind the engine and the six rear cars ahead of an occupied caboose to ascertain that placarded hazardous material cars are properly

17. HAZARDOUS MATERIALS (Cont'd)

C. TRAIN PLACEMENT OF PLACARDED CARS (Cont'd):

positioned. This will not be required at a terminal when relieving an NS crew, and the train has remained intact.

4. The train crew must have a document (consist, wheel report, or hazardous materials list) indicating the position in train of each loaded placarded car containing hazardous materials, except when the position is changed or the placarded car is placed in the train by a crew member of the train (See Operating Rule 573), [174.26(b)].

5. At each terminal or other place where trains are made up or switched by crews other than the outbound train crew, the outbound train and engine crew must receive a consecutively numbered notice (NS FORM 11562) indicating the position in the train of each car placarded Division 1.1 or 1.2 (Explosives), Division 2.3 Hazard Zone A (Poison Gases), or Division 6.1 PG I Hazard Zone A (Poison). These placards will be mounted on white square background for ease of identification. (See Operating Rule 573), [174.26(a) & 172.510].

6. When loaded cars containing hazardous materials are picked up on line of road and there is no agent or clerical force on duty, the train dispatcher or other appropriate authority (trainmaster, yardmasters, and operators as applicable), must be notified that pick-up includes hazardous materials.

7. An "empty/residue" tank car placarded as in Group 2 on the Train Placement Chart, can be handled in the same manner specified for an "empty/residue" tank car placarded as in Group 4 on the train placement chart.

D. KEY TRAINS:

1. The definition of a **"KEY TRAIN"** is:

- Any train handling five (5) or more carloads of **POISON INHALATION HAZARD** (Hazard Zone A or B) gases or liquids;

- OR -

- Any train handling any combination of twenty (20) or more carloads, including intermodal portable tank loads, of:
  - (a) **POISON INHALATION HAZARD** (Hazard Zone A or B) commodities;
  - (b) Division 1.1 or 1.2 (Explosives);
  - (c) Division 2.1 (Flammable Gas); or
  - (d) Environmentally Sensitive Chemicals

— A commodity designated as a Poison Inhalation Hazard "PIH" will be identified by the "Poison Inhalation Hazard" or "Inhalation Hazard" notation on waybill or shipping document. The same notation will be stenciled in 4-inch letters on each side of tank cars containing "PIH" materials.

— Division 1.1 or 1.2 (Explosives) and/or Division 2.1 (Flammable Gas) commodities will be identified by the corresponding placard, or the Hazard Class on the waybill or shipping document.

— Environmentally Sensitive Chemicals can be identified by Car Movement Restriction Messages on train consist and/or Switch List; or by the chemical name or commodity code on the following list:

List of Environmentally Sensitive Chemicals

1. Allyl Chloride (4907412)
2. Carbon Tetrachloride (4921830/4921831)
3. Chlorobenzene (4909153)
4. Chloroform (4921767/4921769/4925224/4925225)
5. Dichlorobenzene (4925203)
6. Dichloropropane (4909269)
7. Dichloropropane/Dichloropropene mixture (4907640)
8. Dichloropropene (4909255)
9. Ethyl Chloride, N.O.S. (Ethyl Chloride) (4908162)
10. Ethylene Dibromide - (Also PIH) (4921497)

D. KEY TRAINS (Cont'd):

List of Environmentally Sensitive Chemicals (Cont'd)

11. Ethylene Dibromide and Methyl Bromide Mixtures - (Also PIH) (4921438)
12. Ethylene Dichloride (4909166)
13. Epichlorohydrin (4921005)
14. Methyl Chloroform or 1,1,1-Trichloroethane (4925182)
15. Methylene Chloride or Dichloromethane (4925131)
16. Perchloroethylene (4925202)
17. Perchloroethylene/Trichloroethylene mixture (4940373)
18. Trichloroethylene (4925181)

NOTE: Yard movements on a main track will also be governed by the definition and operating requirements of **KEY TRAINS** if the intended movement will exceed one mile.

2. **KEY TRAINS** will be identified at certain locations on train consist copy, but at all locations conductor will be responsible for examining waybills to ascertain whether or not hazardous materials cars in train meet **KEY TRAIN** criteria. Conductor will promptly notify the dispatcher, or the appropriate authority for notification purposes (trainmasters, yardmasters, and operators as applicable) who in turn will notify the dispatcher, if the train or yard movement is to be designated as a **KEY TRAIN**.

3. In addition to the above, yard clerical forces handling outbound trains at train makeup or intermediate terminals must notify the dispatcher or the appropriate authority for notification purposes, if a train is to be designated as a **KEY TRAIN**. This notification should be made as soon as possible and may be made by telephone, or by entering information directly into the Computer Aided Dispatching system where this capability is available. In the event the computer is down, or if not equipped to determine this information by computer, a review of waybills must be made to determine **KEY TRAIN** status.

4. If train sets out or picks up loaded hazardous materials cars on line of road, and set-out or pick-up changes **KEY TRAIN** status, conductor will promptly notify dispatcher. The positions of the hazardous materials cars picked up will be recorded by the conductor on his consist.

5. The following **RESTRICTIONS** must be observed for movement of **KEY TRAINS:**

(a) Maximum authorized speed of 50 MPH, unless further restricted.

(b) At meeting or passing points, when practicable, **KEY TRAIN** will hold main track unless a speed of 15 MPH or greater is authorized for siding or auxiliary track.

(c) When any track with an authorized speed of 10 MPH or less is used for meeting or passing a **KEY TRAIN**, one of the trains must be stopped before the other train passes.

(d) When a **KEY TRAIN** is stopped by an emergency brake application or by some unknown cause, the train must be inspected for derailed or defective cars in accordance with **NS Operating Rule 102**.

(e) If a defect in a **KEY TRAIN** journal is reported by a wayside detector, but inspection of the journal fails to confirm evidence of a defect, the train will not exceed 30 MPH until it has passed over the next wayside detector. If the same car again sets off the next detector, it must be set out from the train.

(f) Cars with friction bearings will not be permitted in **KEY TRAINS**.

E. DOCUMENTATION:

1. No hazardous materials car, loaded or residue (empty), may be moved on line of road without a waybill, consist, switch list, wheel report, or other shipping document which identifies its contents or previous contents by proper shipping name, hazard class, UN/NA 4-digit identification number, a 24-hour emergency contact number,

E. DOCUMENTATION (Cont'd):

and quantity (may be properly specified as "One (1) Tank Car Load", or "1 T/C"). Other common elements which must be included if applicable are the packing group, placard notation, placard endorsement, reportable quantity (RQ), poison inhalation hazard notation, hazard zone, residue notation, marine pollutant notation, and/or shipper certification [172.210 & 174.24].

2. **EXAMPLE OF SHIPPING PAPER DESCRIPTION:**

1 T/C CHLORINE
2.3 (POISON GAS)
UN 1017
RQ (CHLORINE)
MARINE POLLUTANT (CHLORINE)
POISON INHALATION HAZARD ZONE B
PLACARDED: POISON GAS
EMERGENCY TELEPHONE: (###)-###-####

3. At the commencement of each trip, the conductor or competent crew member directed by the conductor must examine waybills and/or consist to identify cars containing hazardous materials. A member of the train crew of a train transporting hazardous materials must have in his possession a copy of the shipping papers (as described in 1 above) for all shipments of hazardous materials [174.24].

4. A member of a train or yard crew is required to have a copy of the shipping papers (as described in 1 above) for any hazardous materials shipments before they are removed from the shipper's plant for direct or eventual forwarding to the yard; or when making delivery of hazardous materials shipments to a consignee's plant or siding. Documentation is not required for respotting within a plant or for movement to adjacent carrier tracks when the cars are to be respotted within the plant confines and are not being forwarded to the yard [174.24].

5. When picking up a hazardous material shipment from the shipper, the train crew should assure that the shipper's certification and signature are on the shipping papers received from the shipper. Shipper's certification is a signed statement from the shipper declaring that the hazardous materials are properly classified, described, packaged, marked and labeled, and are in proper condition for transportation according to DOT regulations. This is not required if Norfolk Southern is not the original carrier, if the certification is already in possession of the agency or central waybilling center, or for the return of empty tank cars which previously contained hazardous materials [172.204 & 174.24].

6. Agents, yardmasters, dispatchers, and train and engine service employees (both road and yard), must have a current copy of the DOT Emergency Response Guidebook accessible when on duty. A crew member's copy maintained on the engine will be considered as being accessible to crews performing yard or switching service. Conductors will ascertain that a copy is on the controlling unit at the start of each trip or tour of duty [172.602].

F. INSPECTION:

1. Rail cars carrying hazardous materials and each rail car immediately adjacent thereto, must be inspected before acceptance at originating point, when received in interchange, and at any point where a train is required to be inspected (including the point where the car is placed in the train). The cars may continue in transit only when the inspection indicates that the cars are in safe condition for transportation [174.8].

2. Before coupling to a placarded tank car, loaded or residue/(empty), employees must by observation from the ground determine:

- that there is no visible or detectable leak;
- that all loading and unloading lines are disconnected;
- that all platforms are raised or in the clear; and
- that manway cover bolts, valve housing covers, bottom outlet caps, and plugs or caps on other openings are in their proper places.

F. INSPECTION (Cont'd):

EXCEPTION: Heater coil inlet and outlet pipes on residue tank cars must be left open for drainage. Be advised that heater coils can be easily identified by stenciling on the tank car. THE CAPS TO THESE PIPES MUST BE IN THE OFF POSITION BEFORE EMPTY/RESIDUE TANK CARS CONTAINING HAZMAT HAZARDOUS MATERIALS ARE ACCEPTED AT INDUSTRIES OR INTERCHANGE.

3. Before any closed (box or hopper) car containing hazardous materials is coupled into or moved, the crew must determine that the doors are closed and securely fastened [174.8 and 174.104].

4. Loaded or residue (empty) hazardous materials placarded tank cars not equipped with top and bottom shelf couplers must not be accepted in interchange, placed, or pulled at industrial tracks, or moved in a train. The Mechanical Department must be notified of such cars when offered in interchange or when released from industries.

5. Check to make sure the safety valve and tank test due dates are current (a car is within test until the last day of the month or year shown). These will appear on the right-hand side of the car under the specification marking. If they are not in date, notify your supervisor.

When a test of the safety valves or tank becomes due when a loaded car is in transit, the car must be forwarded to its destination once the Mechanical Department has carded each side of the car with a card exhibiting the notice, "Safety Valves overdue for test or Tank overdue for test moving under authority of 49 CFR 174.9(c). A prompt report of such movement showing the car initials and number must be made to the Bureau of Explosives."

G. MARKING AND PLACARDING HAZARDOUS MATERIALS:

1. Hazardous Materials shipments must not be accepted at industries or in interchange unless placards, as specified on shipping papers, are affixed on each end and on each side of the car as required by regulations. Such placards must be securely in place before pulling loaded and/or residue (empty) tank cars, or other type rail cars containing hazardous materials. Cars with missing, damaged, faded, or improper placards must not be pulled [172.508 & 174.59].

2. Each agent or yardmaster shall maintain an adequate supply of placards or markers (which are available through the NS Material Management System), to replace those that are lost or damaged, based on the information on the shipping papers [174.33].

Missing, damaged, or faded placards discovered in transit should be replaced at the next inspection point, and those not required must be removed at the next terminal where the train is classified [174.59]. Each specific operating location should have a standard procedure for replacing placards.

3. Until October 1, 1994, placards which conform to Pre-HM-181 specifications (right column), may be used in place of the placards specified in HM-181 (middle column) in accordance with the following **Placard Substitution Table** [171.14 & 174.25].

Hazard Class or Division Number	HM-181 Placard Name (Current Name)	Pre-HM-181 Placard Name (O.K. Until Oct. 1, 1994)
DIVISION 1.1	EXPLOSIVES 1.1	EXPLOSIVES A
DIVISION 1.2	EXPLOSIVES 1.2	EXPLOSIVES A
DIVISION 1.3	EXPLOSIVES 1.3	EXPLOSIVES B
DIVISION 1.4	EXPLOSIVES 1.4	DANGEROUS
DIVISION 1.5	EXPLOSIVES 1.5	BLASTING AGENTS
DIVISION 1.6	EXPLOSIVES 1.6	DANGEROUS
DIVISION 2.1	FLAMMABLE GAS	FLAMMABLE GAS
DIVISION 2.2	NON-FLAMMABLE GAS	NON-FLAMMABLE GAS

G. MARKING AND PLACARDING HAZARDOUS MATERIALS (Cont'd):

Hazard Class or Division Number	HM-181 Placard Name (Current Name)	Pre-HM-181 Placard Name (O.K. Until Oct. 1, 1994)
DIVISION 2.3	POISON GAS	POISON GAS
CLASS 3	FLAMMABLE	FLAMMABLE
COMBUSTIBLE LIQUID	COMBUSTIBLE	COMBUSTIBLE
DIVISION 4.1	FLAMMABLE SOLID	FLAMMABLE SOLID
DIVISION 4.2	SPONTANEOUSLY COMBUSTIBLE	FLAMMABLE SOLID
DIVISION 4.3	DANGEROUS WHEN WET	FLAMMABLE SOLID W
DIVISION 5.1	OXIDIZER	OXIDIZER
DIVISION 5.2	ORGANIC PEROXIDE	ORGANIC PEROXIDE
DIV. 6.1, PG I or II	POISON	POISON
DIV. 6.1, PG III	KEEP AWAY FROM FOOD OR PERSON	(NONE REQUIRED)
CLASS 7	RADIOACTIVE	RADIOACTIVE
CLASS 8	CORROSIVE	CORROSIVE
CLASS 9	CLASS 9 (OPTIONAL FOR DOMESTIC)	(NONE REQUIRED)

NOTE: Commodities classified as Poison Inhalation Hazards must be placarded with the HM-181 Placard effective October 1, 1992.

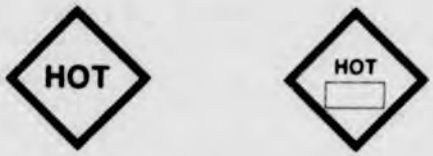
4. Federal regulations require SECONDARY placards for certain commodities which have subsidiary hazards. The addition of the SECONDARY placard does not change switching or position in train requirements, and the PRIMARY placard will govern. The PRIMARY and SECONDARY placards can be identified as follows: 1) the PRIMARY placard classification is the first hazard class following the proper shipping name on the shipping documents; 2) the use of the UN/NA 4-digit identification number is prohibited on the SECONDARY placard; and 3) no hazard class or division number may be displayed in the lower quadrant of a SECONDARY PLACARD [172.505 & 172.519].

5. If more than one of the UN/NA 4-digit identification number markings on placards, orange panels, or white square-on-point configurations are lost, damaged, or destroyed in transit, the carrier shall replace them as soon as practicable. The numbers may be entered legibly by hand using an indelible marking material [172.338].

6. A bulk packaging that contains a marine pollutant must be marked on each end and each side with the MARINE POLLUTANT mark. EXCEPTION: On a bulk packaging, freight container, or transport vehicle that bears a placard specified in hazardous materials timetable Rule G-3, the MARINE POLLUTANT marker is not required [172.203(1) & 172.322].

G. MARKING AND PLACARDING HAZARDOUS MATERIALS (Cont'd):

7. A tank car containing an "Elevated Temperature Material" must be marked on two opposing sides of the vehicle with the word "HOT". The "HOT" marking will either be painted on the car or displayed as follows:



Loaded "Elevated Temperature Material" cars must be handled only with proper hazardous material documentation (See HazMat Timetable Rule E). For example:

"Elevated Temperature Material, Liquid, N.O.S. (Petroleum Asphalt), 9, NA 9259, PG III"

Empty "Elevated Temperature Material" cars may be returned with the "HOT" markings left on the car, even though the **cool** residue is no longer considered a hazardous material. These cars can be billed as empties and do not require Hazardous Materials documentation.

EXCEPTION: Tank cars containing molten aluminum or molten sulfur must be marked "MOLTEN ALUMINUM" or "MOLTEN SULFUR" respectively on both sides of car.

H. HAZARDOUS WASTE AND PCB WASTE MANIFESTS:

1. Hazardous waste and polychlorinated biphenyl (PCB) wastes shipments must be handled with hazardous waste manifest forms. Manifests must be signed and dated when subject waste materials are picked up and appropriate signed and dated documents obtained when the wastes are delivered. Tracking of the waste by rail will be handled by waybill or other appropriate document with initial and final rail transporters being responsible for executing manifest requirements outlined above. A copy of the manifest may or may not be attached to the waybill or switchlist. Modified waybills may be used in lieu of hazardous waste manifest.

2. Whenever Norfolk Southern Railway Company is the origin or destination carrier, and you are pulling or placing a hazardous waste or PCB waste car at industry, coordinate with agent for instructions regarding signing and dating of the required waste management documents.

I. HYDROCYANIC ACID (HCN) TANK CARS

1. Tank cars containing Hydrocyanic Acid (HCN), are painted white with horizontal and vertical red stripes and placarded on each side and each end. They must be handled in accordance with the following instructions:

(a) To be handled only when authorized by the Chief Dispatcher.

(b) **NS FORM 11562**, "Notice of cars placarded Division 1.1 or 1.2 (Class A Explosives), Division 2.3 Hazard Zone A (Poison Gases), or Division 6.1 PG I Hazard Zone A (Poison)", must be issued to conductor and engineer (See Operating Rule 573).

(c) The Chief Dispatcher must be notified immediately of any occurrence that may be hazardous.

(d) In case of suspected leakage, car must be isolated and all except authorized persons kept away.

I. HYDROCYANIC ACID (HCN) TANK CARS (Cont'd)

(e) Under no circumstances should other than authorized persons get close to car in case of derailment.

(f) The instructions posted on bulletin boards, in cabooses, and in cars assigned to wreck outfits must be read carefully.

(g) Instructions attached to each waybill and placarded instructions on each car must be followed.

(h) These instructions (a-g above) are applicable to both LOADED and RESIDUE (empty) cars.

J. LEAKING TANK CARS:

1. Except where movement to a repair point has been authorized, placarded hazardous materials cars must not be moved if there is any indication of leaking. The employee granting authority for the movement of such equipment must be sufficiently qualified to know that the move can be made safely, and will be responsible for issuing necessary instructions to the crew [174.50].

2. An industry must be notified before a leaking tank car is spotted on its track for unloading and then only with their permission.

K. REPORTING HAZARDOUS MATERIALS INCIDENTS:

CAUTION: Hazardous Materials can cause injury by inhalation, contact, ingestion, explosion, or fire. Chlorine, Anhydrous Ammonia, Sulfur Dioxide, Petroleum Products, as well as many other materials have distinct odors. Anytime such odors are detected in association with a shipment of hazardous materials **YOU SHOULD GET OUT OF THE AREA AS SOON AS POSSIBLE** and report the detection to the yardmaster, chief dispatcher and/or your immediate supervisor.

THE FOLLOWING MUST BE REPORTED IMMEDIATELY TO THE CHIEF DISPATCHER:

1. All unauthorized, unintentional and/or accidental spills or releases (including minor leaks) of commodities classified as hazardous under federal and/or state department of transportation and environmental protection agency regulations, including hazardous materials, hazardous substances, and hazardous wastes.

2. All spills or releases of oil (lubricating, hydraulic, etc.), fuel (diesel, gasoline, etc.),or any other materials that can cause damage to the environment, including water discoloration.

3. All incidents that result in any derailment or any damage to tank cars, intermodal tanks and containers, or any other rolling stock containing hazardous materials, substances, and/or wastes.

L. INSTRUCTIONS TO EMPLOYEES IN THE EVENT OF A HAZARDOUS MATERIALS INCIDENT OR ACCIDENT:

1. CHECK FOR INJURIES, PROVIDE ASSISTANCE AS NEEDED, NOTIFY THE TRAIN DISPATCHER OR YARDMASTER.

2. CHECK WAYBILLS AND DOCUMENTS FOR HAZARDOUS MATERIALS CARS. DOCUMENTS FOR THE MOST ACUTELY HAZARDOUS MATERIALS WILL BE ENDORSED OR STAMPED **"EXPLOSIVES, POISON GAS ZONE A", POISON PG I ZONE A", "RADIOACTIVE MATERIAL", AND "DANGEROUS"** IN THE UPPER LEFT HAND CORNER. **HOWEVER**, MANY SLOW ACTING/LONG TERM AND ENVIRONMENTALLY HAZARDOUS MATERIALS DO NOT REQUIRE THIS STAMP OR ENDORSEMENT. REVIEW DOCUMENTS CAREFULLY TO DETERMINE ALL HAZARDOUS MATERIALS PRESENT.

3. DO NOT GO NEAR DERAILED OR DAMAGED HAZARDOUS MATERIAL CARS TO INVESTIGATE ACCIDENT UNTIL IT IS DETERMINED TO BE SAFE.

4. EXTINGUISH ALL CIGARETTES, FUSEES, AND OPEN FLAMES UNTIL IT IS DEFINITELY DETERMINED THERE ARE NO FLAMMABLE VAPORS IN THE AREA.

17. HAZARDOUS MATERIALS (Cont'd)

L. INSTRUCTIONS TO EMPLOYEES IN THE EVENT OF A HAZARDOUS MATERIALS INCIDENT OR ACCIDENT (Cont'd):

5. GIVE DISPATCHER OR YARDMASTER INFORMATION ON:
   a. INJURIES.
   b. HOW MANY CARS ARE INVOLVED WITH THEIR LOCATION AND CONDITION **WHERE POSSIBLE TO OBTAIN THIS INFORMATION SAFELY**.
   c. EACH HAZARDOUS MATERIAL CAR; INITIAL AND NUMBER, CONTENTS, COMMODITY CODE, PLACARDS, SHIPPER, AND CONDITION OF CAR **WHERE POSSIBLE TO OBTAIN THIS INFORMATION SAFELY**.
   d. DANGER TO SURROUNDING AREA: HOMES, SCHOOLS, HOSPITALS, STREAMS, LAKES, ETC. AS APPLICABLE.

6. REVIEW EMERGENCY RESPONSE INFORMATION ON TRAIN CONSIST, SHIPPING PAPERS, IN THE D.O.T. EMERGENCY RESPONSE GUIDEBOOK, OR OTHER SOURCE, AND TAKE ACTION AS NECESSARY.

7. IF FIRE OCCURS, **AND IT CAN BE DONE SAFELY**, PULL AWAY ALL CARS THAT ARE MOVABLE AND NOT BURNING.

8. INFORM LOCAL AUTHORITIES (FIRE DEPARTMENTS AND EMERGENCY RESPONDERS) OF THE CONTENTS OF EACH CAR THAT PRESENTS A HAZARD. GIVE THEM INFORMATION ON WAYBILLS, TRAIN CONSISTS, THE D.O.T. EMERGENCY RESPONSE GUIDEBOOK AND ANY OTHER INFORMATION YOU MAY HAVE CONCERNING THE PRODUCTS AND EQUIPMENT INVOLVED. ADVISE THEM TO KEEP PEOPLE AWAY FROM THE INCIDENT. THIS **DOES NOT** MEAN AN EVACUATION UNLESS THE EMERGENCY RESPONSE INFORMATION CALLS FOR SAME. **NOTE:** The conductor will be responsible for ensuring that waybills, shipping documents and any emergency response instructions are on or near the locomotives and available to authorized emergency responders.

9. REPORT ALL INFORMATION ABOVE TO THE FIRST RAILROAD SUPERVISOR OR OTHER OFFICER(S) AS MAY BE DESIGNATED, WHO REACHES THE SCENE.

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NORFOLK SOUTHERN

HAZARDOUS MATERIALS SWITCHING CHART

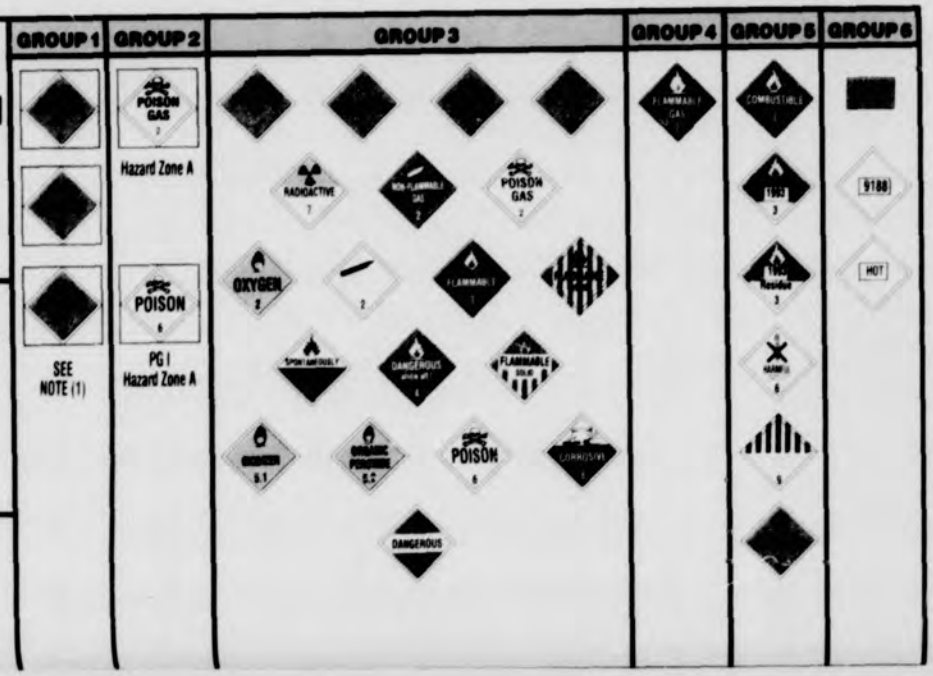
HOW TO USE THIS CHART

TO DETERMINE SWITCHING RESTRICTIONS FOR A PLACARDED CAR, FOLLOW THESE STEPS:

1.) DETERMINE THE TYPE OF PLACARDS APPLIED TO THE CAR
2.) DETERMINE THE TYPE OF CAR (TANK CAR OR OTHER RAIL CAR)
3.) FOLLOW VERTICALLY DOWN THE APPROPRIATE COLUMN OF THE CHART TAKING NOTE OF THE SYMBOL X, WHICH INDICATES A RESTRICTION.
4.) FOLLOW HORIZONTALLY ACROSS EACH ROW TO DETERMINE WHAT RESTRICTIONS ARE APPLICABLE.

EQUIVALENT PLACARDS

CARS WITH PLACARDS DISPLAYING 4-DIGIT IDENTIFICATION NUMBERS OR NON-BULK CONTAINERS DISPLAYING A PLACARD WITHOUT THE WORD DESCRIPTOR, WILL BE HANDLED THE SAME AS CARS WITH WORD DESCRIPTION PLACARDS.



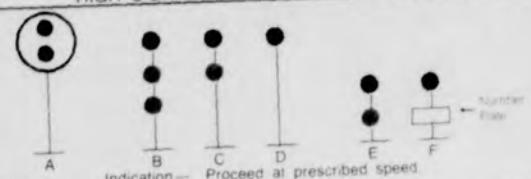
RESTRICTIONS	Any Car	Any Car	Loaded Tank Car	Loaded Flat Car See Note (2)	Other Loaded Rail Car	Any Loaded Car	Any Car	Any Car
1 SHALL BE SEPARATED FROM ENGINE BY AT LEAST ONE NON-PLACARDED CAR OR BY AT LEAST ONE CAR PLACARDED/MARKED IN ACCORDANCE WITH GROUP 5 OR GROUP 6 OF THIS CHART.	X							
2 SHALL NOT BE CUT OFF IN MOTION OR STRUCK BY A FREE ROLLING CAR.	X	X		X		X		
3 IF CAR CAN BE CUT OFF, CUT OFF IN NO MORE THAN TWO CAR CUTS AND NO MORE THAN TWO CAR CUTS TO COUPLE INTO SUCH CARS (REFER TO RESTRICTION 2).			X					
4 WHEN HAND BRAKES ARE USED, PRECEDING CAR MUST CLEAR LADDER BEFORE CAR IS CUT OFF AND CUT CONTAINING SUCH CAR MUST CLEAR LADDER BEFORE CUTTING OFF FOLLOWING CUT (REFER TO RESTRICTION 2).			X					
5 COUPLE INTO WITH NO MORE FORCE THAN NECESSARY TO MAKE COUPLING. "NOT MORE THAN FOUR"!	X	X	X	X	X	X	X	X

NOTES: (1) A RAIL CAR PLACARDED AS IN GROUP 1, MUST NOT BE PLACED UNDER BRIDGES OR HIGHWAYS, NOR ALONGSIDE A PASSENGER SHED OR STATION EXCEPT DURING TRANSFERS.

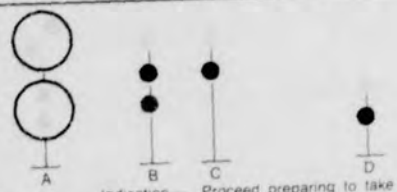
(2) RESTRICTIONS GOVERNING SWITCHING OF LOADED PLACARDED FLAT CARS INCLUDE THOSE CARRYING TRAILERS, CONTAINERS AND OR INTERMODAL TANK CONATAINERS (RESIDUE EMPTY INTERMODAL CONTAINERS ARE NOT CONSIDERED TO BE LOADS).

NORFOLK AND WESTERN
Automatic Block, Interlocking, and TC Signals

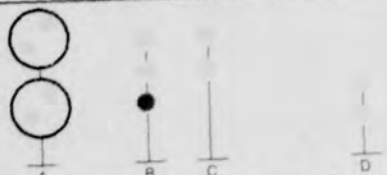
HIGH SIGNAL — DWARF SIGNAL



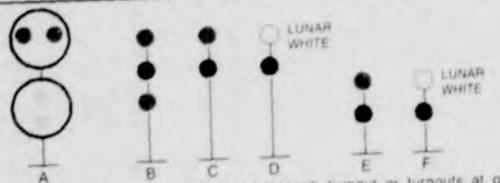
RULE 281
Indication — Proceed at prescribed speed.
Name — Clear.



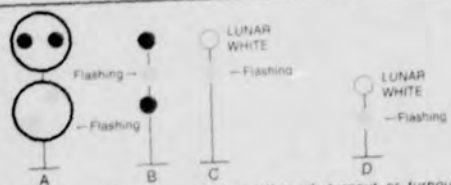
RULE 282
Indication — Proceed preparing to take diverging route beyond next signal at prescribed speed.
Name — Approach Diverging.



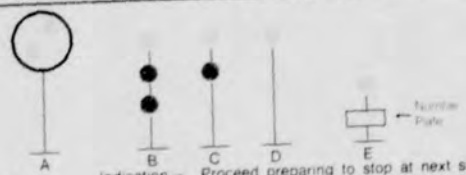
RULE 282-A
Indication — Proceed preparing to stop at second signal.
Name — Advance Approach.



RULE 283
Indication — Proceed through turnout or turnouts at prescribed speed.
Name — Diverging Clear.



RULE 283-B
Indication — Proceed through turnout or turnouts at prescribed speed preparing to take diverging route beyond next signal at prescribed speed.
Name — Diverging Approach Diverging.



RULE 285
Indication — Proceed preparing to stop at next signal. Train or engine exceeding Medium Speed must at once reduce to that speed.
Name — Approach.

SPEED:

MEDIUM SPEED—A speed not exceeding 30 MPH.

REDUCED SPEED—A speed that will permit complying with flagging signals and stopping short of train or obstruction.

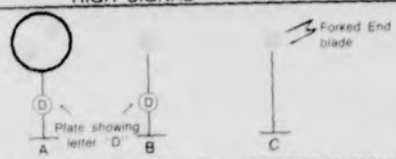
RESTRICTED SPEED—A speed that will permit stopping short of train, engine, obstruction, or switch not properly lined and looking out for broken rail, but not exceeding 15 MPH.

SLOW SPEED—A speed not exceeding 15 MPH.

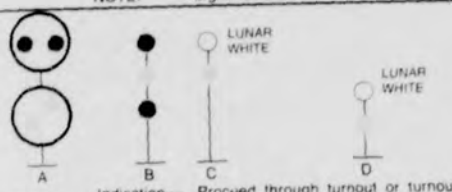
YARD SPEED—A speed that will permit stopping within one-half the range of vision.

NORFOLK AND WESTERN
Automatic Block, Interlocking, and TC Signals

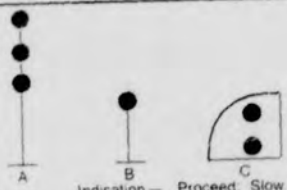
HIGH SIGNAL — DWARF SIGNAL



RULE 285-A
Indication — Proceed preparing to stop at next home signal. Train or engine exceeding Medium Speed must at once reduce to that speed.
Name — Approach Distant.
NOTE: Signal DOES NOT afford automatic block protection.

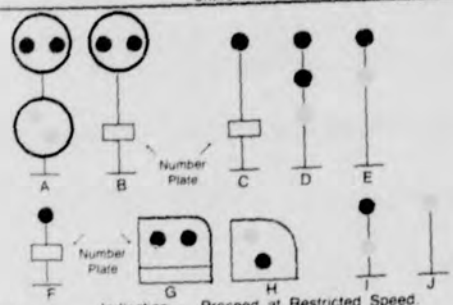


RULE 286
Indication — Proceed through turnout or turnouts at prescribed speed preparing to stop at next signal. Train or engine exceeding Medium Speed must at once reduce to that speed.
Name — Diverging Approach.

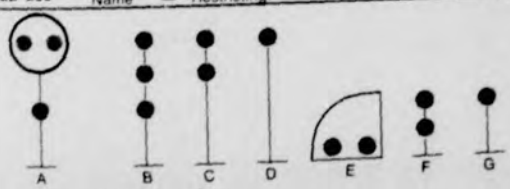


RULE 287
Indication — Proceed; Slow Speed within interlocking limits or through turnout or turnouts.
Name — Slow Clear.
NOTE: Slow Speed applies until leading end of movement reaches opposing home signal when route is lined for straight track movement. Slow Speed applies for entire movement through turnout or turnouts.

RULE 288
Indication — Proceed preparing to stop at next signal; Slow Speed within interlocking limits or through turnout or turnouts.
Name — Slow Approach.
NOTE: Slow Speed applies until leading end of movement reaches opposing home signal when route is lined for straight track movement. Slow Speed applies for entire movement through turnout or turnouts.



RULE 290
Indication — Proceed at Restricted Speed.
Name — Restricting.



RULE 292
Indication — Stop.
Name — Stop.

RUNNING TIMES OF TRAINS, IN MINUTES — FOR INSPECTION CAR OPERATION ONLY

INSTRUCTIONS — (1) Use MAXIMUM SPEED for kind of train (passenger or freight) unless line-up shows lower train speed (if timetable maximum speed is not listed below, use next higher MPH column). (2) Use MILES from train's last recorded (timetable or line-up) location to point where inspection car clears. (3) Read MPH column down to MILES line for running time of train in minutes. Example — a train at 45 MPH going 11 miles uses 14 minutes. (4) Add running time to the train's time at last recorded location to determine when the train is due at clearing point. CLEAR THIS TIME NOT LESS THAN TEN MINUTES. See Rule 634.

Miles	10 MPH	15 MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	75 MPH	79 MPH
1	6	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2	12	8	6	—	—	—	—	—	—	—	—	—	—	—	—
3	18	12	9	7	6	5	—	—	—	—	—	—	—	—	—
4	24	16	12	9	8	6	6	5	—	—	—	—	—	—	—
5	30	20	15	12	10	8	7	6	6	5	5	—	—	—	—
6	36	24	18	14	12	10	9	8	7	6	6	5	5	—	—
7	42	28	21	16	14	12	10	9	8	7	7	6	6	5	5
8	48	32	24	19	16	13	12	10	9	8	8	7	6	6	6
9	54	36	27	21	18	15	13	12	10	9	9	8	7	7	6
10	60	40	30	24	20	17	15	13	12	10	10	9	8	8	7
11	66	44	33	26	22	18	16	14	13	12	11	10	9	8	8
12	72	48	36	29	24	20	18	16	14	13	12	11	10	9	9
13	78	52	39	31	26	22	19	17	15	14	13	12	11	10	9
14	84	56	42	33	28	24	21	18	16	15	14	12	12	11	10
15	90	60	45	36	30	25	22	20	18	16	15	13	12	12	11
16	96	64	48	38	32	27	24	21	19	17	16	14	13	12	12
17	102	68	51	40	34	29	25	22	20	18	17	15	14	13	12
18	108	72	54	43	36	30	27	24	21	19	18	16	15	14	13
19	114	76	57	45	38	32	28	25	22	20	19	17	16	15	14
20	120	80	60	48	40	34	30	26	24	21	20	18	17	16	15
21	126	84	63	50	42	36	31	28	25	22	21	19	18	16	15
22	132	88	66	52	44	37	32	29	26	24	22	20	18	17	16
23	138	92	69	55	46	39	34	30	27	25	23	21	19	18	17
24	144	96	72	57	48	41	36	32	28	26	24	22	20	19	18
25	150	100	75	60	50	42	37	33	30	27	25	23	21	20	18
26	156	104	78	62	52	44	39	34	31	28	26	24	22	20	19
27	162	108	81	64	54	46	40	36	32	29	27	24	23	21	20
28	168	112	84	67	56	48	42	37	33	30	28	25	24	22	21
29	174	116	87	69	58	49	43	38	34	31	29	26	24	23	22
30	180	120	90	72	60	51	45	40	36	32	30	27	25	24	22

STB FD 33388 6-23-97 A 180274TTP 1/2

180274TTP

NORFOLK SOUTHERN

Eastern Region

Georgia Division

Effective Sunday, December 18, 1994

12:01 A.M. Eastern Standard Time

Timetable Number

4

RECEIVED
JUN 23 1997
MAIL
MANAGEMENT
STB 7

For The Government of Employees Only

EXPLANATION OF TRACK DIAGRAMS:

† †	**Automatic Block Signal Territory - Single Track**
†† ††	**Automatic Block Signal Territory - Double Track**
| |	**Traffic Control & Remote Control Territory - Single Track**
|| ||	**Traffic Control & Remote Control Territory - Double Track**
||| |||	**Traffic Control & Remote Control Territory - Triple Track**
§ §	**Non-Signaled Territory - Single Track**
§§ §§	**Non-Signaled Territory - Double Track**

Column designating other tracks in cars is based on 50 ft. cars.

See Method of Operation table in special instruction section for movement authority.

ATLANTA NORTH DISTRICT—SOUTHWARD

Capacity of Tracks: Other Tracks In Cars	Capacity of Tracks: Sidings In Feet	MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSING	SEE SPEC. INST. SECTION 3	MILES FROM CHATTANOOGA
Yard			Y. deButts Yard. DN					2.1
		239.8A	Webb					2.3
		238.7A	Pierce					3.4
		238.2A	Citico Jct.					3.9
		237.3A	Brown					4.8
		236.6A	Spell					5.5
		236.0A	Williams					6.1
		235.0A	Jersey					7.1
		230.4A	Summit					11.9
25		226.6A / 15.2H	Ooltewah, TN					15.2
		23.6H	State Line					23.6
50	15840	26.7H	Cohutta, GA					26.7
		29.8H	Still					29.8
	11550	33.7H	Hilton					33.7
		36.0H	Waring					36.0
		37.7H	Norton					37.7
Yard		40.1H	Hair		C	◇		40.1
Yard		40.3H	Dalton					40.3
Yard		42.4H	Walnut					42.4
	15848	45.4H	Phelps					45.4
		47.9H	Freeman					47.9
	10232	53.3H	Davis					53.3
22		55.3H	Sugar Valley					55.3
	8976	67.8H	Reeves					67.8
		69.6H	Pinson					69.6
		75.1H	Berwin					75.1
	15418	77.0H	Y Forrestville					77.0
		78.1H	Fox					78.1
		79.7H	Rome					79.7
	12457	81.2H	Smith					81.2
		83.9H	Lindale					83.9
2	8328	90.1H	Brice					90.1
		92.0H	Green					92.0
	14025	98.3H	Aragon					98.3
10		101.2H	Perkins					101.2
20		101.8H	Rockmart					101.8
	11885	107.1H	Finch					107.1
		109.0H	Braswell					109.0
	10993	111.1H	Roy					111.1
10		113.4H	McPherson					113.4
88		118.8H	Dallas					118.8
	14330	122.6H	Oak					122.6
		125.6H	Clark					125.6
100		134.7H	Austell					134.7
		137.2H	Lowe					137.2
		140.0H	Nickajack					140.0
		145.5H	Bolton					145.5
		146.7H	Perry					146.7
Yard		148.2H	Y. Inman Yard. DN					148.2

Tennessee Division Timetable governs between Jersey & deButts Yard.

COHUTTA DISTRICT—SOUTHWARD

Capacity of Tracks: Other Tracks In Cars	Capacity of Tracks: Sidings In Feet	MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSING	SEE SPEC. INST. SECTION 3	MILES FROM CLEVELAND
Yard		0.0I	YL Y. Cleveland. DN					0.0
		0.6I	Bradley, TN					0.6
		12.1I	State Line					12.1
25		14.5I	Cohutta, GA					14.5

KRANNERT DISTRICT—NORTHWARD

Capacity of Tracks: Other Tracks In Cars	Capacity of Tracks: Sidings In Feet	MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSING	SEE SPEC. INST. SECTION 3	MILES FROM FOX
		0.0K	Fox					0.0
		0.8K	Rome Jct.					0.8
		2.7K	Fairbanks Jct.					2.7
		7.4K	Hobgood					7.4
Yard		11.7K	Y Krannert			◇		11.7

FAIRBANKS DISTRICT—NORTHWARD

Capacity of Tracks: Other Tracks In Cars	Capacity of Tracks: Sidings In Feet	MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSING	SEE SPEC. INST. SECTION 3	MILES FROM FAIRBANKS JCT
		C372.9	Fairbanks Jct.					0.0
Yard		C381.3	Krannert Jct.					8.4

NORCROSS DISTRICT—SOUTHBOUND/ NORTH LEG OF WYE

Capacity of Tracks: Other Tracks in Cars	Capacity of Tracks: Sidings In Feet	MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSING	SEE SPEC. INST. SECTION 3	MILES FROM NORCROSS
		619.0	Norcross	‖				0.0
		621.4	Ray	‖				2.4
Yard		624.5	Chamblee	‖				5.5
		626.3	Goodwin	‖				7.3
		630.9	Foremost	‖				11.9
Yard		632.5	Y . . . Armour	‖				13.5
		633.3	Atlanta (Peachtree Station)	‖				14.3
		634.8	Y . . . Birmont (North Wye Track)	‖				15.8
		635.1	. . . Howell CSXT . . .	|	C	◇		16.1
		149.7H	Y . . . Howell NS . . .	|				16.2
Yard		148.2H	. . . Inman Yard. .DN	|				17.7

NORCROSS DISTRICT—SOUTH LEG OF WYE

Capacity of Tracks: Other Tracks In Cars	Capacity of Tracks: Sidings In Feet	MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSING	SEE SPEC. INST. SECTION 3	MILES FROM NORCROSS
		634.8	Y . . . . Birmont	‖				15.8
		634.9	. . 10th St. (CSXT) . .	|	C	◇		15.9
		150.3H	. . . . King Plow	|				16.0

GRIFFIN DISTRICT—SOUTHWARD

Capacity of Tracks: Other Tracks In Cars	Capacity of Tracks: Sidings In Feet	MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSING	SEE SPEC. INST. SECTION 3	MILES FROM INMAN YARD
		S294.3	Spring	‖				4.2
		S291.5	. . . Oakland Jct. . . .	‖				7.0
		S290.0	Tillman	‖				9.6
Yard		S288.8	Y . . Industry Yard . .	‖				9.7
		S288.2	. . . . East Point	‖				10.3
Yard		S286.4	Hapeville	‖				12.9
		S283.7	. . Mountain View . .	|				14.8
Yard		S282.2	. . . . Forest Park	|				16.3
Yard		S280.1	Lee	|				18.4
Yard		S277.8	Morrow	§				20.7
6		S273.4	. . . . Jonesboro	§				25.1
		S262.0	Hampton	§				36.5
		S252.9	. . . . Experiment	§				45.6
Yard		S251.0	Y . . . . Griffin.	§				47.5
		S248.6	Irving	§				49.9
		S234.3	. North Barnesville .	§				64.2
Yard		S233.6	. . . . Barnesville	§				64.9
		S232.7	. South Barnesville .	§				65.8
120		S224.2	. . . North Collier . . .	§				74.3
		S222.8	. . . South Collier . . .	§				75.7
Yard		S217.0	Forsyth	§				81.5
97		S212.9	. . . North Smarr . . .	§				85.6
		S211.8	Smarr	§				86.7
		S196.7	Payne	§				101.8
		S193.9	Monroe	§				104.6
		H192.0	. . . . Edgewood	§				106.5
		H197.0	. . . . Rutland Jct	|				110.7

THOMASTON DISTRICT—SOUTHWARD

Capacity of Tracks: Other Tracks In Cars	Capacity of Tracks: Sidings In Feet	MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSING	SEE SPEC. INST. SECTION 3	MILES FROM BARNESVILLE
Yard		B233.6	Barnesville	§				0
11		B241.5	The Rock	§				7.9
20		B247.2	Marne	§				13.6
50		B249.4	Thomaston	§				15.8

ATLANTA SOUTH DISTRICT—SOUTHWARD

Capacity of Tracks: Other Tracks In Cars	Capacity of Tracks: Sidings In Feet	MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSING	SEE SPEC. INST. SECTION 3	MILES FROM INMAN YARD
Yard		148.2H	Inman Yard . . DN					0
		148.9H	Rockdale					0.7
		149.9H	Y . . . Howell-NS					1.7
		150.1H	King Plow					1.9
		152.4H	Spring					4.2
		154.2H	Wells					6.0
		155.4H	Henderson					7.2
		158.8H	Constitution					10.6
	9854	162.5H	North Conley					14.3
		164.5H	Pless					16.2
56	10540	171.5H	Stockbridge					23.2
		173.7H	Tunis					25.3
115	10558	181.5H	McDonough					33.3
		183.5H	Grove					35.3
	11017	193.0H	Jenkinsburg					44.8
		195.0H	Bunch					46.8
25	11589	203.0H	Flovilla					54.8
		205.2H	Sandy					57.1
	10367	215.0H	Berner					66.8
6		216.9H	Juliette					68.7
270		218.8H	Scherer					70.4
10		226.8H	Palmer					78.6
	11221	230.1H	Dames					81.9
103		232.3H	Arkwright					84.1
		239.1H	North Macon					90.9
		240.5H	Macon Jct					92.3
Yard		242.0H	YL Y .Brosnan Yard. DN	§§				94.0

MACON DISTRICT—SOUTHWARD

Capacity of Tracks: Other Tracks In Cars	Capacity of Tracks: Sidings In Feet	MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSING	SEE SPEC. INST. SECTION 3	MILES FROM MACON JCT
		0.0G	Macon Jct.					0.0
Lead		0.6G	Hazel Street					0.6
Lead		0.9G	Y . . . Dooley Hill					0.9
		1.0G	Edgewood					1.0
Yard		2.9G	Stratton					2.9
Yard		4.5G	Mead					4.5
		5.6G	CofG Jct.					5.6
80	6882	10.6G	Avondale	†				10.6
40		16.0G	Warner Robins	†				16.0
	10847	27.0G	Mossy	†				27.0
45		30.9G	Clinchfield	†				30.9
60	4743	34.9G	Grovania	†				34.9
		43.9G	Unadilla	†				43.9
	11850	47.0G	Walker	†				47.0
25		56.2G	Vienna	†				56.2
	13728	64.5G	Cordele	†	A		◇	64.5
15	6930	74.6G	Arabi	†				74.6
25		84.8G	Ashburn	†				84.8
25	11959	87.5G	Sycamore	†				87.5
40	4483	98.1G	Chula	†				98.1
		105.2G	Tifton	†				105.2
	10256	121.4G	Osgood	†				121.4
50		125.5G	Sparks					125.5
Yard	2801	127.7G	Y . . . . . Adel	†				127.7
15		138.1G	Hahira	†				138.1
8	12123	144.2G	Mineola	†				144.2
Yard		151.2G	YL Y .Valdosta	†	A		◇	151.2
Yard		152.5G	YL Langdale Yard	†				152.5

VALDOSTA DISTRICT—SOUTHWARD

Capacity of Tracks: Other Tracks In Cars	Capacity of Tracks: Sidings In Feet	MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSING	SEE SPEC. INST. SECTION 3	MILES FROM VALDOSTA
Yard	.....	151.2G	YL Y . Valdosta	†	A	◇		0.0
Yard	.....	152.5G	. Langdale Yard .	†	..	.....		1.3
60	.....	165.0G	..... Howell	†	..	.....		13.4
10	10260	173.4G	..... Haylow	†	..	.....		21.4
72	.....	192.2G	..... Colon	†	..	.....		40.7
34	7860	198.4G	.... Fargo, Ga.	†	..	.....		46.8
.....	.....	208.4G	.... State Line	†	..	.....		56.8
15	10280	216.5G	..... Eddy, Fl.	†	..	.....		64.9
.....	.....	232.2G	.... State Line	†	..	.....		71.6
70	.....	234.7G	. Saint George, Ga. .	†	..	.....		83.1
.....	.....	235.9G	.... State Line	†	..	.....		84.3
4	11430	244.1G	... Crawford, Fl. ...	†	A	◇		92.5
.....	.....	253.9G	..... Duval		C	◇		102.3
Yard	.....	258.2G	YL Y .Simpson Yd. .	§§	C	◇		106.6
.....	.....	260.7G	. . Beaver St	§§	C	.....		109.1
.....	.....	261.7G	... Jacksonville ...		..	.....		110.1

k mote Control controlled by CSXT operator, Beaver Street. All movements between M.P. 254.6G and Beaver Street are controlled by the General Yardmaster, Simpson Yard. All movements between M.P. 150.2G and M.P. 155.0G are controlled by clerk, Langdale Yard.

DOUGLAS DISTRICT—NORTHWARD

Capacity of Tracks: Other Tracks In Cars	Capacity of Tracks: Sidings In Feet	MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSING	SEE SPEC. INST. SECTION 3	MILES FROM LANGDALE YD
Yard	.....	GF28.0	YL . . Langdale Yd . .	§	A	◇		.....
.....	.....	GF39.0	... Moody Field ...	§	..	.....		11.0
17	.....	GF41.0	..... Barretts	§	..	.....		13.0
30	.....	GF56.0	Y .... Nashville	§	..	.....		28.0
10	.....	GF73.4	... Willacoochee ...	§	..	.....		45.4
Yard	.....	GF90.7	YL .... Douglas	§	..	.....		62.7

All movements south of M.P. GF29.7 are controlled by clerk, Langdale Yard.

NAVAIR DISTRICT—SOUTHWARD

Capacity of Tracks: Other Tracks In Cars	Capacity of Tracks: Sidings In Feet	MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSING	SEE SPEC. INST. SECTION 3	MILES FROM VALDOSTA
Yard	.....	152.5G	YL . Langdale Yd . .	†	..	.....		1.3
Yard	.....	151.2G	Y. Valdosta	†				0.0
42	.....	159.5B	..... Eskay	§	..	.....		7.9
10	.....	163.2B	. . Lake Park, Ga. . .	§	..	.....		11.6
.....	.....	168.9B	.... State Line	§	..	.....		17.3
41	.....	170.6B	... Jennings, Fl. ...	§	..	.....		19.0
25	.....	182.2B	..... Jasper	§	..	.....		30.6
Yard	.....	182.5B	. . West Occidental . .	§	..	.....		37.9
Lead	.....	193.8B	... Occidental Jct ...	§	..	.....		42.2
44	.....	199.6B	... White Springs ...	§	..	.....		48.0
60	.....	211.5B	..... Lake City	§	A	◇		59.9
40	.....	216.2B	..... Navair	§	..	.....		64.6

All movements north of M.P. 152.8B are controlled by clerk, Langdale Yard.

FOLEY DISTRICT—SOUTHWARD

Capacity of Tracks: Other Tracks In Cars	Capacity of Tracks: Sidings In Feet	MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSING	SEE SPEC. INST. SECTION 3	MILES FROM ADEL
Yard	.....	0.0GB	YL Y . Adel	§	..	.....		0.0
24	.....	10.8GB	..... Barney	§	..	.....		10.8
40	.....	15.7GB	..... Morven	§	..	.....		15.7
Yard	.....	27.5GB	..... Quitman	§	..	.....		27.5
30	.....	27.8GB	.... New Track	§	..	.....		27.8
10	.....	32.2GB	.... Baden, Ga.	§	..	.....		32.2
.....	.....	37.4GB	.... State Line	§	..	.....		37.4
8	.....	43.2GB	.... Bailey, Fl.	§	..	.....		43.2
13	.....	50.5GB	.... Greenville	§	A	◇		50.5
15	.....	59.0GB	..... Sirmans	§	..	.....		59.0
Yard	.....	77.3GB / 43.5LO	..... Perry	§	..	.....		77.3
80	.....	40.0LO	..... Foley Jct	§	..	.....		80.8
Yard	.....	39.0LO	..... Foley	§	..	.....		81.8

SAVANNAH DISTRICT—WESTWARD

Capacity of Tracks: Other Tracks in Cars	Capacity of Tracks: Sidings in Feet	MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSING	SEE SPEC. INST. SECTION 3	MILES FROM DILLARD YD
Yard	.....	SA 4.0	YL . Dillard Yd	§§	..	.....		0
Yard	.....	SA 7.3	YL . .Port Jct.....	||	..	.....		3.3
.....	6769	SA17.7	..... Blanford	§	..	.....		13.7
20	.....	SA24.4	.... Springfield	§	..	.....		20.4
16	6411	SA36.2 / S 39.7	..... Ardmore	§	..	.....		32.2
Yard	.....	S 57.4	Y ..... Dover	§	..	.....		49.9
6	9042	S 66.4	.... Rocky Ford	§	..	.....		58.9
.....	.....	S 78.5	YL .Augusta Jct....	§	..	.....		71.0
Yard	.....	S 78.8	YL . .Millen	§	..	.....		71.3
.....	.....	S 79.1	YL Y. Millen Wye...	§	..	.....		71.6
35	5856	S 96.3	..... Midville	§	..	.....		89.0
Yard	8354	S106.9	Y..... Wadley.....	§	..	.....		99.6
11	4172	S122.0	.... Davisboro	§	..	.....		114.7
Yard	.....	S135.0	YL Y. Tennille	§	..	.....		127.7
23	5440	S146.1	..... Oconee	§	..	.....		138.8
29	10937	S154.5	.... Toomsboro	§	..	.....		146.8
276	.....	S161.5	..... McIntyre	§	..	.....		154.2
Lead	.....	S163.2	..... Toddville	§	..	.....		155.9
Yard	.....	S170.4	Y...M and E Jct...	§	..	.....		163.1
Yard	.....	S171.2	..... Gordon	|	..	.....		163.9
.....	.....	S172.7	... West Gordon ...	|	..	.....		165.4
12	8570	S181.0	... East Griswold ...	|	..	.....		173.7
.....	.....	S182.7	...West Griswo'd...	|	..	.....		175.4
.....	.....	S186.3	..... Mogul	|	..	.....		179.0
.....	.....	S190.4	.... Macon Jct	|	..	.....		183.1

Remote Control and all movements between Port Jct. and Dillard Yard are controlled by Yardmaster, Dillard Yard. Traffic Control between M & E Jct. and Macon Jct., except for the Macon Jct. interlocking, is controlled by the Savannah District dispatcher.

AUGUSTA DISTRICT—NORTHWARD

Capacity of Tracks: Other Tracks in Cars	Capacity of Tracks: Sidings in Feet	MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSING	SEE SPEC. INST. SECTION 3	MILES FROM AUGUSTA JCT
.....	.....	D 78.5	YL .Augusta Jct...	§	..	.....		0
Yard	.....	D 78.8	YL . .Millen	§	..	.....		0.3
.....	.....	D 79.0	YL . Winthrope....	§	..	.....		0.5
Yard	.....	D 99.3	... Waynesboro ...	§	..	.....		20.8
.....	.....	D 99.4	....S and A Jct....	§	..	.....		20.6
.....	.....	D100.0	Y .Waynesboro Wye.	§	..	.....		21.5
2	6605	D112.0	..... McBean	§	..	.....		33.5
Yard	.....	D121.9	YL. . . .Nixon.....	§	..	.....		43.4
Lead	1948	D125.4	.....Westover.....	§	..	.....		46.9
Yard	.....	D131.5	YL Y .Augusta Yd .	§	..	.....		53.0
12	.....	D132.7	YL . .Augusta	§	..	.....		54.2

Clerk, Nixon Yard, will relay permission from the CSXT operator for all movements between M.P. D132.3 (North Wye Switch, Augusta) and Reynolds St.

MOORES DISTRICT—NORTHWARD

Capacity of Tracks: Other Tracks in Cars	Capacity of Tracks: Sidings in Feet	MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSING	SEE SPEC. INST. SECTION 3	MILES FROM MOORES
14	.....	GF235.0	..... Moores	§	..	.....		0
12	.....	GF238.4	.... Hephzibah	§	..	.....		3.4
17	.....	GF245.0	YL .South Augusta .	§	..	.....		10.0
Yard	.....	GF250.0	YL Y. .Augusta Yd .	§	..	.....		15.0

CAMAK DISTRICT—WESTWARD

Capacity of Tracks: Other Tracks In Cars	Capacity of Tracks: Sidings In Feet	MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSING	SEE SPEC. INST. SECTION 3	MILES FROM S & A JCT
.....	.....	SA 94.8	..S and A JCT..	§	..	.....		0
Yard	.....	SA 95.1	YL .. Waynesboro .	§	..	.....		0.2
Lead	.....	SA 95.4	Y.Waynesboro Wye	§	..	.....		0.6
8	.....	SA108.0	..... Torbit	§	..	.....		13.2
52	.....	SA116.8	..... Zebina	§	..	.....		22.0
Yard	.....	SA120.1	YL ..... Wrens	§	..	.....		25.3
26	.....	SA124.2	..... Stapleton	§	..	.....		29.4
Lead	.....	SA126.1	YL Y. .Huber Lead ..	§	..	.....		31.3
.....	3996	SA131.6	.... Bastonville	§	..	.....		36.8
Yard	.....	SA141.3	.. East Warrenton ..	§	..	.....		46.5
.....	.....	SA142.4	YL . . .Camak Jct	§	..	.....		47.5

KIRBY DISTRICT—SOUTHWARD

Capacity of Tracks: Other Tracks In Cars	Capacity of Tracks: Sidings In Feet	MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSING	SEE SPEC. INST. SECTION 3	MILES FROM MIDVILLE
107	.....	GF194.4	..... Midville	§	..	.....		0
9	.....	GF182.4	..... Modoc	§	..	.....		12.0
30	.....	GF178.0	.... Swainsboro	§	..	.....		16.4
20	.....	GF172.0	..... Kirby	§	..	.....		22.4

DUBLIN DISTRICT—SOUTHWARD

Capacity of Tracks: Other Tracks In Cars	Capacity of Tracks: Sidings In Feet	MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSING	SEE SPEC. INST. SECTION 3	MILES FROM TENNILLE
Yard	.....	0.0WT	YL Y . Tennille	§	..	.....		0
12	.....	9.5WT	..... Harrison	§	..	.....		9.5
27	.....	16.5WT	.... Wrightsville	§	..	.....		16.5
15	.....	33.9WT	.... East Dublin	§	..	.....		33.9
via GC RR	.....	35.2WT	.East SBD Jct ..	§	..	.....		35.2
15	.....	35.9WT	YL .West SBD Jct ..	§	..	.....		35.9
	.....	36.3WT	. . .Dublin	§	..	.....		36.3

EATONTON DISTRICT—NORTHWARD

Capacity of Tracks: Other Tracks In Cars	Capacity of Tracks: Sidings In Feet	MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSING	SEE SPEC. INST. SECTION 3	MILES FROM M & E JCT
Yard	.....	A170.3	Y .... M & E Jct		..	.....		0
14	.....	A178.4	.. Stevens Pottery ..	§	..	.....		8.1
.....	986	A187.4	... Milledgeville ...	§	..	.....		17.1
.....	.....	A188.5	.... GA R.R. Jct	§	..	◇		18.2
.....	.....	A188.9	. North Milledgeville .	§	..	.....		18.6
Lead	.....	A197.0	.... Harlee Jct	§	..	.....		26.7
12	.....	A200.0	.. Dennis Station ..	§	..	.....		29.7
25	.....	A208.0	..... Eatonton	§	..	.....		37.7

MADISON DISTRICT—NORTHWARD

Capacity of Tracks: Other Tracks In Cars	Capacity of Tracks: Sidings In Feet	MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSING	SEE SPEC. INST. SECTION 3	MILES FROM MOGUL
		F 4.1	Mogul	|				0
21		F 5.6	Centaur	§				1.5
Lead	3502	F11.1	Ruby	§				7.0
Lead		F12.0	Postell	§				7.9
		F17.7	Gray	§				13.6
10		F27.9	Round Oak	§				23.8
		F33.7	Hillsboro	§				29.6
Lead	6100	F42.0	Minneta	§				37.9
30		F45.2	Monticello	§				41.1
Yard		F53.1	Machen	§				49.0
11		F53.9	Shady Dale	§				49.8
13		F60.9	Godfrey	§				56.8
30		F72.5	YL Madison	§				68.4

BRUNSWICK DISTRICT—SOUTHWARD

Capacity of Tracks: Other Tracks In Cars	Capacity of Tracks: Sidings In Feet	MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSING	SEE SPEC. INST. SECTION 3	MILES FROM MACON JCT
		240.5H	Macon Jct.	||				0.0
Yard		242.2H	Brosnan Yd DN	|				1.7
Lead		243.5H	Mead	|				3.0
Lead		251.3H	Huber	§				10.8
13		256.6H	Bullard	§				16.1
	3506	266.6H	West Lake	§				26.1
167		279.2H	Cochran	§				38.7
12		289.5H	Gresston	§				49.0
185	4755	297.8H	Eastman	§				57.3
24		307.4H	Chauncey	§				66.9
	3251	316.9H	Helena	§		◇		76.4
58		317.8H	McRae	§				77.3
20		322.8H	Scotland	§				82.3
15	7047	327.8H	Towns	§				87.3
94		334.5H	Lumber City	§				94.0
155		341.9H	Hazelhurst	§				101.4
170		357.8H	Baxley	§				117.3
12		367.3H	Surrency	§				126.8
Yard		385.8H	Rosser	§				145.3
		387.8H	Jesup	§				147.3
15		388.2H	Murphy	§				147.7
25		408.3H	Everett	§				167.8
Lead		421.7H	YL Southern Jct	§				180.8
Yard		424.2H	YL Dock Jct	§				183.7
		425.7H	YL Brunswick	§				185.2

ALBANY DISTRICT—SOUTHWARD

Capacity of Tracks: Other Tracks In Cars	Capacity of Tracks: Sidings In Feet	MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSING	SEE SPEC. INST. SECTION 3	MILES FROM BROSNAN YD
		5.6G	CofG Jct.	|				2.4
		H197.0	Rutland Jct	|				3.0
8		H197.4	Rutland	†				3.4
20		H200.3	Walden	†				6.3
	3139	H203.2	Echeconnee	†				9.2
40		H208.0	Byron	†				14.0
		H217.6	YL Carman	†				23.6
150		H219.7	YL Fort Valley	††				25.7
		H220.0	YL Columbus Jct	††	A	Jct		26.0
36		H227.5	Marshallville	†				33.5
		H234.7	Barrons Lane	†				40.7
20		H239.8	Montezuma	†				45.8
		H241.6	North Oglethorpe	†	A	◇		47.9
15	3791	H241.9	Oglethorpe	†				47.9
Yard		H245.0	Buckeye	†				51.0
12		H251.0	Andersonville	†				57.0
36		H258.2	Aries	†				64.2
		H260.5	YL B.V.and E. Jct	†	A	Jct		66.5
Yard		H261.4	YL Americus	†				67.4
6	7934	H274.0	Y Smithville	†				80.0
6	3596	J286.7	Leesburg	†				92.3
Yard		J297.0	YL Albany	†				103.0

COLUMBUS DISTRICT—SOUTHWARD

Capacity of Tracks: Other Tracks In Cars	Capacity of Tracks: Sidings In Feet	MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSING	SEE SPEC. INST. SECTION 3	MILES FROM COLUMBUS JCT
		M220.0	YL Y. Columbus Jct	§	A	Jct		0.0
20	3187	M233.2	Reynolds	§				13.2
16	3718	M241.4	Butler	§				21.4
18	10706	M250.7	Howard	§				30.7
		M255.2	Junction City	§				35.2
6	3316	M261.5	Geneva	§				41.5
3		M273.0	Upatoi	§				53.0
		M288.1	YL Muscogee Jct	||				68.1
Yard		S291.0	YL Y. Columbus	††				71.0

Alabama Division Timetable governs between Muscogee Jct. and Columbus.

AMERICUS DISTRICT—SOUTHWARD

Capacity of Tracks: Other Tracks In Cars	Capacity of Tracks: Sidings In Feet	MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSING	SEE SPEC. INST. SECTION 3	MILES FROM COLUMBUS
Yard		S291.0	YL . . .Columbus . . .					0
		O 2.5	YL . Muscogee Jct .	‖				2.5
		O 4.2	YL .Fort Benning Jct	†				3.9
Yard		O 7.4	. . . . . Sand Hill	†				7.5
		O11.4	. . . . . Ochillee	†				11.2
		O22.0	. . . . Ida Vesper	†				21.9
15		O27.5	. . . . . Zellobee	†				27.3
10	2796	O36.0	. . . . Buena Vista	†				35.5
		O42.7	. . . . . Putnam	†				42.5
1.5	2591	O49.7	. . . . . Ellaville	†				49.7
		O62.2	YL . B. V. and E. Jct .	†	A		Jct	62.2

SPARKS DISTRICT—SOUTHWARD

Capacity of Tracks: Other Tracks In Cars	Capacity of Tracks: Sidings In Feet	MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSING	SEE SPEC. INST. SECTION 3	MILES FROM ALBANY
Yard		J297.0	YL . . . Albany	§				0
Lead		GN 1.9	YL . Dougherty	§				1.9
		GN 3.7	YL . Darrow Jct	§	A		◇	3.7
90		GN 4.1	YL . . .Chapco	§				4.5
3		GN 7.5	. . . . Pecan City	§				7.5
46		GN18.5	. . . . Bridgeboro	§				18.4
14		GN25.2	. . . . . Doerun	§				25.2
		GN33.1	. . . . Schley Jct	§				33.1
		GN41.7	. . . . Norman Jct	§				41.8
8		GN49.1	. . . . . Ellenton	§				49.0
		GN58.9	. . . . . Sparks					58.9

GANOR DISTRICT—SOUTHWARD

Capacity of Tracks: Other Tracks In Cars	Capacity of Tracks: Sidings In Feet	MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSING	SEE SPEC. INST. SECTION 3	MILES FROM SCHLEY JCT
		33.9B	YL . . .Schley Jct . .	§				0.0
Yard		28.8B	YL Y. .Moultrie	§				5.1
12		23.6B	YL . . . Ganor	§				10.3

MOULTRIE DISTRICT—SOUTHWARD

Capacity of Tracks: Other Tracks In Cars	Capacity of Tracks: Sidings In Feet	MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSING	SEE SPEC. INST. SECTION 3	MILES FROM MOULTRIE
Yard		33.3A	YL Y . .Moultrie	§				0.0
6		31.7A	YL . .Kingwood	§				1.6
		29.2A	YL . .Norman Jct . . .	§				4.1

CAMILLA DISTRICT—WESTWARD

Capacity of Tracks: Other Tracks In Cars	Capacity of Tracks: Sidings In Feet	MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSING	SEE SPEC. INST. SECTION 3	MILES FROM BRIDGEBORO
46		GS76.2	. . . . Bridgeboro	§				0.0
		GS81.2	. . . . . Lester	§				5.0
20		GS94.5	YL Y. .Camilla	§				18.3
10		GS95.4	YL . West Camilla . .	§				19.2

DOTHAN DISTRICT—WESTWARD

Capacity of Tracks: Other Tracks In Cars	Capacity of Tracks: Sidings In Feet	MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSING	SEE SPEC. INST. SECTION 3	MILES FROM ALBANY
Yard		J297.0	YL Y. . .Albany	§				0.0
6		J308.2	. . . . . Walker	§				11.0
8		J310.7	. . . . . Ducker	§				13.7
35		J319.7	. . . . . Leary	§				22.7
40		J331.9	. . . . Long Siding	§				34.9
16		J332.7	. . . . . Arlington	§	A		◇	35.7
40		J335.8	. . . . Singletary	§				38.8
40		J345.7	. . . . . Plakely	§				48.7
Yard		J355.9	YL . . . [illegible], Ga. . . .	§				58.9
		J358.0	. . . . State Line	§				61.0
40		J358.7	. . . Columbia, Al. . . .	§				61.7
6		J371.9	. . . . . Webb	§				74.9
Yard		J379.1	YL . . .Dothan	§				82.1

SPECIAL INSTRUCTIONS

1. STANDARD CLOCKS; BULLETIN BOOKS.

Location	Office	Standard Clock	Bulletin Book
Adel, GA	Depot	X	X
Albany, GA	Yard Office	X	X
Americus, GA	Agent's Office	X	X
Atlanta, GA	Peachtree Station		X
	Forest Park Yard	X	X
	Industry Yard Office	X	X
	Dispatcher's Office	X	
Chamblee, GA	Depot	X	X
Cleveland, TN	Depot	X	X
Columbus, GA	Engineer's Wash Room		X
	Yard Office	X	X
Dalton, GA	Freight Depot	X	X
deButts Yd., TN	Operator's Office	X	
	Yard Office		X
	Engine Terminal		X
	Brown		X
Dock Jct., GA	Yard Office	X	X
Forrestville, GA	Yard Office	X	X
Gordon, GA	Agent's Office	X	X
Griffin, GA	Agent's Office	X	
	Conductor's Room		X
Hazlehurst, GA	Agent's Office	X	X
Inman Yard, GA	Hump Washroom		X
	Pig Tower		X
	Air Bleeders Bldg.		X
	Wash Room		X
	Yard Office (Cond. Rptg. Rm.)		X
	North End Class Yard		X
	Operator's Office	X	
Jacksonville, FL	Simpson Yard Office	X	X
Jesup, GA	Agent's Office	X	X
Krannert, GA	Yard Office		X
Macon, GA	West Yd. Office	X	X
	Brosnan Yd. Engineers' Wash Room		X
	Brosnan Yd. Engine Terminal	X	
	Brosnan Yd. Hump Office		X
	Brosnan Yd. North Tower		X
	Brosnan Yd. Crew Room		X
Madison, GA	Agent's Office	X	X
McDonough, GA	Crew Room	X	X
Millen, GA	Agent's Office	X	X
Nixon, GA	Yard Office	X	X
Oglethorpe	CSXT Depot		X
Savannah, GA	Bay St. Yd. Office		X
	Dillard Yd., E. End		X
	Dillard Yd., Yd. Office	X	X
	Pt. Wentworth Yd. Office		X
Tennille, GA	Agent's Office	X	X
Thomasville, GA	CSXT Depot		X
Valdosta, GA	Langdale Yd., Yd. Office	X	X
Wrens, GA	Station		X

2. CLEARANCE CARDS/DISPATCHER'S BULLETINS

A. Clearance Cards

Not Applicable

B. Dispatcher's Bulletins

Engineers and Conductors must receive a current Dispatcher's Bulletin addressed to their train before leaving their initial station. Engineers and Conductors must show Dispatcher's Bulletin to other members of their crew and they must read and be familiar with the contents and assist Engineer and Conductor in complying with the requirements contained therein.

When Dispatcher's Bulletins are received, all crew members, when reading bulletins, must be certain that the total number of items and messages indicated above the Dispatcher's initials, correspond with actual numbers of items and messages listed in the Bulletins. If any discrepancy is noted, the Dispatcher must immediately be contacted for further instructions.

Instructions contained in Dispatcher's Bulletins must be complied with on all trips during the tour of duty on which the Bulletins are received.

When Engineer and/or Conductor are relieved before the completion of a trip, Dispatcher's Bulletins held must be delivered to the relieving Engineer and/or Conductor. Such bulletins must be compared by Engineer and Conductor before proceeding. When tying up on line, Dispatcher's Bulletins must be retained and inspected on next tour of duty. When this is done, Engineer or Conductor must contact Dispatcher prior to commensing next tour for further instructions, if any.

Each Dispatcher is responsible for the correctness of the contents of the Dispatcher's Bulletins issued on the territory for seeing that Engineer and Conductor of originating train receives a copy at designated location. Additions to and deletions of items in Dispatcher's Bulletins must be made without delay and such changes must be promptly provided to concerned trains while enroute.

When Dispatcher is relieved, the Dispatcher must see that the relieving Dispatcher has a clear understanding of changes needed for updating of Dispatcher's Bulletins. Any additons or deletions that have not been provided to trains enroute must be clearly conveyed. This information must also be included in Dispatcher's written transfer, as provided in the Operating Rules.

Dispatcher's Bulletins will be issued at:

Adel, GA	Hazelhurst, GA
Albany, GA	Jacksonville, FL
Americus, GA	Jesup, GA
Atlanta, GA	Macon, GA
Brunswick, GA	Madison, GA
Chamblee, GA	McDonough, GA
Chattanooga, TN	Millen, GA
Cleveland, TN	Nixon, GA
Columbus, GA	Savannah, GA
Dalton, GA	Tennille, GA
Forrestville, GA	Valdosta, GA
Gordon, GA	West Occidental, FL
Griffin, GA	Wrens, GA

Originating trains operating over the Georgia Division must not depart any of the above locations until both the Engineer and Conductor have received a current Dispatcher's Bulletin that is addressed to their train.

3. RAILROAD CROSSINGS AT GRADE
(TYPE: A = AUTOMATIC SIGNALS C = CONTROLLED SIGNALS)
a. Interlocked

LOCATION	MP	TYPE	LINE/RR
Atlanta North District			
Hair	M.P. 40.1 H two crossings		CSXT (Note 1)
Norcross District			
Howell (CSXT)	M.P. 635.0		CSXT (Note 12)
10th Street (CSXT)	M.P. 634.9		CSXT (Note 12)
Macon District			
Cordele, GA	M.P. 64.4G		CSXT (Note 2)
Valdosta, GA	M.P. 150.9G		CSXT (Note 3)
Valdosta District			
Crawford	M.P. 244.1G		CSXT (Note 2)
Duval	M.P. 253.9G		CSXT (Note 4)
Moncrief	M.P. 0.2SJRT		CSXT (Note 5)
Douglas District			
Langdale Yard	M.P. GF28.3		CSXT (Note 3)
Douglas	M.P. GF90.5		CSXT (Note 6)
Navair District			
Lake City	M.P. 212.8B		CSXT (Note 7)
Foley District			
Greenville	M.P. 51.1GB		CSXT (Note 8)
Savannah District			
S. CSXT Crossing	M.P. SA1.9		CSXTGC (Note 3)
N. CSXT Crossing	M.P. S2.0		CSXT-GC (Note 3)
Central Jct.	M.P. S3.4/SA3.1		CSXT (Note 9)
Eatonton District			
GA RR Jct.	M.P. A188.5		CSXT (Note 10)
Albany District			
North Oglethorpe	M.P. H241.6		CSXT (Note 11)
Sparks District			
Darrow Jct.	M.P. GN3.7		AGLF (Note 3)
Dothan District			
Arlington	M.P. J332.0		GSWR (Note 3)

Note 1 — Signals at both CSXT crossings are jointly controlled by Norfolk Southern Dispatcher, Atlanta, and CSXT Dispatcher, Jacksonville. CSXT telephones are located in boxes at each crossing and are equipped with dual locks.

Note 2 — Crossing is controlled by automatic interlocking signals, Rule 462. If signal does not clear for Norfolk Southern trains or engines after the time release has been operated and the required time has expired, a crew member must contact the CSXT Dispatcher (Jacksonville), who controls CSXT movements over the crossing, for permission to cross the CSXT main track. At Cordele, CSXT phone located in Northwest Quandrant of crossing. At Crawford dial 9-381-2689 on NS phone at crossing. Norfolk Southern trains and engines must furnish information concerning movement identification, location and direction to the CSXT Dispatcher.

Rules 238, 245 and 402 govern movements to be made beyond the limits of the interlocking, as the interlocking signals are also ABS signals.

Note 3 — Crossing is controlled by automatic interlocking signals, Rule 462.

Note 4 — If interlocking signal does not clear for your movement, and no conflicting movement is evident, contact the NS Control Station by dialing 7-529-1597 for instructions. (If unable to contact, call Chief Dispatcher at 7-529-1347.) If instructed to operate pushbutton, open the control box marked for NS. If indicator is burning when pushbutton is operated, the signal should clear immediately. If indicator lamp is dark when pushbutton is operated, or the signal does not clear when operated, WAIT 5 MINUTES AND 30 SECONDS for the signal to clear. If signal still does not clear, contact the Control Station for further instructions. If Control Station gives permission to pass the Interlocking Signal indicating "STOP" Rule 461 will apply. In addition, Rules 238 and 245 will apply beyond the interlocking limits as the interlocking signals are also ABS Signals.

Note 5 — Crossing is controlled by CSXT Jacksonville Dispatcher. The CSXT Dispatcher must be contacted before applying Rules 461, 463 or 464.

Note 6 — Crossing is protected by electrically-locked, manually-operated derails which are located on the Georgia Division main track and at the north end of the Georgia Division Scale Track.

These derails have a normal position of set and locked against Norfolk Southern trains and engines and are equipped with red/green targets which display the red aspect when the derails are in normal position.

Trains or engines approaching this crossing must stop short of the derails. A box equipped with an indicator light is located at the crossing. If indicator light is burning, and no conflicting CSXT movement is evident, a crew member must remove the switch lock from the hasp on the electric locking device to activate the time release.

When "unlocked" appears on the electric locking device, the derails may be lined, and the movement may proceed across the crossing. If indicator light is **not** burning, a CSXT movement is on the circuit. If "unlocked" fails to appear on the electric locking device and no conflicting CSXT movement is seen or heard, the Norfolk Southern train or engine may activate the emergency release lever to unlock the derails and apply Rule 462. The use of the emergency release must be reported to the Chief Dispatcher as soon as possible.

After the Norfolk Southern movement has cleared the crossing and the derails, the derails must be restored to normal position and the switch lock must be restored in the electric locking device before proceeding.

Note 7 — Crossing is protected by electrically-locked, manually-operated gate and derails normally set against Norfolk Southern trains or engines. Trains or engines must stop short of the gate and derails. If the indicator light is not burning on the bungalow which is located adjacent to the crossing, the gate and derails may be lined, and the Norfolk Southern movement may proceed across the crossing.

If the indicator light is illuminated, the Norfolk Southern movement must wait 5 minutes. If no conflicting movement is approaching on the CSXT, a crew member must operate the time release on the electric locking device. After the expiration of the required time, the indicator light should go out, and the gate and derails may be lined, allowing the Norfolk Southern movement to proceed across the crossing.

If the indicator light fails to extinguish, the Norfolk Southern movement may apply Rule 462 to cross the crossing. The Chief Dispatcher must be notified of this interlocking failure as soon as possible.

After the Norfolk Southern movement has cleared the gate and derails, the gate and derails must be restored to normal position.

Note 8 — Crossing is controlled by automatic interlocking signals, Rule 462. If signal does not clear for Norfolk Southern trains or engines, a crew member must check the indicator light which is located in the control box adjacent to the crossing. If the indicator

light is burning, this indicates that the home signals for CSXT movements are indicating stop, and the release knob may be turned as directed by the arrows in the control box. The knob should be turned until it stops, and then released. The signal should then clear for the Norfolk Southern movement.

If the indicator light is not burning when checked by the crew member, the Norfolk Southern movement must wait four minutes to insure that no CSXT movement is approaching the interlocking. After waiting the four minutes and no CSXT movement is evident, a crew member then may operate the release knob as outlined above. After an additional wait of four minutes, thirty seconds, the signals should clear for the Norfolk Southern movement.

If the signals still fail to clear, movements through the interlocking will be made in accordance with the provisions of Rule 462.

Note 9 — Crossing is controlled by CSXT Jacksonville Dispatcher. The CSXT Dispatcher must be contacted before applying Rules 431, 461, 463 or 464. CSXT rules and instructions also govern.

Note 10 — Crossing is controlled by gate displaying "STOP", manually-operated movable frog points, and interconnected dwarf signals, which do not have a normal position and which may be left as "last used." Trains and engines must approach the crossing prepared to stop unless the gate is set across the conflicting line; the dwarf signal which governs the movement indicates "proceed at restricted speed"; and the track is clear. The dwarf signals at this location govern movement only to the dwarf signal which governs opposing movements. See Rules 98, 240, and 245.

If the governing dwarf signal continues to display the "STOP" indication after the gate and movable frog points have been properly positioned, a crew member must re-position the movable frog points and check to see that the gate is secured against the conflicting line. If the governing dwarf signal does not then display the "proceed at restricted speed" indication, a crew member must check the indications of the three other dwarf signals. If no conflicting movement is evident, the movement may apply Rule 462 to move across the crossing. The Chief Dispatcher must be notified of this signal failure as soon as possible.

Note 11 — Crossing is controlled by automatic interlocking signals, Rule 462. If signal does not clear for Norfolk Southern trains after the time release has been operated and the required time has expired, a crew member must contact the CSXT Jacksonville Dispatcher for permission to cross the CSXT main track. To contact the CSXT Dispatcher, use the Norfolk Southern telephone and dial 9-1-800-356-9582. An automated voice will answer. Press 1 to indicate you are using a touch tone phone. Dial Ext. 2737 for the CSXT Dispatcher. If no answer, dial Ext. 2788 for the CSXT Chief Dispatcher.

Note 12 — Interlockings are controlled by the CSXT dispatcher in Jacksonville, Florida. NS crews must contact the Inman Yard operator for further instructions.

b. Not Interlocked

LOCATION	MP	TYPE	LINE/RR
Krannert District			
Krannert	M.P. 11.7K-Inland-Rome Inc.		Lead (Note 1)
Valdosta District			
Simpson Yard	M.P. 258.2G		CSXT (Note 2)
Simpson Yard	M.P. 4.6 SJRT		CSXT (Note 3)
Savannah District			
Garden City	Foundation Lead		CSXT (Note 3)
Garden City	Foundation Lead		CT (Note 3)
Savannah	M.P. S1 (Tybee Lead)		CSXT (Note 3)

b. Not Interlocked (Cont'd)

LOCATION	MP	TYPE	LINE/RR
Augusta District			
Augusta Yard	M.P. D130.3		CSXT (Note 2)
Augusta	M.P. D132.3		CSXT (Note 2)
Moores District			
Augusta	M.P. GF248.8		CSXT (Note 2)
Dublin District			
W. SBD Jct.	M.P. 35.9WT		CSXT (Note 3)
W. SBD Jct.	Yard Track No. 8		CSXT (Note 3)
Brunswick District			
Helena	M.P. 316.9H		GCRR (Note 8)
Hazelhurst	M.P. 342.2H		Hester Industrial Lead (Note 4)
Southern Jct.	M.P. 421.7H		CSXT (Note 2)
Dock Jct.	M.P. 424.5H		CSXT (Note 2)
Sparks District			
Albany	M.P. GN0.2		NS (AN Lead) (Note 5)
Camilla District			
Camilla	M.P. G594.6		AGLF (Note 6)
Dothan District			
Dothan	M.P. J379.1		ASAB (Note 7)

Note 1 — Stop sign is installed on the crossing at grade where Krannert District crosses the Inland Rome lead (M.P. 11.7K). All movements on the Krannert District must stop, and if crossing is not occupied, and no conflicting movement observed, movement may then proceed. All movements on the lead must approach the crossing at grade prepared to stop if crossing is occupied.

Note 2 — Crossing is controlled by gate displaying "STOP" with normal position lined against CSXT, and controlled by General Yardmaster, Simpson Yard. Trains and engines must approach crossing prepared to stop unless the gate is set across conflicting route and the track is clear. See Rule 98.

Note 3 — Crossing is controlled by "STOP" sign. See Rule 98.

Note 4 — Crossing is protected by gate displaying "STOP" normally set against the Hester Industrial lead. Trains and engines must approach the crossing prepared to stop unless gate is in normal position and the track is clear. See rule 98.

Note 5 — Crossing is controlled by gate displaying "STOP" normally set against the AN Lead. Trains and engines must approach the crossing prepared to stop unless the gate is in normal position and the track is clear. See Rule 98.

Note 6 — Crossing is controlled by gate displaying "STOP" normally set against Norfolk Southern movements. Trains and engines must stop short of gate, and, if no conflicting AGLF movement is approaching, the gate must be set against the AGLF. After the Norfolk Southern movement has cleared the crossing and the gate, the gate must be restored to normal position. See Rule 98.

Note 7 — Crossing is controlled by gate displaying "STOP" which is normally set against the ASAB. Norfolk Southern trains and engines must approach the crossing prepared to stop unless the gate is in normal position and the track is clear. See Rule 98.

Note 8 — The conflicting route will not be in service at this time and will be protected by derails. Rule 98 will not apply until such time as railroad crossing is placed in service and proper notification is given.

4. JUNCTIONS

(TYPE: A = AUTOMATIC SIGNALS C = CONTROLLED SIGNALS)

a. Interlocked

LOCATION	MP	TYPE	LINE/RR
Atlanta North District			
Citico Jct.	M.P. 238.2A		NS (KY and TN Divs.)
Ooltewah	M.P. 15.2H		NS (TN Div.)
Cohutta	M.P. 26.7H		NS (Cohutta Dist.)
Fox	M.P. 78.1H		NS (Krannert Dist.)
Green	M.P. 92.0H		NS (AL Div.)
Austell	M.P. 134.7H		NS (AL Div.)
Cohutta District			
Bradley	M.P. 0.6I		NS (TN Div.)
Cohutta	M.P. 14.5I		NS (Atlanta North Dist.)
Krannert District			
Fox	M.P. 0.0K		NS (Atlanta North Dist.)
Fairbanks Jct.	M.P. 2.7K		NS (Fairbanks Dist.)
Fairbanks District			
Fairbanks Jct.	M.P. C372.9		NS (Krannert Dist.)
Norcross District			
Howell	M.P. 635.0		NS (Atlanta South Dist.)
Griffin District			
Spring	M.P. S294.3		NS (Atlanta South Dist.) and CSXT
Oakland Junction	M.P. S291.5		CSXT
East Point	M.P. S288.2		CSXT
Edgewood	M.P. S192.0		NS (Macon Dist.)
Rutland Jct.	M.P. H197.0		NS (Albany Dist.)
Atlanta South District			
Howell	M.P. 149.9H		NS (Norcross Dist.) & CSXT
Spring	M.P. 152.4H		NS (Griffin Dist.) & CSXT
Macon Jct.	M.P. 240.5H		NS (Savannah & Macon Dists.)
Macon District			
Macon Jct.	M.P. 0.0G		NS (Atlanta South and Savannah Districts)
Edgewood	M.P. 1.0G		NS (Griffin District)
Mead	M.P. 4.5G		NS (Brunswick Dist.)
C of G Jct.	M.P. 5.6G		NS (Albany District)
Sparks	M.P. 125.5G		NS (Sparks District)
Valdosta District			
Beaver Street	M.P. 260.7G		CSXT-FEC
Savannah District			
Central Jct.	M.P. S3.4/ M.P. SA3.1		CSXT (Note 4)
Port Jct.	M.P. SA7.3		NS (Port Branch) (Note 5)
Port Wentworth	Port Branch		NS (Foundation Lead) (Note 6)
M&E Jct.	M.P. S170.4		NS (Eatonton Dist.) (Note 2)
Mogul	M.P. S186.3		NS (Madison Dist.) (Note 1)
Macon Jct.	M.P. S190.4		NS (Atlanta South & Macon Dists.)
Brunswick District			
Mead	M.P. 243.6H		NS (Macon Dist.)

a. Interlocked (Cont'd)

LOCATION	MP	TYPE	LINE/RR
Albany District			
C of G Jct.	M.P. 5.6G		NS (Macon Dist.)
Rutland Jct.	M.P. H197		NS (Griffin Dist.)
Columbus Jct.	M.P. H220		NS (Columbus Dist.) (Note 3)
B.V. and E. Jct.	M.P. H260		NS (Americus Dist.) (Note 3)
Columbus District			
Columbus Jct.	M.P. M220		NS (Albany Dist.) (Note 3)
Muscogee Jct.	M.P. M288.1		NS (Americus Dist.)
Americus District			
Muscogee Jct.	M.P. O2.5		NS (Columbus Dist.)
B.V. and E. Jct.	M.P. O62.2		NS (Albany Dist.) (Note 3)

Note 1 — Interlocking is controlled by Savannah District Dispatcher who must be contacted before applying Rules 423, 432, 461, 463 or 464. Rules 420, 421, 423-426 govern Eastbound and Westbound Savannah District movements to be made beyond the limits of the interlocking, as the interlocking signals are also TC signals. Contact the Savannah District Dispatcher. Northbound Madison District trains or engines with authority to proceed beyond M.P. F5.6 are goverend by Rules 238, 245, 261 and 402 for movement beyond the limits of the interlocking, as the interlocking signals are also ABS signals.

Note 2 — Interlocking is controlled by Savannah District Dispatcher who must be contacted before applying Rules 423, 432, 461, 463 or 464. Rules 420, 421, 423-426 govern eastbound and westbound movements to be made beyond the limits of the interlocking, as the interlocking signals are also TC signals. Northbound Eatonton District trains or engines with authority to proceed beyond M.P. A169.8 are governed by Rules 238, 245 and 261 for movement through the limits of the interlocking.

Note 3 — Interlocked junction switches at B, V and E Jct. and Columbus Jct. are controlled by automatic "train approach" circuits, Rule 462, except as follows: Southbound Albany District trains or engines approaching Columbus Jct. and desiring to continue toward Albany must activate "pushbutton" in control box which is located at M.P. H219.3; Northbound Albany District trains or engines approaching B, V and E Jct. and desiring to continue toward C of G Jct., must activate "pushbutton" in control box which is located at M.P. H261.5. Trains or engines encountering a "STOP" signal at either Coumbus Jct. or B, V and E Jct. must contact the Albany District train Dispatcher and operate the dual-control switch(es) by hand as outlined in Rules 431 and 462.

Note 4 — Interlocking is controlled by CSXT Jacksonville Dispatcher. The CSXT Dispatcher must be contacted before applying Rules 431, 461, 463 or 464. CSXT rules and instructions also govern.

Note 5 — Interlocking is controlled by Yardmaster, Dillard Yard, who must be contacted before applying Rules 423, 432, 461, 463 or 464. Rule 245 governs Eastbound and Westbound Savannah District movements beyond the limits of the interlocking. All other movements beyond the limits of the interlocking are governed by Rules 420, 421, 423-426, as the interlocking signals are also Remote Control signals. Contact the yardmaster, Dillard Yard.

Note 6 — Interlocking is controlled by Yardmaster, Dillard Yard, who must be contacted before applying Rules 423, 432, 461, 463 or 464. Westbound Port Wentworth District movements are governed by Rules 420, 421, 423-426 beyond the limits of the interlocking, as the interlocking signals are also Remote Control signals. Contact the Yardmaster, Dillard Yard. Rule 245 governs all other movements beyond the limits of the interlocking.

b. Not Interlocked

LOCATION	MP	TYPE	LINE/RR
Norcross District			
Armour Yard	M.P. 632.5		NS (Decatur St. Belt) (Note 1)
Griffin District			
Barnesville	M.P. S233.6		NS (Thomaston Dist.) (Note 2)
Thomaston District			
Barnesville	M.P. B233.6		NS (Griffin Dist.) (Note 2)
Macon District			
Adel	M.P. 127.4G		NS (Foley Dist.) (Note 2)
Valdosta District			
Valdosta	M.P. 151.3G		NS (Navair Dist.) (Note 3)
Langdale Yard	M.P. 152.4G		NS (Douglas Dist.) (Note 4)
Simpson Yard	M.P. 258.2G		CSXT & SJRT (Note 1)
Jacksonville	M.P. 261.7G		FEC-JT (Note 5)
Douglas District			
Langdale Yard	M.P. GF28.0		NS (Valdosta Dist.) (Note 4)
Navair District			
Valdosta	M.P. 151.3G		NS (Valdosta Dist.) (Note 3)
Occidental Jct.	M.P. 198.3B		NS (Occi Mine Lead) (Note 6)
Foley District			
Adel	M.P. 0.0GB		NS (Macon Dist.) (Note 2)
Quitman	M.P. 27.8GB		CSXT (Note 7)
Savannah District			
Savannah	Kemira Lead		CSXT (Note 21)
Fair Street	M.P. S2.5 (Bay St. Lead)		CT (Note 21)
Dillard Yard	M.P. S3.4/ M.P. SA3.1 (Bay St. Lead)		Old S&A (Note 8)
Ardmore	M.P. SA36.5/ M.P. S39.8		Ogee (Note 2)
Dover	M.P. S57.2		Ogee (Note 9)
Augusta Jct.	M.P. S78.5		NS (Augusta Dist.) (Note 9)
Millen Wye	M.P. S79.1		NS (Augusta Dist.) (Note 9)
Midville	M.P. S96.3		NS (Kirby Dist.) (Note 2)
Wadley	M.P. S106.9/ M.P. S107.2		LW (Note 2)
Tennille	M.P. S134.8		NS (Dublin Dist.) & SAN (Note 2)

b. Not Interlocked (Cont'd)

LOCATION	MP	TYPE	LINE/RR
Augusta District			
Augusta Jct.	M.P. D78.5		NS (Savannah Dist.) (Note 9)
Millen Wye	M.P. D79.0		NS (Savannah Dist.) (Note 10)
S&A Jct.	M.P. D99.1		NS (Camak Dist.) (Note 10)
Waynesboro Wye	M.P. D100.0		NS (Camak Dist.) (Note 10)
Augusta Yard	M.P. D131.5		NS (Moores Dist.) (Note 1)
Augusta	M.P. D132.3		CSXT (Note 11)
Augusta	Reynolds St.		CSXT & NS Pied Div. (Note 11)
Moores District			
Augusta Yard	M.P. GF250.0		NS (Augusta Dist.) (Note 1)
Camak District			
S&A Jct.	M.P. SA94.8		(Augusta Dist.) (Note 10)
Waynesboro Wye	M.P. SA95.4		(Augusta Dist.) (Note 12)
Kirby District			
Midville	M.P. GF194.4		NS (Savannah Dist.) (Note 2)
Dublin District			
Tennille	M.P. 0.0WT		NS (Savannah Dist.) (Note 9)
East SBD Jct.	M.P. 35.2WT		GCRR (Note 13)
West SBD Jct.	M.P. 35.9WT		GCRR (Note 13)
Eatonton District			
North Milledgeville	M.P. A189.0		CSXT (Note 14)
Madison District			
Machen	M.P. F53.1		GWRR (Note 15)
Madison	M.P. F72.4/ M.P. F72.6		CSXT (Note 15)
Brunswick District			
Southern Jct.	M.P. 421.7H		CSXT (Note 16)
Brunswick	M.P. 425.0H		CSXT (Note 16)
Albany District			
Ft. Valley	M.P. H219.7		Ogee Lead (Note 17)
N. Ogiethorpe	M.P. H241.6		CSXT (Note 17)
Americus District			
Fort Benning Jct.	M.P. 03.9		NS (Fort Benning Lead) (Note 18)
Sparks District			
Schley Jct.	M.P. GN33.1		NS (Ganor Dist.) (Note 19)
Norman Jct.	M.P. GN41.8		NS (Moultrie Dist.) (Note 19)
Ganor District			
Schley Jct.	M.P. 33.9B		NS (Sparks Dist.) (Note 19)
Moultrie District			
Norman Jct.	M.P. 29.2A		NS (Sparks Dist.) (Note 19)
Camilla District			
Bridgeboro	M.P. GS72		NS (Sparks Dist.) (Note 19)
Camilla	M.P. GS94.5		AGLF (Note 20)

Note 1 — Junction switch is located in a yard track, and has no normal position. Rule 105 governs.

Note 2 — Junction switch located in siding is normally set and locked for movement on siding. Rule 98 governs.

Note 3 — Junction switch is normally set and locked for Valdosta District movement. Rule 98 governs. *Additionally, the Junction switch is a spring switch, and Northbound Navair District movements entering the Valdosta District in a Northbound direction are governed by a dwarf signal located at the clearance point.*

Note 4 — Junction switch is normally set and locked for Valdosta District movement. Rule 98 governs.

Note 5 — Junction does not have junction switch. Rule 98 governs.

Note 6 — Switch at Junction of B-Line and Occidental Mine Lead at Occidental (M.P. 198.3B) may be left as last used. Rule 98 governs.

Note 7 — Junction switch is normally set and locked for Foley District movement. Rule 98 governs.

Note 8 — Junction switch may be left as "last used" unless instructed otherwise by the Dillard Yard Yardmaster or Savannah Terminal Bulletin. Rule 98 governs.

Note 9 — Junction switch is normally set and locked for movement on the Savannah District main track. Rule 98 governs.

Note 10 — Junction switch is normally set and locked for movement on the Augusta District main track. Rule 98 governs.

Note 11 — Junction switch with CSXT may be left as last used. Rule 98 governs.

Note 12 — Junction switch is normally set and locked for movement on the Camak District main track. Rule 98 governs.

Note 13 — Movements between East SBD Jct. and West SBD Jct. on GCRR at Dublin are made under the provisions of Rule 93 with all movements restricted to yard speed. Junction switches are normally set and locked for movement on GCRR.

Note 14 — Junction switch is normally set and locked for movement on the Eatonton District. Rule 98 governs. CSXT trains must secure authority to enter from NS Savannah District dispatcher.

Note 15 — Junction switch is normally set and locked for movement on the Madison District. Rule 98 governs.

Note 16 — Junction switch is normally set and locked for movement on the Brunswick District main track. Rule 98 governs.

Note 17 — Junction switch is normally set and locked for movement on the Albany District. Rule 98 governs.

Note 18 — After checking to see that the indicator light is illuminated, depress the push button fully. Line the mainline switch and derail for a route to the BV&E District main track.

Movement is governed by the dwarf signal indications 310-E and 307-G and Rule 98.

Note 19 — Junction switch is normally set and locked for movement on the Sparks District Main track. Rule 98 governs.

Note 20 — Junction switch is normally set and locked for movement on the Camilla District main track. Rule 98 governs.

Note 21 — Junction switch may be left as last used unless instructed otherwise by Dillard Yard Yardmaster or Savannah Terminal Bulletin. Rule 98 governs.

5. DRAWBRIDGES

NONE

6. METHOD OF OPERATION

6a DISTRICTS: BETWEEN	AND	See 6b TRACKS	• SIGNALS	AUTHORITY FOR MOVEMENTS #
Atlanta North District				
deButts Yard	Pierce	Single	ABS	TC
Pierce	Summit	Double	ABS	TC
Summit	Ooltewah	Double	ABS	TC
Ooltewah	Austell	Single	ABS	TC
Austell	Nickajack	Double	ABS	TC
Nickajack	Bolton	Double	ABS	TC
Bolton	Rockdale	Single	ABS	TC
Cohutta District				
Cleveland	Bradley	Single	ABS	TC
Bradley	Cohutta	Single	ABS	TWC
Krannert District				
Fox	Fairbanks Jct.	Single	ABS	TC
Fairbanks Jct.	Krannert	Single	NS	TWC
Fairbanks District				
Krannert Jct.	Fairbanks Jct.	Single	NS	TWC
Norcross District				
Norcross	Armour	Double	ABS	TC
Armour	Howell	Double	ABS	TC
Griffin District				
Spring	Hapeville	Double	ABS	TC
Hapeville	Lee	Single	ABS	TC
Lee	Edgewood	Single	NS	TWC
Edgewood	Rutland Jct.	Single	ABS	TC
Thomaston District				
Barnesville	Thomaston	Single	NS	TWC
Atlanta South District				
Rockdale	Howell	Single	ABS	TC
Howell	Spring	Triple	ABS	TC
Spring	Constitution	Double	ABS	TC
Constitution	North Macon	Single	ABS	TC
North Macon	Macon Jct.	Double	ABS	TC
Macon Jct.	Brosnan Yd.	Single	NS	YL
Macon District				
Macon Jct.	C of G Jct.	Single	ABS	TC
C of G Jct.	Langdale Yd.	Single	ABS	TWC
Valdosta District				
Langdale Yd.	Simpson Yd.	Single	ABS	TWC
Simpson Yd.	Beaver St.	Double	NS	YL
Beaver St.	Jacksonville	Single	ABS	TC
Douglas District				
Langdale Yd.	Douglas	Single	NS	TWC
Navair District				
Valdosta	Navair	Single	NS	TWC
Foley District				
Adel	Foley	Single	NS	TWC
Savannah District				
Dillard Yard	Port Jct.	Double	NS	YL
Port Jct.	M & E Jct.	Single	NS	TWC
M & E Jct.	Macon Jct.	Single	ABS	TC
Savannah Terminal				
Dillard Yard	M.P. SA6.2	Double	NS	YL
M.P. SA6.2	Port Jct.	Double	ABS	YL
Port Jct.	Dillard Yard	Double	NS	YL
Port Jct. (SA7.2)	Port Jct. (SA7.3)	Double	ABS	TC

6. METHOD OF OPERATION

6a DISTRICTS: BETWEEN	AND	See 6b TRACKS	* SIGNALS	AUTHORITY FOR MOVEMENTS #
Augusta District				
Augusta Jct.	Augusta	Single	NS	TWC
Moores District				
Moores	South Augusta	Single	NS	TWC
South Augusta	Augusta Yd.	Single	NS	YL
Camak District				
S & A Jct.	Camak	Single	NS	TWC
Kirby District				
Midville	Kirby	Single	NS	TWC
Dublin District				
Tennille	Dublin	Single	NS	TWC
Eatonton District				
M & E Jct.	M.P. A171.3	Single	ABS	TWC
M.P. A171.3	Eatonton	Single	NS	TWC
Madison District				
Mogul	Madison	Single	NS (Note 1)	TWC
Brunswick District				
Brosnan Yard	Mead	Single	NS	YL
Mead	Dock Jct.	Single	NS	TWC
Dock Jct.	Brunswick	Single	NS	YL
Albany District				
C of G Jct.	Rutland Jct.	Single	ABS	TC
Rutland Jct.	Carman	Single	ABS	TWC
Carman	Columbus Jct.	Double	ABS	YL
Columbus Jct.	Albany	Single	ABS	TWC
Columbus District				
Columbus Jct.	Muscogee Jct.	Single	NS	TWC
Muscogee Jct.	Columbus	Double	NS	YL
Americus District				
Muscogee Jct.	B V & E Jct.	Single	ABS	TWC
Sparks District				
Albany	Sparks	Single	NS	TWC
Ganor District				
Ganor	Schley Jct.	Single	NS	YL
Moultrie District				
Norman Jct.	Moultrie	Single	NS	YL
Camilla District				
Bridgeboro	West Camilla	Single	NS	TWC
Dothan District				
Albany	Dothan	Single	NS	TWC

*NS = Non-Signaled; ABS = Automatic Block System.
#TO = Train Order; TC = Traffic Control;
251 = Rule 251; 261 = Rule 261; MBS = Manual Block System;
YL = Rule 93; TWC = Track Warrant Control.
Note 1 — Southbound Madison District trains or engines must approach the Automatic Block signal at M.P. F5.6 prepared to stop unless an approach slow indication is received.

6b. METHOD OF OPERATION - TWO OR MORE TRACKS

TWO OR MORE TRACKS EXTEND BETWEEN THE FOLLOWING POINTS AND ARE IDENTIFIED AS FOLLOWS:

ATLANTA NORTH DISTRICT

Between Pierce, M.P. 238.7A and Ooltewah, M.P. 226.6A

Northward - Track 2: Located on left side when headed toward Ooltewah

Southward - Track 1: Located on right side when headed toward Ooltewah

6b. METHOD OF OPERATION - TWO OR MORE TRACKS (Cont'd)

Between Austell, M.P. 134.2H and Bolton, M.P. 145.5H

Northward - Track 2: Located on left side when headed toward Bolton.

Southward - Track 1: Located on right side when headed toward Bolton

NORCROSS DISTRICT

Between Norcross M.P. 619.0 and Howell, M.P. 635.0

Northward - Track 1: Located on left side when headed toward Howell

Southward - Track 2: Located on right side when headed toward Howell.

GRIFFIN DISTRICT

Between Spring, M.P. S294.3 and Hapeville, M.P. S286.4

Northward - Track 2: Located on left side when headed toward Hapeville

Southward - Track 1: Located on right side when headed toward Hapeville.

ATLANTA SOUTH DISTRICT

Between Howell, M.P. 149.9H and Spring, M.P. 152.4H.

Track 1: Located on left side when headed toward Spring.

Track 2: Located between Tracks 1 and 3.

Track 3: Located on the right side when headed toward Spring.

Between Spring, M.P. 152.4H and Constitution, M.P. 158.8H

Northward - Track 1: Located on left side when headed toward Constitution

Southward - Track 2: Located on right side when headed toward Constitution

Between North Macon, M.P. 239.1H and Macon Jct., M.P. 240.5H

Northward - Track 1: Located on left side when headed toward Macon Jct.

Southward - Track 2: Located on right side when headed toward Macon Jct.

VALDOSTA DISTRICT

Between Simpson Yard, M.P. 258.2G and Beaver Street, M.P. 260.7G

Northward Track: Located on lelft side when headed toward Beaver Street

Southward Track: Located on right side when headed toward Beaver Street

SAVANNAH DISTRICT

Between Dillard Yard, M.P. SA4.0 and Port Jct., M.P. SA7.3

Eastward Track: Located on left side when headed toward Port Jct.

Westward Track: Located on right side when headed toward Port Jct.

SAVANNAH TERMINAL

Between Dillard Yard, M.P. SA5.2, and Port Jct., M.P. SA7.3

Port Branch: Located on right side when headed west toward Port Jct.

Main Line: Located on left side when headed west toward Port Jct.

ALBANY DISTRICT

Between Carman, M.P. H217.6 and Columbus Jct., H220.1

Northward Track: Located on left side when headed toward Columbus Jct.

Southward Track: Located on right side when headed toward Columbus Jct.

6b. METHOD OF OPERATION - TWO OR MORE TRACKS (Cont'd)

COLUMBUS DISTRICT

Between Muscogee Jct., M.P. M288.1 and Columbus, M.P. M291.0

Eastward Track: Located on left side when headed toward Columbus

Westward Track: Located on right side when headed toward Columbus

6c. METHOD OF OPERATION - SIGNALED SIDINGS

The following sidings in TC Territory are signaled sidings:

Atlanta North District

Cohutta	M.P. 26.7H	to	Still	M.P.	29.8H
Hilton	M.P. 33.7H	to	Waring	M.P.	36.0H
Phelps	M.P. 45.4H	to	Freeman	M.P.	47.9H
Davis	M.P. 53.3H	to	Sugar Valley	M.P.	55.3H
Reeves	M.P. 67.8H	to	Pinson	M.P.	69.6H
Smith	M.P. 81.2H	to	Lindale	M.P.	83.9H
Brice	M.P. 90.1H	to	Green	M.P.	92.0H
Aragon	M.P. 98.3H	to	Perkins	M.P.	101.2H
Roy	M.P. 111.1H	to	McPherson	M.P.	113.4H
Oak	M.P. 122.6H	to	Clark	M.P.	125.6H

Atlanta South District

N. Conley	M.P. 162.5H	to	Pless	M.P.	164.4H
Stockbridge	M.P. 171.4H	to	Tunis	M.P.	173.5H
McDonough	M.P. 181.5H	to	Grove	M.P.	183.5H
Jenkinsburg	M.P. 193.0H	to	Bunch	M.P.	195.0H
Flovilla	M.P. 203.0H	to	Sandy	M.P.	205.3H
Berner	M.P. 215.0H	to	Juliette	M.P.	216.9H
Dames	M.P. 230.1H	to	Arkwright	M.P.	232.3H

6d. METHOD OF OPERATION — CONTROLLED SIDINGS

**** The following sidings in TC Territory are controlled sidings (Rule 105)**

Atlanta North District

Berwin	M.P. 75.1H	to	Fox	M.P.	78.1H
Finch	M.P. 107.1H	to	Braswell	M.P.	109.0H

Savannah District

E. Griswold	M.P. S181.0	to	W. Griswold	M.P.	S182.7

6e. METHOD OF OPERATION - ELECTRIC LOCK SWITCHES

Main track switches not equipped with electric locks

No trains or engines shall clear the main track at any of the switches listed below. While movement is using such tracks, an engine or car must continuously occupy the main track or main track switch must be kept continually set for movement into such track.

Krannert District

Between Fox, M.P. 0.0K and Fairbanks Jct., M.P. 2.7K
All switches

Griffin District

Between Hapeville, M.P. S286.4 and Lee, M.P. S279.5
Longino, M.P. S282.8
Merico, M.P. S282.7
Forest Park Team Track, M.P. S281.4
International Bakerage, M.P. S279.5

Atlanta South District

Between Atlanta, M.P. 148H to Macon Jct., 240.5H
Owens Southern, M.P. 200.8H

Macon District

Between Macon Jct., M.P. 0.0G and Mead, M.P. 4.5G
General Chemical, M.P. 4.3G
Must have 23A authority to use switch.

6f. INSTRUCTIONS GOVERNING THE ISSUING OF JOINT TRACK TIME FORM 23-A

The issuing operator/dispatcher, hereafter referred to as issuing party, will contact the other operator/dispatcher involved, hereafter referred to as other party, and inform him that he wishes to authorize someone to do work on a specified track, and will be issuing a Track Time Form 23-A to cover the movement. The issuing party will supply the other party with the number he intends to use on his 23-A. The other party will then supply the issuing party with his number. Then, both parties will block out the control points involved, after which the issuing party will issue the movement a 23-A using both numbers. When the 23-A is given up by the movement, the issuing party will contact the other party and release the joint 23-A with him.

JOINT TRACK TIME FORM 23-A IS REQUIRED AT THE FOLLOWING LOCATIONS:

Atlanta North District

Between Jersey, M.P. 235.0A and Summit, M.P. 230.5A
Between Nickajack, M.P. 140.0H and Bolton, M.P. 145.5H

Atlanta South District

Between Henderson, M.P. 155.4H and Constitution, M.P. 158.8H
Between North Macon, M.P. 239.1H and Macon Jct., M.P. 240.5H

Savannah District

Between Mogul, M.P. S186.3 and Macon Jct., M.P. S190.4

6g. METHOD OF OPERATION - INTERLOCKED SWITCHES

Interlocked switches are controlled as follows:

LOCATION	M.P.	BY OPERATOR
Atlanta North District		
Webb	239.8A	deButts Yard
Pierce	238.7A	deButts Yard
Boyce	328.3A	deButts Yard
Citico Jct.	238.2A	deButts Yard
Brown	237.3A	deButts Yard
Spell	236.6A	deButts Yard
Williams	236.0A	deButts Yard
Jersey	235.0A	deButts Yard
Bolton	145.5H	Inman Yard
Perry	146.7H	Inman Yard
Cohutta District		
Bradley	0.6I	TN Div. Dispatcher
Norcross District		
Birmont	634.8	Inman Yard
Griffin District		
Spring	S294.3	Inman Yard
Oakland Jct.	S291.5	Inman Yard
Tillman	S288.9	Inman Yard
East Point	S288.2	Inman Yard
Hapeville	S286.4	Inman Yard
Edgewood	H192.0	Dispatcher
Rutland Jct.	H197.0	Dispatcher
Atlanta South District		
Rockdale	148.9H	Inman Yard
Howell	149.9H	Inman Yard
King Plow	150.1H	Inman Yard
Spring	152.4H	Inman Yard
Wells	154.2H	Inman Yard
Henderson	155.4H	Inman Yard
North Macon	239.1H	Dispatcher
Macon Jct.	240.5H	Dispatcher

6g. METHOD OF OPERATION - INTERLOCKED SWITCHES (Cont'd)
Interlocked switches are controlled as follows:

LOCATION	M.P.	BY OPERATOR
Macon District		
Macon Jct.	0.0G	Dispatcher
Edgewood	1.0G	Dispatcher
Mead	4.5G	Dispatcher
C. of G. Jct.	5.6G	Dispatcher
Sparks	125.5G	Dispatcher
Valdosta District		
Beaver Street	260.7G	Beaver St.-CSXT
Savannah District		
Central Jct.	S3.4/SA3.1	CSXT Dispatcher
Port Jct.	SA7.3	Dillard Yard (Yardmaster)
Port Wentworth	Port Branch	Dillard Yard (Yardmaster)
Macon Jct.	S190.4	Brosnan Yard
Brunswick District		
Macon Jct.	240.5H	Dispatcher
Mead	243.5H	Dispatcher
Albany District		
C. of G. Jct.	5.6G	Dispatcher
Rutland Jct.	H197.0	Dispatcher
Columbus & Americus Districts		
Muscogee Jct.	O2.5/M288.5	Columbus
Sparks District		
Sparks	GN58.9	Dispatcher

7. OTHER TRAIN MOVEMENTS/INSTRUCTIONS
a. SYSTEM WIDE

1. When cars moving on Government bills of lading annotated

AS - ARMED GUARD SERVICE
DC - DOD CONSTANT SURVEILLANCE
TK - TANK SURVEILLANCE SERVICE
RS - RAIL SURVEILLANCE SERVICE

are set off between terminals other than at final destination, seals protecting must be inspected and seal numbers recorded on the waybill. Also, the Chief Dispatcher must be notified by the quickest available means of communication, furnishing car number, location set off, and seal numbers. Any exceptions such as broken or missing seals must be reported in the same manner. Chief Dispatcher must immediately notify NS Police Department officer for further handling.

2. Cabooses will be handled on rear of trains unless otherwise authorized by the General Manager.

3. When a near miss is encountered, train or engine crew should contact Dispatcher with relevant information on the Near Miss Incident. The Dispatcher in turn will notify Police Department. Crew must fill out Near Miss card at first opportunity and give to supervisor. Prompt handling with Dispatcher will enable Police Department to expeditiously handle with involved party.

4. Reverse movements with Triple Crown Service trailer, when in a yard or on line of road, may be made only when absolutely necessary and then only under the following conditions:

(a) Reverse movement may be for a short distance only and at a speed not exceeding 5 MPH.

(b) All locomotives except the controlling locomotive must be isolated.

(c) Caution must be used in handling locomotive brake, or dynamic brake; with amperage being limited to a safe level.

5. (a) Triple Crown Services has converted the Mark V RoadRailer fleet to a single trainline air brake system with a 1-1/8" diameter brake pipe and gladhand connection. These improvements make it possible to operate the RoadRailer trains using the guidelines from NS-1 that govern cutting out air brakes on standard freight cars; therefore, restrictions on cutting out air brakes on RoadRailer units are cancelled.

These improvements also make it possible to specify the acceptable length for RoadRailer trains during cold weather using the temperature-to-length chart published in the timetable up to 100 units.

(b) Engineers operating Triple Crown trains must not leave a terminal with less than 110 PSI rail supply line pressure.

When operating on line of road, rail supply line pressure must be periodically monitored for pressure reduction. When pressure falls below 110 PSI due to horn blowing or air bag adjustments on heavy curvature and engine is not in a high throttle position, the generator field switch may be opened and engine advanced to NO. 8 throttle until rail supply line is restored to 110 PSI.

6. When Rail Gangs, Timbering and Surfacing Gangs, or Surfacing Gangs are to work on a main track in multiple track territory, the foreman or supervisor must contact the Chief Dispatcher at least 12 hours in advance, advising (1) track to be used by MW&S forces, (2) date and time work is to be performed, and (3) work limits, (must begin and end at specified mile posts.)

If authorized speed on track(s) immediately adjacent to MW&S forces is greater than 25 mph, the Chief Dispatcher will arrange for issuance of 25 mph slow order, to be in effect only when passing work limits during specified time period. Restriction will have been complied with when leading end of train or engine reaches end of work limits, or when notified by MW&S foreman or supervisor that leading end has passed entire work gang. Engine whistle and bell must be sounded frequently when approaching and passing work limits.

7. Instructions concerning the use of toilet facilities on locomotives and cabooses:

(a) Prior to departure, ensure the presence on lead locomotive and caboose of waste receptacle with lid, secure toilet frame, and functional urinal. Report any defects to immediate supervisor, and obtain necessary supplies from servicing personnel.

(b) To use, insert bag in facility and drape over seat portion of frame.

(c) After using, remove the bag and securely apply a bag tie, deposit the bag in waste receptacle, and replace receptacle cover. THE BAG, AFTER USE, IS NOT TO BE DISPOSED OF IN ANY OTHER MANNER.

(d) Misuse of the system or theft of bags, bag ties, or waste receptacle is prohibited.

8. Except at crew change points, while stopped, the following procedures for insuring continuous train line pressure must be observed when using end-of-train device (EOT).

(a) Make full service application and determine that train line pressure is being reduced as indicated on the head-of-train (HOT) receiver on the locomotive.

(b) When train is ready to proceed, release brakes and determine that brake pipe pressure is increasing by indication on the HOT receiver.

(c) If brake pipe pressure does not decrease or increase on the HOT receiver as required above, it must be determined there is continuous train line pressure through the rear car and EOT is in place before proceeding.

(d) If immediately after starting, EOT signal is lost or pressure indication on HOT receiver is reduced five pounds or more, it must be determined that train consist is complete and there is continuous train line pressure through train and EOT is in place before proceeding.

Any malfunction regarding end-of-train device must be promptly reported to the Chief Dispatcher.

Exceptions - If EOT or HOT device becomes inoperative, inspection to insure there is continuous train line pressure through rear car and that EOT is in place will not be required when operating:

— Triple Crown trains, regardless of type of territory.

— Other trains in Traffic Control or Remote Control territory, single track ABS territory, on a signaled siding, or on a yard track.

9. All train and engine employees, yardmaster and clerical employees are required to wear approved safety glasses with side shields while on duty and/or on Company property except when in enclosed offices or highway vehicles.

Safety glasses will be furnished to you by supervisory personnel. Several approved styles are available for your selection. The Company will purchase approved prescription safety glasses, through its supplier, for those employees having to wear glasses. Employees requiring same must furnish the supervisor with prescription for special handling.

Train and engine employees, yardmasters and clerical employees who wear prescription eye glasses will satisfy these requirements with the addition of side shields to their regular eye glasses. Side shields will be furnished by supervisory personnel.

10. Each Operations Division employee who engages in any activity specified below is required to obtain and have accessible at all times when on duty or on Company property an approved hearing protection device. Each Operations Division employee must use an approved hearing protection device whenever he or she is:

On an operating locomotive.

In an open area within 100 feet of working retarders;

In a work area identified by sign or instructions as requiring hearing protection at any Mechanical, Maintenance of Way, or other facility.

Using tools or equipment or performing duties identified by sign or instructions as requiring hearing protection; or

At any location at which he or she is subject to exposure to loud noise ("loud noise" is any noise that would require a person to speak above a normal level in order to be heard at arm's length).

Those employees who have not been instructed by the Medical Department as to the specific type of protection device to use must obtain from their supervisors one of the devices which have been available for use on a voluntary basis. Once an employee has been tested, the Medical Department will notify him or her of the specific type of protection device to use.

If you feel that the hearing protection device ordered for your use interferes with the safe performance of your duties by making it difficult for you to hear and understand speech, radio communications or other warning devices, you should report this to your supervisor at once for further instructions.

You are allowed and encouraged to use the hearing protection device in any area to the extent needed for personal comfort. You are also encouraged to use the hearing protection device whenever you are exposed to loud noises at home or elsewhere.

11. The following procedure must be observed when using drawbar alignment strap:

(a) ATTACH - Move equipment within three feet of drawbar to be aligned. Stop movement. For protection, establish clear understanding with all concerned, advising that strap is to be applied. Attach strap to both knuckles.

(b) ALIGN - Employee(s) stand clear of strap while movement is made. Engineer, when directed, pull ahead slowly until strap slack is eliminated and drawbar is centered.

(c) REMOVE - Operate cut lever to allow strap to slide free from knuckle. (If strap fails to slide free, stop movement, get slack, and remove by hand.) Separate equipment one-half car length and remove strap from remaining knuckle. Repackage and/or properly store strap for future use.

Drawbar alignment strap may be used only at locations authorized and only by employees that have been qualified on its use by a division or terminal officer.

12. Enginemen and trainmen will report changes in highway traffic on specific crossings.

Grade crossings should be reported where highway traffic has changed, such as increased heavy truck movements, new or more school buses, trucks hauling a dangerous commodity, or anything that may jeopardize safe train movements.

Each report should contain the name of the District, Mile Post and crossing, if possible, and should be forwarded to the Chief Dispatcher's Office.

13. When locomotive consist of a train stops on a bridge, the engineer will inform all other crew members of that fact, advising them to take caution when dismounting.

14. Conductor of train moving FRA defective cars will be notified in writing outlining defects, position in train, restrictions, or any other information concerning subject car. The conductor must inform all other crew members of the presence of the defective car, its location, maximum speed, and other restrictions.

Foreign cars with FRA defects moving home for repairs must be accompanied by a non-revenue waybill. Such waybill must bear the notation "FRA DEFECTIVE CAR MOVING FOR REPAIR - PART 215.9". The maximum speed and other restrictions for safely conducting movement of the defective car must be shown on the waybill. If no speed restriction is required for safe movement of the car, the words "normal freight train speed" must be shown on the defect card and the waybill.

15. When handling bad order cars as rear car in train, air must be cut in to such cars if possible. If this cannot be done, cars must be chained/cabled to caboose or rear car, kept under observation, and restricted to 15 MPH. When observation is not possible, bad order car must not be handled in train.

16. Gates across tracks must be equipped with proper fasteners (hooks, latches, chains). Gates that cannot be properly secured in the open position must be reported immediately, and cars or engines will not enter until repairs are made.

17. At any time a train separates twice between the same two cars, both cars are to be set out. This will be handled per instructions of Chief Dispatcher. The only exception to these instructions is that when a representative of the Mechanical Department is on the scene and advises the cars are okay to move.

18. FRA has established minimum qualifications for locomotive engineers. The rule requires railroads to have a formal process for evaluating prospective operators of locomotives to determine that they are competent before permitting them to operate a locomotive or train. The procedures require that railroads (1) make a series of four determinations about a person's competency which are: A. Eligibility, B. Vision and hearing acuity, C. Demonstration of knowledge, and D. Demonstration of performance skills. (2) Devise and adhere to an FRA-approved training program for locomotive engineers; and (3) employee standard methods for identifying qualified locomotive engineers and monitoring their performance.

Each locomotive engineer, including student engineers and locomotive servicing engineers, shall have his or her current locomotive engineer certificate in his or her possession upon reporting to work and while on duty. The federal rules require that the certificate be displayed upon request to:

(a) A representative of the Federal Railroad Administration,

(b) An officer of Norfolk Southern, or

(c) An officer of another railroad when operating a locomotive or a train in joint operations territory over that railroad.

Each locomotive engineer, including student and locomotive servicing engineers, must promptly report the loss, damage or destruction of his certificate to the proper company authority.

A copy of federal regulations 49 CFR, Part 240, will be available at division headquarters.

19. Before a rail train unloads rail within the limits of a railroad crossing at grade or interlocked junction, protection as prescribed below must be established and maintained to insure that a crossline or conflicting movement will not enter the limits until the rail is clear of affected routes:

At a controlled interlocking or a junction equipped wih power-operated switch, time and working limits (Form 23A) must be obtained. At locations where the home signal for crossline or conflicting route is controlled by a foreign line railroad, communication must be established with foreign line dispatcher or control operator and it must be ascertained that positive protection has been established and will be maintained against foreign line movements until affected track section is reported clear by employee who requested protection.

At an automatic interlocking or non-interlocked railroad crossing, flag protection must be provided.

20. In order to assist in avoiding muscle strain, all train and engine service employees are required to perform five minutes of stretching exercises from the warm-up exercise examples depicted in the Safety Rule Book at the beginning of each tour of duty. The conductor, or in the absence of the conductor, the engineer, is responsible for ensuring that all crew members, including himself, perform the stretching exercises. Stretching exercise is a safety preparation to be used in advance of performing your work that presents potential strenuous activity.

Take care of yourself by doing the stretching preparation in a reasonable and moderate manner within your physcial ability.

21. When a train, engine, on-track equipment, or employees performing maintenance are reported clear of the limits authorized by a track warrant or Form 23-A, the following must be stated to insure against misunderstanding:

(a) Number of track warrant or Form 23-A being cleared; and

(b) Limits being cleared; and

(c) Designation of track being cleared when operating in multiple track territory.

If the employee reporting clear fails to give this information, the dispatcher or control station must ask for and obtain it before the limits are considered to be clear.

22. The following instructions prescribe protection required for utility employees whose activities require working on, under or between rolling equipment (as defined in Safety Rule 1300) and subjects them to the danger of personal injury posed by any movement of such equipment.

(a) A utility employee shall perform service as a member of only one train or yard crew at any given time. Service with more than one crew may be sequential, but not concurrent. No more than three utility employees may be attached to one train or yard crew at any given time.

(b) A utility employee may be assigned to and serve as member of a train or yard crew without blue signal protection only under the following conditions:

1. The train or yard crew is assigned a controlling locomotive that is under the actual control of the assigned engineer of that crew;

2. The engineer is in the cab of the controlling locomotive, or while the locomotive is stationary be replaced by another member of the same crew;

3. The utility employee established communication with the crew by contacting the ranking crew member on arriving at the train or yard crew and before commencing any duties with the crew;

4. Before each utility employee commences duties, the ranking crew member shall provide notice to each crew member of the presence and identity of the utility employee. Once all crew members have acknowledged this notice the ranking crew member shall advise the utility employee that he is authorized to work as part of the crew. Thereafter, communication shall be maintained in such a manner that each member of the crew understands the duties to be performed and whether any of those duties will cause any crew member to go on, under or between rolling equipment; and

5. The utility employee is performing one or more of the following functions; set or release hand brakes; couple or uncouple air hoses and other electrical or mechanical connections, prepare rail cars for coupling; set wheel blocks or wheel chains; conduct air brake tests to include cutting air brake components in or out and position retaining valves; inspect, test, install, remove or replace a rear end marking device or end-of-train device. Under all other circumstances a utility employee working on, under or between rolling equipment must be protected by blue signal.

(c) When the utility employee has ceased all work in connection with that train or yard crew and is no longer on, under or between the equipment, the utility employee shall notify the ranking crew member. The ranking crew member shall then provide notice to each crew member that the utility employee is being released from the crew. Once each crew member has acknowledged the notice, the ranking crew member shall then notify the utility employee that he is released from the train or yard crew.

(d) Communications required by Paragraphs (b)3 and (c) shall be conducted between the utility employee and the ranking crew member either through direct verbal contact or by radio.

23. In signaled territory cuts of three cars or less must not be left standing on rail covered with grease, sand, rust, or other material that may interfere with shunting of track circuits.

24. Due to more responsive brake valves on certain types of freight car equipment, when a running release is made and it is necessary to reapply the air brakes within 15 seconds, a service application of at least 5 PSI greater than the previous brake pipe reduction must be made to insure that all brakes reapply.

25. Except as provided below, any work that would interfere with the safe passage of trains and engines is an obstruction and must not be attempted until full protection in both directions has been provided by flag, Form 23A, conditional stop sign, train order (removing track or affected portion of track from service), or track warrant.

When Engineering Department employees, including, without limitation, C&S and MW&S employees, perform work that requires lining switches, protection must be provided as follows:

ABS AND NON-SIGNALED TERRITORY

The location of all trains that could be affected must be ascertained from the dispatcher or current lineup to ensure that work will not interfere with their safe passage. When necessary to align switch, switch must be restored to normal position not less than 10 minutes before the calculated arrival time of affected trains, which must be based on maximum authorized speed for the approaching movement(s).

In addition to clearing the calculated arrival time of trains by 10 minutes in ABS territory, switch must be restored to normal position and in sufficient time to allow for signals to display correct aspects for approaching movements.

TRAFFIC CONTROL AND REMOTE CONTROL TERRITORY

When work entails throwing switch or other activity that would endanger the safe passage of trains and engines, time and working limits (Form 23A) must be obtained in the same manner as prescribed by Rule 809 for the operation of on-track equipment.

When work does not involve lining switches or other activity that could endanger trains and engines, but could result in a train or engine encountering a Stop signal not indicated by the preceding signal, the location of trains and engines must be ascertained from the control station and work planned to ensure that signals display correct aspects for approaching movements.

INTERLOCKINGS

1. Controlled Interlockings:
   Permission must be obtained from the interlocking operator and protection against movements that could be approaching on any route must be provided by controlled signal.
2. Automatic Interlockings:
   Protection against movements that could be approaching on any route must be provided by flag or by setting all interlocking signals in Stop position and waiting five minutes before performing work.

b. DIVISION WIDE

1. The minimum number of hand brakes to be applied to equipment left standing with motive power detached is "2". Use of one hand brake is permissible only when securing one car and then only after determining that the hand brake is in good working order. Additional hand brakes must be applied at locations where "2" is not a sufficient number of hand brakes to properly secure equipment.

2. When operating train or engines on tracks on the Georgia Division protected by derail, the employee handling the derail must be positive the derail is off and that the switch(es) is lined for their movement. In addition, employee handling the derail must communicate to the engineer that "switch(es) is lined and derail(s) is off." The engineer is to repeat this information to sending employee before movement begins.

Additionally when shoving movements will pass block signals (see definition), employee controlling movement will communicate (to the engineer) by name the indication of each signal affecting movement as soon as the signal is clearly visible. The engineer must acknowledge information concerning signal indication and obtain information regarding signal indication prior to beginning shove movement if employee controlling movement fails to provide same.

Each signal must be called as soon as it is clearly visible and again if other than stop signal, just before signal is passed.

Requirements of Rules 34, 103, 507, and 508 remain in effect.

3. Employees must not cross from side to side between coupled cars except over end or brake platforms. Employees are prohibited from riding between moving cars, or riding the end of the leading car with body positioned between gauge of track during a shove move while motive power is attached. Employees may ride the end of moving equipment with body positioned between gauge of track when necessary to control the speed of that equipment by use of hand brake, or when riding the trailing end of last car in pulling movement. In addition, employees must not cross over on end of moving cars, or between moving coupled cars.

4. Trains taking siding to meet or let pass Triple Crown trains will close switch behind train, unless other arrangements can be made with the Dispatcher.

5. Use of drawbar alignment strap has been approved at Atlanta, Macon and Savannah.

6. Crews relieved on line of road must leave waybills in possession of relief crew or on the lead locomotive or caboose, advising the Chief Dispatcher where waybills are left. Chief Dispatcher will advise where to leave the waybill(s) for car(s) set out on line of road account tonnage reduction or bad order. It is the conductor's responsibility to assure that waybills accompany cars picked up on the line of road. Cars should not be carried into final terminal without waybills. It is the conductor's responsibililty to leave the waybill(s) with car(s) set out on line of road account tonnage reduction or bad order. It is the conductor's responsibility to assure that waybills accompany cars picked up on the line of road. Cars should not be carried into final terminal without waybills.

7. Conductors riding the head end will ride the controlling unit unless otherwise instructed.

8. Employees must not ride on or in freight cars or on the outside of engines while passing under tipples, shakers, conveyors, or other overhead loading or unloading devices.

9. High and Wide cars received in interchange must be inspected. Clearance documents must accompany the movement of High and Wide cars.

10. No car or engine is to be run over a track where the rail is covered by dirt or debris, and where top of rail is not visible.

11. Before a coupling is made to any locomotive, it must be ascertained that such locomotive is unoccupied, or a crew member must notify the occupant of the impending coupling.

12. The use of wheel chocks is strictly prohibited, except as authorized by proper authority.

13. Handbrakes of any type being used to secure any type of car or engine must only be applied or released while the equipment is standing still, (except) when testing handbrakes, or to control cars rolling free in switching moves at authorized locations.

14. Except in emergency situations, employees cannot mount free rolling cars. When necessary to control free rolling cars by handbrake the employee that is to operate the handbrake must be on the car at the handbrake before the car is allowed to roll free.

15. When locomotives are left on engine servicing track(s) at Macon, Savannah, Jacksonville, Valdosta and Albany, it will be necessary to apply the handbrake on the controlling unit only.

All other requirements contained in Rule L-236 remain in effect.

c. BY LOCATION

Atlanta North District

1. All southbound trains out of DeButts Yard stopping at Ooltewah must stop north of Bootlegger crossing, Mile Post 227.3A clearing the clear post. Trains switching Ooltewah Storage Track must cut this crossing.

2. All trains having high cars or high and wide cars advise the train dispatcher and Debutts Yard before passing Summit.

3. All coal trains must check waybill and notify dispatcher of destination before passing Cohutta. If you do not have a waybill notify dispatcher so that one may be obtained for outbound crew. No. 139 out of Cleveland will notify dispatcher of Scherer cars.

4. Trains setting out at Dalton, Ga., will set out in Storage Yard unless otherwise instructed. When instructed to set out in south end of siding at Walnut, cars must be left south of the north entrance switch to yard.

5. Northbound trains working the woodyard at Sugar Valley (M.P. 54.7H) will not allow their train to block the main crossing at M.P. 55.2H.

6. Trains stopping between Green and Brice must not block crossing at M.P. 90.7H longer than 15 minutes without clearing or cutting.

7. Conductors on trains doing industry work between the Chattahoochee River, M.P. 144.5H and Rome, and not having computer generated work report, must prepare and submit Form 612 for cars placed or pulled.

8. Trains setting out coal at Jac Mac in less than unit train volume must leave a list of all cars either from computer printouts or 612's listing all car numbers, date and time of arrival, in mailbox at Georgia Power Company at Jac Mac. Also, you must furnish a copy of same to agent on arrival Inman Yard. Trains picking up empties from Jac Mac in less than unit train volume must throw off 612's at Forrestville listing all car numbers, date and time pulled, to be faxed to Agent Atlanta by Clerk at Forrestville.

Atlanta Terminal

1. General Instructions

Engine Work Reports are to be handled as follows:

(a) Form ME-60 must be completed for each unit or units of the consists, immediately after going on duty.

(b) If any mechanical deficiencies are found during the initial inspection or during your tour of duty they must be indicated on your Form ME-60.

(c) When these deficiencies are found, an attempt must be made to notify Pegram Shop via radio (Road or Yard Frequency) noting on your Form ME-60, if you were able to contact Pegram Shop or not and the time notified or attempted to notify.

(d) At the end of your tour of duty, you must place the completed Form ME-60, for each unit of your consist, in the marked **DROP BOX** at the following locations:

Industry Yard - Engine Terminal
Forest Park Yard - Crew Room
South Yard - Crew room

(e) If any outdated completed Form ME-60's are found on a unit, they must be placed in the appropriate **DROP BOX**.

(f) If no blank Form ME-60's are found on an engine consist, notify proper authority, so forms can be furnished.

2. All train and yard movements approaching Inman Yard must notify Inman Main Tower when they have High and Wides in their trains, giving location of these cars.

3. Any utility man, or other train or yard service employee, working independently of a crew at any location prior to going between cars or engines must notify one of the following to ensure trains, engines, or free rolling equipment will not enter the track on which he is working:

1. Receiving Yard - Trainmaster main tower.
2. Forwarding Yard - Yardmaster north tower. If no yardmaster on duty, trainmaster main tower.

3. Pig Yard - Trainmaster pig tower. If no yardmaster on duty, trainmaster main tower.
4. Local Yard - Yardmaster north tower. If no yardmaster on duty, trainmaster main tower.
5. Classification - Trainmaster main tower.

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4. In order to expedite our train operation with the conductor Only trains, effective immediately the Conductor must report at the same location as the Engineer.

The waybills and orders for the train will either be on the inbound engine, brought to the reporting location, or brought to the outbound train.

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5. In the event of a mismatched coupler, it is to be determined if rail is canted or out of line before next movement over track.

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6. When necessary to place cars at or near Butting Post or Wheel Stops, movement must be stopped one car length short of Butting Post or Wheel Stop.

After stopping and safety permits, movement may continue to place cars.

INMAN YARD

1. Use of Inbound Leads and Thoroughfare Tracks

Crews using the inbound leads to Inman yard between Bolton and the receiving yard must know inbound lead number to be used before entering and use only designated lead in making their move.

Terminal Trainmasters, Yardmasters and Operators must designate inbound lead to be used when issuing their instructions and crews are to acknowledge by repeating the designated inbound lead before occupancy.

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2. Four indicators govern movement over the crossover between the No. 1 Inbound and the Local Thoroughfare at the north end of the ramp track. Two indicators govern movements (one for each direction) on the Local Thoroughfare under the Hump Bridge. Three additional indicators together with the southbound indicator located under the Hump Bridge govern movement over the spring switch connecting the Local Thoroughfare with the Engine Thoroughfare just north of the engine terminal. All indicators display either Yellow (for proceed) or Red (for stop). When indicator displays stop or light is not burning, authority to proceed must be obtained from the Terminal Trainmaster on duty in the Main Tower.

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3. Northbound movements from North End Inman Receiving Yard and No. 3 Thoroughfare to No. 1 on Old Inbound must stop short of "Clear This Post" Sign.

Operate desired switch and when switch indicates light is lighted and switch and derail are in the desired position movement may proceed.

Rule 34 must be complied with when switch indicator light is properly lighted.

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4. Due to unstable ballast and bank conditions located on the west side of New Inbound between the Ice House spring switch and south end of the bridge, you are prohibited from dismounting from the west side of all trains and engines, except in a case of emergency.

Also, you are prohibited from walking up or down the bank between these locations.

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5. Hydraulic operated switch at north end of No. 3 Thoroughfare, Inman Yard, Georgia, switch controls movement from No. 1 Inbound to No. 3 Thoroughfare or to the Receiving Yard.

The following will apply to the operation of the "Hyra-Switch 1":

1. Remove pin or lock.

2. Move red actuator handle fully to the left or right, depending on the direction of the switch throw. (Important): Hold red actuator handle in the throw position momentarily for two (2) seconds to allow switch to throw completely.

3. Return red actuator handle to lock position after switch has thrown completely.

4. Replace pin or lock and inspect switch ponts for complete closure.

WARNING

If the actuator handle is returned to the lock position before the two (2) second time has elapsed, the switch will not throw completely and a derailment will occur.

IMPORTANT

Always visually inspect switch points for complete closure and fit. Ballast or other solid debris may cause points to gap, resulting in a derailment.

Receiving and Forwarding Yards — Backing Trains

1. When necessary to back train or cut in Receiving or Forwarding Yard from South End, the following procedure will be used:

(a) Pull train clear of switch that train will be backed into yard (Forwarding Yard or Receiving Yard).

(b) When clear of reverse move switch, stop train with all slack stretched (stall train out).

(c) When told to back up, engineer will place dynamic brake in full braking position (#8).

(d) Release independent brake and with signals or communication from person riding rear of train into track, proceed to back in yard.

(e) If dynamic brake does not fully retard train or cut backing into yard, air brake can be used to supplement and retard train at desired speed. Cycle brake on and off to get desired results in speed and conform to signal received from rear.

(f) When train is in clear or is stopped by signal, use train line brake to make reduction for stopping.

(g) Do not exceed 8 MPH during the back-up move.

Receiving Yard

1. Before End of Train Device can be removed by other than a crew member handling that train, each entrance switch to track must be locked away from track, and blue flag displayed at clear point, and in addition a blue light at night. Blue flags and a holder for blue flags are located in gauge of track near clear point in each track in the Receiving Yard. Locks will be attached to switch ties at the switch. Blue lights will be located in locked metal boxes at the steps from the Receiving Yard at Rockdale Chemical Plant and near Receiving Track 16 switch on South End. There will also be a locked metal box containing blue lights in the Air Bleeders Building on the North End of Receiving Yard.

In order to insure safety of employees removing End of Train Devices, and to comply with the FRA Law, End of Train Devices cannot be removed until employee removing device has been notified by the Main Tower Hump Trainmaster that blue flags are in place on opposite end of track and entrance switch has been locked.

End of Train Devices, after removal, will be placed on the East side of car, if possible. If not possible, any available car in adjacent track will be used advising Main Tower as to location of End of Train Device.

The regular assigned Utility Switchmen will pass the keys to their relief just like walkie-talkies and report the number of the key set to the Hump Trainmaster, Main Tower. It will be necessary for any extra Utility Switchmen to come to the Hump Office and be issued

a key set and they must return the key set to the Hump Office before leaving the property.

Trains and Yard Engines that are to handle cars equipped with EOT devices may remove devices without blue flag protection. Crew members must comply with provision of Operating Rule GR14.

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2. All crews yarding trains or yard cuts in the Receiving Yard will apply four (4) hand brakes on the four (4) north cars, excluding the caboose.

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3. Before trains or engines enter yard tracks from either end of the Receiving Yard, permission must be received from the Main Tower. After track has been given, track indicator light located at entrance to Receiving Yard must be observed. If track indicator is dark, or different track number illuminated, Main Tower must be contacted to verify track before proceeding.

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4. Hump Engine crews entering Receiving Yard Track from South End will see that Thoroughfare switch is lined away from the track after entering.

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5. All road and yard crews yarding their train or cut in the receiving yard must reduce brake pipe pressure to 20 PSI above zero with the automatic brake before any angle cock is turned or any uncoupling is made.

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6. A speed of 10 MPH must not be exceeded with the entire train over all switches for the North End of the hump, to include the Stock Pen switches, to the clear point in all Receiving Yard Tracks, North End, Inman Yard, Georgia.

Humping Operation

1. When necessary to set cars out at Hump, the Hump Conductor must position himself in the Hump Shack prepared to provide assistance, if necessary, with the approach retarder controlling the movement.

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2. Yardmasters, Hump Foremen and CRO's arrange to keep an accurate record in the Hump CRT of open and full tracks.

Yardmaster pulling tracks must inform Hump Foreman when tracks are emptied from North End.

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3. Whenever a loaded car exits a group retarder into a clear track in excess of eight (8) MPH, the Car Retarder Operator **MUST** notify the Yardmaster, North Inman who in turn **MUST** alert all crews in the area to protect against possible roll out.

When Yardmaster is on his minutes, the Car Retarder Operator must use the one-way telephone to the Pullback Conductor Shack and notify who answers to alert all crews in the area to protect against possible roll out. Yardmaster North Inman must notify Car Retarder Operator when they are on their minutes.

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4. When there is only one Hump Crew working per shift and it is necessary to leave the Hump Shack to assist your crew in lining switches or coupling the engine, you must ascertain from the Yardmaster at North Inman what tracks he will need blocked out during your absence.

This also applies during your lunch period.

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5. The following procedure will be adhered to in the number of cars humped at one time.

Not more than five (5) medium-weight cars will be cut at one time.

Not more than two (2) heavy/extra heavy weight cars will be cut at one time.

Not more than five (5) piggyback or auto-rack loads will be cut at one time.

Weight Symbols

0 - 30 tons - E (Empty)
30 - 50 tons - L (Light)
50 - 80 tons - M (Medium)
80 - 100 tons - H (Heavy)
100 - Over tons - X (Extra Heavy)

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6. Whenever the Master Retarder is used to get slack, you must notify your engineer of this fact, so he and/or the switchman on the engine can brace themselves.

Forwarding Yard

1. No movement will enter a Forwarding Yard track from the south end at Inman Yard until permission to do so has been received from the Yardmaster on duty in the North Tower, or Trainmaster on duty in the Main Tower.

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2. When air is used while handling cars in the forwarding yard at Inman, train line brake must be used to stop the cut instead of the engine brake.

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3. When a car or cut of cars is shoved into a track in the Forwarding Yard, yardmaster in North Tower must be advised the number and location of handbrakes applied. When coupling additional car(s), yardmaster will instruct crew the number of cars, plus one, to check for and release handbrakes.

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4. When building a train in the Forwarding Yard and it is known that cars are to be added to South end of track, North end crew must be instructed to leave a minimum of five (5) handbrakes applied to the North end of cut of cars left in the track.

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5. When plugging trains or yard cuts in Forwarding Yard, Inman Yard, at least two (2) car lengths of room must be left on North end of track.

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6. Handbrakes on tracks at Inman Forwarding Yard **MUST NOT** be released when track is protected by Blue Flags and/or Blue Lights.

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7. Trains or engines coupling to tracks on the South End Inman Forwarding Yard must not move after coupling until authorized by Yardmaster, North Tower.

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8. Yardmen releasing handbrakes on North End of Forwarding tracks must report clear to their conductor and in turn their conductor to Yardmaster, North Tower.

Yardmaster, North Tower may release train to move after yardmen are reported clear.

North Inman

1. Instructions for Road Trains and Engines moving over the Power Switches and Track Circuits at North End of Inman Class Yard:

(a) Request route from Yardmaster, North Tower.

(b) The trackside "P" switch indicators located at each switch in route must flash green if switch is normal or flash yellow if switch is reverse.

(c) The flashing "P" switch indicators will change to steady when train enters route.

(d) No reverse movements can be made without permission from Yardmaster - North Tower.

2. Instructions for the operation of engines and yard crews working at North End of Inman Yard are as follows:

(a) Instructions as to the proper operation of the panel board controlling the electric swiches are posted on the panel board. These instructions must be complied with.

(b) All tracks must be blocked out through the yardmaster at the North Tower. All crew members must know the number of the track they are to use, and know that it is blocked out before attempting to couple cars.

(c) All ground crew members must get off when engine goes north of the panel board office unless instructed otherwise by yardmaster.

(d) Yard foreman/switchmen must be in place when there is any switching to be done.

(e) Yard foremen must instruct their crews of moves to be made and know that they understand. Crews must repeat all instructions to the foreman.

(f) Yard foreman must be aware of all moves being made and protect their crews from any conflict of movement.

(g) Utility switchman/switchtender must be in panel office while their crew is using electric switches. They must know that all switches for their movement or other movements they have lined are properly lined and locked at all times while movement is in progress.

(h) It will be the responsibility of the utility switchman/switchtender to observe the shove lights when shoving movement is being made by their crew in the forwarding yard. Anything other than a continuous burning shove light will be observed as a stop indication. However, the above instruction does not relieve other crew members from observing light while in their view.

(i) Each track pulled from the class yard must be checked and it is known that there are no mismatched couplers before the track is pulled.

(j) When other than pullback engines are shoving tracks in the forwarding yard from the north end and the movement is not protected by an employee at or ahead of the leading car, an employee of the crew making the shoving movement will be on the ground and in position to/and observe the shove light located at the switch to the track being shoved. The employee will stop the movement at any time there is not a continuous burning shove light indication displayed.

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3. OPERATING PROCEDURES THROUGH POWER SWITCHES

(a) Utility switchman/switchtender must assure proper route that does not conflict with other movements already lined before authorizing engine to proceed.

(b) Movements made through Power Switches where no utility switchman/switchtender is in a position to observe the route lined on panel board Must Protect Shove Movements in accordance with NS Operating Rule 103.

(c) Initial shove movements from pullback tracks to Forwarding Yard must not be made while movement from or to Forwarding Yard is being made from Old or New Way inbounds, except as indicated in paragraph (d).

(d) Adjacent moves to be made from or to Forwarding Yard and Old or New Way, may be authorized when initial end of shove movement from pullback has entered the desired track in the Forwarding Yard.

(e) Communicate

4. Engine movements must not enter the east or west pullback tracks at North Inman without permission from the yardmaster on duty in the North Tower.

5. The following signs are installed for northward movement to the right and adjacent to the West Pullback, East Pullback and Local Pullback tracks indicating the track will end in 500 feet.

6. All crews handling cuts of cars north of first derail on Old Way Track at North Inman must have air coupled on at least 20% of the cars or not less than ten (10) cars.

Brakes must be charged, tested for application and release before proceeding.

Northbound movements must not exceed five (5) MPH.

7. Pullback Foreman at North Inman will be required to keep a record of his engine activites each day. Form will be provided for this purpose.

Delay column is for any occurrence that hampers movement of Pullback Engines.

Examples of delay are:

Blocked by another cut
Unable to adjust drawhead
Engine Failure

This form must be completed each day and turned in with your time return.

Classification Yard

1. The below listed procedure will be followed when Class Tracks are blocked out for coupling and/or pulling from the north end of the Class Yard.

(a) Yardmaster will call the Hump Conductor and request that Class Track (give number of track to be blocked) be blocked out.

(b) Hump Conductor will then call the Car Retarder Operator and request that the Class Track (give track number) be blocked out.

(c) Car Retarder Operator will block out the Class Track requested by hand lining the switch off of track and pegging it.

(d) Car Retarder Operator will then inform the Hump conductor that Class Track (give number of track blocked out) is blocked out.

(e) Car Retarder Operator will then open the car stop retarder in the blocked out track.

(f) Hump Foreman will then press block key on keyboard and enter track number to be blocked out and inform yardmaster the class track (give track number) is blocked out.

(g) Yardmaster will then inform the Class Yard Conductor that Class Track (give number) is blocked out.

(h) Yardmaster will then instruct class Yard conductor moves to be made in the blocked out track.

(i) Class Yard conductor will then inform his crew that Class Track (give track number) is blocked out, and give instructions on moves to be made.

(j) Procedure for blocking out Class Tracks when hump is closed.

1. Yardmaster at North End will request Car Retarder Operator to block out track.
2. Car Retarder Operator will align switch away from blocked track and open car stops.
3. Car Retarder Operator will inform North End Yardmaster track is blocked out.
4. The reverse will be used to clear a track.
5. Written records must be kept by Yardmaster of tracks blocked and time cleared.
6. This procedure will only supersede timetable instructions when there is no Hump Utility Switchman on duty.

2. The position (open-closed) of the car stop retarders on the north end of each Class Track is controlled by the Car Retarder Operator in the Retarder Tower. Each retarder is equipped with a light indicator, indicating the position of the retarder. The light burns when the retarder is open and the light is out when the retarder is closed. The car stop retarders are in the closed position except when a Class Track is blocked out for a yard crew to couple and/or pull the track. In addition to the Yard Foreman blocking the Class Track out through the Yardmaster before a crew enters a Class Track from the north end, a member of the crew entering the Class Track must check the light indication of the car stop retarder and convey the indication to the other crew members. If the light indicates the retarder is in a closed position, the crew entering the Class Track must stop and not enter the track until the retarder is opened or reason for it not being opened is determined.

3. When coupling to car(s) that are stopped in the Master Retarder of the Inman Yard Hump, crews must shove the car(s) entirely through the retarder before pulling back to crest of hump to insure that car(s) are passed through the retarder's rerailers.

4. Engines working on south end of Class Yard (Hump Yard) coupling tracks, must have permission from the main tower and must know that the track is blocked out before entering the track. Engines, after entering a track, must not get out of the clear of that track before again receiving permission from the main tower. Each track to be pulled or shoved must be checked to be certain there are no mismatched couplers.

5. Before humping begins, hump conductor must communicate with the Car Retarder Operator and have verbal confirmation that the Car Retarder Operator understands that humping is to begin. After verbal confirmation is received the hump trainmaster or yardmaster must be notified that humping is to begin and the siren must be sounded prior to cutting off first car.

Prior to giving verbal confirmation of the understanding that humping is to begin, the car retarder operator must check all switches to see that they are in the proper position, operate retarders to see if there is indication they are operating and check to see that skate retarders are indication to be in the proper position.

Before each cut is humped the Car Retarder Operator must ascertain that all indicator lights on the CRO panel are working properly throughout the use of the testing feature.

While the hump is not in use, the car retarder operator must have the master retarder in the closed position. Exception: Master retarder may be opened while maintenance is being performed.

Also, when conditions require, periodic checks must be made to assure that the lights are in working order.

6. Engine movements must not enter or foul the Classification Yard lead tracks at North Inman at anytime without permission from the Yardmaster on duty in the North Tower.

7. Each Class Yard track to be pulled or shoved must be checked to be certain there are no mismatched couplers.

8. The MAXIMUM authorized speed for engines over all electric switches on the south end of Class Yard at Inman Yard is TEN (10) miles per hour.

9. Before shoving or kicking a Class Track, the Hump Conductor will communicate with the North Tower and determine from the Yardmaster that nothing is fouling the north end of the track or tracks to be shoved or kicked; and that engines working on the north end of the Classification Yard are in the clear.

The crew shoving or kicking must have the above information from the Hump Conductor before move is made.

Each Class Yard track that is to be kicked, the cars to be kicked must be coupled. The maximum number of cars that can be cut off to roll free must not exceed the number of cars permitted to be Humped at one time as shown on page 41.

10. When setting cars into the Classification Yard from the north end (pullback end) cars must be shoved to a coupling or shoved to the clear point and secured.

Cars must not be humped into the Classification Yard from the north end (pullback end).

11. An overspeed alarm is installed at the north end of the Classification Yard. This alarm is equipped with a siren and flashing red light located on a utility pole at north end of class yard near CT28 switch.

This alarm is to be sounded by the Car Retarder Operator (CRO) in the event a car or cars exit the south end retarders at a speed that could allow car or cars to exit the north end of class yard.

When this alarm is sounded EMPLOYEES SHOULD IMMEDIATELY TAKE NECESSARY PRECAUTIONS TO PROTECT THEMSELVES AND EQUIPMENT FOULING TRACKS ON THE NORTH END OF THE CLASS YARD.

Engine Terminal

1. All movements entering or leaving the Inman Yard Engine Terminal, Atlanta, Ga., must stop short of hand operated derails and not proceed until crew member stands on the ground at such derail observing that it is in the off position. The mechanical (Blue) derail must also be observed to see that it is in the off position before entering or leaving any track in the Inman Yard Engine Terminal.

All engine movements within the limits of the Inman Yard Engine Terminal must be made with the bell ringing and headlight burning in the direction of the movement. Additionally, movements must be stopped short of coupling, and inspection made to see that fueling and sanding hoses are disconnected before coupling.

2. Engines will not enter any track until Engine Terminal Foreman has been contacted and instructions received for placement of engines.

3. Effective immediately, trains handling cuts of cars, using the Local Thoroughfare under the hump, Inman Yard, Georgia, must not exceed a speed of 5 MPH from the road crossing in front of the Main Tower until the rear of the cut clears the "Bat Pole".

In addition, southbound movements handling cuts of cars must line the Spring Switch at the north end of the shop for their movement. Contact the Main Tower for direction as to how it will be restored.

4. Trash receptacles are located between the tracks in the Engine Terminal, appropriately marked **TRASH**.

These receptacles are for the disposal of trash and every employee is required to use these receptacles in the Engine Terminal.

OUTLYING POINTS

South Yard

1. Cars left standing in tracks at South Yard must be secured with handbrakes on North end of cut.

2. Conductors and crews reporting for duty at South Yard:

Call Industry Yard Yardmaster for instructions (1923 or 1924).

Secure a printout of all tracks in yard that has inventory from the printer located in locker area.

Keep an accurate record of cars moved to and from tracks. Report this information to Industry Yard Yardmaster and/or Clerk when possible and complete before going off duty each day. Yard turnover must be left on telephone table after each tour of duty.

An accurate account of cars that are spotted and pulled from any industry must be made on a computer generated industry work list.

Conductor making delivery from Inman to South Yard must have list from Inman of cut. When set-outs are made at South Yard, call Industry Yard Yardmaster and/or Clerk (1923 or 1924) and report cut cars and tracks on which cars were left.

If pick-ups are made at South Yard for Inman, Conductor will call Yardmaster and/or Clerk at Industry Yard and advise which tracks are being moved and how doubles were made.

3. Shove lights at south end of South Yard are equipped with an "ON" and "OFF" switch.

Switch is located at the south end signal case near No. 1 Lead.

When necessary for crews to use shove lights, switch must be turned on and when movements are complete switch must be returned to the "off" position before crew leaves this area to help avoid vandalism. Shove lights have been installed on tracks No. 1 through No. 19, South Yard, to protect shove moves from South to North and are in service, except No. 2 to No. 5 inclusive are out of service account excessive rust on the rail. Protect shove movement from south to north in accordance with Operating Rule 103.

The lights are located on the South End of South Yard to the left and acjacent ot the track they govern.

In order to comply with the provisions of Norfolk Southern Operating Rule 103, in tracks No. 6 through No. 19, it will be necessary for a crew member on the ground to observe the indication of the shove light until shoving move is stopped. If light goes out before shoving move is complete, movement must be stopped immediately.

Chattahoochee

The Conductor on the River Job will advise the Main Tower which track (River Track or Incinerator Track) is open for stone to be set off on Southern Cement Lead.

4. All trains operating over Sawtell Avenue, on the A&F Lead, Ramp Lead and Run-around Track, formerly the Sawtell Unloading Ramps, **DO NOT FOUL THE ROAD CROSSING** until the gates are down or traffic has been flagged, account of rusty rail conditions preventing proper shunt quality of flashing light crossing approach circuit.

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5. Cars are not to be spotted North of the Yellow Pier on Track No. 1, Mindis Metals, M.P. 153.1H.

The Yellow Pier is located on the west side of Track No. 1.

Office Car Tracks - Spring Street

While switching at office car tracks, located behind office building at Spring Street, passenger equipment and/or tow engines will not be left standing unattended on main line or where they may roll to the main line.

Industry Yard

1. While switching on the south end of Industry Yard:

a. No loaded cars may be cut off in motion and allowed to roll free at any time.

b. No empty cars may be cut off in motion and allowed to roll free when going to coupling against car(s) standing in curve.

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2. The two yard tracks adjacent to Northbound Main Track No. 2 and extending between the south limits of East Point Interlocking and south end of Industry Yard are directional yard tracks, and movement of these tracks must keep to the left unless instructed otherwise by Yardmaster at Industry Yard. The southbound track is designated as Directional Yard Track No. 4 and northbound track is designated as Directional Yard Track No. 3.

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3. When switching of the Hapeville Automobile Terminal (HAT) at Poole Creek requires coupling a cut of cars with the rear car spotted against butting block, slack must be stretched to prevent cut from rolling toward butting block before the air is cut in. In addition, handbrakes on rear car will not be released until air is throughout the cut.

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4. QTTX, excessive height auto racks, are not to be placed against butting block, Track No. 6, at Poole Creek Auto Ramp, account overhead unloading device will not clear this type rail car.

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5. Movements within the limits of Triple Crown facilities located at East Point, Georgia, must be made with engine bell ringing (Operating Rule 30) to warn persons working in area.

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6. A close clearance exists on the Foy Brick Track (J07) at the entrance gate and at the dock.

Close Clearance Signs are located on the fence adjacent to the gate and on the dock.

Employees are to use extreme caution watching out for these Close Clearances.

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7. Newell Industries (M2250) at East Point, Georgia, is using Blue Flag protection to protect their employees and equipment.

The provisions of Norfolk Southern Operating Rules 26 and 26(a) apply at Newell Industries.

8. While working on following tracks at Industry Yard, **BEWARE** of close clearances account Triple Crown® Trailers parked adjacent to both sides of tracks.

C&S Lead	No. 2 Coach Yard
No. 3 Rip	No. 1 Coach Yard
No. 4 Rip	Shanty Track
No. 3 Coach Yard	South leg of wye

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9. A portion of the Waterhole Lead between the Sabin Robins Lead and Colonial Lead will be used by Triple Crown to load their equipment between 8:00 PM, and 11:59 PM, Monday through Thursdays.

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10. Hand operated derails will be located eleven (11) feet south of the Sabin Robins Lead Switch and 350 feet north of the Colonial Lead Switch, and they will be under exclusive control of Triple Crown personnel and will not be handled by Norfolk Southern Railway employees under any circumstances. While Triple Crown employees are using this track between the above mentioned hours these derails will be locked in derailing position with a private lock, and they will be locked in non derailing position with a private lock when Triple Crown has finished loading.

Hapeville

1. Ford Motor Company, Hapeville, has in service electrically operated derail, protecting track No. 1, No. 2 and No. 3, twenty (20) feet inside present gates.

These derails are painted white and controlled by Ford Motor Company Security forces.

In addition, visual inspection must be made by crew members prior to entering Tracks No. 1, No. 2 and No. 3.

Ford Motor Company has placed in service House Track No. 3A. Track No. 3A springs from Ramp Track No. 4 and runs parallel to Ramp Track No. 3, M.P. location S185.6.

The derail is located 1276 feet from the switch point and 125 feet north of the entrance to the building. The track is 992 feet long from derail to bumping post.

The electric locking device will be controlled by a Ford Motor Co. employee.

Norfolk Southern T&E employees will be responsible for removing the derail as well as restoring it to derail position when movements are complete.

The following safeguards must be followed before entering the building:

1. Check the green light located on the right side of the building with a sign beneath it which reads "Derail unlocked when light is on."
2. Before derail can be operated, Ford must unlock it from inside and the entrance door **must be open** (up). If door is not open and green light is not burning, derail **can not** be operated.
3. Derail is equipped with a target with two (2) aspects, blue and amber (yellow). This target corresponds with indicator light located over the entrance.
4. Amber (yellow) light on target and over entrance indicates derail is "on". Blue light comes on when derail is removed.

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2. The following information is to be furnished to the Ramp Office at Ford Motor Company when switching Ramps.

a. List of cars, in standing order and which track they were spotted.

b. Which car is against butting block and which car is on the street end.

The same information is to be furnished when spotting for next day loading but list to be left in Guard Shack at Ramp Gate.

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3. Account of close clearance at Ford Motor Company, Hapeville, Georgia, (M.P. S285.2), employees are prohibited from riding **ON** or **INSIDE** equipment being pulled or spotted on Tracks No. 4, No. 5 and No. 6. This includes the entrance gate to the Ramps.

Ft. Gillem

TRACK	LENGTH
CG ML #1	2500 FEET
CG #2	2260 FEET
CG #3	2045 FEET
SOU #1	2370 FEET
SOU #2	2370 FEET
SOU #3	2170 FEET
SOU #4	2170 FEET

The normal position for Fort Gillem lead switch from siding at Lee, Georgia (M.P. S280.1) will be lined and locked to siding.

Do not exceed speed of 10 MPH on all tracks at Fort Gillem.

Norcross District

1. Instructions governing operation on Stone Mountain Lead, M.P. 620.6, connecting leads and industrial tracks.

(a) In accordance with power brake law, brake test will be made before leaving Chamblee Yard or Doraville Yard proper. Brake system will be fully charged and brakes tested for application and release, and hand brakes of all cars inspected. Any car found to have inoperative air brake or hand brake will be cut out and left in yard for repairs.

(b) Before handling any cars on lead, stop must be made on #1 main track south of Amwilder Road and, with brakes released, a minimum of one-third of the retainer valve handles must be turned to the high pressure (HP) position.

(c) While descending Stone Mountain lead and before speed reaches 5 MPH, brakes will be cycled to charge retainers. Speed must not exceed 8 MPH while descending lead between main track switch and Pleasantdale lead switch. Retainers must be turned down to the exhaust (EX) or normal position after descending the initial grade at the time the initial cut is made **or** prior to making **ANY** shove movements handling cars with the retainers in the high pressure (HP) position.

(d) If there is any work to be performed in tracks on the initial grade, cars for those tracks will be cut off and handled before the remainder of the cars are pulled from the main track as follows:

- With one unit, handle a maximum of five cars with 100% retainers turned to the high pressure (HP) position before leaving the main track and, in addition, a sufficient number of handbrakes will be applied to properly secure cars left on main track.
- With two units, handle a maximum of eleven cars with 100% retainers turned to the high pressure (HP) position before leaving main track and, in addition, a sufficient number of handbrakes will be applied to secure cars left on main track.
- Do not cut any loaded cars off on main lead on the initial grade between crest at main track switch and bottom at Pleasantdale lead switch.
- Retainers must be turned down to the exhaust (EX) or normal position after descending the initial grade at the time the initial cut is made **or** prior to making **ANY** shove movements handling cars with the retainers in the high pressure (HP) position.

(e) At any time engine is uncoupled from cars and recoupled, or after coupling to any cars while working the Stone Mountain Lead or its connecting leads and industrial tracks, air will be cut in and air will be used in all switching movements. When operating ends of the engines are changed or cut is run around, it must be determined that brakes on the rear of train apply and release. In addition, the following procedures will be observed:

- Apply hand brake on head car, on all cars with inoperative air brakes and on any additional cars necessary to control movement of cars being handled to any industry located on, or at end of, a track with grade descending from lead to industry.
- Apply hand brake on any car with inoperative air brake and on rear of cars being handled from any industry located on, or at end of a track with grade descending from main lead.
- Do not handle any more cars while switching these industrial tracks than can be handled without doubling from the industrial track to lead.
- Engines with cars must not enter Stone Mountain Lead from main track when cars are standing on Stone Mountain Lead between main track switch and Pleasantdale Lead switch.
- While switching Van Waters & Rogers you must leave 100% hand brakes on cars standing on main lead because of steep grade.
- When necessary to switch the Tank Track (Upper Boyle) at Boyle-Midway (V-41) on Stone Mountain lead, all switching will be performed toward lead and Commercial Cold Storage Track, with Tank Track switch lined to lead. At no time will cars be lined toward Tank Track unless engines are coupled and air brakes charged.

The Stone Mountain industrial area, M.P. 620.6, is switched by two crews assigned on duty 4:00 AM and 4:30 PM Sunday through Friday. Only one Stone Mountain switcher will be in industrial area at a time.

Under no condition will two or more crews operate in the Stone Mountain industrial area until all crews concerned have made contact with each other and understand where each crew will be working.

Contact must be made prior to occupying the Stone Mountain industrial lead which springs from No. 1 main track at M.P. 620.6.

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2. Instructions governing operation on Peachtree Corners Lead and Industrial Tracks — M.P. 619.8:

(a) Before shoving any cars on the initial grade of lead track No. 1 from main track, brakes will be fully charged, brakes tested in accordance with power brake law and hand brakes inspected on all cars. Any car found to have inoperative air brake or hand brake will be cut out on L.B. Foster track and returned to yard for repairs.

(b) At least one hand brake for every ten cars will be applied on the lead car or cars before shoving cars on the initial grade.

(c) At no time will cars be switched toward lead track No. 1 at the main track nor will cars be switched toward J. C. Penney Company, lead track No. 3.

(d) Train line air will be cut in to all cars for movements in Peachtree Corners Industrial Park and air will be used in all switching movements.

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3. In line with provisions of Operating Rule 103(d), crews shoving cars in open tracks in B.O.P. Yard, Chamblee will apply sufficient hand brakes on north end of cut to secure cars and, in addition, will apply a hand brake to south end of cut. When adding cars to south end of cars already in tracks, sufficient brakes will be applied to insure that entire track is secured.

When switching tracks in B.O.P. Yard and lower yard, crews must know that sufficient brakes are applied to north end of track to secure cars and when cars are added to tracks, additional hand brakes must be applied as necessary to secure properly.

It must be understood that when switching is completed in both yards that tracks must be left with a hand brake on south end, in addition to sufficient hand brakes on north end of cut.

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4. Derails have been installed on Tracks 1 through 5 inside the B.O.P. Plant with crossing signals at each crossing.

As the derails are thrown in "off" position, light and bells are activated on crossing. After pulling a track, the derail will be put back in derailing position in order to deactivate crossing signals.

Frame cars loaded and empty are restricted from all tracks inside the B.O.P. Plant, Doraville, except for Track No. 1.

When switching Humphries Concrete, do not hold to any cars other than cars for Humphries Concrete due to the curvature of track and overhead obstructions.

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5. Shove lights have been installed on south end of tracks one (1) through six (6) in BOP yard at Chamblee, Ga., M. P. 623.7. The shove light governing each track is located just north of clear point on west side of that track. The insulated joint is located 200 feet from the clear point on the north end of each of these tracks.

Shove lights will burn green until movement passes the insulated joint and light will then go out. Stop movement as soon as the light goes out and pull cars south until light comes back on. In any instance where you couple to a track left by another crew and the shove light is not burning, track must not be pulled south until cars on north end of track have been checked to insure switches are properly lined for movement.

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6. When switching in Chamblee or Doraville Yard, the following procedure will be observed. Crew members will make sure couplers are aligned and knuckles are open on cars to be kicked into tracks as well as on cars standing in the track before kicking cars. Before cars in excess of sixty feet in length can be kicked into a track, the crew will know that cars already in the track are at least two-hundred feet from the clear point. When pulling cuts out of tracks a member of the crew will position himself at a point two-hundred feet from the clear point to observe mismatched couplers or any unsafe condition in order to stop movement before reaching the turnout.

Crews are prohibited from cutting cars off and allowing to roll free on north end of BOP Yard, M.P. 623, due to excessive grade. All movements will be shoved and protected by a crew member.

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7. Trains and engines approaching Peachtree Station M.P. 633.3 must comply with the requirements of Rule 14M to warn passengers and employees on platform.

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8. Mecaslin Street Crossing (M.P. 633.5), must not be blocked under any circumstances.

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9. Switch crews must receive permission from Inman Main Tower before entering either end of Atlantic Steel.

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10. Amtrak Switch Crew must call Inman Main Tower before leaving Armour Yard to ascertain if there are any special instructions.

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11. The switch on General Electric Lead is lined and spiked for movement toward General Tire. That portion of the lead that goes into the General Electric, Stone Mountain, is out of service until further notice.

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12. Do not leave any cars outside of gate on Upper Track at Boyle-Midway (V41). All cars must be left on Industry's side of the derail.

Cohutta District

1. Conductors on trains originating Cleveland, Tenn., must check their waybills to determine that they have the proper cars for the destination of their train and notify Chief Dispatcher how train is blocked. Conductor will also prepare list of all cars to be set off at Forrestville giving copy of list to Forrestville agency. Any coal cars for Austell must be set out at Austell.

Griffin District

1. No cars may be left in the runaround track on the Richway/Thrift Drugs lead, Morrow Industrial Park, account not equipped with derails.

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2. Kelly Springfield cars that cannot be spotted at the industry on the last night of the work week will be left in the Morrow runaround track, rather than taken to Griffin.

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3. Cars cannot be left in the old Morrow siding (over I-75). Overflow cars for industries can be left in the Morrow storage track, or in the Keebler or Pepsico tracks, located just south of the Capital Polybag track in the Morrow Industrial Park.

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4. At Griffin, the normal position for all switches on the Griffin Thoroughfare (formerly Southbound Mainline) is lined and locked for movement on the Thoroughfare.

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5. Flat switching and kicking cars at Griffin is prohibited. Cars must remain coupled to motive power and cannot be allowed to roll free except at authorized roll-by locations shown in the timetable.

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6. Cars cannot be left in the Griffin-Spalding Industrial Park runaround track at Griffin, Georgia account not equipped with derails.

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7. Crews going on duty at Griffin, Georgia will use only the number of locomotive unit(s) required by timetable tonnage rating necessary to move the train. If more than one unit is needed for the road trip, additional units will be on line and working only when necessary to move the tonnage.

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8. Due to close track centers, extreme caution must be exercised while riding moving equipment in all tracks at Griffin Yard.

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9. Tracks No. 2 and 3 in the Griffin North Yard are used to store Davidson-Kennedy repair cars. In order to protect D-K employees who periodically inspect these cars, derails have been installed at the clear point on both ends of each track. These derails will be handled only by D-K employees. The Griffin Agency will notify crews when cars are being inspected by D-K employees. The D-K employees will line and lock the derails in the derailing position. While D-K employees are in the yard inspecting cars, train crews are not authorized to use tracks 2 and 3 in the North Yard. Upon completion of their work, D-K employees will line and lock their derails in the off position and Griffin Freight will notify train crews that their inspection is complete. Cars for D-K may only be stored in tracks 2 and 3 in the North Yard. These tracks may be used by train crews when D-K employees are not inspecting cars.

Davidson-Kennedy storage cars leaving Griffin, Georgia for Industry Yard must be lined up on the rear of train G-04 and the conductor on train G-04 will insure that these cars are on the rear of the train when arriving Industry Yard each trip.

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10. The spring switch from the thoroughfare to the main track at Irving, M.P. S249.0, is equipped with a spring switch marker light. (See Rules 104F, 313, 314)

11. Hayes on-track type (flip flop) derails are located at the crest of the hill on the lead, approximately 380 feet towards the plant from the mainline derail, on both tracks 1 and 2, at the Dixie Portland Flour Mill (M.P. S238.5). These derails will be left locked in derailing position when not being used. At no time will cars be left standing on the hill between the mainline derail and the on-track derails.

No more than 5 loads per working engine will be shoved up the initial grade and curve at Dixie Portland Flour Mill.

Loads left on the Wheat Track (track next to the silos) must be left in cuts of 10 cars or less account industry winch cannot handle more than 10 cars at a time.

Equipment moving over the scales at Dixie Portland Flour Mill must have all hand brakes and air brakes in the fully released position so that the wheels will not slide and damage scales.

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12. At Barnesville, the normal position for the Thomaston Branch lead switch is lined and locked for movement on the Short Storage Track (formerly Short Siding).

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13. Crews picking up or setting off at Barnesville will leave waybills, switchlist, and other paper work in the mail box located at the former location of the walk-in telephone booth.

Thomaston District

1. Loop track switch at Thomaston may be left as last used.

Atlanta South District

1. The normal position of the switch leading to Hickson tank and hopper tracks at Conley, Ga. (M.P. 161.2H) is lined for the lead (straight) track and locked in this position with industry's private lock. Track is also protected by industry's blue signal device. Track may be entered only when industry has removed both the lock and blue signal device. The gate across Hickson's track will be handled only by industry employees. Hickson and Koch cars must be left on the Hickson lead track or Economy Forms storage track rather than on the Bonsal track, after switching is completed.

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2. Unless emergency conditions exist, Quarry Road Crossing at Stockbridge, Georgia must not be blocked more than (5) minutes by a standing train. During switching operations, the crossing must be cleared as often as necessary to minimize the interruption of motor traffic. Immediate passage must be given emergency vehicles.

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3. Conductor on trains making a pickup or setoff at Stockbridge and/or McDonough must book the cars set off or picked up on a switch list in lieu of Form 612 showing car numbers, date, time, train number, and conductor's signature and turn in to agent at Inman Yard.

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4. A "Clear This Post" sign has been placed near mid-point of the storage track at McDonough, Georgia, M.P. 182H. In addition, both sides of the rail have been painted orange at this location. Cars being set out in this track, or cars left in this track after switching, must be left south of this clearance post unless instructed otherwise by proper authority.

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5. A gate and derail has been installed on the Training Center/Liberty Industrial Park lead at McDonough, Georgia at M.P. 2.9M. The portion of this track between M.P. 2.9M and M.P. 9.3M is being used as a practice track for engineer training. Trains and engines must not occupy this track between the above locations without first contacting the Director of Training or his representative at the Training Center for permission to do so. Normal position for the Liberty Industrial Park lead track switch is lined and locked for movement on the lead, rather than the Training Center track.

6. Crews switching Florida Rock, Co., Palmer, Georgia (M.P. 226.5H) will be governed by the following:

Crossings must not be blocked while picking up or setting off.

Empty Track - Prior to shoving empty cars into this track or coupling to cars already in this track, crew member must inspect the track to insure it is clear of rock and debris and to insure industry employees are not in or around the cars. When spotting empties, crews must not shove the lead car of the cut past the flip-flop derail located at clearance point of the empty track. Railroad crews must not occupy the industry switch-back lead track beyond this derail for any reason. The crossing at the loading bins must be cut when spotting empties.

Loaded Tracks - Before coupling to cars on the two loaded tracks, crew member must determine that derails, located at the industry end of both tracks to protect the plant loading area, are in the ON position. If derails are in the OFF position, reasonable effort must be made to contact industry personnel to properly line the derails. If such effort fails, plant must not be switched. All outbound loads must be inspected to see that all wheels are properly seated on the rail, that the track is not obstructed by rock and debris, and wheel chocks removed by industry personnel. Train crews cannot go beyond the derail point on either loaded track to pull or place cars. Trains moving only part of the loads from Palmer will leave remaining loads on the lead at the little derail. A listing of cars picked up (on switch list or Form 612) must be turned in to the Agent at Brosnan Yard.

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7. Crews picking up or setting off at Georgia Power Plant Arkwright will be governed by the following:

Setting Off - The conductor must check each car and waybill to insure that only Arkwright coal is set off. Cars that are not billed to Arkwright will be switched out and taken to Brosnan Yard. All loads must be set off from the south end, in order to keep the oldest cars north-out in the set off tracks. The set-off must be shoved all the way to the clear point south of the crossing. If cars are already in the set off tracks, couple the set-off to these cars and shove all cars north to the clear point. The clear point on both sides of the crossing on all tracks, including the mainline, has been marked by yellow paint on the rails. Loads to be set off will be listed on a Car Handling Report that will be provided with your paperwork at Inman Yard. If the cars match the car numbers shown on the Car Handling Report, record the time, date and conductor's name on the report and turn it in to the agent at Inman Yard on next return trip. Exceptions must be noted on the report concerning car(s) not in your train or if you have cars for Arkwright not shown on the report. If Car Handling Report is not furnished you at Inman Yard for Arkwright coal, then the entire set-off must be recorded on Form 612. A switch list in lieu of Form 612 is not acceptable and must not be used.

Picking Up - Empty coal cars picked up at Arkwright will be recorded on Form 612 and turned in to the agent at Inman Yard. A switch list in lieu of Form 612 is not acceptable and must not be used. Neither of the two road crossings at Arkwright will be blocked unnecessarily. Trains setting off or picking up at Arkwright must be cut off sufficiently in advance of these crossings to allow one crossing to be opened for highway traffic and to remain open after the engines are recoupled to the trains.

Any time cars for Arkwright or Scherer are set off short of destination, the conductor will leave the waybills with the cars, advising Dispatcher of that location.

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8. Crews handling unit coal trains into Georgia Power Plant Scherer, must be governed by the following:

(a) Before arriving Scherer, Georgia, (M.P. 218.8H)) contact the Dispatcher to determine whether to travel the loop track in a clock-wise or counter clock-wise direction.

(b) Main reservoir pressure must be between 120 and 145 pounds before and during unloading.

(c) Conductor will see that (a) crew member with radio is in control room to direct movement during unloading process, and prepare list of actual car numbers on Unit Coal Train form and, (b) another crew member (if crew consist permits) is on trestle walkway to inspect entire train to see that all hopper doors are closed after being unloaded. Breathing masks may be secured from the control room.

(d) Unless otherwise instructed, the radio units must be switched to the head end and air cut in on automatic dumping system prior to departing Scherer.

(e) The list of car numbers on the Unit Coal Train form (Item 3b) must be compared against waybill to see that numbers match. Discrepancies must be noted under "Remarks" on the Unit Coal Train form which should then be turned in to the Agent at Inman Yard, on return trip.

(f) Reverse movements are permissible when the coal trains are on the unloading trestle but only with the permission of Georgia Power Plant employees.

(g) Crews finding it necessary to set out bad order Scherer cars may leave the cars on the Construction Yard Lead. Construction Yard Lead switch is equipped with a private lock and will be removed by Georgia Power personnel, when access to track is needed.

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9. Trains from Macon having cars destined short of Atlanta must advise the Dispatcher, before leaving Macon, the various destinations.

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10. All southbound trains arriving Brosnan Yard will approach Fifth Street overpass at Macon, Georgia (M.P. 240.5H) prepared to stop and will not pass this point until permission is granted from terminal officer in main tower, Brosnan Yard, to proceed.

Macon District

1. Before entering tracks of Robins Air Force Base, M.P. 16.3G, permission must be obtained from a Base transportation officer and it must be ascertained that there is no conflicting movement with engines being operated by Base personnel.

2. Crews spotting cars for unloading at Anchor Glass Corporation, M.P. 18.6G must spot them north of the derail located acjacent to the plant, and this derail must be locked in normal position by Norfolk Southern crews. Cars must not be left between derail next to mainline and derail at top of grade at Junction Switch of Pit Track and Warehouse Track.

3. Highway 247 crossing on Frito-Lay lead, M.P. 26.2G, must be flagged. Maximum authorized speed on all tracks is 10 MPH.

4. Southbound trains setting off at Cordele will use only the Wofford or Coal Chute Passing tracks.

5. All movements between M.P. 150.2G and M.P. 155.0G are controlled by the clerk at Langdale Yard. Southbound trains must contact the clerk before passing Mineola.

Macon Terminal

1. All movements between Macon Junction and Mead interlockings on other than the GS&F main track are controlled by Brosnan Yard Yardmasters as follows: The North Tower Yardmaster has jurisdiction over the outbound lead between Macon Junction and the North Tower, all Forwarding Yard tracks and leads, after handling the track block-out procedure with the Main Tower, the north entrances to the Classification Yard, including the pullback tracks; the Main Tower has jurisdiction over the remaining Brosnan Yard trackage. All inbound trains or engines approaching Brosnan Yard must receive permission from the Main Tower as follows: Southbound movements from North

Macon or from the Savannah District must receive permission from the Main Tower prior to accepting a signal to proceed beyond Macon Junction; Northbound Brunswick District movements must contact the Main Tower prior to entering the yard limits at M.P. 244.5H; Northbound GS&F District movements must contact the Main Tower prior to passing M.P. 7.0G; Northbound Southwest District movements must contact the Main Tower prior to passing M.P. H196.0.

GCRR trains or engines may use the Brosnan Yard trackage south of Macon Junction on other than the GS&F District main track. Rule 105 governs all movements except those on the GS&F main track between Macon Junction and Mead, and Rule 245 governs all movements except through movements on the GS&F main track at Mead and all Southbound Brunswick District movements at Macon Junction.

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2. Engines going to the Engine Terminal at Brosnan Yard will contact Main Tower for a route to the Engine Terminal. Engine crews must contact Engine Terminal Foreman for instructions on where to place engines within the engine Terminal and for permission to enter Engine Terminal tracks. Permission must be received before entering the switch at either end of the Engine Terminal.

If it is necessary to run around the Engine Terminal via the Runaround Track, permission must be obtained from Main Tower before fouling this track.

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3. Tables for storing EOT Devices have been installed at the following locations:

SOUTH END OF RECEIVING YARD

1) South end of Thoroughfare 2 Pocket Track
2) North end of Thoroughfare 2 Pocket Track

NORTHEND OF RECEIVING YARD

1) East side, between Thoroughfare 2 Pocket Track and Receiving Yard ladder.
2) West side, one car length South of Car Inspector Pit.

When crews are instructed to remove EOT Devices from trains at Brosnan Yard, the crew member handling the device will ensure that it is placed on one of these tables for later pick up by Mechanical Department personnel.

If a situation arises where an employee would have to carry an EOT device for a long distance, the employee should call the Main Tower and state where the EOT is located. The EOT can then be picked up by a set of light engines moving through the yard.

Valdosta District

1. All movements between M.P. 150.2G and M.P. 155.0G, are controlled by the Clerk, Langdale Yard. Northbound trains must contact the clerk before passing Howell.

2. Trains or engines switching the industrial track serving Truss Joist Corporation must ascertain that the overhead crane located inside the building is clear of the track before any movement is made on this track.

3. ADM Corporation operates an engine on the industrial track which serve this plant. Before entering these tracks, Norfolk Southern crews must ascertain that there is no conflicting movement. Rule 105 governs.

4. To facilitate proper handling of EOT Devices at Langdale Yard, the following procedures are now in effect:

TRAINS BEING YARDED FROM THE NORTH -Stop rear car in clear of switching lead, remove and place EOT in stand at Yard Office or lay at side of road next to lead. (If conductor only, obtain transportation to head end to secure train.)

LITE ENGINES FROM NORTH OR SOUTH - Place EOT in stand at Yard Office, or place on west side of road at Engine Terminal.

TRAINS FROM NORTH SHOVING IN FROM SOUTH END - Remove EOT and place on ground next to Main Line Switch before shoving in.

Whenever EOT's are left at locations other than the EOT rack, car inspector must be notified where left.

Jacksonville Terminal

1. All movements on the main tracks between M.P. 255.9G and M.P. 260.6G and between Simpson Yard and C Yard are controlled by the General Yardmaster, Simpson Yard.

2. Southbound Valdosta District trains must initiate radio communication, before passing yard limit sign, with the General Yardmaster who will specify route to be taken into Simpson Yard. FEC and CSXT trains and engines may use trackage between Simpson Yard and Beaver Street. All movements on the trackage listed above must be made at Yard Speed, not exceeding 20 MPH. Rule 245 applies to Southbound movements at M.P. 255.9G.

3. All movements between Beaver Street and Jacksonville are controlled by the CSXT Operator, Beaver Street, and this trackage may be used by Jacksonville Terminal Company engine crews, CSXT and FEC engine crews.

4. Georgia Pacific Corporation, Palatka, Fl., requires all Norfolk Southern employees to have in their possession and readily available, an escape respirator while on Georgia Pacific Mill property. These respirators are provided by Georgia Pacific and are available from a box located at the west end of Georgia Pacific yard, north of the ladder switch, on the east side of gate no. 4 entrance road. This box is locked with a N.S. switch lock. This respirator is provided for escape purposes only and cannot be used for any other purpose but to escape.

5. The normal position of **all** switches connected to the Springfield Lead is **lined and locked** for movement on the lead. Rule 104 governs.

Such switches must be left in normal position after use, and locks must be tested to assure that they are secured. If a lock is defective or missing, the switch must be secured if possible and this fact reported immediately to the Yardmaster, Simpson Yard, who will log this information in a separate log book and immediately report that lock condition to the Track Supervisor or his representative. This information will then be forwarded to NS police.

All derails and switches connected to the Springfield Lead must be **lined and locked** in the derailing position when not in use. All derails are to have locks. The same reporting procedure for switch locks will pertain to derail locks if found defective or missing.

Any suspected or observed acts of vandalism, hostility or other harmful behavior must be reported immediately to the Yardmaster, Simpson Yard, who will promptly notify NS Police, or in their absence, City Police, and record in the log book (same as for switches and derails).

Douglas District

All movements between M.P. GF29.7 and the Jct. Switch with the Valdosta District at M.P. GF28.0 are controlled by the clerk, Langdale Yard. Southbound trains must contact the clerk before passing M.P. GF29.7.

Navair District

1. Occidental Jct., M.P. 193.8B. Jct. Switch may be left as last used.

2. Occidental Chemicals, Occidental, Fl., operates engines on the industrial tracks and Marshalling Yard tracks which serve this facility. Before entering these tracks, Norfolk Southern crews must ascertain that there is no conflicting movement. Rule 105 governs.

3. All movements between M.P. 152.8B and Jct. Switch at M.P. 151.6B are controlled by the clerk, Langdale Yard. Northbound trains must contact the clerk before passing M.P. 152.8B.

Savannah District

1. Millen
   A. Prior to switching any yard track, a crew member must ascertain that the west derail in the track to be used is in normal position. No car(s) will be allowed to roll free into a yard track unless the west cars in the track consist of a minimum of 5 cars with an effective handbrake applied on each car and unless the west car is at least one car-length east of the derail. While switching in Millen Yard the following restrictions apply:
      1. No more than two loads may be kicked at one time.
      2. No more than six empties may be kicked at one time.
      3. Pulpwood must not be kicked only shoved to couplings.
2. Tennille
   A. While classifying at Tennille, the following practices must be observed:
      a. Cars must not be kicked or allowed to roll freely into clear tracks.
      b. Cars must not be kicked or allowed to roll freely into standing equipment unless a minimum of 5 handbrakes have been tightly applied to loaded cars in the track. More handbrakes may be required as the number of cars increases in the track.
      c. Cars standing in tracks must be kept close to the work being performed and not placed at the far end of the tracks.
      d. The mainline must not be used to kick cars or allow cars to roll freely into other standing cars. Cars standing on the mainline must have sufficient handbrakes.
      e. Only two loaded cars may be kicked or allowed to roll freely at a time and speed must be controlled to avoid damage.
      f. Loaded pulpwood cars must not be kicked or allowed to roll freely.
      g. TOFC or COFC cars exceeding 60 feet must not be kicked or allowed to roll freely into standing equipment.
   B. Conductors on trains equipped with EOT telemetry devices arriving at Tennille will be responsible for removing the device. Under no circumstances will the EOT device be left on the train.
   C. When any train or engine is picking up, setting off or performing other work that fouls the switching ladders at either end of the yards, all switching operations of other trains or engines that involve dropping or kicking cars is prohibited until notified by the train crew involved that they are in the clear of the ladders. Shoving moves may be made in these instances provided crew has ascertained that couplings can be made without fouling the ladders at the other end of the yard.
3. McIntyre - Toddville
   A. Bad footing and close clearances exist at several locations on the industrial tracks which serve Englehard Mineral Corporation, Evans Clay Company, and M & M Clays.
   B. All ground crew members performing switching inside the plant property of EMC will be required to wear a hard hat while outside the engine cab. Hard hats will be furnished by EMC Security Personnel by calling 628-7146.
   C. When one crew leaves a cut of cars on the main track for another crew to move to Gordon, the required handbrakes and open angle cock must be on the west end of the cut.
   D. At EMC Toddville, only cars left on the scale or the mainline side of the scale may be coupled to and moved. Cars on the other side of scale may be moved if they are coupled to cars on the scale. Under no circumstances will cars be rolled to a coupling on the other side of scales.

E. Crews switching the Toddville plant will, before commencing switching operations, activate the railroad crossing lights for the in-plant grade crossings. Proper flagging protection will still be required when shoving over these crossings. EMC personnel will be responsible for de-activating the warning devices.

4. Gordon

A. While classifying at Gordon, the following practices must be observed:

a. Cars must not be kicked or allowed to roll freely into a clear track.

b. No cars must be kicked or allowed to roll freely into a track unless it is ascertained that the track is secured by standing equipment to prevent a rollout.

c. Not more than two loaded cars are to be allowed to roll freely into standing equipment and speed must be controlled so as to avoid damage.

d. No car or cars will be allowed to roll freely into a standing caboose nor will any caboose be allowed to roll freely into standing equipment.

e. All loaded cars placarded "Do Not Hump" must be shoved to a coupling.

f. Loaded pulpwood cars must not be kicked or allowed to roll freely into standing equipment.

g. TOFC or COFC cars exceeding 60 feet must not be kicked or allowed to roll freely into standing equipment.

B. Trains or engines using the coupled-in-motion scale must not begin weighing operation without first contacting the Yard Office.

C. Close clearances and bad footing exist at several locations in both the Columbia and Savannah clay plants.

D. All ground crew members performing switching inside the plant property of Englehard Mineral Corporation will be required to wear a hard hat while outside the engine car. Hard hats will be issued by EMC Security Personnel by calling 628-7146.

E. When any train or engine is picking up, setting off or performing other work that fouls the switching ladders at either end of the yards, all switching operations of other trains or engines that involve dropping or kicking cars is prohibited until notified by the train crew involved that they are in the clear of the ladders. Shoving moves may be made in these instances provided crew has ascertained that couplings can be made without fouling the ladders at the other end of the yard.

Savannah Terminal

1. All movements east of M.P. SA7.3 are controlled by the yardmaster Dillard Yard.

2. All eastbound Savannah District movements must contact the yardmaster before passing M.P. SA12.0, and any movements proceeding toward Dillard Yard from an outlying yard or industry must contact the yardmaster prior to beginning the movement.

3. The Chatham Terminal between Garden City and Fair St. is jointly used by the NS, CSXT and SSDK trains and engines.

4. All movements east of M.P. SA7.3 must be made in accordance with the provisions of Rule 105.

5. Remote control territory exists between Port Jct. and Port Wentworth. All movements will be made on signal indication or on authority of Form 23A, not exceeding 25 MPH.

Augusta District

1. Movement of NS trains and engines over CSXT trackage between M.P. D132 (North Wye Switch, Augusta) and Reynolds Street must be authorized by the CSXT yardmaster. Such authorization will be secured and relayed by the NS yard clerk.

All movements on this track section will be made at Yard Speed not exceeding 15 MPH.

2. Train or engine crews switching Olin Corporation or Federal Paperboard Chemical area at Nixon must use individual respirators which may be obtained from the cabinet adjacent to the flashing light switch located at Olin's railroad entrance, or from clerk/operator Nixon Yard. Crew members must not enter the plant without a respirator and must notify the Nixon Yard Clerk/Operator promptly if sufficient respirators are not available.

Camak District

1. J. M. Huber, Corp. operates an engine with trackage rights on the Huber Lead, M.P. SA126.1. Before any train crew or track personnel proceed past Highway 17 crossing into J. M. Huber, Corp. they must contact the agent or clerk at Wrens, Ga. for permission to proceed past Highway 17 into the plant. The agent or clerk at Wrens, Ga. must contact J. M. Huber, Corp. to ascertain that their engine is in the clear and will stay in the clear until our personnel leave the plant.

Dublin District

1. Georgia Division trains and engines will use the GCRR main track between East SBD Jct. (M.P. 35.2WT) and West SBD Jct. (M.P. 35.9WT). The normal position of both junction switches is lined and locked for movement on the GCRR main track. GCRR and Georgia Division trains and engines will operate at Yard Speed per Rule 93 between the two junction switches.

Eatonton District

1. CSXT and Georgia Power trains or engines may use the Harllee Lead between Harllee Jct., M.P. A197.0 and Harlee. Rule 105 governs.

2. Only unit coal trains performing weighing service may use Track No. 1 at Harllee unless an exception is made by the Georgia Power Coal Handling Foreman.

3. Georgia Division crews will not place locomotives in the loop track at Harllee during unloading operation of any unit train unless a crew member is located at the unloading shed to control the movement of all trains or engines. To couple air hoses on equipment in the loop track, an employee must not step between cars until both the engineer and a fellow crew member, located at the unloading shed to control all movements, have communicated that the cars are protected against any movement and/or couplings.

Madison District

1. Martin-Marietta engines may operate on the Ruby lead, M.P. F11.1. Rule 105 governs all movements. When loading ballast train, Pitts Chapel Road must not be blocked.

2. Empty equipment destined Postell or Ruby must be spotted at the facility indicated on the switch list unless otherwise provided.

3. When spotting cars inside building at Georgia Pacific M.P. F42.0, hold to only actual cars that are to be placed for loading or unloading inside of building.

4. CSXT overhead bridge supports and pilings at M.P. F71.6 (Mainline) will not clear a man on side of car due to extremely close clearance.

5. CSXT trains and engines may use the Georgia Division main track at Madison between M.P. F72.0 and M.P. F73.5. All movements within these limits must be made at Yard Speed.

6. Georgia Division crews must not leave standing equipment fouling either switch leading from the CSXT transfer track to the CSXT siding or the CSXT junction switch in the lead to the Georgia Pacific facility, M.P. F74.5, at Madison.

7. When spotting cars on Tracks 1, 2 and 4 at Georgia Pacific, Madison, and the foreman directs the crew to spot the rear car within one car-length of the end of track, the crew must set out any cars which are not to be spotted before beginning the spotting shove move. When spotting Track 1 hold only to the cars that are to be placed on track inside of building.

8. Under no circumstances are road crossings in Monticello, Georgia to be blocked.

Brunswick District

1. J. M. Huber Corporation, M.P. 251.3H, operates engines on the industrial tracks which serve this plant. Before entering these tracks, Norfolk Southern crews must ascertain that there is no conflicting movement. Rule 105 governs.

2. Trains or engines must not place locomotives beyond the road crossing on Track No. 1 of the industrial tracks serving St. Regis at Lumber City due to excessive curvature at this location.

3. At Hazelhurst, derails are located on the Hester Industrial Lead at M.P. GF119.0, M.P. GF120.5 and M.P. GF125.0.

4. At Rosser, the normal position of the switches to the scale runaround, M.P. 2.0 on the Rayonier lead, is lined and locked (with Rayonier locks) for movement on the runaround. The locks will be unlocked by Rayonier personnel when weighing service is to be performed.

Any accident, personal injury, or derailment involving or discovered by a Georgia Division train, engine, or crew member within the Rayonier plant must be reported to the guard station (telephone: 912-427-2061, extensions 225, 226, 373) as soon as practical.

All movements are governed by Rule 105, within the Rayonier complex.

5. Georgia Division trains or engines using the CSXT interchange track at Jesup, between Cherry and Pine Streets (adjacent to CSXT/AMTRAK Passenger Station) must apply Rule 107.

6. Movements over CSXT trackage at Brunswick between Southern Jct., M.P. 421.7H, and Anguilla Jct. and over CSXT Newcastle Lead between Turtle River Lead and Georgia Ports Authority are governed by CSXT manual blocks, and CSXT timetable, rules, and instructions. A copy of the current rules and timetable can be obtained at the Dock Jct. Yard Office, M.P. 424.2H.

Calls to the CSXT Dispatcher on Telephone Number (904) 381-2726 or 2727 may be answered by a computerized recording. If recording is received, stay on the line, the Dispatcher will answer.

A. Block permission for movement on CSXT trackage between Southern Jct. and Anguilla must be obtained from CSXT Dispatcher, and the dispatcher notified when movement has cleared the Anguilla Block. A CSXT telephone is located at Southern Jct. for this purpose.

All bulletin train orders for Georgia Division trains or engines using CSXT trackage to Anguilla Jct. will be delivered to the Brunswick Freight Office via FAX machine. All trains or engines receiving bulletin orders must repeat these orders to the CSXT dispatcher when obtaining block permission for the Anguilla Block.

B. Block permission for movements on CSXT Newcastle Lead between 6:00 AM and 6:00 PM must be obtained from the CSXT Brunswick Agent at 912-265-6200. No permission needed between 6:00 PM and 6:00 AM.

7. CSXT movements over the Norfolk Southern Turtle River Lead are authorized by the NS Agent or yard crew on duty at Brunswick. Rule 105 governs.

8. Crew members switching the LCP plant must each have an individual respirator in his possession and available for immediate use. The respirators may be obtained from the box adjacent to the railroad entrance to the plant.

9. Crew members switching the Georgia Pacific plant at Brunswick must activate the red flashing light on the scale house upon arrival at the GP yard. The switch is marked "Town Train" and is located on the outside wall of the south end of the scale house. The light must be extinguished by a crew member just prior to departure from the yard. A yellow flashing light indicates that a switch engine is switching in the yard. Failure of the light to activate must be reported to the GP switching crew and to a foreman via GP company telephone 410 or 635. Rule 105 governs.

10. While switching Georgia Pacific Plant at Brunswick, crew members must wear hard hats and must have respirators in possession and available for immediate use. Hard hats and respirators are available at the Brunswick Freight Office.

11. Trains or engines must not place locomotives over unloading pit at Seaboard Construction industrial track, M.P. 418.0H, or over the unloading pit at Jasper Construction, M.P. 417.5H.

Albany District

1. Close clearance exists between the fence and switching lead to the industrial tracks which serve Swift and Company, at Walden, M.P. H200.4.

2. CSXT trains or engines may use Georgia Division and P&G Cellulose trackage, including the Marshalling Yard, at Buckeye, M.P. H245.0. Before entering these tracks, Georgia Division crews must ascertain that there is no conflicting movement. Rule 105 governs.

3. American Cyanamid, M.P. H247, has installed warning lights at their loading chute.

Flashing lights will indicate that chute is down and must be cleared prior to switching.

Close clearance exists on the west side of the west track approximately 400 feet beyond the clearance point at Mullite Plant No. 2.

4. At Americus, trains or engines switching South of North Lee Street, or making a Northbound movement through crossover at M.P. H261.2 must approach North Lee Street, M.P. H261.1, at a speed not exceeding 4 MPH and must not foul crossing until gates are down.

Derail is located on Reeves Construction Company industrial track, beyond the unloading pit, approximately 200 feet south of Spring Street.

5. Inside track of GSWR Transfer Track, Americus, cannot be used account excessive curvature.

6. Due to close track centers, extreme caution must be exercised while riding moving equipment in all tracks at Americus Yard and Albany Yard.

7. All trains and engines operating over tracks of Albany Passenger Terminal Company will move at RESTRICTED SPEED expecting to find tracks occupied between Third Avenue and Flint River.

8. Trains and engines will operate at yard speed not exceeding 10 MPH between north end two tracks at AGLF Yard and Albany Passenger Terminal.

9. All movements between M.P. J294.9 and M.P. J302.5 and between M.P. GN0.0 and M.P. GN6.0 are controlled by the Yardmaster, Albany, who must be contacted before passing the applicable milepost listed above or before entering a main track within these limits.

Columbus District and Americus District

1. All movements between Muscogee Jct. and Columbus are directed by Yardmaster, Columbus. Trains or engines must not foul the switching

lead in Columbus Yard without first obtaining permission from the Yardmaster or the Yard Foreman of the engine crew working on the lead in question.

2. Trains or engines arriving Columbus that are instructed to leave a portion of their cars at the New Yard must ascertain that the cars which are left do not contain any improperly spaced dangerous/restricted cars that would prohibit the placement of these cars on the head end of an outbound train unless an exception is authorized by the Columbus Yardmaster.

Dothan District

1. Due to close track centers, extreme caution must be exercised while riding moving equipment in all tracks at Dothan Yard.

TRAIN HANDLING INSTRUCTIONS

Atlanta North District

Northbound

1. Tail heavy trains must approach Sweetwater Creek, Mile Post 133.5H, not exceeding 30 MPH. After engines pass M.P. 133.5H, the throttle may be advanced and speed allowed to increase. Prior to slack adjusting on rear of train at the storage track M.P. 134.1H, the throttle must be reduced to No. 5 or less. Prior to rear end slack adjusting at Sweetwater Creek, the throttle must be reduced to No. 2 or less. Above listed throttle notch restrictions for rear end slack to adjust applies to all trains except rail highway, Triple Crown, locals, rail trains, and empty unit trains.
2. Tail heavy trains must approach Mile Post 64.5H not exceeding 40 MPH. After engines pass M.P. 64.5H, throttle may be increased and speed allowed to increase. Prior to the slack adjusting on the rear of the train at M.P. 64.5H, the locomotives must be placed in dynamic braking and not less than 400 amps applied. All other trains must reduce throttle to No. 4 or less for the slack to adjust on the rear at M.P. 64.5H.

   A train will be considered "Tail Heavy" if there are five or more loaded cars totaling 500 tons or more located within the rear 10 cars of the train.
3. Northbound trains exceeding 5500 tons must not exceed 20 MPH when cresting the grade at Braswell, M.P. 108.8H. Dynamic brake must be used as the first priority brake. Train speed must be controlled to 25 MPH as the engines approach the signal at M.P. 104.1H. If the signal indicates Approach Diverging (Rule 302), the dynamic brake must be used to the fullest extent so as to enter the siding at Perkins, M.P. 101.3H without unnecessary use of the automatic brake. If the signal at M.P. 104.1H indicates Clear (Rule 301), train speed may be allowed to increase gradually so as to reach the bottom of the grade without unnecessary use of the automatic brake.

Southbound

4. All southbound trains passing Mile Post 233.0A in excess of 35 MPH must reduce the throttle a sufficient amount to cushion rear end slack adjustment at Mile Post 233.7A. Southbound radio trains passing Mile Post 233.0A in excess of 35 MPH must reduce the throttle to No. 5, or less, prior to rear end slack adjustment at Mile Post 233.7A. These instructions do not apply to rail highway trains, rail trains or locals having less than 75 cars.
5. All southbound radio control coal trains must control speed to 45 MPH as engines pass the bottom of the grade at M.P. 28.8H. Prior to rear-end slack adjusting at M.P. 28.8H the throttle must be reduced to No. 4 or less.
6. All southbound trains must reduce the throttle to No. 4 or less for the rear end slack to adjust at M.P. 63.0H. The throttle must also be reduced to No. 4 or less for rear end slack to adjust at M.P. 64.5H. In addition to the above instructions, southbound radio coal trains must pass M.P. 63.0H at 40 MPH or less (pertains to head-end only). These instructions do not apply to rail highway, locals, Triple Crown, or rail trains.
7. Trains with full tonnage which lose speed to 10 MPH or less when pulling grade at Brice or trains which have an engine down must notify the dispatcher prior to passing Green. Plans should be made to stop at Perkins until the engine trouble can be corrected or arrangements for other power can be made.
8. All southbound trains with more than 18 powered axles on the head end must reduce the throttle to No. 7 at 108.1H. Normal cresting procedures will be followed at the crest of the grade at Mile Post 109H.

Norcross District

Northbound

1. The engines of through freights in radio train service with 10,000 or more tons must not exceed 40 MPH between Howell (M.P. 635) and Norcross (M.P. 619).
2. Through freight consisting of more than 125 cars (excluding local freight, through freights of 125 cars or less, passenger trains and trains consisting entirely of TTX (COFC, TOFC, Tri-level, Bi-level) cars, must not exceed:

   40 MPH M.P. 622 until engines pass M.P. 618 except
   25 MPH when 15 or more TTX cars on head end.

Atlanta South District

Northbound

1. Do not exceed five (5) MPH in dynamic braking from the inbound camera at Howell (M.P. 149.9H), until at least one half of the train is by the camera. Rule L-208 still applies.

Southbound

2. When locomotivies crest at Mile Post 183.5H, throttle will be reduced gradually until slack adjusts at Mile Post 182.8H. When engine is on ascending grade approaching Mile Post 185.0H throttle may be advanced as needed to handle train and control train speed.
3. As engines crest at Mile Post 185.2H throttle must be reduced to No. 5. Throttle may be advanced to No. 6 at Mile Post 186.0H to avoid run in. Dynamic brake will be applied to not less than 400 amps to allow for slack adjustment at Mile Post 186.5H. After final slack adjustment, dynamic brake amps may be used as necessary to control train speed on descending grade through Locust Grove.
4. As engines crest at Mile Post 192.6H, throttle will be gradually reduced to idle and dynamic brake must be applied before passing Mile Post 194.0H. At Mile Post 195.0H dynamic amperage will be increased to allow for slack adjustments at Mile Post 194.0H. Dynamic braking must be maintained until train reaches Mile Post 197.2H.

   Above instructions do not apply to rail highway, passenger, locals, Triple Crown or rail trains.
5. Dynamic brake will be applied at M.P. 206.2H not exceeding 25 MPH with 6,000 tons or more. Dynamic brakes are to be used in this manner to control train speed on grade between M.P. 206.2H and M.P. 210.3H without the use of train air brakes.

Macon District

Southbound

1. Southbound trains over 6,000 tons (except rail-highway, Triple Crown, and radio trains) will not allow speed to increase after cresting grade at M.P. 84 until engines start to ascend at M.P. 84.4. Throttle will then be increased to pull out slack, then the throttle will be reduced to No. 5 or less to ensure proper adjustment of slack on rear at M.P. 84.3.

2. Southbound trains exceeding 6,000 tons (except rail-highway, Triple Crown, and radio trains) will not exceed 35 MPH until engines pass M.P. 105.

3. Trains over 6,000 tons (except Rail Highway) are restricted to 30 MPH with engines only at M.P. 117.0G

Valdosta District

Simpson Yard, tracks 18 and 19, all movements with 1 or more cars are restricted to 5 MPH and maximum of 300 AMPS dynamic braking.

Albany District

Trains over 9,800 tons are restricted to 45 MPH between M.P. H196.4 and M.P. H217.7.

7d. YARD LIMITS

STATION NAME	YARD LIMITS EXIST BETWEEN		
Cohutta District			
Cleveland, TN	M.P. 0.0I	and	M.P. 4.5I
Atlanta South District			
Macon	M.P. 240.6H	and	M.P. 244.5H
Macon District			
Valdosta	M.P. 150.2G	and	M.P. 155.0G
Valdosta District			
Valdosta	M.P. 150.2G	and	M.P. 155.0G
Jacksonville	M.P. 254.3G	and	M.P. 260.7G
Douglas District			
Douglas	M.P. GF89.0	and	M.P. GF93.0
Valdosta	M.P. GF28.0	and	M.P. GF30.0
Navair District			
Valdosta	M.P. 152.8B	and	M.P. 151.0B
Foley District			
Adel	M.P. 3.0GB	and	M.P. 0.0GB
Savannah District			
Savannah	M.P. SA4.0	and	M.P. SA7.3
Millen	M.P. S77.6	and	M.P. S80.5
Tennille	M.P. S133.5	and	M.P. S136.5
Augusta District			
Millen	M.P. D78.5	and	M.P. D79.5
Nixon	M.P. D120.5	and	M.P. D124.0
Augusta	M.P. D129.0	and	Reynolds St.
Moores District			
Augusta	M.P. GF245.0	and	M.P. GF250.0
Camak District			
Waynesboro	M.P. SA95.7	and	M.P. SA99.0
Wrens	M.P. SA118.5	and	M.P. SA122.0
Huber Lead	M.P. SA126.0	and	M.P. SA127.0
Camak	M.P. SA142.4	and	M.P. SA144.8
Dublin District			
Tennille	M.P. 0.0WT	and	M.P. 1.0WT
Dublin	M.P. 35.3WT	and	M.P. 36.3WT
Madison District			
Madison	M.P. F72.0	and	M.P. F76.0
Brunswick District			
Macon	M.P. 240.6H	and	M.P. 244.5H
Brunswick	M.P. 421.7H	and	M.P. 426.0H
Albany District			
Fort Valley	M.P. H217.4	and	M.P. H220.2
Americus	M.P. H260.3	and	M.P. H263.7
Albany	M.P. J295.0	and	M.P. J303.0
Columbus District			
Fort Valley	M.P. M219.7	and	M.P. M220.0
Columbus	M.P. M287.0	and	M.P. M291.0

7d. YARD LIMITS (Cont'd)

STATION NAME	YARD LIMITS EXIST BETWEEN		
Americus District			
Columbus	M.P. 02.5	and	M.P. 05.0
Americus	M.P. 062.2	and	M.P. 062.5
Sparks District			
Albany	GN0.0	and	M.P. GN6.0
Ganor District			
Moultrie	M.P. 23.6B	and	M.P. 33.9B
Moultrie District			
Moultrie	M.P. 33.3A	and	M.P. 29.2A
Camilla District			
Camilla	M.P. GS94.0	and	M.P. GS96.6
Dothan District			
Albany	M.P. J295.0	and	M.P. J303.0
Hilton	M.P. J355.0	and	M.P. J356.4
Dothan	M.P. J377.5	and	M.P. J382.0

7e. OTHER TRAIN MOVEMENTS JOINT TRACKAGE

Trains and engines of the Georgia Division will use track of other divisions and foreign lines, in accordance with their timetables, rules and regulations as shown below:

Atlanta North District

—Tennessee Division between deButts Yard and Jersey (M.P. 235.0A)

Cohutta District

—Tennessee Division between Cleveland (M.P. 0.0I) and Bradley (M.P. 0.6I)

Jacksonville Terminal

—FEC RR between Beaver Street (M.P. 260.7G) and "TY" Yard.
—FEC RR between Beaver Street (M.P. 260.7G) and St. Johns River
—CSXT RR between Beaver Street (M.P. 260.7G) and Palatka

Savannah Terminal

—SSDK RR at Garden City inside GA Ports Authority
—CSXT RR on Tail Back track at Central Jct.

Augusta District

—CSXT RR between M.P. D132.3 (North Wye Switch, Augusta) and Reynolds St., Augusta
—Piedmont Division between Augusta (Reynolds Street R191.4) and Hamburg (M.P. SA71.5)

Dublin District

—GC RR at Dublin between East SBD Jct. (M.P. 35.2WT) and West SBD Jct. (M.P. 35.9WT)

Brunswick District

—CSXT RR between Dock Jct. (Newcastle Lead) and Georgia Ports Authority on Turtle River lead.
—CSXT RR between Southern Jct. and Anguilla

Dothan District

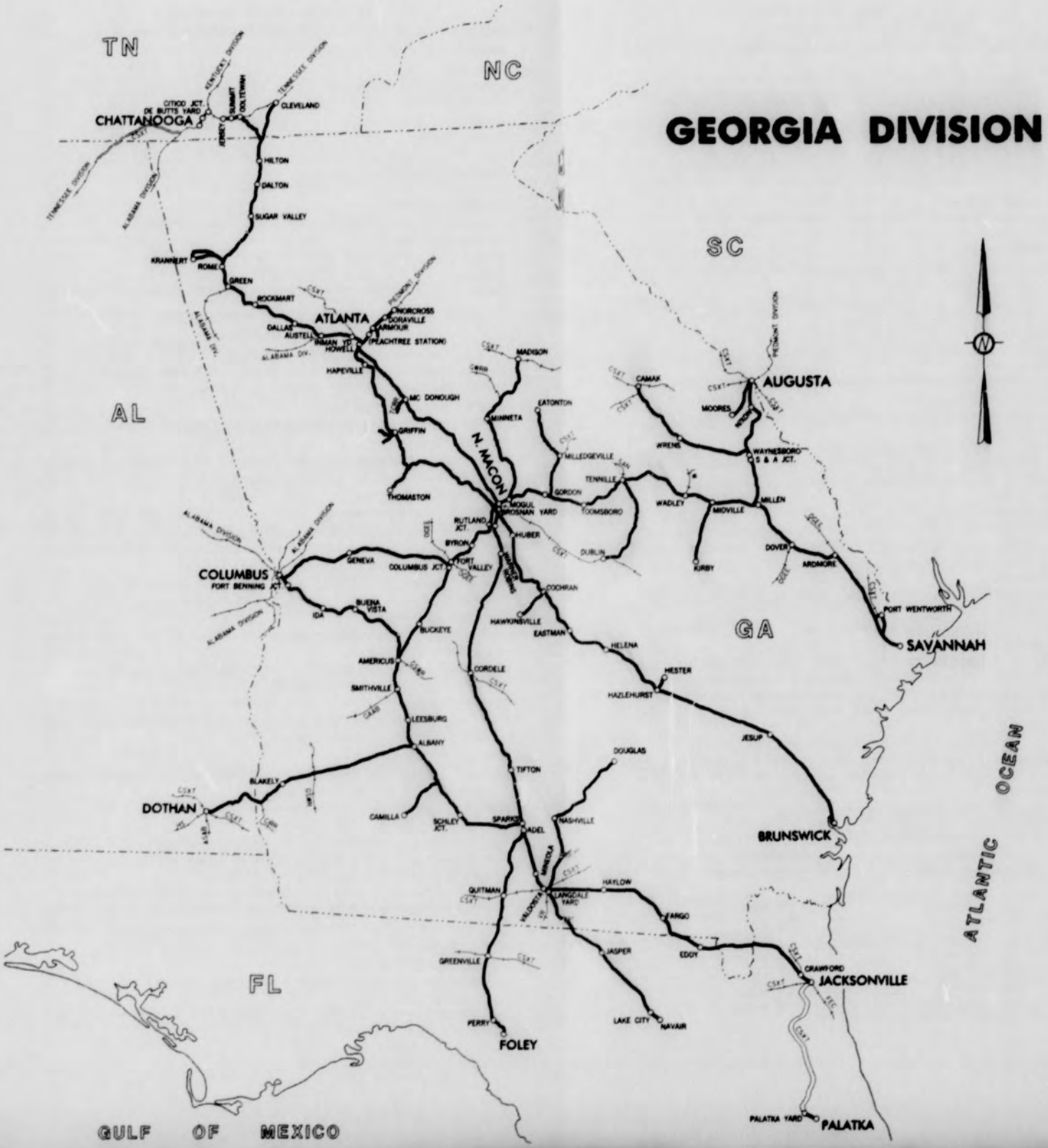
—GSWR RR at Arlington between railroad crossing and south yard limit sign on GSWR main track, and between Arlington Station and Arlington Jct. on GSWR Wye Track.
—CIRR at Hilton within yard limits of CIRR's Hilton Yard.
—ASAB Railroad at Dothan within yard limits of ASAB's Dothan Yard.

Trains and engines of other divisions and foreign lines will use tracks as shown below:

Atlanta North District

—Tennessee Division between Jersey (M.P. 235.0A) and Ooltewah (M.P. 226.6A)
—Alabama Division and AMTRAK between Austell (M.P. 134.7H) and Howell (M.P. 149.9H)

GEORGIA DIVISION



7e. OTHER TRAIN MOVEMENTS
JOINT TRACKAGE (Cont'd)

Trains and engines of other divisions and foreign lines will use tracks as shown below:

Norcross District

—Piedmont Division and Amtrak between Norcross (M.P. 619.0) and Howell (M.P. 635.0)

—Alabama Division between Peachtree Station (M.P. 633.3) and Howell (M.P. 635.0)

Griffin District

—CSXT RR Between Spring (S294.3) and East Point (M.P. S288.2)

Atlanta South District

—Alabama and Piedmont Divisions between Howell (M.P. 149.9H) and Spring (M.P. 152.4H)

Jacksonville Terminal

—CSXT RR and FEC RR between Simpson Yard (M.P. 258.2G) and Beaver Street (M.P. 260.7G)

—Jacksonville Terminal between Beaver Street (M.P. 260.7G) and Jacksonville (M.P. 261.7G)

Foley District

—CSXT between Quitman (M.P. 27.5GB) and Foley (M.P. 40.0LO)

Savannah District

—LW RR at Wadley between M.P. S106.5 and M.P. S107.5 on siding and yard tracks

—SAN RR at Tennille between M.P. S133.5 and M.P. S136.5

Eatonton District

—CSXT RR between N. Milledgeville (M.P. A189.0) and Harllee Jct. (M.P. A197.0)

—CSXT RR & GA Power between Harllee Jct. and Harllee on Plant Harllee Lead.

Madison District

—Martin Marietta between Ruby (M.P. F11.1) and plant on plant lead

—CSXT RR between Madison (M.P. F72.0) and the industrial tracks serving Georgia Pacific at Woodkraft (M.P. F73.5)

Albany District

—Ogeechee RR between Carman (M.P. H217.6) and Columbus Jct. (M.P. H220.0)

—CSXT RR between North Oglethorpe (M.P. H241.6) and Albany (M.P. J297.0)

—GGS RR at Albany between M.P. J296.0 and M.P. J297.6

—AGLF RR at Camilla between the Junction switch (M.P. GS94.5) and the industrial tracks which serve Golden Peanut Corporation and North American Refrigerated Warehouse.

Dothan District

—CIRR at Hilton between (M.P. J355.0) and (M.P. J356.6)

—H&S Railroad at Dothan between (M.P. J378.0) and (M.P. J382.0)

—ASAB, A&G, and CSXT Railroads between (M.P. J378.0) and (M.P. J379.5)

7f. OTHER RESTRICTIONS
FLAGGING DISTANCES

Maximum Authorized Speed	Minimum Flagging Distance
0 - 10 MPH	1/4 Mile
11 - 20 MPH	1/2 Mile
21 - 30 MPH	3/4 Mile
31 - 40 MPH	1 Mile
41 - 50 MPH	1 1/4 Miles
51 - 60 MPH	1 1/2 Miles
61 - 70 MPH	1 3/4 Miles
71 - 80 MPH	2 Miles

7g. OTHER TRAIN MOVEMENTS
LOCATIONS WHERE RUNNING SWITCHES ARE AUTHORIZED

Running switches, using motive power for acceleration, on the Georgia Division is prohibited. Locations now approved will allow only the procedure of employee mounting the equipment while stationary, releasing the handbrake allowing the car, or cars, to roll by the locomotive and then reapplying the handbrake to secure.

Runnning switches in accordance with Rule 103(c) are permitted at:

Atlanta North District:	M.P. 37.6H,	Basic Ready Mix
	M.P. 66.0H,	Plainville Brick
	M.P. 134.3H,	Storage Tracks
	M.P. 145.1H	Blue Circle
Atlanta Terminal:	M.P. 632.4,	Wye Switch at 3rd Main
Krannert District:	M.P. 6.1K,	Royalite Plastic
	M.P. 6.1K,	Dayton Steel
	M.P. 2.8K,	Design Concrete
Fairbanks District:	M.P. C380.0,	Bickerstaff Shale Pit
	M.P. C373.0,	Florida Rock
	M.P. C369.0,	Berry Industry
Norcross District:	M.P. 620.6,	Stone Mountain Lead South of Oak Cliff Road
	M.P. 622.8,	South end Doraville Yard
	M.P. 624.6,	Chamblee, South end Tracks 12, 13 and Runaround
Atlanta South District:	M.P. 182.OH,	Liberty Industrial Park Lead
	M.P. 200.6H,	Owens Southern Woodyard
Griffin District:	M.P. C257.3,	Penn Woodyard
	M.P. S210.5,	Southern Forest Industries
Macon District:	M.P. 57.2G,	Georgia Pacific
Macon Terminal:	M.P. H192.3,	West Yard Lead
	M.P. H193.0,	Cherokee Brick
Savannah District:	M.P. S147.3,	EMC Gardners Plant
	M.P. S155.3,	Sofkee Lumber
Augusta District:	M.P. D120.8,	Deerfield
Eatonton District:	M.P. A171.8,	Wilkinson Kaolin
	M.P. A172.2,	Federal Paperboard
Albany District:	M.P. H200.6,	UNI JAX Lead
	M.P. J300.0,	Gray's Bonded Warehouse
	M.P. J302.5,	Reeves Construction
Ganor District:	M.P. 29.4B,	Old Transfer
	M.P. 29.6B,	Beadles Lead
Camilla District:	M.P. GS95.6,	GSWk Transfer
	M.P. GS96.5,	Ross Construction Co. (Maximum 5 cars)

7h. OTHER TRAIN MOVEMENTS
INDUSTRY GRADE RETRICTIONS

a. Standing equipment must not be left:

Atlanta North District:	M.P. 38.0H,	Coronet Carpet
Norcross District:	M.P. 625.6,	U. S. Gypsum
	M.P. 625.5,	International Warehouse
	M.P. 624.2,	J. W. Eschelman & Sons
	M.P. 624.1,	Southern Iron & Equipment
	M.P. 620.5,	Stone Mountain Lead