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

7h. OTHER TRAIN MOVEMENTS
INDUSTRY GRADE RETRICTIONS (Cont'd)

a. Standing equipment must not be left:

Macon District:	M.P. 18.6G,	Anchor Glass between derail at mainline and Jct. switch to Pit Track
	M.P. 29.1G,	Pabst Brewing between gates and lead switch on tracks Nos. 7-12 and between Beer House and lead switch on tracks Nos. 1-6.
Madison District:	M.P. F12.0,	Southern Aggregates between Main Track and Loop Switch
	M.P. F42.0,	Georgia Pacific between Road Crossing and North Old Lead Switch - Officers approval required
Brunswick District:	M.P. 297.8H,	WT Lead between Main Track and a point 700 feet to the North
	M.P. 334.5H,	Ralston Purina Lead between Main Track and Ralston Purina Switch
Albany District:	M.P. H245.0,	Buckeye Lead to P&G Plant
Ganor District:	M.P. 29.9B,	Premium Pork Lead

7i. OTHER TRAIN MOVEMENTS
HANDBRAKE RESTRICTIONS

Atlanta North District:

M.P. 46.5H	Textile Rubber Co.	Apply 100% hand brakes
M.P. 80.5H	Smith Evans Lbr.	Apply 100% hand brakes
M.P. 81.8H	Coosa Valley Steel	Apply 100% hand brakes
M.P. 100.5H	Medusa Cement	Apply 100% hand brakes
M.P. 133.6H	Sweetwater Paper	50% when more than 2 cars
M.P. 133.7H	Austell Storage	50% when more than 2 cars
M.P. 133.7H	Austell Old Pass	50% when more than 2 cars
M.P. 143.8H	Mayo Chem. Trk. B	Apply 100% hand brakes
M.P. 143.8H	Oakdale Storage Trk	Apply 100% hand brakes

Krannert District:

M.P. 11.0K	Chattahoochee Brick	Apply 100% hand brakes

Norcross District:

M.P. 626.3	Wright Plastics Stge.	Apply 100% hand brakes

Griffin District:

M.P. S233.8	S. End Peach Trk	50% when more than 2 cars
M.P. S234.1	N. End Peach Trk.	50% when more than 2 cars
M.P. S277.3	Morrow Siding	Apply 100% hand brakes on cars left on south end
M.P. S276.8	Ecco Inc.	Apply 100% hand brakes

Atlanta South District:

M.P. 172.5H	Quarry Wye Trks	Apply 100% hand brakes
M.P. 173.9H	4M Company	Apply 100% hand brakes on cars left outside building

Valdosta District:

M.P. 152.5G	Langdale Yard	Cars left standing in any yard track must have a minimum of 5 hand brakes applied on the South End.

7i. OTHER TRAIN MOVEMENTS
HANDBRAKE RESTRICTIONS (Cont'd)

Valdosta District (Cont'd):

M.P. 257.3G	Simpson Yard	Cars left standing in any yard track or on thoroughfare must have a minimum of 3 hand brakes applied on the North End.

Camak District:

M.P. SA126.0	ECCI Runaround Track	Must have minimum of 4 handbrakes on West End

Eatonton District:

M.P. A208.0	IC Mill	Apply 100% hand brakes

Columbus District:

M.P. M254.0	Moree Sand co.	Apply 100% hand brakes

8. SPRING SWITCHES

Spring switches are located as follows:

Atlanta Terminal:

Inman Yard	Engine Thoroughfare/ Local Yard Thoroughfare
Inman Yard	Local Yard Thoroughfare/ No. 1 Inbound Crossover switches

Griffin District:

Irving	South end of thoroughfare

Macon District:

Mossy	Both ends siding
Walker	Both ends siding
Cordele	Both ends siding
Arabi	Both ends siding
Sycamore	Both ends siding
Osgood	Both ends siding
Mineola	Both ends siding

Valdosta District:

Valdosta	Junction switch Navair/ Macon Districts
Haylow	Both ends siding
Eddy	Both ends siding
Crawford	Both ends siding

Jacksonville Terminal:

Beaver Street	South end of double track

Savannah District:

Toomsboro	Both ends siding
Wadley	Both ends siding
Millen Wye	West end wye track
Augusta Jct.	East end wye track
Rocky Ford	Both ends siding
Ardmore	Both ends siding

Augusta District:

Augusta Jct.	East end wye track
Millen Wye	North end wye track
S & A Jct.	Junction switch Camak/ Augusta Districts

Albany District:

Carman	North end double track
Columbus Jct.	South end double track
Albany	North end switching lead

Columbus Terminal and Americus District:

Muscogee Jct.	East end double track
Second Avenue	West end double track

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:	
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
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 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	79
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

9b. SPEED RESTRICTIONS BY DISTRICT

Except when authorized by timetable, or special instructions, speed on siding must not exceed 15 MPH.

Maximum speeds through turnouts listed below govern all trains. When moving in accordance with Rule 304 (Diverging Route Clear), a train must approach these turnouts not exceeding the speed authorized for that turnout.

Trains will reduce speed as shown until engine is over the crossings listed.

Where not otherwise restricted, the following maximum speed of trains is authorized:

ATLANTA NORTH DISTRICT:

Citico Jct. (M.P. 235.1A) - Austell (M.P. 134.7H)	Psgr. & Rail-Hwy. trains	60 MPH
	Freight trains	50 MPH
Austell (M.P. 134.7H) - Bolton (M.P. 145.5H)	Psgr. trains	79 MPH
	Rail-Hwy. trains	60 MPH
	Freight trains	50 MPH
Bolton (M.P. 145.5H) - M.P. 148.2H	Psgr. & Rail-Hwy. trains	40 MPH
	Freight trains	25 MPH

Except:

All Industry tracks unless otherwise provided	10 MPH
Dalton between M.P. 39.9H and M.P. 40.2H (over CSXT R.R. crossing at grade)	25 MPH
Through old siding Hair (M.P. 40.1H) and Walnut (M.P. 42.4H)	20 MPH
Through siding Berwin (M.P. 75.1H) to Fox (M.P. 78.1H)	25 MPH
City Yard Lead Rome	10 MPH
2nd Ave. to and including City Yard, Rome	5 MPH
On C of Ga Lead Tracks from M.P. 80.4H to end of tracks	5 MPH
On Old "N" Line, Walker M.P. 82.1H to end of track	5 MPH
On Cement Lead (M.P. 100.5H)	10 MPH
Through siding Finch (M.P. 107.1H) to Braswell (M.P. 109.0H)	20 MPH
On House Track Hiram, Georgia (M.P. 124.9H)	5 MPH
On Lead and Yard Tracks, Chattahoochee, Ga. (M.P. 145.1H)	10 MPH
On outbound Lead between North Inman and Bolton	10 MPH
On No. 2 inbound Inman Yard	10 MPH

Signaled Sidings

Cohutta and Still	(M.P. 26.7H - 29.8H)	25 MPH
Hilton and Waring	(M.P. 33.7H - 36.0H)	40 MPH
Phelps and Freeman	(M.P. 45.4H - 47.9H)	40 MPH
Davis and Sugar Valley	(M.P. 53.3H - 55.3H)	25 MPH
Reeves and Pinson	(M.P. 67.8H - 69.6H)	25 MPH
Smith and Lindale	(M.P. 81.2H - 83.9H)	25 MPH
Brice and Green	(M.P. 90.1H - 92.0H)	40 MPH
Aragon and Perkins	(M.P. 98.3H - 101.2H)	25 MPH
Roy and McPherson	(M.P. 111.1H - 113.4H)	25 MPH
Oak and Clark	(M.P. 122.6H - 125.6H)	25 MPH

9b. SPEED RESTRICTIONS BY DISTRICT (Cont'd)

Through Turnouts at:

Location	Mile Post	Maximum Speed in MPH
Jersey (Crossover)	235.0A	40
Summit Crossovers)	230.5A	40
Ooltewah (Crossovers)	15.2H	40
Cohutta (I-Line Turnout)	26.7H	35
Cohutta (Crossovers Sdg. Turnouts)	26.7H	25
Still	29.8H	25
Hilton	33.7H	40
Waring	36.0H	40
Hair	40.1H	20
Walnut	42.4H	20
Phelps	45.4H	40
Freeman	47.9H	40
Davis	53.3H	25
Sugar Valley	55.3H	25
Reeves	67.8H	25
Pinson	69.6H	25
Berwin	75.1H	25
Fox (turnout to siding)	78.0H	25
Smith	81.2H	25
Lindale	83.9H	25
Brice	90.1H	40
Green	92.0H	40
Green (Crossovers)	92.0H	40
Aragon	98.3H	25
Perkins	101.2H	25
Finch	107.1H	20
Braswell	109.0H	20
Roy	111.1H	25
McPherson	113.4H	25
Oak	122.6H	25
Clark	125.6H	25
Austell	134.7H	40
Lowe	137.2H	40
Nickajack	140.0H	40
Bolton (Crossover and Turnout to psgr. main)	145.5H	40

Over Street Crossings at:

All trains reduce speed of engines over the following street crossings:

Chattanooga	(deButts to M.P. 235.0A)	20 MPH
Dalton	(M.P. 38.0H to M.P. 43.0H)	35 MPH
Rome	(M.P. 78.0H to M.P. 81.0H)	40 MPH
Rockmart	(M.P. 101.5H to M.P. 103.0H)	40 MPH
Austell	(M.P. 133.5H to M.P. 135.0H)	35 MPH

On Curves Between M.P.:

M.P. Location Between	Pass.	Frt.
Citico Jct. and Ooltewah		
235.1A to 231.1A	55	50
231.1A to 230.8A	50	50
230.8A to 227.4A	55	50
227.2A to 226.9A	40	40
Ooltewah and Cohutta		
15.2H to 15.5H	40	40
15.5H to 16.9H	45	45
Ooltewah and Cohutta (Cont'd)		
16.9H to 17.1H	40	40
17.1H to 18.2H	45	45
18.2H to 23.7H	55	50
19.90H to 20.2H	50	50
23.7H to 27.0H	45	45

On Curves Between M.P. (Cont'd):

M.P. Location Between	Pass.	Frt.
Cohutta and Dalton		
28.5H to 37.1H	55	50
37.1H to 39.2H	50	50
39.2H to 39.8H	40	40
Dalton and Sugar Valley		
39.8H to 40.3H	25	25
40.3H to 40.8H	35	35
40.8H to 41.8H	50	50
41.8H to 45.0H	55	50
45.0H to 47.5H	45	45
47.5H to 50.2H	50	50
50.2H to 51.2H	55	50
51.2H to 51.9H	50	50
51.9H to 55.3H	55	50
Sugar Valley and Rome		
55.3H to 63.1H	55	50
63.1H to 64.6H	50	50
64.6H to 64.8H	55	50
74.6H to 78.3H	55	50
78.3H to 80.1H	40	40
Rome and Rockmart		
80.1H to 83.4H	45	45
83.4H to 83.7H	40	40
83.7H to 84.4H	35	35
84.4H to 86.8H	45	45
86.8H to 88.0H	40	40
Rome and Rockmart (Cont'd)		
88.0H to 89.2H	35	35
89.2H to 89.9H	40	40
89.9H to 91.7H	50	50
91.7H to 92.5H	40	40
92.5H to 93.1H	35	35
93.1H to 93.3H	45	45
93.3H to 98.4H	50	50
100.0H to 100.4H	35	35
100.4H to 101.1H	45	45
Rockmart and Austell		
101.1H to 101.7H	40	40
101.7H to 102.0H	45	45
102.0H to 103.4H	50	50
103.4H to 107.9H	45	45
107.9H to 109.1H	40	40
109.2H to 118.2H	30	30
118.2H to 129.3H	50	50
129.3H to 131.9H	45	45
131.9H to 134.4H	55	50
134.4H to 134.7H	45	45
Austell and Bolton		
134.7H to 137.8H	60	50
137.8H to 138.2H	50	50
138.2H to 144.0H	60	50
144.0H to 144.4H	50	50
144.4H to 145.5H	50	45

COHUTTA DISTRICT

Cohutta (M.P. 14.5I - Cleveland (M.P. 0.0I) ..... 35 MPH

KRANNERT DISTRICT

Fox (M.P. 0.0K) - Krannert (M.P. 12.7K) ..... 20 MPH

Except:

On all tracks, Krannert Long Yard ..... 10 MPH
Wye track at Krannert from K-Line to Inland Rome Inc. . 5 MPH
On Chattahoochee Brick Track, M.P. 11.0K ..... 10 MPH
Over Trestle at M.P. 11.7K ..... 10 MPH

FAIRBANKS DISTRICT

Krannert Jct. (M.P C381.3) - Fairbanks Jct (M.P. C372.9) ..... 10 MPH

Except:

On Howard Yard Lead from Krannert Jct. (M.P. C381.3) to Wye Switch to Krannert Long Yard ..... 10 MPH
All tracks Howard Yard ..... 10 MPH
On Florida Rock Lead, M.P. C373.0 ..... 10 MPH

Through Turnouts at:

Location	Mile Post	Maximum Speed in MPH
Fairbanks Jct.	C372.9	10

NORCROSS DISTRICT

Norcross (M.P. 619.0) - Peachtree Creek (M.P. 631.5) -

Passenger Trains	79 MPH
Rail/Highway Trains	60 MPH
Freight Trains	50 MPH

NORCROSS DISTRICT (Cont'd)

Peachtree Creek (M.P. 631.5) -
Peachtree Station (M.P. 633.3) ..... All Trains 40 MPH
Peachtree Station (M.P. 633.3) -
M.P. 634.7 ..... All Trains 35 MPH
M.P. 634.7 - Howell (M.P. 635.2) ..... All Trains 15 MPH

Through Turnouts at:

Location	M.P.	Maximum Speed in MPH Pass.	Frt.
Norcross	619.0	45	40
Ray	621.4	45	40
Goodwin	626.3	45	40
Foremost	630.9	45	40

Over Street Crossings at:

Doraville (M.P. 622.3 to M.P. 622.8) ..... 50 MPH

Also - Flowers Rd. Crossing (M.P. 622.5) on Citgo and Chevron Industrial Tracks is not to be entered until lights are flashing and gates are down, and way is seen to be clear.

Also - Over all road crossings on Stone Mountain Lead and related industrial tracks ... All movements should be preceded by Flagman

On Curves Between M.P.:

M.P. Location Between	Pass.	Frt.	M.P. Location Between	Pass.	Frt.
619.0 to 627.3	60	50	630.0 to 633.3	40	40
627.3 to 630.0	50	50			

GRIFFIN DISTRICT

Spring (M.P. S294.0) -
East Point (M.P. S288.2) ..... 30 MPH
East Point (M.P. S288.2) -
Hapeville (M.P. S285.6) ..... 20 MPH
Hapeville (M.P. S285.6) - M.P. S194.0 ..... 25 MPH
M.P. S194.0 - Edgewood (M.P. S192.0) ..... 10 MPH
Edgewood (M.P. H192.0) - Rutland Jct. (M.P. H197.0) .. 20 MPH
Except:
Third running track, Spring to Industry Yard ..... 20 MPH
Wood Yard Lead, M.P. S288.8 ..... 5 MPH
South Leg of Wye Industry Yard M.P. S288.4 ..... 5 MPH
All tracks, Fort Gillem, Lee, Ga. (M.P. S280.1) ..... 5 MPH
All yard tracks, Griffin, Ga. ..... 5 MPH
On all tracks other than main track unless otherwise provided ..... 10 MPH
Griffin Thoroughfare ..... 25 MPH
Penn Industrial Lead ..... 25 MPH
Both legs of wye, Griffin, Ga. ..... 5 MPH
Scale at Dixie Portland Flour Mill, Milner, Ga. (M.P. S238.5) ..... 5 MPH
Peach Track, Barnesville, Ga. ..... 5 MPH
Storage Track, Payne, Ga. ..... 5 MPH
All Industry Tracks M.P. S200.0 to M.P. S192.6 ..... 5 MPH
All Industry Tracks M.P. H192.0 to M.P. H197.0 ..... 5 MPH

Through Turnout at:

Location	Mile Post	Maximum Speed in MPH
Edgewood	1.0G/H192.0/S192.0	15
Except T/O to "S" Line		10
Rutland Jct.	H197.0	20

Over Street Crossings at:

Atlanta (M.P. S294.3 to M.P. S289.6) ..... 25 MPH
East Point (M.P. S289.6 to M.P. S288.2) ..... 25 MPH
Morrow (M.P. S276.8) All moves over Highway 54 on Sherwin Williams lead must be preceded by Flagman after crossing lights have activated.
Griffin (M.P. S251.6 to M.P. S250.4) ..... 25 MPH
All switching movements over Solomon St. (M.P. 18.5M), Broad St. (M.P. 18.5M), and College St. (M.P. 18.9M) on Borden Industrial Lead must be preceded by flagman.
(M.P. S248.9) Movements over all crossings in Griffin-Spalding Ind'l. Park must be preceded by flagman.
Forsyth (M.P. S217.9 to M.P. S217.6) ..... 20 MPH
Macon (M.P. S197.7 to Brosnan Yard) ..... 15 MPH

THOMASTON DISTRICT

Barnesville (M.P. B233.0) -
M.P. B247.7 (Loop switch) ..... 25 MPH
Thomaston Loop Track ..... 10 MPH
Except:
On industry tracks at Peerless Mill and Thomaston Mills Thomaston, Ga. ..... 10 MPH
On lead and industry tracks at Martha Mills, Thomaston, Ga. ..... 5 MPH

Over Street Crossings at:

Barnesville M.P. B234.1 (engines only) ..... 10 MPH

ATLANTA SOUTH DISTRICT:

M.P. 148.2H - M.P. 150.4H ..... All Trains ..... 25 MPH
Howell (M.P. 150.4H) to North Macon (M.P. 239.2H) -
Psgr. & Rail-Hwy. trains . 60 MPH
Freight trains ..... 50 MPH
Tracks 1 & 2 North Macon (M.P. 239.2H) to Macon Jct. (M.P. 240.5H) ..... 20 MPH
Except:
No. 3 Main Track between Howell (M.P. 150.4H) and Spring (M.P. 152.4H) ..... 25 MPH
Tracks -1 and 2, between M.P. 150.4H and M.P. 153.8H ..... 25 MPH
All Yard-Industry tracks between Constitution (M.P. 158.8H) and Macon Jct. (M.P. 240.5H) except as may be further restricted below ..... 10 MPH
Conley (M.P. 163.8H) all track Ft. Gillem ..... 5 MPH
Stockbridge - all quarry tracks ..... 5 MPH
Scherer Lead (M.P. 218.6H)
From Main Line to Maintenance Limit Sign ..... 15 MPH
Maintenance Limit Sign to Loop Switch and Loop Track ..... 10 MPH
Coal unloading trestle, Plant Scherer ..... 5 MPH
Arkwright - Six Wheel Truck Locomotives in Plant and Storage Tracks ..... 5 MPH

Signaled Sidings

N. Conley and Pless	(M.P. 162.5H - 164.5H)	20 MPH
Stockbridge and Tunis	(M.P. 171.4H - 173.5H)	20 MPH
McDonough and Grove	(M.P. 181.5H - 183.5H)	20 MPH
Jenkinsburg and Bunch	(M.P. 193.0H - 195.0H)	20 MPH
Flovilla and Sandy	(M.P. 203.0H - 205.3H)	20 MPH
Burner and Juliette	(M.P. 215.0H - 216.9H)	20 MPH
Dames and Arkwright	(M.P. 230.1H - 232.3H)	20 MPH

Through Turnouts at:

Location	Mile Post	Maximum Speed in MPH
Spring	152.4H	25
-Except t/o to trk. 2 "S" line		40
Henderson - (Crossovers between Tracks 1 and 2)	155.4H	40
Constitution	158.8H	40
North Coniey	162.5H	20
Pless	164.5H	20
Stockbridge	171.4H	20
Tunis	173.5H	20
McDonough	181.4H	20
Grove	183.5H	20
Jenkinsburg	193.0H	20
Bunch	195.0H	20
Flovilla	203.0H	20
Sandy	205.3H	20
Burner	215.0H	20
Juliette	216.9H	20
Dames	230.1H	20
Arkwright	232.3H	20
North Macon	239.1H	25
Macon Jct.	0.0G/240.5H/S190.4	15
Except Switch to "G" Line		20

On Curves Between M.P.:

M.P. Location Between	Pass.	Frt.
Howell and Constitution		
150.4H to 154.0H	25	25
154.0H to 157.3H	35	35
157.3H to 158.8H	40	40
Constitution and McDonough		
158.8H to 161.4H	40	40
161.4H to 161.8H	35	35
161.8H to 162.5H	40	40
162.5H to 163.1H	45	45
163.1H to 164.8H	50	50
164.8H to 165.0H	45	45
165.0H to 167.0H	50	50
167.0H to 167.2H	40	40
167.2H to 168.2H	45	45
168.2H to 168.5H	40	40
168.5H to 169.1H	45	45
169.1H to 170.0H	50	50
170.0H to 170.4H	45	45
170.4H to 170.7H	50	50
170.7H to 171.6H	45	45
171.6H to 171.9H	35	35
171.9H to 173.7H	40	40
173.7H to 177.3H	45	45
177.3H to 180.3H	50	50
180.3H to 180.6H	40	40
180.6H to 181.3H	45	45
McDonough and Flovilla		
181.3H to 188.2H	50	50
188.2H to 188.4H	40	40
188.4H to 191.7H	50	50
191.7H to 192.0H	40	40
193.0H to 193.1H	45	45

M.P. Location Between	Pass.	Frt.
McDonough and Flovilla (Cont'd)		
193.1H to 197.6H	50	50
197.6H to 197.9H	45	45
197.9H to 198.9H	40	40
198.9H to 200.2H	45	45
200.2H to 200.5H	40	40
200.5H to 201.4H	45	45
201.4H to 202.4H	40	40
202.4H to 203.5H	45	45
Flovilla and Juliette		
203.5H to 204.9H	45	45
204.9H to 206.2H	40	40
206.2H to 206.4H	35	35
206.4H to 206.8H	40	40
206.8H to 211.9H	45	45
211.9H to 212.4H	40	40
212.4H to 214.4H	45	45
214.4H to 214.8H	35	35
214.8H to 216.9H	40	40
Juliette and Macon		
216.9H to 217.5H	35	35
217.5H to 219.3H	40	40
219.3H to 219.6H	35	35
219.6H to 222.3H	40	40
222.3H to 230.8H	35	35
230.8H to 232.8H	45	45
232.8H to 233.1H	40	40
233.1H to 235.6H	45	45
235.6H to 235.9H	40	40
235.9H to 238.9H	45	45
238.9H to 239.3H	35	35

MACON DISTRICT

M.P. 0.0G to M.P. 1.8G ..... 20 MPH
M.P. 1.8G to M.P. 2.9G (Stratton) ..... 30 MPH
M.P. 2.9G to M.P. 4.5G (Mead) ..... 35 MPH
M.P. 4.5G to Langdale Yd. (M.P. 152.5G)
Rail-Highway and passenger trains ..... 60 MPH
Freight trains ..... 50 MPH
Except:
M.P. 0.6G (Bay Street Lead North of Hazel Street and Yard tracks) ..... 5 MPH
M.P. 0.9G (Dooley Hill Lead) ..... 10 MPH
M.P. 4.5G (Mead interchange Track Nos. 1, 2, 3) ..... 5 MPH
M.P. 8.0G (Instit. Whsle.) ..... Six Axle Units 5 MPH
M.P. 9.1G (Bassett Furniture track) ..... 5 MPH
M.P. 9.3G (Pkg. Corp. of Amer.) ..... Six Axle Units 5 MPH
M.P. 10.6G (Avondale siding) ..... 10 MPH
M.P. 16.0G (Warner Robins Siding) ..... 10 MPH
M.P. 18.4G (Anchor Glass) ..... 5 MPH
M.P. 30.9G (Medusa Cement Tracks) ..... 5 MPH
M.P. 34.9G (Grovania siding) ..... 10 MPH
M.P. 43.9G (Unadilla Storage) ..... 10 MPH
M.P. 47.0G (Walker Siding) ..... 20 MPH
M.P. 57.4G (Georgia Pacific Lead) ..... 5 MPH
M.P. 63.8G (Cordele Siding) ..... 25 MPH
M.P. 64.1G (CSXT crossing) ..... 25 MPH
M.P. 64.6G (West Cordele Lead) ..... 5 MPH
M.P. 65.3G (Harris Gin track) ..... 5 MPH
M.P. 66.8G (Folsom Concrete) ..... Six Axle Units 5 MPH
M.P. 74.6G (Arabi siding) ..... 15 MPH
M.P. 84.8G (Ashburn siding) ..... 10 MPH
M.P. 84.9G (Trailer Plant Lead) ..... 5 MPH
M.P. 84.9G (Armour track No. 2) ..... 5 MPH
M.P. 86.7G (Ashburn Turnex) ..... Six Axle Units 5 MPH
M.P. 98.1G (Chula siding) ..... 10 MPH
M.P. 105.2G (Tifton Siding) ..... 10 MPH
M.P. 106.0G (Former CSXT Tracks, Tifton, GA)
Tangent Track ..... 10 MPH
Curved Track ..... 5 MPH
M.P. 107.1G (Tobacco track) ..... 5 MPH
M.P. 121.4G (Osgood Siding) ..... 20 MPH
M.P. 127.7G (Ad'l siding) ..... 10 MPH

Through Turnouts at:

Location	Mile Post	Maximum Speed in MPH
Macon Jct. "G" Line Switch	0.0G	20
Edgewood	1.0G/H192.0/S192.0	20
Mead (GS&F Main)	4.5G	35
C of G Jct.	5.6G	35
Walker	46.1G/48.5G	20
Cordele	63.7G/66.3G	25

Over Street Crossings at:

Macon (M.P. 0.9G, on Dooley Hill Lead - Seventh Street must be flagged)
Warner Robins (M.P. 15.0G to M.P. 17.0G) ..... 30 MPH
Unadilla (M.P. 43.0G to M.P. 45.0G) ..... 40 MPH
Sycamore (M.P. 87.0G to M.P. 88.0G) ..... 30 MPH

On Curves Between M.P.:

M.P. Location Between	Pass.	Frt.	M.P. Location Between	Pass.	Frt
Macon Jct. and Langdale Yd.			**Macon Jct. and Langdale Yd. (Cont'd)**		
5.6G to 8.0G		35	64.6G to 64.8G		25
8.0G to 9.0G		40	69.9G to 70.2G		40
13.0G to 14.0G		45	70.6G to 70.8G		50
19.1G to 19.5G		50	77.0G to 77.2G		50
19.5G to 23.0G		45	81.2G to 82.8G		45
23.0G to 30.7G		50	82.8G to 84.1G		40
30.7G to 33.3G		45	84.1G to 88.3G		45
33.3G to 33.8G		40	88.3G to 89.9G		40
33.8G to 34.2G		35	89.9G to 105.2G		45
34.2G to 35.2G		40	105.2G to 105.4G		35
35.2G to 39.0G		45	105.4G to 112.0G		45
39.0G to 40.0G		40	146.2G to 148.8G		45
40.0G to 41.3G		35	148.8G to 151.0G		40
41.3G to 42.0G		40	151.0G to 151.5G		15
42.0G to 45.0G		45	151.5G to 152.4G		25
55.4G to 55.7G		50			

VALDOSTA DISTRICT

Langdale Yard (M.P. 152.5G - Jacksonville (M.P. 257.1G)
- Rail-Highway and passenger trains ..... 60 MPH
- Freight trains ..... 50 MPH

Except:
- M.P. 244.1G (Crawford siding) ..... 20 MPH
- M.P. 244.1G (CSXT Crossing) ..... 40 MPH
- M.P. 255.9G (CSXT Crossing) ..... 40 MPH

Through Turnouts at:

Location	Mile Post	Maximum Speed in MPH
Crawford	244.1G/246.5G	20

On Curves Between M.P.:

M.P. Location Between	Pass.	Frt.	M.P. Location Between	Pass.	Frt.
Langdale Yd. and Jacksonville			**Langdale Yd. and Jacksonville (Cont'd)**		
154.1G to 154.5G		35	211.1G to 211.4G		45
192.7G to 192.9G		55	221.9G to 222.2G		50
204.9G to 205.2G		50			

JACKSONVILLE TERMINAL

Maximum authorized speed - **Yard Speed** not to exceed speeds shown below:
- M.P. 257.1G to M.P. 258.1G (Thoroughfare) ..... 20 MPH
- M.P. 258.1G to M.P. 260.6G ..... 20 MPH
- M.P. 260.6G to M.P. 261.7G (South end of double track to St. Johns River Bridge FEC tracks No. 30 and 31 ..... 20 MPH
- Simpson Yard to "C" Yard ..... 15 MPH
  - Exceptions:
    - M.P. 258.2G (CSXT crossing) ..... 10 MPH
    - M.P. 254.6G to M.P. 261.7G (All industry tracks) ..... 5 MPH
    - M.P. 254.6G to M.P. 261.7G (All tracks including yard tracks other than main track or sidings, unless otherwise provided ..... 10 MPH

- M.P. 0.0SJRT to M.P. 5.9SJRT ..... 15 MPH
  - Exceptions:
    - Yard tracks 18.19 at Simpson Yard (curves on south end with cars only) ..... 5 MPH
    - All industry tracks ..... 5 MPH
    - All Wye tracks at Springfield ..... 10 MPH
    - All Yard tracks at "B" and "C" Yards ..... 10 MPH
    - All Jacksonville Port Authority trackage including Toyota ..... 5 MPH
- Palatka Yard (M.P. 281.3B to M.P. 282.5B) ..... 10 MPH
  - Exceptions:
    - All tracks inside Georgia Pacific Plant ..... 5 MPH

Through Turnouts at:

Location	Mile Post	Maximum Speed in MPH
St. Clair Street (crossover)	258.3G	5
All others		10

DOUGLAS DISTRICT

All trains
- M.P. GF28.0 to M.P. GF45.6 ..... 25 MPH
- M.P. GF45.6 to M.P. GF93.0 ..... 10 MPH

Except:
- M.P. GF28.9 (Valdosta-East Hill Avenue) ..... 15 MPH
- M.P. GF28.0 to M.P. GF93.0 (All tracks other than main track.) ..... 5 MPH

Through Turnouts at:

Location	Mile Post	Maximum Speed in MPH
All	Entire District	5

NAVAIR DISTRICT

All trains:
- Between M.P. 151.0B and M.P. 193.8B ..... 49 MPH
- Between M.P. 193.8B and M.P. 215.6B ..... 30 MPH
- Between M.P. 215.6B and M.P. 216.2B ..... 25 MPH

Except:
- Occidental Mine Lead (M.P. 0.0 to M.P. 4.0) ..... 20 MPH
- Occidental Mine Lead (M.P. 4.0 to M.P. 5.1) ..... 10 MPH
- M.P. 151.0B to M.P. 216.2B (All tracks other than main track or sidings, unless otherwise provided) ..... 10 MPH

On Curves Between M.P.:

M.P. Location Between	Pass.	Frt.	M.P. Location Between	Pass.	Frt.
151.0B to 151.3B		15	211.4B to 211.6B		15
171.3B to 171.7B		45	212.7B to 213.0B		25
181.4B to 181.8B		25			

FOLEY DISTRICT

All trains ..... 35 MPH

Except:
- At M.P. 39.0LO (All yard and industry tracks) ..... 10 MPH
- M.P. 0.0GB to M.P. 77.82GB (All tracks other than main track) ..... 5 MPH
- M.P. 39.0LO to M.P. 43.5LO (All tracks other than main track) ..... 5 MPH

Through Turnouts at:

Location	Mile Post	Maximum Speed in MPH
All	Entire District	5

Over Street Crossings at:

Quitman (M.P. 27.4GB, Screven Street must be flagged)

On Curves Between MP:

M.P. Location Between	Pass.	Frt.	M.P. Location Between	Pass.	Frt.
0.0GB to 0.3GB		25	77.0GB to 77.3GB		10
50.9GB to 51.2GB		30	77.3GB to 77.5GB		20
			39.9LO to 39.8LO		10

SAVANNAH DISTRICT

All trains:

Between Dillard Yard (M.P. SA5.1) and M & E Jct. (M.P. S170.4) ..... 49 MPH

Between M & E Jct. (M.P. S170.4) and Macon Jct. (M.P. S190.4) ..... 50 MPH

Except:

M.P. SA 4.4 (While passing beside engine terminal) ... 10 MPH
M.P. SA17.7 (Blanford siding) ..... 10 MPH
M.P. SA36.2 (Ardmore siding) ..... 10 MPH
M.P. S 57.4 (Dover - all tracks other than main track) ..... 10 MPH
M.P. S 66.4 (Rocky Ford siding) ..... 20 MPH
M.P. S 78.5 (East leg of wye track, Augusta Jct.) ..... 15 MPH
M.P. S 78.8 (Yard track No. 8) ..... 10 MPH
M.P. S 79.1 (West leg of wye track, Millen Wye) ..... 15 MPH
M.P. S 95.5 (Midville siding) ..... 10 MPH
M.P. S 96.3 (Midville siding extension) ..... 10 MPH
M.P. S 96.3 (Midville House Track) ..... 10 MPH
M.P. S106.4 (Wall Track) ..... 10 MPH
M.P. S106.9 (Wadley siding) ..... 10 MPH
M.P. S122.0 (Davisboro siding) ..... 10 MPH
M.P. S134.6 (Tennille siding) ..... 10 MPH
M.P. S146.1 (Oconee siding) ..... 10 MPH
M.P. S154.5 (Toomsboro Siding) ..... 20 MPH
M.P. S161.5 (McIntyre siding) ..... 10 MPH
M.P. S169.0 (Gordon Wye siding) ..... 10 MPH
M.P. S169.9 to M.P. S172.7 (New Yard Track Nos. 1-10 and Leads) ..... 15 MPH
M.P. S182.0 (Griswold House track) ..... 10 MPH
M.P. SA 4.0 to M.P. SA 36.2 (All tracks other than main track or sidings, unless otherwise provided) ..... 10 MPH
M.P. S 39.7 to M.P. S190.4 (All tracks other than main track or sidings, unless otherwise provided) ..... 10 MPH

Through Turnouts at:

Location	Mile Post	Maximum Speed in MPH
Rocky Ford	S65.1/S66.9	20
Toomsboro	S154.4/S156.8	20
M & E Jct	S170.4	20
Macon Jct. (Turnout to G Line)	0.0G/240.5H/S190.4	20

Over Street Crossings at:

Springfield (M.P. SA24.0 to M.P. SA25.0) ..... 35 MPH
Except 9:00 p.m. - 6:00 a.m. ..... 45 MPH
Rocky Ford (M.P. S66.3) ..... 45 MPH
Midville (M.P. S96.0 to M.P. S96.7) ..... 35 MPH
Except 9:00 p.m. - 6:00 a.m. ..... 45 MPH
Wadley (M.P. S106.2 to M.P. S107.4) ..... 45 MPH
Wadley (M.P. S106.9, on siding - U.S. 1 crossing must be flagged)

Over Street Crossings at (Cont'd):

Tennille (M.P. S134.5 to M.P. S135.0) ..... 15 MPH
Tennille (M.P. S134.5 to M.P. S135.0. No Street Crossing will be occupied by more than one train at a time)
Gordon (M.P. S169.5 to M.P. S170.4 ..... 25 MPH

On Curves Between M.P.:

M.P. Location Between	Pass.	Frt.	M.P. Location Between	Pass.	Frt.
S138.0 to S138.4		45	S189.7 to S190.1		25
			S190.1 to S190.4		15

SAVANNAH TERMINAL

Maximum authorized speed is YARD SPEED not to exceed speeds shown below:

Exceptions:

Movements moving on a clear signal (Rule 301, 304) may move at maximum authorized speed instead of yard speed in remote control territory.

Chatham Terminal ..... 25 MPH
Exceptions:
Between Dundee Canal and Builderama ..... 15 MPH
Foundation Lead ..... 25 MPH
Exceptions:
CSXT crossing Garden City ..... 10 MPH
CT crossing Garden City ..... 10 MPH
Over all street crossings Garden City until engine occupies crossing ..... 10 MPH
Pt. Wentworth branch Big Hill Road to B-43 switch ... 25 MPH
Exception:
Pt. Wentworth Jct. switch ..... 20 MPH
Bay Street Lead - Central Jct. (M.P. S1.0) ..... 25 MPH
Exception:
Central Jct. interlocking ..... 20 MPH
Between B-43 and B-49 switch Pt. Wentworth ..... 15 MPH
Mainline between Big Hill and Engine terminal ..... 15 MPH
Dillard Yard tracks R1, R2, & R3 ..... 15 MPH
C-49 track ..... 5 MPH
River St. Lead between West Broad & S&O Canal ..... 5 MPH
Gulfstream Lead ..... 5 MPH
Drill Yard tracks 2 thru 10 ..... 10 MPH
All tracks other than above ..... 10 MPH

AUGUSTA DISTRICT

All trains:

Between Augusta Jct. (M.P. D78.5) and Millen Wye (M.P. D79.0) ..... 15 MPH
M.P. D79.0 to M.P. D120.8 ..... 49 MPH
M.P. D120.8 to M.P. D124.0 ..... 20 MPH
M.P. D124.0 to M.P. D129.0 ..... 40 MPH
M.P. D124.0 to M.P. D131.0 ..... 40 MPH
M.P. D131.0 to Augusta ..... 10 MPH

Except:

M.P. D 79.0 to M.P. D132.7 (All tracks other than main track or sidings, unless otherwise provided) ..... 10 MPH
M.P. D111.5 (McBean Siding) ..... 10 MPH
M.P. D125.4 (Westover Siding) ..... 10 MPH

Over Street Crossings at:

Waynesboro (M.P. D99.0 to M.P. D99.6) ..... 35 MPH
Augusta (M.P. D131.0 to Augusta) ..... 10 MPH

MOORES DISTRICT

All trains:
M.P. GF235.0 - M.P. GF242.0 ..... 10 MPH
M.P. GF242.0 - M.P. GF249.1 ..... 20 MPH
Except:
M.P. GF249.0 (Yard tracks) ..... 5 MPH
M.P. GF235.0 to M.P. GF249.1 (All tracks other than main track, unless otherwise provided) ..... 10 MPH

CAMAK DISTRICT

Between S and A Jct. (M.P. SA94.8) and M.P. SA141.0 ..... 40 MPH
Between M.P. SA141.0 and Camak Jct. (M.P. SA142.4 ..... 25 MPH
Except:
M.P. SA94.8 (SA Junction) ..... 20 MPH
M.P. SA95.4 (North leg of Waynesboro Wye track ..... 15 MPH
M.P. SA120.1 (All industry tracks) ..... 5 MPH
M.P. SA126.1 (Huber lead) ..... 25 MPH
M.P. SA131.6 (Bastonville siding) ..... 10 MPH
M.P. SA95.4 to M.P. SA142.4 (All tracks other than main track or siding, unless otherwise provided) ..... 10 MPH

Over Road Crossings at:

Camak Jct. (M.P. SA142.3, approach U.S. Hwy. 80 Eastbound prepared to stop.)

KIRBY DISTRICT

All trains:
Between M.P. GF172.0 and M.P. GF178.4 ..... 25 MPH
Between M.P. GF178.4 and Midville (M.P. GF194.4) ..... 35 MPH
Except:
M.P. GF178.0 (Swainsboro siding) ..... 5 MPH
M.P. GF172.0 to M.P. GF194.4 (All tracks other than main track or sidings, unless otherwise provided) ..... 5 MPH

Over Street Crossings at:

DUBLIN DISTRICT

All trains
Tennille (M.P. 0.0WT) to M.P. 0.2WT ..... 15 MPH
M.P. 0.2WT to Dublin (M.P. 36.3WT) ..... 25 MPH
Except:
Trestle at M.P. 15.5WT, M.P. 19.6WT, M.P. 26.6WT, M.P. 26.7WT ..... 10 MPH
M.P. 0.2WT to M.P. 36.3WT (All tracks other than main track, unless otherwise provided) ..... 5 MPH

EATONTON DISTRICT

Between M and E Jct. (M.P. A170.3) and M.P. A197.0 ..... 40 MPH
Between M.P. A197.0 and Eatonton (M.P. A208.0) ..... 25 MPH
M.P. A208.0 to M.P. A210.0 ..... 10 MPH
Except:
M.P. A170.0 (Gordon Wye siding) ..... 10 MPH
M.P. A187.4 (Milledgeville siding) ..... 10 MPH
M.P. A188.5 (CSXT crossing) ..... 15 MPH
M.P. A197.0 (Harllee lead) ..... 15 MPH
M.P. A197.0 (All yard tracks other than scale track, Plant Harllee) ..... 8 MPH
M.P. A197.0 (Scale track) ..... 3 MPH
M.P. A170.0 to M.P. A210.0 (All tracks other than main track or sidings, unless otherwise provided) ..... 10 MPH

Over Street Crossings at:

Eatonton (M.P. A208.7, Oconee Street) ..... 5 MPH

MADISON DISTRICT

All trains:
Between Mogul (F4.1) and M.P. F74.5 ..... 35 MPH
Between M.P. F74.5 and Madison (M.P. F75.5) ..... 10 MPH
Except:
M.P. F12.0 (Scale track) ..... 5 MPH
M.P. F42.0 (Industry tracks) ..... 5 MPH
M.P. F50.2, F57.7, F63.4 (Bridges) ..... 25 MPH
M.P. F70.5 (Cape and Davis) ..... 5 MPH
M.P. F71.1 (Farmers Mutual) ..... 5 MPH
M.P. F72.5 (House track) ..... 5 MPH
M.P. F4.1 to M.P. F75.5 (All tracks other than main track, unless otherwise provided) ..... 10 MPH

Through Turnouts at:

Location	Mile Post	Maximum Speed in MPH
Mogul	F4.5	20

Over Street Crossing at:

Monticello (M.P. F44.5 to M.P. F4 .5) ..... 15 MPH

On Curves Between M.P.:

M.P. Location Between		Pass.	Frt.	M.P. Location Between		Pass.	Frt.
F 4.7 to	F 5.1		30	F42.3 to	F44.8		25
F 8.4 to	F 8.6		30	F44.8 to	F45.5		30
F11.1 to	F11.3		30	F50.1 to	F50.4		25
F15.5 to	F15.7		30	F57.5 to	F57.6		30
F27.9 to	F28.1		30	F57.6 to	F57.9		25
F30.7 to	F30.9		30	F57.9 to	F58.7		30
F32.8 to	F33.6		30	F61.7 to	F62.0		30
F41.4 to	F42.3		30	F63.2 to	F63.7		25
				F71.2 to	F72.0		30

BRUNSWICK DISTRICT

At Brosnan Yard:
All switches at the North End in the area of the East and West Pullbacks ..... 10 MPH
All inbound trains going into north end of Forwarding Yard ..... 10 MPH
All outbound trains departing north end of Forwarding Yard via Ladder Track ..... 10 MPH
All outbound trains departing north end of Forwarding Yard via Pocket Track ..... 15 MPH

All trains:
Between Macon Jct. (M.P. 240.5H) and North Tower (M.P. 241.0H) (Outbound Lead) ..... 15 MPH
Between Macon Jct. (M.P. 240.5H) and Main Tower (M.P. 242.2H) (Inbound Lead) ..... 15 MPH
Between North Tower (M.P. 241.0H) and Mead (M.P. 243.5H) (Thoroughfare No. 2) ..... 20 MPH
Between Main Tower (M.P. 242.2H) and Mead (M.P. 243.5H) (Thoroughfare No. 1) ..... 20 MPH
Between M.P. 243.5H and M.P. 244.5H ..... 25 MPH
Between M.P. 244.5H and M.P. 245.1H ..... 30 MPH
Between M.P. 245.1H and M.P. 245.5H ..... 35 MPH
Between M.P. 245.5H and Dock Jct. (M.P. 424.8H) ..... 49 MPH

BRUNSWICK DISTRICT (Cont'd)

Between Dock Jct. (M.P. 424.8H) and
Brunswick (M.P. 425.8H) ..... 10 MPH
Except:
M.P. 240.5H to M.P. 251.5H (All Industry Tracks) ..... 5 MPH
M.P. 240.8H (Old Country Lead and Tracks) ..... 5 MPH
M.P. 241.3H (Interstate Lead to GCRR) ..... 10 MPH
M.P. 241.9H (East and West caboose tracks) ..... 10 MPH
M.P. 241.9H (Thoroughfare Nos. 4-6) ..... 10 MPH
M.P. 241.9H (Pullback tracks) ..... 10 MPH
M.P. 242.0H (Local Yard Track Nos. 1-3) ..... 10 MPH
M.P. 242.0H (Local Yard - All tracks except Nos. 1-3) ..... 5 MPH
M.P. 242.0H (Forwarding Yard - All tracks) ..... 20 MPH
M.P. 242.6H (Receiving Yard - All tracks) ..... 20 MPH
M.P. 242.7H (Repair, Clean-out, Wash tracks) ..... 5 MPH
M.P. 243.0H (Old Brunswick District main track) ..... 5 MPH
M.P. 243.5H (Mead Tailback track) ..... 10 MPH
M.P. 266.6H (West Lake siding) ..... 10 MPH
M.P. 297.8H (Eastman siding) ..... 10 MPH
M.P. 316.9H (GCRR Crossing) ..... 40 MPH
M.P. 316.9H (Helena siding) ..... 10 MPH
M.P. 327.8H (Towns siding) ..... 10 MPH
M.P. 335.5H (All trains handling pulpwood over Ocmulgee River Bridge) ..... 30 MPH
M.P. 342.2H Hester Industrial Lead
(M.P. GF119.1 to M.P. GF121.1) ..... 10 MPH
(M.P. GF121.1 to M.P. GF125.0) ..... 5 MPH
M.P. 354.0H (GA Power Lead to Plant Hatch) ..... 10 MPH
(Plant Hatch Yard) ..... 5 MPH
M.P. 386.3H (First Curve East of main track on Rayonier Lead) ..... 10 MPH
M.P. 386.3H (Rayonier Lead) ..... 25 MPH
M.P. 387.8H (Bridge) ..... 25 MPH
M.P. 421.6H (CSXT Crossing) ..... 25 MPH
M.P. 421.9H (CSXT trackage to Anquilla) ..... 30 MPH
M.P. 425.0H (Turtle River Lead) ..... 10 MPH
M.P. 425.0H (CSXT Newcastle Lead) ..... 10 MPH
M.P. 243.5H to M.P. 425.7H (All tracks other than main track or sidings, unless otherwise provided) ..... 10 MPH

Through Turnouts at:

Location	Mile Post	Maximum Speed in MPH
Brosnan Yard	242.04	10
Hazelhurst (Hester Industrial Lead - All Turnouts)	342.2H	10
Jesup (Rayonier Lead - All Turnouts)	386.3H	10

Over Street Crossings at:

Macon	(M.P. 241.1H, on GCRR lead - Walnut Street must be flagged	
Hazlehurst	(M.P. 341.7H to M.P. 342.8H)	40 MPH
Hatch	(M.P. 354.1H, on Hatch lead - all paved crossings must be flagged)	
Brunswick	(M.P. 423.8H to M.P. 424.8H)	15 MPH
	(M.P. 424.8H to 425.8H)	10 MPH
Brunswick	All crossings on CSXT Newcastle Lead between "S" Street and Georgia Ports Authority must be flagged from 12:01 A.M. to 6:01 A.M.	
	All movements over crossing at 4th Avenue, Georgia Ports Authority, Brunswick, GA, M.P. 429.3H, must be protected by flag.	

ALBANY DISTRICT

All trains:
Between C. of Ga. Jct. (M.P. 5.6G) and Rutland Jct. (M.P. H197.0) ..... 35 MPH
Between Rutland Jct. M.P. H197 and M.P. H198 ..... 40 MPH
Between Rutland Jct. (M.P. H198.0) and Columbus Jct. (H219.5) ..... 50 MPH
Between Columbus Jct. (H219.5) and B, V and E Jct. (M.P. H260.3) ..... 40 MPH
Between B, V and E Jct. (M.P. H260.3) and Albany (M.P. J297.1) CSXT Coal Trains ..... 40 MPH
All other trains ..... 50 MPH
Except:
M.P. H196.4 to M.P. H217.7 (All trains handling more than 9,800 tons) ..... 45 MPH
M.P. H200.4 (All industry tracks and leads) ..... 10 MPH
M.P. H217.7 to M.P H220.0 (All industry and yard tracks) ..... 10 MPH
M.P. H241.6 (CSXT crossing) ..... 20 MPH
M.P. H242.5 (Oglethorpe siding) ..... 10 MPH
M.P. H245.0 (Scale track in P&G Cellulose Plant) ..... 5 MPH
M.P. H261.5 (All yard tracks) ..... 10 MPH
M.P. H262.3 (IMC) ..... 5 MPH
M.P. J297.0 (All yard tracks) ..... 10 MPH
M.P. H197.0 to M.P. H274/M.P. J274 to M.P. J297.5 (All tracks, all yard tracks, siding, or industry tracks unless otherwise provided) ..... 10 MPH

Through Turnouts at:

Location	Mile Post	Maximum Speed in MPH
Rutland Jct.	H197.0	25
Carman	H217.5	20
B, V and E Jct.	H260.3/O62.2	25

Over Street Crossings at:

Fort Valley	(M.P. H219.5 to M.P. H220.8)	15 MPH
Montezuma	(M.P. H239.8)	20 MPH
Albany	(M.P. J296.1 to M.P. J301.8)	20 MPH

On Curve Between M.P.:

M.P. Location Between	Pass.	Frt.	M.P. Location Between	Pass.	Frt.
H198.5 to 198.9		40			
H261.9 and H262.4		40			

COLUMBUS DISTRICT

All trains:
Columbus Jct. (M.P. M219.75) and M.P. M281.3 ..... 49 MPH
M.P. M281.3 and M.P. M288.5 ..... 40 MPH
M.P. M288.5 and Columbus (M.P. M290.8) ..... 15 MPH
Except:
M.P. M233.0 (Reynolds siding) ..... 10 MPH
M.P. M241.3 (Butler siding) ..... 10 MPH
M.P. M220.0 to M.P. M291.0 (All tracks other than main track or sidings, unless otherwise provided) ..... 10 MPH
Columbus Seminole and Man O'War Track ..... 15 MPH

Through Turnouts at:

Location	Mile Post	Maximum Speed in MPH
Columbus	Between M.P. M288.5 and M.P. M291.0 (All Turnouts)	10

Over Street Crossings at:

Fort Valley (M.P. H219.5 to M.P. M220.7) ..... 15 MPH

On Curves Between M.P.:

M.P. Location Between	Pass.	Frt.	M.P. Location Between	Pass.	Frt.
M219.9 to M.[illegible]28.0		35	M287.0 to M287.1		30
M258.7 to M2[illegible]8.9		45	M288.2 to M288.5		30
M269.1 to M28[illegible]3		40			

AMERICUS DISTRICT

All trains
- Between M.P. O0.0 and M.P. O2.5 ..... 15 MPH
- Between M.P. O2.5 and M.P. O35.5 ..... 45 MPH
- Between M.P. O35.5 and M.P. O49.0 ..... 50 MPH
- Between M.P. O49.0 and M.P. O51.0 ..... 35 MPH
- Between M.P. O51.0 and M.P. O62.5 ..... 50 MPH

Except:
- M.P. M291.0 to M.P. M288.5/O2.5 (All tracks other than main tracks ..... 10 MPH
- Columbus-Seminole and Man O-War tracks ..... 15 MPH
- M.P. O2.5 to M.P. O62.5 (All tracks other than main track or sidings, unless otherwise provided) ..... 10 MPH

Through Turnouts at:

Location	Mile Post	Maximum Speed in MPH
Columbus	Between M291.0 and M288.5/O2.5	10
B. V and E. Jct.	H260.3/O62.2	25

Over Street Crossings at:

Sand Hill (M.P. O7.7, 7th St., O7.8, 10th St.), approach prepared to stop when on other than main track.)

On Curves Between M.P.:

M.P. Location Between	Pass.	Frt.	M.P. Location Between	Pass.	Frt.
O 2.8 to O 3.3		35	O17.1 to O17.4		40
O 9.1 to O 9.4		40	O20.2 to O25.3		35
O11.5 to O11.7		40	O28.7 to O30.1		40
O14.4 to O14.8		40	O32.7 to O35.8		35
O16.2 to O16.6		40	O60.4 to O60.6		45

SPARKS DISTRICT

All trains ..... 49 MPH

Except:
- M.P. GN0.8 (Flint River Bridge) ..... 15 MPH
- M.P. GN0.0 to M.P. GN58.9 (All tracks other than main track) ..... 10 MPH

Over Street Crossings at:

Albany (M.P. GN1.9) over Turner Field Road No. 1 and No. 2, Miller Brewery ..... 5 MPH

On Curves Between M.P.:

M.P. Location Between	Pass.	Frt.	M.P. Location Between	Pass.	Frt.
GN 0.2 to GN 0.8		15	GN51.5 to GN57.0		40
GN 0.8 to GN 3.9		30	GN57.0 to GN58.6		35
GN14.4 to GN23.6		35	GN58.6 to GN58.9		15
GN23.6 to GN49.1		40			

GANOR DISTRICT

All trains ..... 20 MPH

Except:
- M.P. 23.2B to M.P. 33.8B (All tracks other than main track) ..... 10 MPH

Over Street Crossings at:

Ganor (M.P. GM25.4, Moultrie Bypass must be flagged.)

MOULTRIE DISTRICT

All trains ..... 10 MPH

CAMILLA DISTRICT

All trains ..... 25 MPH

Except:
- M.P. GS94.6 (CSXT Crossing) ..... 5 MPH

DOTHAN DISTRICT

All trains:
- Between Albany (M.P. J297.0 and M.P. J356.0 ..... 35 MPH
- Between M.P. J356.0 and M.P. J382.0 ..... 25 MPH

Except:
- M.P. J297.0 (Rail-Highway Nos. 1, 2, and 3) ..... 5 MPH
- M.P. J379.7 (Wye Track) ..... 5 MPH
- M.P. J297.0 to M.P. J382.0 (All tracks except main track) ..... 10 MPH

Over Street Crossings at:

Albany (M.P. J296.1 to M.P. J301.8) ..... 20. MPH
Dothan (M.P. J379.2, Main Street must be flagged)
Dothan (M.P. J379.4, Lena Street must be flagged)
Dothan (M.P. J380.0, Andrews Street must be flagged)
Dothan (M.P. J380.1, Foster Street must be flagged)
Dothan (M.P. J381.2, Headland Avenue must be flagged)

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.

WESTBOUND/SOUTHBOUND	EASTBOUND/NORTHBOUND
Atlanta North District:	
M.P. 233.0A to M.P. 232.0A	M.P. 142.0H to M.P. 141.0H
M.P. 26.0H to M.P. 27.0H	M.P. 131.0H to M.P. 130.0H
M.P. 31.0H to M.P. 32.0H	M.P. 29.0H to M.P. 128.0H
M.P. 82.0H to M.P. 83.0H	M.P. 73.0H to M.P. 72.0H
Cohutta District:	
M.P. 4.0I to M.P. 5.0I	M.P. 5.0I to M.P. 4.0I
M.P. 11.0I to M.P. 12.0I	M.P. 12.0I to M.P. 11.0I
Krannert District:	
M.P. 7.0K to M.P. 6.0K	M.P. 6.0K to M.P. 7.0K
Norcross District:	
M.P. 626.0 to M.P. 627.0	M.P. 631.0 to M.P. 630.0
Griffin District:	
M.P. S272.0 to M.P. S271.0	M.P. S198.0 to M.P. S199.0
M.P. S256.0 to M.P. S255.0	M.P. S255.0 to M.P. S256.0
M.P. S248.0 to M.P. S247.0	M.P. S247.0 to M.P. S248.0
Thomaston District:	
M.P. B234.0 to M.P. B235.0	M.P. B235.0 to M.P. B234.0

9c. CHECKING LOCOMOTIVE SPEED INDICATOR (Cont'd)

WESTBOUND/SOUTHBOUND	EASTBOUND/NORTHBOUND
Atlanta South District:	
M.P. 159.0H to M.P. 160.0H	M.P. 236.0H to M.P. 235.0H
M.P. 167.0H to M.P. 168.0H	M.P. 228.0H to M.P. 227.0H
M.P. 188.0H to M.P. 189.0H	M.P. 189.0H to M.P. 188.0H
Macon District:	
M.P. 11.0G to M.P. 12.0G	M.P. 147.0G to M.P. 146.0G
Valdosta District:	
M.P. 160.0G to M.P. 161.0G	M.P. 250.0G to M.P. 249.0G
Douglas District:	
	M.P. GF31.0 to M.P. GF32.0
Navair District:	
M.P. 158.0B to M.P. 159.0B	
M.P. 184.0B to M.P. 185.0B	M.P. 185.0B to M.P. 184.0B
	M.P. 197.0B to M.P. 196.0B
Foley District:	
M.P. 3.0GB to M.P. 4.0GB	M.P. 75.0GB to M.P. 74.0GB
M.P. 30.0GB to M.P. 31.0GB	
Savannah District:	
M.P. SA11.0 to M.P. SA12.0	M.P. S188.0 to M.P. S187.0
M.P. S141.0 to M.P. S142.0	M.P. S167.0 to M.P. S166.0
M.P. S180.0 to M.P. S181.0	M.P. S 89.0 to M.P. S 88.0
Augusta District:	
M.P. D115.0 to M.P. D114.0	M.P. D 87.0 to M.P. D 88.0
M.P. SA109.0 to M.P. SA110.0	
Camak District:	
M.P. SA109.0 to M.P. SA110.0	
Kirby District:	
M.P. GF191.0 to M.P. GF190.0	
Dublin District:	
M.P. 3.0WT to M.P. 4.0WT	
Eatonton District:	
M.P. A173.0 to M.P. A174.0	
Brunswick District:	
M.P. 247.0H to M.P. 248.0H	M.P. 382.0H to M.P. 381.0H
M.P. 390.0H to M.P. 391.0H	M.P. 421.0H to M.P. 420.0H
Albany District:	
M.P. H202.0 to M.P. H203.0	M.P. J285.0 to M.P. J284.0
M.P. H211.0 to M.P. H212.0	M.P. H256.0 to M.P. H255.0
M.P. H255.0 to M.P. H256.0	M.P. H199.0 to M.P. H198.0
Columbus District:	
	M.P. H199.0 to M.P. H198.0
	M.P. M252.0 to M.P. M251.0
	M.P. M257.0 to M.P. M256.0
	M.P. M272.0 to M.P. M271.0
Americus District:	
M.P. 0 8.0 to M.P. 0 9.0	M.P. 013.0 to M.P. 012.0
M.P. 013.0 to M.P. 014.0	
Sparks District:	
M.P. GN 9.0 to M.P. GN10.0	
Dothan District:	
M.P. J304.0 to M.P. J305.0	M.P. J374.0 to M.P. J373.0

NOTE: Tests for accuracy will be made at other locations when necessary. Engineers when 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

	D8-40C 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
Northbound or Eastbound				
Atlanta North District				
Atlanta—Forrestville	4300	3100	2600	1950
Forrestville—Cohutta	6700	4850	4050	3050
Cohutta—Chattanooga	4950	3600	3000	2250
Cohutta District				
Cohutta—Cleveland	6700	4850	4050	3050
Krannert District				
Forrestville—Krannert	6250	4550	3800	2850
Fairbanks District				
Fairbanks Jct.—Krannert Jct.	6250	4550	3800	2850
Norcross District				
Inman Yard—Chamblee	4700	3450	2850	2150
Chamblee—Norcross	4950	3600	3000	2250
Griffin District				
Rutland Jct.—Griffin	5250	3850	3200	2400
Griffin—Atlanta	7150	5200	4350	3250
Thomaston District				
Thomaston—Barnesville	*	*	1750	1300
Atlanta South District				
Macon—Atlanta	4300	3100	2600	1950
Macon District				
Valdosta—Cordele	8150	5900	4950	3700
Cordele—Macon Jct.	4700	3450	2850	2150
Valdosta District				
Jacksonville—M.P. 230.0G	6350	4650	3850	2900
M.P. 230.0G—Valdosta	8150	5900	4950	3700
Douglas District				
Langdale Yd.—Douglas	*	*	3750	2800
Navair District				
Navair—Langdale Yd.	8800	6400	5350	4000
Foley District				
Foley—Perry	10230	7450	6200	4650
Perry—Quitman	5050	3650	3100	2300
Quitman—Adel	2650	1900	1600	1200

10a. DIESEL UNIT RATING IN TONS (Cont'd)

	D8-40C 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
Northbound or Eastbound (Cont'd)				
Savannah District				
Macon Jct.—Tennille	6700	4850	4050	3050
Tennille—Dillard Yd.	10000	7250	6050	4550
Augusta District				
Millen—Augusta	10000	7250	6050	4550
Moores District				
Moores—Augusta Yd.	*	*	4250	3200
Camak District				
Camak—S and A Jct.	7050	5100	4250	3200
Kirby District				
Kirby—Midville	4950	3600	3000	2250
Dublin District				
Dublin—Tennille	*	*	1900	1450
Eatonton District				
M & E Jct. — Eatonton	4300	3100	2600	1950
Madison District				
Mogul—Madison	5250	3850	3200	2400
Brunswick District				
Brunswick—M.P. 244.0H	7350	5350	4450	3350
M.P. 244.0H—Macon	4700	3450	2850	2150
Albany District				
Albany—Smithville	7800	5650	4750	3550
Smithville—Columbus Jct.	5050	3650	3100	2300
Columbus Jct.—Rutland Jct.	6150	4450	3750	2800
Rutland Jct.—C of G Jct.	4700	3450	2850	2150
Columbus District				
Columbus—Columbus Jct.	4850	3500	2950	2200
Americus District				
B V a.,d E Jct.—Columbus	3750	2700	2250	1700
Sparks District				
Sparks—Albany	8150	5900	4950	3700
Ganor District				
Ganor—Schley Jct.	4150	*	2550	1900
Moultrie District				
Norman Jct.—Moultrie	4150	*	2550	1900
Camilla District				
W. Camilla—Bridgeboro	4150	*	2550	1900
Dothan District				
Dothan—Albany	5500	4000	3350	2500
Southbound or Westbound				
Atlanta District				
Chattanooga—Cohutta	4850	3500	2950	2200
Cohutta—Forrestville	8700	6300	5250	3950
Forrestville—Atlanta	4050	2950	2450	1850
Cohutta District				
Cleveland—Cohutta	8700	6300	5250	3950
Krannert District				
Krannert—Forrestville	4850	3500	2950	2200
Fairbanks District				
Krannert Jct.—Fairbanks Jct.	4850	3500	2950	2200
Norcross District				
Norcross—Inman Yard	6600	4800	4000	3000

10a. DIESEL UNIT RATING IN TONS (Cont'd)

	D8-40C 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
Southbound or Westbound (Cont'd)				
Griffin District				
Atlanta—Industry Yd.	6800	4950	4150	3100
Industry Yd.—Griffin	8150	5900	4950	3700
Griffin—Macon	9550	6950	5800	4350
Thomaston District				
Barnesville—Thomaston	*	*	3450	2600
Atlanta South District				
Atlanta—McDonough	6150	4450	3750	2800
McDonough—Macon	7800	5650	4750	3550
Macon District				
Macon Jct.—Clinchfield	6250	4550	3800	2850
Clinchfield—Ashburn	4400	3200	2650	2000
Ashburn—Valdosta	9250	6700	5600	4200
Valdosta District				
Valdosta—Jacksonville	9250	6700	5600	4200
Simpson Yd.—C Yard	6350	4650	3850	2900
Douglas District				
Douglas—Langdale Yd.	*	*	3200	2400
Navair District				
Langdale Yd.—Navair	7150	5200	4350	3250
Foley District				
Adel—Quitman	3520	2550	2150	1600
Quitman—Perry	19800	14400	12000	9000
Perry—Foley	10230	7450	6200	4650
Savannah District				
Dillard Yd.—West Gordon	8350	6050	5050	3800
West Gordon—M.P. S182.7	7050	5100	4250	3200
M.P. S182.7—Macon Jct.	11000	8000	6650	5000
Augusta District				
Augusta—Millen	7050	5100	4250	3200
Moores District				
Augusta Yd.—Moores	*	*	4250	3200
Camak District				
S and A Jct.—Camak	7050	5100	4250	3200
Kirby District				
Midville—Kirby	4500	3250	2750	2050
Dublin District				
Tennille—Dublin	*	*	2550	1900
Eatonton District				
Eatonton—M and E Jct.	4500	3250	2750	2050
Madison District				
Madison—Monticello	4600	3350	3000	2100
Monticello—Ruby	5250	3850	3200	2400
Ruby—Mogul	11000	8000	6650	5000
Brunswick District				
Macon—Hazlehurst	6700	4850	4050	3050
Hazlehurst—Jesup	19800	14400	12000	9000
Jesup—Brunswick	10100	7350	6150	4600
Albany District				
C of G Jct.—Americus	5050	3650	3100	2300
Americus—Albany	14200	10300	8600	6450
Columbus District				
Columbus Jct.—Columbus	5250	3850	3200	2400
Americus District				
Columbus—Putnam	3950	2850	2400	1800
Putnam—BV&E Jct.	19800	14400	12000	9000

10a. DIESEL UNIT RATING IN TONS (Cont'd)

	D8-40C 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
Southbound or Westbound (Cont'd)				
Sparks District				
Albany—Sparks	4850	3500	2950	2200
Ganor District				
Schley Jct.—Ganor	*	*	2550	1900
Moultrie District				
Moultrie—Norman Jct.	*	*	2550	1900
Camilla District				
Bridgeboro—W. Camilla	*	*	2550	1900
Dothan District				
Albany—Dothan	5500	4000	3350	2500

* 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 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 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.

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 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.

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
3970-4025	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

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 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.

b. DIESEL UNIT AND CAR RESTRICTIONS

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

GROSS WEIGHT IN POUNDS

District	UNIT 4-4	UNIT 6-6	LOADED CAR (4-Wheel Truck)	LOADED CAR (6-Wheel Truck)
Atlanta North	(f)291,000	(f)(d)420,000	220,000 (a)286,000 (c)315,000	(b)345,000
Cohutta	291,000	420,000	220,000 (a)286,000	(b)315,000
Krannert	291,000	420,000	220,000 (a)286,000	(b)315,000
Fairbanks	291,000	420,000	220,000 (b)(a)286,000	(b)315,000
Norcross	245,000 (b)291,000	(b)420,000	220,000 (a)286,000 (b)315,000	(b)394,500
Griffin Atlanta - Edgewood	(g)245,000 (g)(b)291,000	(b)420,000	220,000 (a)286,000	(b)315,000
Edgewood - Rutland Jct.	245,000 (b)291,000	(b)420,000	220,000 (a)286,000 (c)315,000	(b)345,000
Thomaston	245,000 (b)291,000	RESTRICTED	220,000 (a)263,000	(b)293,000
Atlanta South	245,000 (b)291,000	(b)420,000	220,000 (a)286,000 (c)315,000	(b)345,000
Macon	245,000 (b)291,000	(b)(d)420,000	220,000 (a)286,000	(b)315,000
Valdosta	291,000	420,000	220,000 (a)286,000	(b)315,000
Jacksonville Terminal	245,000 (b)291,000	(b)420,000	220,000 (a)286,000	(b)315,000
Douglas	245,000 (b)291,000	RESTRICTED	220,000 (a)263,000	(b)300,000
Navair	245,000 (b)291,000	(b)(d)420,000	220,000 (a)286,000	(b)315,000
Foley	245,000 (b)291,000	(b)(d)420,000	220,000 (a)286,000	(b)315,000
Savannah	245,000 (b)291,000	(b)(d)420,000	220,000 (a)286,000	(b)315,000
Savannah Term Bay St. - M.P. 51.0	245,000 (b)291,000	(b)420,000	220,000 (a)286,000	270,000 (b)315,000
M.P. 51.0 - Dillard Yd.	245,000 (b)291,000	(b)420,000	220,000 (a)286,000	(b)315,000
Dillard Yd. - Pooler	245,000 (b)291,000	(b)420,000	220,000 (a)286,000	270,000 (b)315,000
Pt. Jct. - Garden City	245,000 (b)291,000	(b)420,000	220,000 (a)286,000	(b)315,000
Garden City - Fair St.	245,000 (b)291,000	(b)420,000	220,000 (a)286,000	(b)315,000

b. DIESEL UNIT AND CAR RESTRICTIONS (Cont'd)

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

GROSS WEIGHT IN POUNDS

District	UNIT 4-4	UNIT 6-6	LOADED CAR (4-Wheel Truck)	LOADED CAR (6-Wheel Truck)
Augusta	291,000	420,000	220,000 (a)286,000	(b)315,000
Moores	245,000 (b)291,000	RESTRICTED	220,000 (a)263,000	(b)300,000
Camak	291,000	420,000	220,000 (a)263,000 (d)(a)286,000	(b)300,000
Kirby	291,000	(h)420,000	220,000 (a)263,000	(b)300,000
Dublin	245,000 (b)291,000	RESTRICTED	220,000 (j)(a)263,000	(j)(b)300,000
Eatonton M and E Jct. - Harlee Jct.	291,000	420,000	220,000 (a)286,000	(b)315,000
Harlee Jct. - Eatonton	291,000	420,000	220,000 (a)(f)263,000	(b)300,000
Madison	291,000	420,000	220,000 (a)286,000	(b)315,000
Brunswick	291,000	420,000	220,000 (a)286,000	(b)315,000
Albany	245,000 (b)291,000	(b)(d)420,000	220,000 (a)286,000	(b)315,000
Columbus	291,000	420,000	220,000 (a)286,000	(b)315,000
Americus	245,000 (b)291,000	(b)(d)420,000	220,000 (a)286,000	(b)315,000
Sparks	245,000 (b)291,000	(b)(d)420,000	220,000 (a)286,000	(b)315,000
Ganor	245,000 (b)291,000	RESTRICTED	220,000 (a)286,000	(b)315,000
Moultrie	245,000 (b)291,000	RESTRICTED	220,000 (a)286,000	(b)315,000
Camilla	245,000 (b)291,000	RESTRICTED	220,000 (a)263,000	(b)300,000
Dothan Albany - Columbia	245,000 (b)291,000	(b)(d)420,000	220,000 (a)286,000	(b)315,000
Columbia - Dothan	245,000 (b)(c)291,000	(b)(c)420,000	220,000 (b)(c)(a)263,000	(b)270,000

(a) Loaded four wheel truck cars weighing in excess of 220,000 lbs., but not more than the maximum weight shown in the table may be handled 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) Must not be operated on side or industry tracks except where authorized.

(c) Loaded four-wheel truck cars weighing between 286,001 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.

Six-wheel truck cars may be handled at a gross weight not exceeding 315,000 lbs. (use Note (b)) but must not be handled over trestles at M.P. A208.9 and A209.1 at Eatonton.

(d) Must not be operated on the following tracks or locations:

Atlanta North District	
M.P. 145.2H	Chattahoochee Brick
M.P. 80.3H	East "K" Tower Track
M.P. 55.3H	Sugar Valley Wood Yard
Navair District	
M.P. 211.4B	Brick Track
Foley District	
M.P. 1.0GB	Del-Cook Lumber
Savannah District	
M.P. S163.4	Toddville Plant
M.P. S170.6	Englehard Chemical
Albany District	
M.P. J296.1	Diversified AG
M.P. H262.2	GSW Interchange Track
Americus District	
M.P. H263.3	IMC No. 4
Sparks District	
M.P. GN2.7	Triple A Concrete
Dothan District	
M.P. J344.3	Merchants Track

(e) Must not exceed speed of 10 MPH over CSXT Underpass (M.P. J377.9).

(f) Four-wheel truck cars may be handled at a gross weight not exceeding 286,000 lbs. (use Note (a)) at A-209.1 at Eatonton.

(g) Engines must not pass over unloading pit, Feed Mill track, Forsyth, Ga.

(h) Speed must not exceed 10 MPH over trestle at M.P. GF193.8.

(i) Engines coupled are not permitted to pass over trestle on Thread Mill track at Hair.

(j) Must not be coupled to engine or car with a gross weight which exceeds 220,000 lbs.

c. DERRICKS

Derricks are grouped as follows:

GROUP 1 NS 960000, SOU 903012, 13, 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.

2. **Special Restrictions:**

DOUGLAS DISTRICT -	Groups 1 and 2 derricks must not be handled. Group 3 derricks must not exceed 10 MPH.
SAVANNAH TERMINAL (Savannah to M.P. S0.5 and Broad St. to Central Jct.) -	Groups 1, 2 and 3 derricks may be handled. Group 1 derricks must not exceed 10 MPH over the S&O Canal trestles on Central press tracks and River Street lead while derrick is crossing the structures.
MOORES DISTRICT -	Groups 1 and 2 derricks must not be handled. Group 3 must not exceed 20 MPH.
KIRBY DISTRICT -	Groups 1 and 2 derricks must not be handled. Group 3 derricks must not exceed: 10 MPH - M.P. GF172.0 to M.P. GF178.4 20 MPH - M.P. GF178.4 to M.P. GF194.4
DUBLIN DISTRICT -	Groups 1, 2 and 3 derricks must not be handled south of trestle, M.P. 3.3WT.
CAMILLA DISTRICT -	Derricks must not be handled.
THOMASTON DISTRICT -	Groups 1, 2 and 3 derricks must not exceed 10 MPH over Thomaston underpass (M.P. B249.2).
GRIFFIN DISTRICT -	Groups 1 and 2 derricks must not exceed 30 MPH.

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 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 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	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 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 Georgia Division EXCEPT:
Plate "B", "C", "E" and "F" cars must not be handled at:
M.P. G594.6, Structures, AGLF Transfer Track, Camilla, GA
Plate "C", "E" and "F" cars must not be handled at:
M.P. 152.7H, Mail Sheds, West Mail Track, Atlanta, GA
M.P. 152.7H, Mail Sheds, East Mail Track, Atlanta, GA
Plate "E" and "F" cars must not be handled at:
M.P. A187.4, House Track, Milledgeville, GA
Plate "F" cars must not be handled at:
M.P. S251.4, 6th St. Overhead Bridge, # 3 Yard Track, Griffin, GA

(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 Georgia Division EXCEPT AT:
M.P. F71.5, County Rd. Overhead Bridge, Madison, GA
M.P. F71.7, CSXT Overhead Bridge, Madison, GA
M.P. G594.6, Structures, AGLF Transfer Track, Camilla, GA
M.P. J379.9, Oates St. Overhead Bridge, Dothan, AL
M.P. 636.4DF, Edgewood Ave. Overhead Bridge, Armour-Decatur St. Belt, Atlanta, GA
M.P. S251.4, 6th St. Overhead Bridge, Griffin, GA
M.P. 143.8H (JacMac Lead), State Rte. 280 Overhead Bridge, All Tracks, Plant JacMac, Atlanta.
M.P. 152.7H, Mail Sheds, West Mail Track, Atlanta, GA
M.P. 152.7H, Mail Sheds, East Mail Track, Atlanta, GA
M.P. 18.7M, US 41-19 (Taylor St.) Overhead Bridge, Griffin, GA.
M.P. 18.75M, W. F. Meriwether St. Overhead Bridge, Griffin, GA
M.P. 18.8M, W. Poplar St. Overhead Bridge, Griffin, GA

(4) Double stack cars.
   (a) Double stack cars not exceeding 20'-3" (Two 9'6" high x 8'6" wide containers) above top of rail may only be handled on main tracks and sidings between:
   1. Citico Jct. & Inman Yard
   2. Inman Yard & Brosnan Yard
   3. Brosnan Yard & Jacksonville, FL
   4. Brosnan Yard & Savannah, GA
   5. Inman Yard & Norcross

i. EXCESSIVE DIMENSION EQUIPMENT (Cont'd)

(b) Do not handle double stack cars:

1. M.P. H196.1, Rocky Creek Thru Truss, Macon, GA

(5) Other cars

(a) Account low overhead clearance at Western Carloading and Atcon Warehouses, Dalton, Georgia, High Cube Box cars as well as TTX cars loaded with trailers will not clear.

(b) All loads of farm machinery billed to Peed Brothers, Butler, M.P. M241.3, will be placed at the depot platform. These cars must not be handled on the House track, Butler, M.P. M241.3, east of the depot. Also, many other types of equipment will not clear the eave.

(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. Excessive height cars must not be handled at Bulkmatic on Old Western Auto Lead, Simpson Yard.

j. 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.

Long cars may be handled on the following industrial and auxiliary tracks **in accordance with the above instructions**:

Tracks	Station Location
GSWR Interchange #1	Americus
Ice House Track	Ashburn
Storage Track	Baxley
City Track	Cochran
House Track	Cordele
CSXT Interchange Track	Cordele
Yd. Track No. 18	Dublin
House Track	Eastman
Horton Homes	Eatonton
All Old Yard Tracks	Gordon Wye
Young Door Track	Hahira
House Tracks	Helena
All tracks except: Ice House Track	Ashburn
All Tracks	M and E Jct.
All Tracks	McIntyre
All Yard Tracks	Millen
Micro-Flo, Inc.	Osgood
All Yard Tracks	Tennille
House Track	Tennille
Short Park Track	Tifton
State Farmers Market Track	Tifton
House Track	Unadilla
All Yard Tracks	W. Gordon

When handling long cars on this track, no cars under 73 feet are to be in the consist. Long cars must be handled separately, and speed must not exceed 5 MPH.

Long cars may also be handled on terminal trackage determined by the employees designated herein to control train and engine movements at Albany, Augusta Yard, Brosnan Yard, Columbus, Dillard Yard, Dock Jct., Langdale Yard and Simpson Yard.

j. EXCESSIVE CURVATURE (Cont'd)

Cars measuring 70 feet, or more, in total length must not be handled on the Proctor and Gamble or Kendall leads, Westover, M.P. D125.8 and Anchor Glass or Penn Lead, Simpson Yard, M.P. 259.0.

k. 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.

Between	Maximum Safe Trailing Tonnage
Chattanooga and Atlanta	7300
Atlanta and Macon	8700
Atlanta and Greenville	7500
Ashburn-Valdosta	12,000
Albany-Valdosta	11,000
Macon-West Gordon	9,000

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.

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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 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.

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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.

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4. 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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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.

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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.

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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 doors 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 open 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 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, NS 120000 through NS 120249 and NS 114000 through NS 114024.**

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:

1. Must not be humped.
2. Must not be switched with motive power detached.
3. Couple to this car with not more force than necessary to make coupling.

19. All cars handled in rail-highway train 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 tri-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.

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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. The following handling restrictions are applicable to two-unit drawbar-connected TTEX cars (353000 series) and 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. Cars must not be humped or flat switched with motive power detached, except to a clear track.
3. 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 crossovers restricted to 25 MPH or less and while within terminal limits.

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28. 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 Commercial).

If necessary to set these cars out, another car with an operating handbrake must be set out with it.

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29. 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 to a loaded placarded tank car.

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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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12. PASSENGER TRAIN NOTES

Passenger trains will not be held for connections or passengers without authority of Chief Dispatcher.

13. PHYSICIANS' DIRECTORY

C. B. Gillespie, ORTHO ..... Albany, Ga.
J. M. Dixon, OPH ..... Albany, Ga.
S. A. Wall, OPH ..... Albany, Ga.
W. B. Mulherin, ORS ..... Athens, Ga.
D. L. Barnes, OM ..... Atlanta, Ga.
A. H. Davison, INT ..... Atlanta, Ga.
J. H. Wheeler, FP ..... Atlanta, Ga.
R. Tyler, ORTHO ..... Atlanta, Ga.
C. M. Ferguson, SURG ..... Atlanta, Ga.
R. E. King, ORTHO ..... Atlanta, Ga.
D. M. Nichols, P ..... Atlanta, Ga.
D. C. Olansky, DERM ..... Atlanta, Ga.
S. Atkinson, OPH ..... Atlanta, Ga.
L. R. Gross, OPH ..... Atlanta, Ga.
F. J. Funk, ORS ..... Atlanta, Ga.
Linton H. Bishop, Jr., INT ..... Atlanta, Ga.
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Carter Smith, Jr., INT ..... Atlanta, Ga.
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R. A. Smith, NEURO ..... Atlanta, Ga.
E. L. Jones, ORTHO ..... Atlanta, Ga.
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J. P. Syribeys, SURG ..... Atlanta, Ga.
O. S. Reichman, OTO ..... Atlanta, Ga.
R. L. Howell, PS ..... Atlanta, Ga.
T. S. Howell, IND ..... Atlanta, Ga.
S. H. Gray, SURG ..... Atlanta, Ga.
R. L. Brand, ORTHO ..... Augusta, Ga.
S. W. Brown, RAD ..... Augusta, Ga.
D. Dickenson, GP ..... Augusta, Ga.
H. S. Engler, SURG ..... Augusta, Ga.
M. J. Murphy, OPH ..... Augusta, Ga.
R. C. Odom, FP ..... Augusta, Ga.
R. Seklecki, FP ..... Augusta, Ga.
W. J. Wylie, INT/CD ..... Augusta, Ga.
J. N. Broder, GP ..... N. Augusta, S.C.
C. B. Futch, SURG ..... Brunswick, Ga.
C. S. Tuten, OPH ..... Brunswick, Ga.
L. L. Freeman, GP ..... Chamblee, Ga.
John P. Syribeys, GP ..... Chamblee, Ga.
E. B. Pendleton, ORTHO ..... Chamblee, Ga.
R. G. Vieth, NEURO ..... Chattanooga, Tn.
G. Z. Selters, ORTHO ..... Chattanooga, Tn.
E. D. Akin, GS ..... Chattanooga, Tn.
H. A. Stone, GS ..... Chattanooga, Tn.
R. F. Mabe, INT ..... Chattanooga, Tn.
Molly R. Seal, OPH ..... Chattanooga, Tn.
L. M. Long, OPH ..... Chattanooga, Tn.
B. W. Caughran, ORTHO ..... Chattanooga, Tn.
C. H. Alper, OTO ..... Chattanooga, Tn.
H. B. Heywood, III, ORTHO ..... Chattanooga, Tn.
T. L. Buttram, SURG ..... Chattanooga, Tn.
W. D. Bowers, SURG ..... Cleveland, Tn.
E. N. Duncan, OPH ..... Cleveland, Tn.
R. L. Smith, GP ..... Cochran, Ga.
Lavon Thurman, Jr., FP ..... Columbus, Ga.
G. E. Fussell, FP ..... Columbus, Ga.
J. C. Hughston, ORTHO ..... Columbus, Ga.
S. C. Hunter, ORS ..... Columbus, Ga.

13. PHYSICIANS' DIRECTORY (Cont'd)

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C. R. Buchhammer, INT ..... Macon, Ga.
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R. E. Cato, RAD ..... Macon, Ga.
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C. R. White, SURG ..... Macon, Ga.
T. H. Williams, SURG ..... Macon, Ga.
J. C. Barnett, Jr., NEURO ..... Marietta, Ga.
G. N. Gerson, ORS ..... Marietta, Ga.
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G. S. Baer, OPH ..... Rome, Ga.
A. R. Gray, GS ..... Rome, Ga.
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W. J. Degenhart, OPH ..... Savannah, Ga.
H. Clark Deriso, ORS ..... Savannah, Ga.
F. Hardeman, Jr., GP & GS ..... Savannah, Ga.

13. PHYSICIANS' DIRECTORY (Cont'd)

J. R. Logan, OTO	Savannah, Ga.
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C. M. Pugh, INT	Savannah, Ga.
A. Paderewski, DENT SURG	Savannah, Ga.
J. K. Quattlebaum, Jr., GS	Savannah, Ga.
P. L. Scardino, URO	Savannah, Ga.
T. H. Riley, Jr., FP	Savannah, Ga.
J. R. Gore, OM	Statesboro, Ga.
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W. E. Taylor, GP	Swainsboro, Ga.
J. F. Kirkpatrick, SURG	Tennille, Ga.
D. P. Esposito, NEURO	Tifton, Ga.
J. C. Campa, ORTHO	Valdosta, Ga.
F. T. Corker, OM	Valdosta, Ga.
E. L. Creech, ORTHO	Valdosta, Ga.
J. P. Kendrick, ORS	Valdosta, Ga.
J. W. Mathis, SURG	Valdosta, Ga.
A. T. McRae, GS	Valdosta, Ga.
H. B. Smith, OTO	Valdosta, Ga.
T. H. Smith, Jr., OPH	Valdosta, Ga.
J. C. Stubbs, INT	Valdosta, Ga.
H. I. Conner, GP & GS	Vidalia, Ga.
R. H. DeJarnette, Jr., SURG	Vidalia, Ga.
G. J. Hobson, OPH	Woodstock, Ga.

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

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

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 Rialroad 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

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 (Men's & Ladies)

ELGIN
B. W. Raymond Chronometer Model - 21 Jewel

HAMILTON
Electric Railroad Approved
Electric - Model 910917, White

PULSAR
Railroad Approved - Quartz Model

RODANIA
Quartz - Model 9361

14. AUTHORIZED WATCHES (Cont'd)

WRIST WATCHES (Cont'd)

SEIKO

Railroad Approved - Quartz Model

SPEIDEL

Railroad Aproved - Special Quartz

WYLER

Railroad Approved - Incaflex Model

15. STATION HOURS

STATIONS	WEEKDAYS	SATURDAY	SUNDAY
Atlanta North District			
deButts Yard	Continuous	Continuous	Continuous
Forrestville, Ga.	Continuous	Continuous	Continuous
Atlanta Terminal			
Inman Yard	Continuous	Continuous	Continuous
Norcross District			
Chamblee, Ga.	Continuous	Continuous	Continuous
Griffin District			
Griffin, Ga.	7:00am-4:00pm	Closed	Closed
Macon Terminal			
Brosnan Yard	Continuous	Continuous	Continuous
Macon District			
Adel, Ga.	7:00am-4:00pm	Closed	Closed
Valdosta District			
Valdosta, Ga.	Continuous	Continuous	Continuous
Jacksonville, Fl.	Continuous	Continuous	Continuous
Navair District			
West Occidental, Fl.	8:00am-5:00pm	8:00am-4:00pm	Closed
Savannah District			
Gordon, Ga.	Continuous	Continuous	Closed 3:00pm-10:30pm
Tennille, Ga.	9:00am-6:00pm	9:00am-6:00pm	Closed
Millen, Ga.	7:00am-1:00am	7:00am-1:00am	7:00am-1:00am
Savannah, Ga.	Continuous	7:00am-11:00pm	7:00am-11:00pm
Augusta District			
Nixon Yard, Ga.	Continuous	Continuous	Continuous
Camak District			
Wrens, Ga.	6:00am-5:00pm	Closed	Closed
Madison District			
Madison, Ga.	7:00am-4:00pm	Closed	Closed
Brunswick District			
Jesup, Ga.	7:00am-4:00pm	7:00am-4:00pm	7:00am 4:00pm
Hazelhurst, Ga.	7:30am-4:30pm	Closed	Closed

15. STATION HOURS (Cont'd)

STATIONS	WEEKDAYS	SATURDAY	SUNDAY
Brunswick, Ga.			
12/1 - 5/31	8:00am-12:00mn	8:00am-12:00mn	4:00pm 12:00mn
6/1 - 11/30	6:30am-12:00mn	6:30am 12:00mn	6:30am 12:00mn
Albany District			
Americus, Ga.	6:00am-11:00pm	7:00am-3:00pm	7:00am-3:00pm
Albany, Ga.	Continuous	Continuous	Continuous
Columbus Terminal			
Columbus, Ga.	Continuous	Continuous	Continuous

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.

16. COMMUNICATION & SIGNAL INFORMATION (Cont'd)

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. Location of Detectors

Stand-alone Hotbox Detectors in service at the following locations:

Location		Mile Post
Atlanta North District		
Tyner	•	232.3A
Collegeddale	•	18.1H
Cohutta	•	25.0H
Hilton	•#	33.7H
Phelps	•	45.1H
Sugar Valley	•	55.4H
Plainville	•	66.3H
Berwin	•	75.0H
Silver Creek	•	85.0H
Seney	•	95.2H
Finch	•	105.7H
Pumpkinvine	•#	116.5H
Clark	•	125.6H
Westside	•	132.8H
Nickajack	•	140.8H
Cohutta District		
Blue Springs		8.2I
Norcross District		
Norcross		619.0
Goodwin	•	626.6

16b. DETECTORS (Cont'd)

1. Location of Detectors

Stand-alone Hotbox Detectors in service at the following locations:

Location		Mile Post
Atlanta South District		
Constitution	•	158.8H
Ellenwood	•	165.7H
Flippen	•	177.0H
Locust Grove	•	187.4H
Jackson	•	198.0H
Flovilla	•#	209.6H
Juliette	•	217.0H
Rum Creek	•	224.9H
River North	•	233.7H
Macon District		
Avondale	•	11.1G
Bonaire	•	24.3G
Elko		38.7G
Findlay	•#	51.8G
Cordele	•	62.3G
Arabi	•	76.1G
Sycamore	•	87.0G
Chula	•	101.3G
Lenox	•	115.6G
Sparks	•	126.1G
Hahira	•	137.9G
Valdosta	•	148.7G
Valdosta District		
Blanton	•	161.1G
Mayday	•	169.5G
Thelma	•	178.8G
Colon	•	192.2G
Council	•#	204.2G
Eddy	•	217.8G
Clarking	•	229.8G
Crawford	•	242.0G
Navair District		
Lake Park	•	160.9B
Rawls	•	179.2B
Savannah District		
Coldbrook	•	SA14.7
Springfield		SA24.6
Shawnee	•	SA34.4
Oliver		S47.0
Ogeechee		S61.4
Scarboro	•	S74.1
Rogers		S86.6
Midville		S98.4
Bartow		S111.5
Davisboro		S122.3
Tennille	•#	S131.5
Oconee		S146.2
McIntyre	•	S159.4
Gordon		S174.3
Lakeview	•	S187.1
Augusta District		
Wasden		D82.3
Waynesboro	•	D95.0
Greens Cut	•	D108.0
Brunswick District		
Bullard	•	254.9H
Adams Park	•	262.6H

16b. DETECTORS (Cont'd)

1. Location of Detectors

Stand-alone Hotbox Detectors in service at the following locations:

Location			Mile Post
Brunswick District (Cont'd)			
Cochran			276.1H
Gresston		*	290.1H
Chauncey			304.9H
McRae		*	318.6H
Lumber City			333.3H
Graham			346.5H
Hatch			355.4H
Surrency		*	367.2H
Odum			380.5H
Gardi			394.6H
Everett		*	409.1H
Albany District			
Echeconnee		*	H203.1
Powersville		*	H212.0
Marshallville			H225.3
Montezuma			H238.6
Weaver's Crossing		*	H254.6
Maddox		*	H267.5
Neyami		*	J282.0
Luke, Ga.	No dragger	*	J353.5
Sigma, Al.	No dragger	*	J365.9
Ducker			J311.7
Williamsburg			J325.0
Bancroft			J339.3
Columbus District			
Nacomas			M225.4
Butler		*	M240.3
Junction City		*	M255.2
Box Springs		*	M268.5
Lake Pines		*	M278.8
Americus District			
Sand Hill		*	09.1
Ida Vesper		*	022.1
Buena Vista		*	032.3
Putnam		*	044.3
Bumphead Crossing		*	058.5
Sparks District			
Oak Grove		*	GN15.3
Sigsbee		*	GN30.0
Reedy Creek			GN43.9

* Also has Dragging Equipment Detector
\# Also has Hot Wheel Detector

Trains passing these locations will be scanned for overheated journals, and at indicated locations for dragging equipment or hot wheels. If no defects are detected, the detector's radio will announce the milepost and "NO DEFECTS" 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 passed the detector, the exact axle location of any defect will be announced three (3) times counting from the first locomotive axle.

If multiple defects are detected, 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, 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. 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 or hot wheel. 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 Communications Control Center in Atlanta, GA. The train should **not** be stopped.

If a train passes one of these detectors and no radio message is received, the crew must stop, the crew immediately notify the dispatcher, inspect the train and advise results to the dispatcher.

A train should maintain a minimum speed of 8 MPH 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-Along Detector.

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.

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.**

When notified that a malfunction has occurred at a hot box, hot wheel, dragging equipment or high-wide detector, arrangements must be made to inspect all trains passing that location until the detector is restored. This inspection must be done by either train crews or by other qualified employees. A roll-by inspection will be satisfactory.

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.

16b. DETECTORS (Cont'd)

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.

DRAGGING EQUIPMENT - RULE 316

Location of Dragging Equip. Detector	Location of Lights	Track	Direction Activated
M.P. 632.8	634.8		Southbound

When the dragging equipment detector has been tripped, the Flashing Light will be activated and train must be stopped and inspected for dragging equipment.

Dispatchers will submit the appropriate form to designated Mechanical, Communication and Agency Departments, for hot box, hot wheels, dragging equipment or any defect discovered.

STEAM-POWERED TRAINS BY STAND-ALONE HOT BOX DETECTOR

Since hot box 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 journals, hot wheels, dragging equipment or clearance problems on cars. Protection of steam engine journals, wheels, and clearances is the responsibility of the crew.

16c. ALL CHANNEL RADIOS

The following table shows the transmit (TX) and receive (RX) channels to be used by road trains of any railroad operating on NS tracks in accordance with NS rules, timetables, and instructions.

Channel Name	AAR Channel Transmit TX Channel	AAR Channel Receive RX Channel
SOU 1-Road	56	56
SOU 2-Dispatcher	48	09
**NW 1-East	72	72
**NW 2-Lake	76	76
**NW 3-West	22	22
L&N 1-Road	84	84
**CSX-Dispatcher	94	94
**SBD 3-Road	32	32
**SBD 4-Road	66	66

*Dial in the indicated channel

**Requires signal tones to access Dispatcher

When operating on other railroads, it will be necessary to consult the governing foreign line timetable for 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.

16d. LOCATION OF DISPATCHER-CONTROLLED RADIO BASE STATIONS

Location	Frequency	Hours
Atlanta North District		
Austell, Ga.	Road & Dispatcher	Continuous
Calhoun, Ga.	Road & Dispatcher	Continuous
Cohutta, Ga.	Road	Continuous

16d. LOCATION OF DISPATCHER-CONTROLLED RADIO BASE STATIONS (Cont'd)

Location	Frequency	Hours
Atlanta North District (Cont'd)		
Dallas, Ga.	Road & Dispatcher	Continuous
Dalton, Ga.	Road & Dispatcher	Continuous
Douglasville, Ga.	Road & Dispatcher	Continuous
Ooltewah, Ga.	Road & Dispatcher	Continuous
Mt. Alto, Ga.	Road & Dispatcher	Continuous
Norcross District		
Norcross, Ga.	Road & Dispatcher	Continuous
Griffin District		
Bolingbroke, Ga.	Road	Continuous
Goggins, Ga.	Road	Continuous
Griffin, Ga.	Road	Continuous
Lovejoy, Ga.	Road	Continuous
Atlanta South District		
Arkwright, Ga.	Road & Dispatcher	Continuous
Jackson, Ga.	Road & Dispatcher	Continuous
Juliette, Ga.	Road & Dispatcher	Continuous
Stockbridge	Road & Dispatcher	Continuous
Macon District		
Ashburn, Ga.	Road & Dispatcher	Continuous
Cordele, Ga.	Road & Dispatcher	Continuous
Grovania, Ga.	Road & Dispatcher	Continuous
Pinehurst, Ga.	Road & Dispatcher	Continuous
Sparks, Ga.	Road & Dispatcher	Continuous
Tifton, Ga.	Road & Dispatcher	Continuous
Warner Robins, Ga.	Road & Dispatcher	Continuous
Valdosta District		
Colon, Ga.	Road & Dispatcher	Continuous
Crawford, Fl	Road & Dispatcher	Continuous
Eddy, Fl.	Road & Dispatcher	Continuous
Haylow, Ga.	Road & Dispatcher	Continuous
Valdosta, Ga.	Road & Dispatcher	Continuous
Navair District		
West Occidental, Fl.	Road	Continuous
Foley District		
Barney, Ga.	Road	Continuous
Greenville, Fl.	Road	Continuous
Perry, Fl.	Road	Continuous
Savannah District		
Ardmore, Ga.	Road & Dispatcher	Continuous
Bartow, Ga.	Road & Dispatcher	Continuous
Blanford, Ga.	Road & Dispatcher	Continuous
Clito, Ga.	Road & Dispatcher	Continuous
Gordon, Ga.	Road & Dispatcher	Continuous
Midville, Ga.	Road & Dispatcher	Continuous
N. Milien, Ga.	Road & Dispatcher	Continuous
N. Toomsboro, Ga.	Road & Dispatcher	Continuous
Tennille, Ga.	Road & Dispatcher	Continuous
Augusta District		
Augusta, Ga.	Road & Dispatcher	Continuous
Waynesboro, Ga.	Road & Dispatcher	Continuous
Wrens, Ga.	Road	Continuous
Eatonton District		
Harllee Jct., Ga.	Road	Continuous
Madison District		
Cumslo, Ga.	Road & Dispatcher	Continuous
Machen, Ga.	Road	Continuous

16d. LOCATION OF DISPATCHER-CONTROLLED RADIO BASE STATIONS (Cont'd)

Location	Frequency	Hours
Brunswick District		
Baxley, Ga.	Road	Continuous
Cochran, Ga.	Road & Dispatcher	Continuous
Hazelhurst, Ga.	Road	Continuous
Jesup, Ga.	Road	Continuous
Mount Pleasant, Ga.	Road	Continuous
Scotland, Ga.	Road	Continuous
Albany District		
Albany, Ga.	Road & Dispatcher	Continuous
Ft. Valley, Ga.	Road & Dispatcher	Continuous
Oglethorpe, Ga.	Road	Continuous
Smithville, Ga.	Road & Dispatcher	Continuous
Columbus District		
Butler, Ga.	Road	Continuous
Columbus, Ga.	Road & Dispatcher	Continuous
Americus District		
Ellaville, Ga.	Road & Dispatcher	Continuous
Union, Ga.	Road & Dispatcher	Continuous
Sparks District		
Sigsbee, Ga.	Road	Continuous
Dothan District		
Arlington, Ga.	Road	Continuous
Hilton, Ga.	Road	Continuous
Atlanta North District		
Dalton, Ga.	Road	See Sec. 15
Forrestville, Ga.	Road	See Sec. 15
Rockmart, Ga.	Road	Intermittent
Atlanta Terminal		
Inman Yard	Road & Terminal	Continuous
Peagram Shop	Road	Continuous
Industry Yard	Road & Terminal	Continuous
Forest Park Yard	Road & Terminal	Intermittent
Krannert District		
Krannert, Ga.	Road	Intermittent
Griffin District		
Griffin, Ga.	Road	See Sec. 15
Macon District		
Adel, Ga.	Road	See Sec. 15
Macon, Ga. (Brosnan Yard)	Road & Terminal	Continuous
Valdosta District		
Jacksonville, Fl. (Simpson Yard)	Road & Terminal	Continuous
Valdosta, Ga. (Langdale Yard)	Road	Continuous
Navair District		
West Occidental, Fl.	Road	See Sec. 15
Savannah District		
Gordon, Ga. (M&E Jct.)	Road	See Sec. 15
Millen, Ga.	Road	See Sec. 15
Savannah, Ga. (Dillard Yard)	Road	Continuous
Shawnee, Ga.	Road (Controlled by Dillard Yard)	Continuous
Tennille, Ga.	Road	See Sec. 15

16e. LOCATION OF WAYSIDE RADIO BASE STATIONS (Cont'd)

Location	Frequency	Hours
Augusta District		
Nixon, Ga. (Yd)	Road	Continuous
Waynesboro, Ga.	Road (Controlled by Millen)	See Sec. 15
Wrens, Ga.	Road	See Sec. 15
Madison District		
Madison, Ga.	Road	See Sec. 15
Brunswick District		
Brunswick, Ga.	Road	See Sec. 15
Hazelhurst, Ga.	Road	See Sec. 15
Jesup, Ga.	Road	See Sec. 15
Albany District		
Albany, Ga. (Yd.)	Road	Continuous
Americus, Ga.	Road	See Sec. 15
Columbus District		
Columbus, Ga.	Road	Continuous

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.

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].

C. TRAIN PLACEMENT OF PLACARDED CARS: (Cont'd)

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 (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. 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)

D. KEY TRAINS (Cont'd):

List of Environmentally Sensitive Chemicals (Cont'd)

4. Chloroform (4921767/4921769/4925224/4925225)
5. Dichlorobenzene (4925203)
6. Dichloropropane (4909269)
7. Dichloropropane/Dichloropropene mixture (4910234)
8. Dichloropropene (4909255)
9. Flammable Liquid, NOS (Ethyl Chloride) (4908162/4995712)
10. Ethylene Dibromide - (Also PIH) (4921497)
11. Ethylene Dibromide and Methyl Bromide Mixtures - (Also PIH) (4921438)
12. Ethylene Dichloride (4909166/4912814)
13. Epichlorohydrin (4921005)
14. Methyl Chloroform or 1,1,1-Trichloroethane (4925182)
15. Methylene Chloride (Dichloromethane) (4925131)
16. Methylene Chloride/Chloroform Mixture {4960105}
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 point, when received in interchange, and at any point where a train

F. INSPECTION: (Cont'd)

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 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."

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].

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].

G. MARKING AND PLACARDING HAZARDOUS MATERIALS: (Cont'd)

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 PG I 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 work 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].

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].

17. HAZARDOUS MATERIALS (Cont'd)

G. MARKING AND PLACARDING HAZARDOUS MATERIALS (Cont'd):

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.5, 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].

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

H. HAZARDOUS WASTE AND PCB WASTE MANIFESTS: (Cont'd)

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 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 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

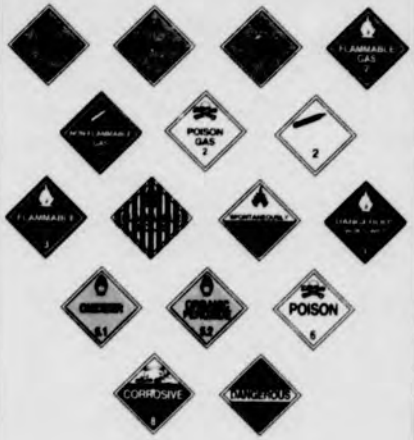
HOW TO USE THIS CHART

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.	OCCUPIED CABOOSE	X	X	X	X	X	X			
		← See Note (2) →								
5.	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.	LOADED FLAT CAR - EXCEPT: CLOSED TOP/COFC EQUIPMENT, MULTI-LEVELS, AND OTHER SPECIALLY EQUIPPED CARS WITH TIE-DOWN DEVICES FOR HANDLING VEHICLES	X	X			X				
7.	ANY RAIL CAR, TRANSPORT VEHICLE, OR FREIGHT CONTAINER WITH TEMPERATURE CONTROL EQUIPMENT OR INTERNAL COMBUSTION ENGINE IN OPERATION	X	X			X				
8.	GROUP 1: DIVISION 1.1 OR 1.2 (CLASS A EXPLOSIVES)		X		X	X		X		
9.	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.	GROUP 3: CLASS 7 RADIOACTIVE	X	X			X		X		
11.	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					

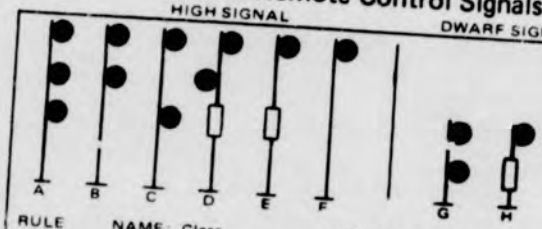
NOTES (1) ANY CAR PLACARDED AS IN GROUP 3, MAY NOT BE PLACED NEXT TO CARS CONTAINING UNDEVELOPED FILM.

(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.

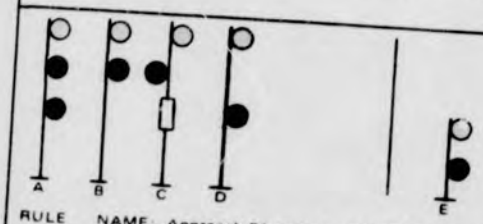
SOUTHERN RAILWAY

Automatic Block, Interlocking, TC and Remote Control Signals

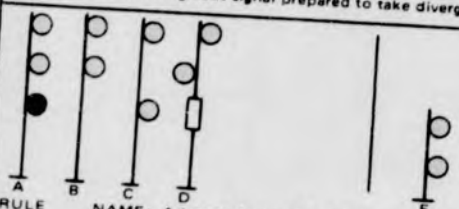
HIGH SIGNAL — DWARF SIGNAL



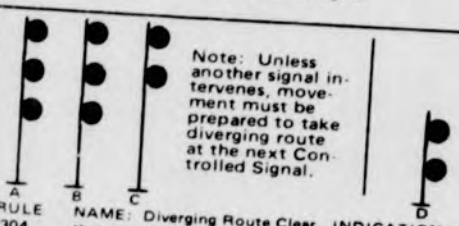
RULE 301 — NAME: Clear. INDICATION: Proceed.



RULE 302 — NAME: Approach Diverging. INDICATION: Proceed, approaching next signal prepared to take diverging route.

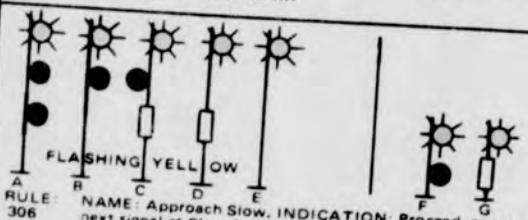


RULE 303 — NAME: Advance Approach. INDICATION: Proceed, preparing to stop at second signal.



Note: Unless another signal intervenes, movement must be prepared to take diverging route at the next Controlled Signal.

RULE 304 — NAME: Diverging Route Clear. INDICATION: Proceed through diverging route, observing authorized speed through turnout(s) or crossover(s).



RULE 306 — NAME: Approach Slow. INDICATION: Proceed, approaching next signal at Slow Speed. Train exceeding Medium Speed must at once reduce to that speed.

SPEED:

MEDIUM SPEED—A speed not exceeding 30 MPH.

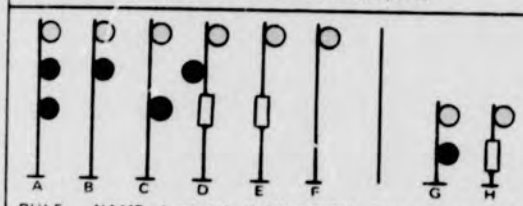
REDUCED SPEED—A speed that will permit complying with flagging signals and stopping short of train or obstruction.

SOUTHERN RAILWAY

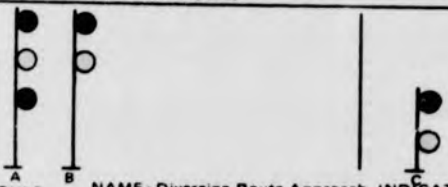
Automatic Block, Interlocking, TC and Remote Control Signals (Cont'd)

HIGH SIGNAL — DWARF SIGNAL

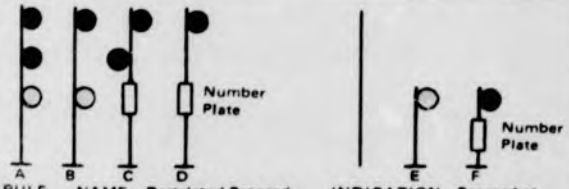
RULE 306.1 — NAME: Diverging Route Approach Slow. INDICATION: Proceed through diverging route, observing authorized speed through turnout(s) or crossover(s), then not exceeding Medium Speed, approach next signal at Slow Speed.



RULE 307 — NAME: Approach. INDICATION: Proceed, preparing to stop at next signal. Train exceeding Medium Speed must at once reduce to that speed.



RULE 308 — NAME: Diverging Route Approach. INDICATION: Proceed through diverging route, observing authorized speed through turnout(s) or crossover(s), preparing to stop at next signal. Train exceeding Medium Speed must at once reduce to that speed.



RULE 309 — NAME: Restricted Proceed. Restricted Speed. INDICATION: Proceed at

RULE 310 — NAME: Stop. INDICATION: Stop.

SPEED (CONT'D):

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.

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 Q

NORFOLK SOUTHERN

®

Eastern Region

Virginia Division

Effective Sunday, September 25, 1994

12:01 A.M. Eastern Standard Time

Timetable Number

4

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**
§ §	**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.

LAMBERTS POINT TO CREWE—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
			NORFOLK TERM.					
Yard	.....	LP .0	.. Lamberts Point ..		..	.....		.....
.....	.....	1.0	..... Norfolk		..	.....		0.0
.....	.....	1.9	.... Colley Ave.		..	.....		0.7
.....	.....	3.6	.... Barre Ave.	‖	..	.....		2.4
.....	.....	4.8	.... Lovitt Ave.	‖	..	.....		3.6
.....	.....	5.1	..... Bridge 5	‖	..	.....		4.0
.....	.....	N 2.5	..... NS Jct.	‖	C	◇		5.3
.....	.....	3.5	... South Norfolk ...	‖	..	.....		6.2
Yard	.....	5.3	..... Portlock	‖	..	.....		8.0
.....	.....	6.6	..... Bridge 7	‖	C	◇		9.4
.....	.....	7.5	.... Gilmerton	‖	..	.....		10.3
.....	.....	8.4	.... Canal Drive	‖	..	.....		11.3
			NORFOLK DIST.					
.....	8310	17.0	..... Juniper	††	..	.....		19.8
Yard	.....	22.3	..... Suffolk	††	C	◇		25.5
.....	.....	30.2	..... Myrtle	††	..	.....		33.2
.....	.....	34.1	..... Windsor	††	..	.....		37.0
.....	3168	44.9	..... Ivor	††	..	.....		47.7
.....	.....	51.6	.... Wakefield	††	..	.....		54.5
.....	.....	59.1	..... Waverly	††	..	.....		61.9
.....	.....	68.8	.... Disputanta	††	..	.....		71.8
.....	5845	77.7	..... Poe	‖	..	.....		80.5
.....	.....	80.9	.... City Point	‖				
			Branch Jct. ..	|	..	.....		83.7
Yard	.....	81.6	.... Petersburg	|	..	.....		84.4
.....	6932	87.5	..... Addison	|	..	.....		90.3
.....	.....	88.3	..... Jack	‖	..	.....		91.1
.....	.....	92.4	.... Sutherland	††	..	.....		95.3
.....	1800	96.0	... Church Road ...	††	..	.....		98.8
.....	250	101.9	..... Ford	††	..	.....		104.7
.....	.....	108.9	..... Wilsons	††	..	.....		112.2
.....	.....	115.1	..... Lipco	††	..	.....		118.4
.....	.....	118.4	.... Blackstone	††	..	.....		121.7
Yard	.....	128.9	..... Crewe	††	..	.....		132.3

SEWELLS POINT 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 SEWELLS POINT
Yard	.....	NPBL	.... Naval Base					
		Trk.	Norfolk		..	.....		0.0
.....	.....	A 7.2	... West Junction ...	§	..	.....		1.5
Wye	.....	5.8	... QM Junction ...	§	..	.....		1.3
.....	.....	4.3	..... Thole St.	§	..	.....		3.0
.....	.....	1.4	.. Coleman Place ..	§§	C	◇		5.9
.....	.....	A 0.0	... Tidewater Jct. ...	‖	C	◇		7.3
.....	.....	V 2.5	.. Eastern					
			Branch Bridge ..	|	C	.....		7.5
.....	.....	4.5	... Carolina Jct. ...	|	..	.....		9.5

JARRATT 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 SO. NORFOLK
Yard	.....	V 5.1	... South Norfolk ...	§	..	.....		0.0
.....	.....	6.5	... Belt Junction ...	§	C	◇		1.4
.....	.....	.....	... South Branch					
			Drawbridge ...	§	C	.....		2.3
.....	.....	13.0	.... Yard Limit	§	..	.....		7.9
			JARRETT DIST.					
.....	.....	15.4	..... Algren	§	..	.....		10.3

NORTH BEACH ROUTE—EASTWARD

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
		SN 2.1	.... North Jct.	§				2.1
	650	2.5	.. Coleman Place ..	§	C		◇	2.5
	1672	2.7	..... Rush St.	§				2.7
		5.2	.. Camden Heights ..	§				5.2
	800	6.6	. Diamond Springs .	§				6.6

SOUTH BEACH ROUTE—EASTWARD

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
		VB 0.6	... End of Track ...	§				0.6
	1915 2061	2.2	.... Tidewater	§	C		◇	2.2
		5.4	.... Greenwich	§				5.4
	850	6.6	..... Euclid	§				6.6
		12.8	... Oceana Wye ...	§				12.8
		14.5	..... Oldfield	§				14.5
	2357	17.1	... Virginia Beach ...	§				17.1

BERKLEY 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 LIGON ST.
		NS 0.0	.... Norshipco-Ligon St.	§				0.0
Yard		1.1	.... New Berkley Line Switch ..	§ §				1.1
		1.6	... NS Junction ...	§	C		◇	1.6
		2.3	... Carolina Jct. ...	|				2.3

ALBEMARLE 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 NORFOLK
		NS 2.5	... Carolina Jct. ...	|				0.6
Yard		NS 3.0	... Carolina Yard ...	§				3.0
		8.0	.... Yard Limit	§				8.0

CREWE TO ROANOKE—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
			BLUE RIDGE DIST.					
Yard		128.9	**Crewe**	††	C			132.2
		133.4	**Burkeville**	††	C			136.7
		141.7	**Rice**	†				145.2
	3067	150.1	**Farmville**	†				153.7
		160.8	**Prospect**	†				163.0
	11000	169.3	**Pamplin**	†				170.7
		175.6	**Evergreen**					176.8
	16700	181.2	**Appomattox**					181.6
	10292	189.7	**Phoebe**					189.4
	10028	PH11.5	**Posm**					200.9
	7483	PH16.3	**Kinney**					205.7
	11890	N214.5	**Forest**					211.8
		220.6	**Goode**					217.7
		223.2	**Lowry**					220.4
	12800	228.9	**Bedford**					226.2
		234.0	**Thaxton**					231.1
		239.0	**Montvale**					236.3
		246.1	**Blue Ridge**					242.6
		251.7	**Bonsack**					248.5
		255.0	**Vinton**					251.9
		257.4	**Randolph St**		C	◇		254.3
		258.0	**Park Street**					254.9
Yard		259.8	**Shaffers Crossing**		C	◇		256.7

ALTAVISTA 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 ABILENE
		V 141.6	**Abilene Conn.**					0.0
		143.4	**Abilene**					1.8
		150.7	**Cullen**					9.1
	9290	156.2	**Terry**					14.6
		157.3	**Phenix**					15.7
		162.7	**Aspen**					21.1
		168.4	**Vabrook**					26.8
	9300	170.3	**Brookneal**					28.7
		180.7	**Long Island**					39.1
	9190	182.6	**Seneca**					41.0
		189.2	**Tabor**					47.6
		195.0	**Mansion**					53.4
	9290	199.2	**Altavista**					57.6
		200.3	**Hurt Conn.**					57.9
		205.2	**Leesville**					63.6
	9100	211.6	**Huddleston**					70.0
		217.7	**Stone Mountain**					76.1
		221.4	**Moneta**					79.8
		222.6	**Westgate**					81.0
	9290	228.1	**Goodview**					86.5
		231.4	**Stewartsville**					89.8
		233.8	**Hardy**					92.2
		239.9	**Tinker Creek Connection**					97.8
Yard		243.1	**South Roanoke (JK)**		C	◇		101.5

PETERSBURG BELT LINE—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
.....	9600	P 0.0	..... Poe						81.9
.....	.....	4.9	..... Secoast						86.1
.....	.....	8.4	..... Jack						90.8

NOTE: Double track between M.P. P-7.15 and Jack

FARMVILLE BELT LINE—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 CREWE
.....	.....	B 0.0	.... Burkeville						4.4
.....	9202	6.2	.... Green Bay						10.6
.....	9245	13.8	..... Virso						18.2
.....	9200	20.3	..... Abilene						25.7
.....	.....	37.0	..... Pamplin						41.3

DURHAM 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 KINNEY
.....	.....	L 0.0	..... Kinney	§					0.0
.....	.....	0.9	... Durmid Wye ...	§					0.7
.....	.....	10.9	..... Rustburg	§					10.7
1267	.....	19.7	..... Gladys	§					19.6
.....	.....	25.8	..... Naruna	§					25.7
3536	.....	31.3	.... Brookneal	§					31.1
.....	.....	33.5	..... Vabrook						33.4
Yard	.....	36.9	..... Clarkton						36.8
.....	.....	41.7	..... Nathalie						41.5
.....	.....	48.0	.... Crystal Hill						47.9
.....	.....	55.8	..... Halifax						55.7
.....	8300	58.0	..... Sinai						57.9
.....	3227	61.0	... South Boston ...						60.9
.....	3630	67.7	.. Cluster Springs ..						67.6
.....	.....	70.1	.... Denniston						70.0
.....	.....	72.8	.. Mayo Junction ..						72.7
.....	.....	73.1	... Hyco Junction ...						73.0
.....	.....	76.1	.... Woodsdale	§					75.9
.....	.....	83.2	..... Roxboro	§					83.0
.....	.....	85.8	... Picks Siding ...	§					85.8
			MAYO CREEK SPUR-SOUTHWARD						
.....	.....	L 72.8	.. Mayo Junction ..						0.0
.....	.....	M 4.0	.... Mayo Creek						4.0
			HYCO SPUR - SOUTHWARD						
.....	.....	L 73.1	... Hyco Junction ...						0.0
.....	.....	HY7.5	..... Hyco						7.5

RICHMOND DISTRICT
BURKEVILLE TO WEST POINT—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 BURKEVILLE
Yard	6772	F 86.6	Burkeville	§				0.0
		96.7	Jetersville	§				10.1
	1215	104.1	Amelia	§				17.5
		109.6	Chula	§				23.0
	2240	117.8	Dorset	§				31.2
		119.0	Moseley	§				32.4
		132.1	Bon Air	§				45.5
Yard		138.6	Belle Isle	§				52.0
Yard		139.6	Richmond	§				53.0
		147.4	Fair Oaks	§				60.8
		166.3	Lester Manor	§				79.7
Yard		179.0	West Point	§				92.4

FRANKLIN 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 SUFFOLK
		FD16.5	East Yd. Limit (Suffolk)	§				0.8
Yard		17.3	Suffolk	§				0.0
		29.3	Holland	§				12.0
		37.5	Franklin	§				20.2
	3500	40.0	Hunterdale	§				22.7
32		46.0	Courtland	§				28.7
19		53.5	Capron	§				36.2
8		59.8	Dewryville	§				42.5
3		68.5	Green Plain	§				51.2
		73.5	Emporia	§	A		◇	56.2
		86.8	Vulcan Materials	§				69.5
		94.1	Lawrenceville	§				76.8
		95.2	End of Track	§				77.9

ROANOKE TO BLUEFIELD—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
			CHRISTIANSBURG DISTRICT					
		N257.4	Roanoke (Randolph St.)		C	◇		254.3
Yard		259.8	Shaffers Crossing		C	◇		256.7
		262.3	W. B.					259.2
		264.3	Salem					261.0
		266.8	Glenvar					263.5
		273.1	Singer					269.9
		277.4	Elliston					274.3
		282.2	Arthur					278.9
		284.6	Montgomery					281.3
		290.0	Christiansburg					287.0
		295.4	Vicker					292.0
		297.6	Walton					294.0
		306.2	Cowan					298.8
		307.8	Belspring					300.4
		315.9	Eggleston					308.5
		320.2	Pembroke					312.5
		323.2	Ripplemead					315.5
		324.4	Potts Valley Connection					316.8
		330.3	Pearisburg					322.6
		332.8	Whitethorne Dist. Conn.					325.1
		333.6	Narrows					325.9
		338.0	Lurich					330.2
		340.1	Glen Lyn					332.4
		342.4	Wills					334.6
		344.7	Kellysville					337.0
		347.0	Oakvale					339.2
		352.8	Ingleside					344.9
		354.6	Blake					346.3
Yard		360.0	E. End Bfd. Yd.					352.2
Yard		363.1	Bluefield					355.3

WALTON TO BRISTOL—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
			PULASKI DISTRICT					
		NB297.6	**Walton**					294.0
		298.7	**Plum Creek**					295.6
Yard		300.6	**Radford**					297.4
		302.1	**JC**					298.9
		308.6	**Dublin**					305.5
	6244	309.6	**Wysor**					306.5
		314.2	**Dora Junction**					311.1
		315.9	**Pulaski**					312.9
	6189	322.5	**Clark**					319.4
		328.6	**Max Meadows**					325.6
	5518	336.7	**Wytheville**					333.6
		349.6	**Rural Retreat**					346.6
		358.4	**Atkins**					355.4
	5703	363.9	**Marion**					360.9
		371.4	**Seven-Mile Ford**					368.4
		374.7	**Chilhowie**					371.7
	5796	380.3	**Glade Spring**					377.2
		383.8	**Emory**					380.7
		385.8	**Meadow View**					382.7
	3743	393.6	**Abingdon**					390.5
Yard		408.3	**Bristol**					405.3

WHITETHORNE 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 ROANOKE
		V245.0	**W. End South Roanoke Yd.**					1.9
		246.8	**Belt Line Crossing**		C	◇		3.7
		250.9	**Salem**					7.8
		253.4	**VN**					10.3
		256.6	**Wabun**					13.5
	9292	260.9	**Kumis**					17.8
		264.3	**Bradshaw**					21.2
		266.3	**Ironto**					23.2
	9169	269.6	**Fagg**					26.5
		272.4	**Ellett**					29.3
		278.3	**Merrimac**					35.2
		279.1	**Shelby**					36.0
		284.2	**Pepper**					41.1
	10305	287.7	**Whitethorne**					44.6
		292.7	**McCoy**					49.6
		298.2	**Eggleston**					55.1
		303.4	**Pembroke**					60.3
		307.3	**Klotz**					64.2
		308.3	**Norcross**					65.2
	9123	315.1	**Calco**					72.0
		317.0	**Whitethorne Dist. Conn.**					73.9

HAGERSTOWN TO ROANOKE—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 HAGERSTOWN
		H 0.0	Hagerstown					0.0
		0.6	Hager		C		◇	0.6
Yard		2.1	Vardo/Shomo					2.1
	6057	16.5	Sheperdstown					16.4
	7882	22.5	Shenandoah Jct.					22.2
		28.4	Charlestown		A		◇	27.5
		33.7	Rippon					32.9
	5774	40.0	Berryville					39.1
		49.2	White Post					48.3
	6057	53.1	Ashby					52.3
		59.0	Riverton		C		◇	58.2
	6561	60.5	Front Royal					59.7
	6057	72.9	Bentonville					72.0
	6012	82.4	Vaughn					81.5
		88.8	Luray					87.9
	5781	95.5	Stanley					94.6
Yard		106.7	Shenandoah					105.7
			ROANOKE DIST.					
Yard		106.7	Shenandoah					105.7
		112.5	Elkton					111.5
	5155	124.8	Lynnwood					123.8
		129.1	Grottoes					128.0
	5872	135.5	Sampson					134.5
	5383	143.0	Waynesboro					141.9
	4436	144.0	DuPont					142.9
	5842	153.0	Stuarts Draft					151.9
		165.5	Pkin					164.4
		168.8	Vesuvius					167.7
	6012	174.9	Midvale					173.9
		185.0	Buena Vista					183.9
	8061	186.5	Lock Laird					185.5
	5563	195.1	Glasgow					194.0
		198.6	Natural Bridge					197.5
	6018	207.0	Solitude					205.9
		214.2	Buchanan					213.1
	6322	219.2	Lithia					218.1
	5942	227.9	Troutville					226.8
	5670	232.1	Cloverdale					231.0
		233.7	Hollins					232.6
		237.8	North Roanoke					236.7
		239.2	Randolph St.		C		◇	238.1
		N258.0	Park Street					238.7
Yard		259.8	Shaffers Crossing		C		◇	240.5

ROANOKE TO WINSTON-SALEM—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 ROANOKE
Yard		N259.8	Shaffers Crossing		C		◇	2.4
		W 0.0	Randolph St.		C		◇	0.0
		1.0	JK		C		◇	1.0
		1.9	Belt Line Jct.					1.9
52		R 11.8	Starkey					6.9
62		20.4	Boones Mill					15.4
	8800	25.6	Wirtz					20.6
64		32.0	Rocky Mount					27.0
		41.6	Ferrum					36.7
76		48.7	Henry					43.7
	9209	54.0	Philpott					49.0
		55.5	Jondee					50.5
		56.6	Bassett					51.6
		61.6	Payne					56.6
		63.3	Fieldale					58.3
		66.5	Martinsville					61.6
73		71.2	Fontaine					66.2
		76.5	Ridgeway					71.2
		81.1	Price					76.1
	9900	86.5	Stoneville					81.5
		92.6	Mayodan					87.6
		94.6	Madison					89.5
		103.6	Pine Hall					97.9
		105.5	Belews Creek Jct.					99.8
		108.8	Walnut Cove					103.8
		111.7	Fulp					106.7
Yard		123.9	North Winston	†				118.9
Yard		126.3	Winston-Salem (Old Yard)	†				121.3
			BELEWS CREEK SPUR—SOUTHWARD					
		BC 0.0	Belews Creek Jct.					
		BC 4.1	End of Line					

ROANOKE TERMINAL
ROANOKE AND WINSTON-SALEM DISTRICTS
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 ROANOKE
	5670	H232.1	Cloverdale					7.1
		237.8	North Roanoke					1.4
		239.2	Randolph St.		C		◇	0.0
		N258.0	Park Street					0.6
Yard		259.8	Shaffers Crossing		C		◇	2.4
		N258.0	Park Street					0.6
		W 0.0	Randolph St.		C		◇	0.0
		1.0	JK		C		◇	1.0
		1.9	Belt Line Jct.					1.9
		R 11.8	Starkey					6.9

BLUE RIDGE AND CHRISTIANSBURG DISTRICTS
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 ROANOKE
		N255.0	Vinton					2.4
		257.4	Randolph St.		C		◇	0.0
		258.0	Park Street					0.6
Yard		259.8	Shaffers Crossing		C		◇	2.4
		262.3	WB					5.9
		264.3	Salem					6.7

ALTAVISTA AND WHITETHORNE DISTRICTS
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 ROANOKE
			ALTAVISTA DISTRICT					
		V239.9	Tinker Creek Conn.					3.7
Yard		243.1	JK		C		◇	0.0
			WHITETHORNE DIST.					
		246.8	Belt Line Crossing		C		◇	3.7
		250.9	Salem					7.7

CHESAPEAKE WESTERN RAILROAD
ELKTON TO HARRISONBURG—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 ELKTON
		EB 0.0	Elkton	§				0.0
		6.8	McGaheysville	§				6.8
		11.1	Penn Laird	§				11.1
		13.1	Keezletown	§				13.1
Yard		19.9	Harrisonburg	§				19.9
		21.3	Pleasant Hill	§				21.3
		22.6	Dayton	§				22.6

HARRISONBURG TO STAUNTON—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 HARRISONBURG
		HS 0.8	Harrisonburg	§				0.8
		4.7	Pleasant Valley	§				4.7

HARRISONBURG TO MT. JACKSON—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 HARRISONBURG
		B111.7	Harrisonburg	§				0.0
		109.0	Zirkle	§				2.7
		106.0	Linville	§				5.7
		100.0	Broadway	§				11.7
		97.2	Timberville	§				14.5
		93.0	New Market	§				18.7
		88.8	Shenandoah Caverns	§				22.9
		86.0	Mt. Jackson	§				25.7
		84.0	Bowman	§				27.7

SPECIAL INSTRUCTIONS

Employees at Norfolk Terminal, Roanoke Terminal, and the Chesapeake Western Railroad will also be governed by instructions in this timetable.

1. STANDARD CLOCKS; BULLETIN BOOKS; TRAIN REGISTERS.

Location	Office	Standard Clock	Bulletin Book	Train Register
Lamberts Pt.	Report Rooms W. End		X	
	Barney Yard W. End		X	
	East End Report Room		X	
Portlock	Register Room		X	
	West End Report Room		X	
	Bridge #5	X		
	Bridge #7	X		
N.I.T.	Road Crew Reporting Room		X	
Suffolk	Freight Station	X	X	X
Hopewell	Yard	X	X	
Crewe	Yard	X	X	X
Lynchburg	Montview Yard Office	X	X	X
Roanoke	Dispatcher's Office	X	X	
	Park Street Yard Office	X	X	
	15th Street Yard Office		X	
	Reg. Room - Old Call Off	X	X	X
	South Hump Apex Shanty		X	
	Hostler's Shanty		X	
	672 Yard Office		X	
	E. E. Shops Yard Office		X	
	Tinker Creek Station	X	X	X
South Boston	Register Room	X	X	X
Richmond	Yard Office	X	X	X
Radford	Register Room	X	X	X
Bluefield	Register Room	X	X	X
Bristol	Yard Office	X	X	X
Whitethorne	Engineer's Bunk House		X	X
Hagerstown	Vardo Yard Office	X	X	X
Shenandoah	Yard Office	X	X	X
Waynesboro	Yard Office	X	X	X
Payne	Yard Office		X	X
Winston-Salem	Yard Office	X		
	Gen. Foreman's Office	X		
	Enginehouse		X	
Harrisonburg	Yard Office	X	X	X

2. 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.

Dispatcher's Bulletins contain current operating instructions, including temporary speed restrictions and other restrictive conditions, and will be issued to trains originating at Norfolk International Terminals, Lamberts Point, Hopewell, Richmond, Lynchburg (Montview Yard Office), Suffolk, Crewe, South Boston, Hagerstown, (Vardo Yard Office), Shenandoah, Harrisonburg, Waynesboro, Payne, Winston-Salem, Roanoke, Bluefield, Radford, Bristol, and Elmore. Trains to operate over the Virginia Division or Norfolk Terminal must not depart any of these locations until both the conductor and engineer have received a current Dispatcher's Bulletin that is addressed to their train.

All Princeton-Deepwater District trains must contact the New River Dispatcher before entering the main line at Kellysville on the Virginia Division to ascertain if there are any additions to the Virginia Division Dispatcher's Bulletin, and for other restrictions.

Piedmont Division trains must not operate on the Virginia Division until both the conductor and engineer have received a current Dispatcher's Bulletin that governs movement on the District(s) over which they will operate, and which is addressed to their train. Dispatcher's Bulletins will be issued at Linwood, N.C., for northward trains to operate on the Virginia Division via Hurt Connection or Montview, and at Montview for southward trains (originating Potomac Yard) to operate on the Virginia Division via Montview, and at Manassas for northward trains to operate on the Virginia Division via Riverton to Vardo. Piedmont Division trains will receive current Piedmont Division Dispatcher's Bulletins that govern movement on the district(s) over which they will operate and which is addressed to their train before they depart Crewe, VA, Hagerstown, MD., or Roanoke, VA.

All trains reporting on the Piedmont Division, before entering Virginia Division main line, will contact the appropriate Virginia Division Dispatcher and verify dispatcher's bulletin numbers for districts operating over, and for other restrictions.

Trains to operate on the Franklin District must not depart Suffolk until both the conductor and engineer have received a Dispatcher's Bulletin that is addressed to their train. When tying up on line, Dispatcher's Bulletins for Franklin District trains will be retained and respected on the return trip.

All train and engine crews reporting South Boston, Va., will contact the Lynchburg Dispatcher when reporting and verify dispatchers bulletin numbers, and for other restrictions.

3. RAILROAD CROSSINGS AT GRADE

(TYPE: A = AUTOMATIC SIGNALS C = CONTROLLED SIGNALS)

LOCATION	M.P.	TYPE	LINE/RR
Norfolk District			
Suffolk	M.P. N22.3	C	CSXT
Hopewell (Note 2)			CSXT (3 crossings)
NS Junction (Note 1)	M.P. N2.5	C	NS Railroad
Bridge 7 (Note 9)	M.P. N6.4	C	NPBL Railroad
Berkley District			
NS Junction (Note 1)	M.P. NS1.6	C	NS Railroad
North Beach District			
Coleman Place	M.P. SN2.5	C	NS Railroad
South Beach District			
Tidewater Junction	M.P. VB2.2	C	NS Railroad
Sewells Point District			
Coleman Place	M.P. A1.4	C	NS Railroad
Tidewater Junction	M.P. A0.0	C	NS Railroad
Jarratt District			
Belt Junction (Note 3)	M.P. V6.5	C	NPBL Railroad
Altavista District			
JK	M.P. V243.1	C	NS (Winston-Salem District)
Richmond District			
Richmond (Rocketts) (Note 4)			CSXT
Franklin District			
Emporia (Note 5)	M.P. FD73.3	A	CSXT
Whitethorne District			
Belt Line Crossing	M.P. V246.8	C	NS (Belt Line)
Hagerstown District			
Hager (Note 6)	M.P. H0.6	C	Conrail
Charlestown	M.P. H28.0	A	CSXT
Riverton	M.P. H59.0	C	NS (Piedmont Div.)
Winston-Salem District			
JK	M.P. W1.0	C	NS (Altavista District)
Winston-Salem (Note 8)	M.P. WS1.0	A	M.P. K24.8 Piedmont Division
Chesapeake Western Railway			
Harrisonburg (Note 7)			CW Railroad

Note 1 — NS Jct. "Emergency Release" Push Button. As an aid in clearing the signal system when necessary and when directed by Bridge 5 Control Station, a pushbutton is located in an iron box attached to a post on the southeast side of the diamond. INSTRUCTIONS

FOR OPERATION OF EMERGENCY RELEASE PUSHBUTTON: "Emergency Release" pushbutton must not be depressed unless instructed by the control station at Bridge 5. When so instructed, a member of the crew shall first check to see that all crossing frogs are clear of all cars and engines, and then depress the "Emergency Release" pushbutton for approximately two (2) seconds, release it and check with the control station at Bridge 5 for further instructions.

Note 2 — 3 CSXT crossings Hopewell - Operating Rule 98 applies.

Note 3 — Operation of NS and NPBL movements through NS-NPBL interlocking at Belt Junction, M.P. V6.5:

When interlocking signal displays Stop, and if the South Branch Drawbridge Operator cannot be contacted, trains and engines will be governed as follows:

If there is no conflicting movement on or closely approaching the crossing on crossline track, train or engine will pass the interlocking signal but must stop clear of the crossline track and wait two (2) minutes. At the expiration of this time if there is still no evidence of an approaching conflicting movement on crossline track, train or engine may proceed through the interlocking.

Note 4 — Richmond (Rocketts) - CSXT crossing on Hillside Lead track protected by hand-operated derails on North and South side of CSXT crossing on NS Track. Indicator light in box on North side of CSXT crossing must be lighted before derails can be removed. If indicator is lighted and there is no CSXT movement approaching, NS may remove derails and proceed. If indicator is not lighted, crew member must depress release button for one (1) second. If indicator is lighted and after depressing release button, and no CSXT movement is approaching, NS may remove derails and proceed. If indicator does not light after depressing release button, timer must be operated. If indicator does not light after operating timer, CSXT must be contacted before proceeding.

After clearing crossing, derails must be restored to derailing position and locked.

Note 5 — The railroad crossing at grade with CSXT Railroad at Emporia, Va., M.P. FD73.3 is designated as an automatic interlocking with home signals placed in service governing movement in both directions. Trains and engines must approach these signals prepared to stop and be governed by signal indications.

Trains or engines, after occupying approach track circuits to home signals at CSXT crossing at Emporia encountering a stop signal will be governed by the following instructions:

1. If communication is not available with CSXT dispatcher and home signal continues to display stop, go to pushbutton box located on outside of signal building on north side of main line in vicinity of crossing. Pushbutton box will be stencilled NS.
2. If indicator light is burning, press pushbutton. Signal should clear. If signal does not clear after six (6) minutes, proceed through interlocking in accordance with NS Operating Rule 462.
3. If indicator light is not burning, wait eight (8) minutes and twenty (20) seconds and then if no conflicting movement is in sight or hearing, press pushbutton and after eight (8) minutes and twenty (20) seconds signal should clear. If signal does not clear at that time, proceed through the interlocking in accordance with NS Operating Rule 462.

Note 6 — When northward or southward home signal at Hager interlocking displays an indication requiring Stop, a train or engine must not proceed without permission from the ConRail Dispatcher.

Note 7 — NS Operating Rule 98 applies.

Note 8 — "K" Line-WSSB Crossing. If signal fails to clear and the WSSB main track is not occupied between the WSSB interlocking

home signals the following procedure should be used with pushbuttons in box on post adjacent to crossing marked SOUTHERN RAILWAY. If the white light over button marked EMERGENCY TRAP RELEASE is illuminated, this button should be pushed and the signal should clear within ninety (90) seconds after EMERGENCY TRAP RELEASE button is used or if not necessary to use EMERGENCY TRAP RELEASE, one of the buttons marked MAIN or SWITCHING LEAD depending on which track is being used should be pushed, after which a white light should illuminate over the button pushed and within ninety (90) seconds the light should go out and the signal display the proper indication.

Pushbutton marked MAIN will have to be pushed to clear westbound main line movement when main line is occupied west of crossing between eastbound interlocking home signal and eastbound approach signal.

If signal fails to clear after following the prescribed procedure, movement will then be made in accordance with Operating Rule 462.

Note 9 — Account rusty rail conditions which prevent shunting of track at the NPBL diamond interlocking for southward or northward movements M.P. N6.4 operating rule 249 is in effect, and must be complied with by control station operators and all Norfolk and Portsmouth Belt Line train and engine movements across the Belt Line Diamond.

Affected Norfolk and Portsmouth Belt Line movements who are authorized by the control operator to enter the (rusty rail) block, must report clear of the Beltline/NS diamond when the rear of their movement clears the opposing home signal.

4. JUNCTIONS

(TYPE: A = AUTOMATIC SIGNALS C = CONTROLLED SIGNALS)

LOCATION	M.P.	TYPE	LINE/RR
Albemarle District			
Carolina Junction	M.P. NS2.5	C	NS RR (Sewells Pt. Branch)
North Beach Route			
Coleman Place	M.P. SN2.5	C	NS RR (Sewells Pt. Branch)
South Beach Route			
Tidewater Junction	M.P. VB2.2	C	NS RR (Sewells Pt. Branch)
Sewells Point District			
Coleman Place	M.P. A1.4	C	NS RR (North Beach Route)
Tidewater Junction	M.P. A0.0	C	NS RR (South Beach Route)
Carolina Junction	M.P. V4.5	C	NS RR (Berkley District) (Albemarle District)
Jarratt District			
Belt Junction	M.P. V6.5	C	NPBL RR (NPBL RR)
Norfolk District			
Bridge 7 (Note 9)	M.P. N6.4	C	NPBL RR (NPBL RR)
Suffolk	M.P. N22.3	C	CSXT
Suffolk	M.P. N22.3	C	Franklin District
City Point Branch Jct.	M.P. N80.9		City Point Branch
Blue Ridge District			
Burkeville	M.P. N133.4	C	Richmond District
Burkeville	M.P. N133.5	C	Farmville Belt Line
Pamplin	M.P. N169.0	C	Farmville Belt Line
Abilene Connection	M.P. B21.3	C	Altavista District

4. JUNCTIONS (Cont'd)

(TYPE: A = AUTOMATIC SIGNALS C = CONTROLLED SIGNALS)

LOCATION	M.P.	TYPE	LINE/RR
Blue Ridge District (Cont'd)			
Kinney	M.P. PH15.1	C	Durham District
Kinney	M.P. PH16.3		Piedmont Division
Vinton	M.P. N256.0	C	Tinker Creek Connection
Altavista District			
Abilene Connection	M.P. V141.6	C	Farmville Belt Line
Vabrook	M.P. V168.6	C	Durham District
Hurt Connection	M.P. V200.3	C	Piedmont Division
Tinker Creek Conn.	M.P. V240.0	C	Tinker Creek Conn.
Durham District			
Kinney	M.P. L0.0	C	Blue Ridge District
Vabrook	M.P. L33.5	C	Altavista District
South Boston	M.P. L61.1		Clover Industrial Spur
Mayo Junction	M.P. L72.8	C	Mayo Creek
Hyco Junction	M.P. L73.2	C	Hyco Spur
Richmond District			
Burkeville	M.P. F86.6	C	Blue Ridge District
Franklin District			
Suffolk	M.P. FD17.3	C	Norfolk District
Christiansburg District			
Catawba Branch Jct.	M.P. N264.2		Catawba Branch
Glenvar	M.P. N267.3	C	Whitethorne District
Christiansburg	M.P. N289.3		Blacksburg Branch
Walton	M.P. N297.7	C	Pulaski District
Potts Valley	M.P. N324.5	C	Potts Valley Connection
Narrows	M.P. N332.8	C	Whitethorne District
Kellysville	M.P. N334.1	C	Pocahontas Division
Pulaski District			
Walton	M.P. NB297.7	C	Christiansburg District
Plum Creek	M.P. NB298.0	C	Christiansburg District
JC	M.P. NB302.1		Radford Branch
Whitethorne District			
Belt Line Connection	M.P. V246.7	C	Roanoke Belt Line
Salem	M.P. V250.8	C	Salem Connection
Glenvar	M.P. V253.3	C	Christiansburg District
Bradshaw	M.P. V264.3	C	Bradshaw Spur
Potts Valley	M.P. V308.3	C	Potts Valley Connection
Narrows	M.P. V316.8	C	Christiansburg District
Hagerstown District			
Shenandoah Junction	M.P. H22.8		CSXT
Riverton	M.P. H59.0	C	Piedmont Division
Roanoke District			
Elkton	M.P. H112.6	C	CW Railway
Waynesboro	M.P. H143.3	C	CSXT
Loch Laird	M.P. H186.5	C	CSXT
Glasgow	M.P. H195.0	C	CSXT
Cloverdale	M.P. H231.9	C	Cloverdale Branch
Winston-Salem District			
Roanoke	M.P. W1.9		Roanoke Belt Line
Fieldale	M.P. R63.4		Hill Top Branch
Belews Creek Jct.	M.P. R105.5	C	Belews Creek Spur
Winston-Salem (Note 1)	M.P. K26.0		Old Export Lead Trk.
Winston-Salem	M.P. WS1.0		M.P. K24.8 Piedmont Divn.

4. JUNCTIONS (Cont'd)

(TYPE: A = AUTOMATIC SIGNALS C = CONTROLLED SIGNALS)

LOCATION	M.P.	TYPE	LINE/RR
Roanoke Terminal			
Randolph Street	M.P. N257.3	C	Roanoke District
Randolph Street	M.P. N257.2	C	Winston-Salem District
Tinker Creek Jct.	M.P. N256.0	C	Tinker Creek Conn.
JK	M.P. V243.0	C	Winston-Salem District
Belt Line Jct.	M.P. V246.7	C	Roanoke Belt Line
Chesapeake Western Railway			
Elkton	M.P. EB0.0	C	Roanoke District
Harrisonburg			Staunton Line, Mt. Jackson Line, Elkton Line

Note 1 — "K" Line - Old Export Lead Track. Gates must be left lined and locked against movements on Old Export Lead Track after use. NS Operating Rule 98 applies. Note—Old Export Lead Track must not be used without permission of the Yardmaster at North Winston.

5. DRAWBRIDGES

a. Interlocked

Norfolk Terminal		
Bridge 5 (Notes 1 & 5)	M.P. LP5.2	Elizabeth River
Bridge 7 (Notes 1 & 5)	M.P. N6.6	Elizabeth River
Eastern Branch Bridge (Note 1,2,3)	M.P. V2.5	Elizabeth River
South Branch Bridge (Note 1 & 2)	M.P. V6.8	Elizabeth River

b. Non-Interlocked

Richmond District		
Pamunkey River Drawbridge (Note 4)	M.P. F164.5	Pamunkey River

Note 1 — At drawbridges there is a section of track which is dead in connection with the automatic signal system, and if equipment is left standing on these dead sections, it will not affect the automatic signals. The length of these dead sections is as follows:

Bridge No. 5:

Main 1	West End	— 33'-5"
	East End	— 33'-8"
Main 2	West End	— 33'-6"
	East End	— 33'-2"

Bridge No. 7:

Main 1	West End	— 33'-3"
	East End	— 33'-7.5"
Main 2	West End	— 33'-3"
	East End	— 33'-5"

When necessary to leave detached equipment standing on Bridge 5 or Bridge 7 it should be left on either side of the dead section, or be protected by flagman and the bridge operator be notified immediately.

South Branch Bridge:

Main 1 — 90'-0"

Eastern Branch Bridge:

Main 1 — 90'-0"

Detached equipment must not be left standing on the dead sections of South Branch Bridge or Eastern Branch Bridge unless directed by proper authority; when this is done, move must be protected by flagman and bridge operator be notified immediately. Note Operating Rule 98.

Note 2 — Trains and engines must not pass governing home signal on Eastern Branch Drawbridge, M.P. V2.5, or South Branch Drawbridge, M.P. V6.8, without a proceed yellow hand signal from the drawtender when drawtender is on duty, in addition to a proceed aspect on the home signal.

Note 3 — Between the hours of 10:00 p.m. and 6:00 a.m., the Eastern Branch Drawbridge, M.P. V2.5, Sewells Point Branch, will be unattended and home signals governing movement over it will be remotely controlled. Before going off duty, the second shift Eastern Branch Bridge operator will seat the bridge in closed position, lower the "lift rails" in down position, lock them in position and receive an indication on his panel that locks are engaged. The operator will then place bridge panel on "Automatic Mode".

If the governing home signal at the bridge indicates Stop, crew members of concerned trains will be governed by the following:

Eastward movements must contact the control station at Bridge 7 for permission to pass the home signal at the bridge.

Westward movements must contact the control station at Bridge 5 for permission to pass the home signal at the bridge.

Before proceeding, a crew member must observe bridge connection to determine that drawbridge lift rails are properly aligned with running rails. Train or engines may then proceed at Restricted Speed.

Between the hours of 10:00 p.m. and 6:00 a.m., the bridge may be opened on prior request. If this be the case, the above instructions will continue to apply, even if an operator is on duty.

If the drawbridge lift rails are found not to be properly seated after receiving instructions to check rails, crew members will contact the respective control station and be governed by the operator's instructions.

Note 4 — Pamunkey River Drawbridge, M.P. F164.5, has been equipped with positive locking devices and will be lined and locked in the closed position for train movement over the bridge.

Note 5 — The drawbridge signals, located at Mile Post N2.5, NS Junction for eastward movements on tracks Main No. 1 and Main No. 2 for Bridge No. 5, are activated by the approach of trains on this circuit.

The drawbridge signals located at Mile Post N5.3, Franklin Street, for westward movements on tracks Main No. 1 and Main No. 2 and Mile Post N8.4, Canal Drive, for eastward movements for Bridge No. 7, are activated by the approach of trains on these circuits.

These signals are a flashing light signal also equipped with a whistle and bell warning which is to indicate the approach of the respective drawbridge. The signals flash if the bridge is up and not lined. The signals burn steady if the bridge is down and the route is lined.

6. METHOD OF OPERATION

BETWEEN	AND	† TRACKS	• SIGNALS	AUTHORITY FOR MOVEMENTS #
Colley Ave.	Canal Drive	Double	ABS	TC (Note 7 & 8)
Canal Drive	E. YL Suffolk	Double	ABS	251
E. YL Suffolk	W. YL Suffolk	Double	ABS	YL
W. YL Suffolk	Disputanta	Double	ABS	251
Disputanta	Poe	Double	ABS	TC
Poe	Jack (Belt)	Single	ABS	TC
Poe	Jack (Old Line)	Single	ABS	TC
Petersburg	Hopewell	Single	NS	TWC
Jack	E. YL Crewe	Double	ABS	251

6. METHOD OF OPERATION

BETWEEN	AND	† TRACKS	* SIGNALS	AUTHORITY FOR MOVEMENTS #
E. YL Crewe	W. YL Crewe	Double	ABS	YL
W. YL Crewe	Burkeville	Double	ABS	251
Burkeville	Pamplin (Old Line)	Single	ABS	TTSI (Note 2)
Burkeville	Pamplin (Belt)	Single	ABS	TC
Pamplin	Montvale	Single	ABS	TC
Forest	Ito	Single	NS	TWC
Montvale	Park Street	Double	ABS	TC
Park Stret	Shaffers Crossing	Single	ABS	TC
West Junction	Thole Street	Single	NS	YL (Note 10 13 & 5)
Thole Street	Coleman Place	Double	NS	YL (Note 5, 11 & 13)
Coleman Place	Tidewater	Double	ABS	TC (Note 11)
Tidewater	Carolina Jct.	Single	ABS	TC (Note 14)
South Norfolk	Algren	Single	NS	YL (Note 6 & 5)
North Junction	Diamond Spring	Single	NS	YL
VB0.6	Virginia Beach	Single	NS	YL (Note 5)
Norshipco-Ligon St.	NS Jct.	Single	NS	YL (Note 5)
NS Jct.	Carolina Jct.	Single	ABS	TC (Note 5)
Carolina Jct. (Albemarle Dist.)	NS 8.0	Single	NS	YL (Note 5)
Abilene Conn.	South Roanoke (JK)	Single	ABS	TC
Kinney	Vabrook	Single	NS	TWC
Vabrook	Hyco Junction	Single	ABS	TC
South Boston, F51.0	Clover, F47.4	Single	NS	TWC
Hyco Junction	L85.8	Single	NS	TWC
Mayo Junction	Mayo Creek	Single	ABS	TC
Hyco Junction	Hyco	Single	ABS	TC
Burkeville	Richmond, M.P. F137.0	Single	NS	TWC
S. YL Richmond	N. YL Richmond	Single	NS	YL
Richmond, M.P. F143.0	West Point, M.P. F176.0	Single	NS	TWC
FD16.5	FD20.0 Suffolk	Single	NS	YL
FD20.0	FD95.2	Single	NS	TWC
Randolph St.	Park Street	Double	ABS	TC
Park Street	W.B.	Single	ABS	TC
W.B.	Walton	Double	ABS	TC
Walton	Cowan	Single	ABS	TC
Cowan	Belspring	Double	ABS	TC
Belspring	Pembroke	Single	ABS	TC
Pembroke	Potts Valley	Double	ABS	TC
Potts Valley	Pearisburg	Single	ABS	TC
Pearisburg	Bluefield	Double	ABS	TC
Walton	Plum Creek	Single	ABS	TC
Plum Creek	New River	Double	ABS	TC
New River	99 Crossover	Single	ABS	TC
99 Crossover	State Street	Single	ABS	YL

6. METHOD OF OPERATION (Cont'd)

BETWEEN	AND	† TRACKS	* SIGNALS	AUTHORITY FOR MOVEMENTS #
W. End South Yard-Roanoke	Whitethorne Conn. Narrows	Single	ABS	TC
Hagerstown	NE Shenandoah Yd.	Single	ABS	TC
NE Shenandoah Yd.	SE Shenandoah Yd.	Single	ABS	TTSI (Note 3)
SE Shenandoah Yd.	Pkin	Single	ABS	TC
Pkin	Vesuvius	Double	ABS	TC
Vesuvius	North Roanoke	Single	ABS	TC
North Roanoke	Park Street	Double	ABS	TC
Randolph St.	Bullitt Ave.	Single	ABS	TC
Bullitt Ave.	JK	Double	ABS	TC
JK	North Winston	Single	ABS	TC
North Winston	R126.3	Single	ABS	TTSI (Note 4)
Belews Creek Jct.	Belews Creek	Single	ABS	TC
Elkton	East YL Harrisonburg	Single	NS	TWC
East YL Harrisonburg	West YL Harrisonburg	Single	NS	YL
West YL Harrisonburg	Dayton	Single	NS	YL
South YL Harrisonburg	Plesant Valley	Single	NS	YL
North YL Harrisonburg	Bowman	Single	NS	TWC

*NS = Non-Signaled; ABS = Automatic Block System.
#TO = Train Order; TC = Traffic Control; 251 = Rule 251; 261 = Rule 261; TTSI = Timetable Special Instructions
YL = Rule 93; TWC = Track Warrant control.

Note 1 — Within Yard Limits at Burkeville, Richmond, and West Point, all trains and engines must move at yard speed.

Note 2 — Supplemental instructions for authority of train movement between Burkeville (M.P. N134) and Pamplin (M.P. N168) Old Line. Westward trains will be authorized to proceed over this track segment by receiving westbound signal indication at Burkeville or permission of the dispatcher in case of signal trouble. Eastward trains must not be operated over this track segment unless authorized by train order. Before issuing train order to eastward trains, the dispatcher must ensure that track is clear and maintained clear of opposing movements.

Note 3 — Operation on main track within yard limits at Shenandoah will be under the jurisdiction of the dispatcher. Within these limits trains and engines must not enter or foul the main track without first securing his permission.

On-track equipment must not enter or foul the main track within yard limits at Shenandoah until the operator or employee in direct charge has first secured permission from the dispatcher, who must not grant such permission until protection has been provided against both opposing and following trains and engines.

The dispatcher must not authorize movements to enter yard limits at Shenandoah, between the controlled signals at the north and south ends, until yarding instructions have been received from personnel on duty at the yard office.

When there is no personnel on duty at the yard office, prior arrangements for yarding instructions must be made with the dispatcher so that he may properly instruct inbound trains.

Note 4 — Southward trains must not enter North Winston yard until permission and yarding instructions have been received from yardmaster on duty.

Movements within Yard Limits Winston-Salem, south of pull-in switch at North Winston, are under the jurisdiction of the Yardmaster at North Winston.

Note 5 — Trains and engines operating on the following track sections must move at Yard Speed: Note Operating Rule 93.

(a) Between M.P. NS0.0 and M.P. NS8.0, Albemarle Dist.;

(b) On both North and South Beach Routes (absolute block must be maintained between M.P. SN2.5 and M.P. SN5.2);

(c) Between M.P. A1.4 and M.P. A7.2, Sewells Point Br.;

(d) Between M.P. V5.2 and M.P. V13.0, South Branch.

(e) On NIT Lead, between QM Junction and Hampton Boulevard.

Movements between M.P. NS2.3 and M.P. NS8.0, and between M.P. V5.2 and M.P. V13.0, must also be authorized by the Yardmaster at Portlock.

Movements on the new Berkley line must be authorized by the control station at Bridge 5.

NS movements over NPBL trackage between M.P. NS1.3 and the new Berkley Line switch must be authorized by the NPBL yardmaster.

Note 6 — Operation beyond yard limit sign M.P. V13, must be with permission of Virginia Division dispatcher.

Note 7 — Movements to Station Lead between M.P. LP1.2 and Colley Avenue are under the jurisdiction of the General Yardmaster at Lamberts Point.

Operator at Bridge 5 will not authorize eastward movement from Colonial Avenue on this track without permission of the General Yardmaster at Lamberts Point.

Note 8 — Movements into Portlock Yard are under the jurisdiction of the Yardmaster at Portlock. Operator at Bridge 7 will not authorize movements into Portlock Yard or through the South Norfolk Connection without permission of the Yardmaster at Portlock.

Note 10 — For operation over NPBL RR between West Jct. and Hampton Blvd., (NOB) permission must be secured from NPBL yardmaster through Bridge 5 Control Station.

Movements clearing these tracks must be so reported to the NPBL yardmaster. Operation in this area is to be conducted at yard speed, not to exceed 10 MPH.

Between the hours of 11:00 pm and 7:00 am, the NPBL Railroad will not have a yardmaster on duty. The second shift NPBL Yardmaster will be responsible for providing NS Bridge 5 Control Station Operator information concerning the usage of their track between West Junction and Hampton Blvd. during this time period. This information will be provided via telephone each night before 11:00 pm to the Bridge 5 Operator and also faxed to the Yardmaster at Portlock Yard.

Note 11 — On Sewells Point Branch between M.P. A0.0 (Tidewater) and M.P. A4.5 (Thole Street) on double track, the track to the right as viewed by a westbound train is Main 2 and the track to the left is Main 1. In single track territory on the Sewells Point Branch, the main track is designated as Main 1.

Note 13 — Trains or engines will not enter the main track at West Junction or QM Junction without permission from the control station at Bridge 5.

All trains must obtain authority from the Bridge 5 Control Station before proceeding eastward by:

1. Coleman Place, Milepost A1.4 on either Main 1 or Main 2.
2. Thole Street, Milepost A4.3, on single track.
3. Q. M. Junction, Milepost A6.0, on single track.

All trains must obtain authority from the Bridge 5 Control Station before proceeding westward by:

1. West Junction, Milepost A7.2, on single track.
2. Q. M. Junction, Milepost A6.0, on single track.
3. Thole Street, Milepost A4.3 on Main 1 and Main 2.

Note 14 — The eastward signal at Hoover Street (governing movement into Sewells Point Branch), and the westward signal at M.P. V5.1 (governing movement off of Sewells Point Branch at the west leg of the wye), are on elevated bases, but are dwarf signals. Aspects displayed are not to be confused with those displayed on high mast signals.

a. METHOD OPERATION

Branches

1. City Point Branch

Timetable direction is eastward from City Point Branch Junction. Between City Point Branch Junction, M.P. CP0.0, at Petersburg and Yard Limit at Hopewell, M.P. CP7.0, authority for movement will be Track Warrant Control (TWC).

Speed from City Point Branch Junction switch to yard limits Hopewell, M.P. CP7.0, is 25 MPH. All movements must approach all facing point switches and derail at junction switch at restricted speed.

Speed on all tracks Hopewell is yard speed not exceeding 10 MPH.

All movements made within yard limits at Hopewell are to be made with the permission and under the direction of the Yardmaster. If no Yardmaster on duty, dispatcher can grant authority for movements within Hopewell Yard, after ascertaining no conflicting movement is possible.

All movements made on any tracks Petersburg (Broadway Yard) are to be made only after permission is granted by dispatcher. Permission to use tracks in Broadway Yard does not grant authority to occupy main line of City Point Branch.

Speed on all yard tracks Broadway Yard is yard speed not exceeding 10 MPH.

2. Halsey Spur

Timetable direction is eastward from junction switch at Forest. Track Warrant Control (TWC) is in effect between Forest, M.P. N214.5, and Ito, M.P. N207.3, the end of Halsey Spur.

Speed on Branch between Forest, N214.5, and Ito, N207.3, is 25 MPH. All movements must approach all facing point switches at restricted speed.

Westward movements must approach the junction switch at Forest prepared to stop. Note Operating Rule 98.

3. Clover Industrial Spur

Timetable direction is eastward from Junction Switch at South Boston. Track Warrant Control (TWC) is in effect between South Boston, M.P. F31.0, and Clover, M.P. F47.4.

4. Bradshaw Spur

Timetable direction is westward from junction switch at Lafayette, M.P. V264.3.

Track section on Bradshaw Spur from Lafayette to the east end yard ladder switch at Bradshaw is under jurisdiction of the New River Dispatcher. All movements desiring entry to the spur must receive permission from the dispatcher. An absolute block must be maintained by the dispatcher.

Speed in Bradshaw Creek Yard west of Williby Road, M.P. BS4.6, is yard speed, not exceeding 10 MPH.

5. Catawba Branch, Gobblers Spur, Potts Valley Branch, Saltville Branch, Radford Branch and Wysor (around the hill) Spur

Timetable direction is westward from the junction switches. Movements, including on-track equipment, must not enter onto or leave without permission of the dispatcher. The dispatcher must maintain an absolute block for all movements on each branch or spur.

6. Hilltop Branch, Nylon Spur, Redd Level Spur, Fontaine Spur

Timetable direction is southward from the junction switches. Movements, including on-track equipment, must not enter onto or leave without permission of the dispatcher. The dispatcher must maintain an absolute block for all movements on each branch or spur.

7. Cloverdale Branch

Timetable direction is northward from the junction switch. Movements, including on-track equipment, must not enter onto or leave without permission of the dispatcher. If only one movement is on the branch, it will be operated as an absolute block. If more than one movement desires to operate on the branch, the dispatcher will name a milepost to divide the limits into two parts and direct each movement not to pass that milepost. Each segment of track will be operated as an absolute block. The display of the proper proceed indication on the governing home signal at the junction will be the necessary permission for a train to enter onto or leave from the branch.

b. OPERATION OF ON-TRACK EQUIPMENT

Except when protection has been provided by flag or by conditional stop sign, the following instructions will govern operation of on-track equipment on any portion of the track sections shown below:

Between	And
Canal Drive, M.P. N8.4 Jack, M.P. N88.3	Disputanta, M.P. N68.8 East end Crewe Yard, M.P. N127.1
West end Crewe Yard, M.P. N131.6 Burkeville, M.P. N134.0	Burkeville, M.P. N133.4 Pamplin (via Old Line), M.P. N168

Note: Operating Rule 819 will apply within yard limits at Suffolk and Crewe. When no yardmaster is on duty at Suffolk, movement will be authorized and directed by the dispatcher.

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. The maximum life of a line-up is five (5) hours on track sections as shown above. 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 both opposing and following trains by use of a controlled signal. When appropriate, the dispatcher will confer with the operator at Bridge 7 in establishing signal protection. In either case, protective blocking must be applied to the control machine.

(3) Where signal protection is not available, the dispatcher must contact the engineer of any concerned train and clearly instruct him not to pass a specific point (e.g., crossover, station, mile post, etc.) until authorized to do so. These instructions must be repeated back to the dispatcher by a crew member on the controlling locomotive after having been copied on the prescribed form (Dispatchers Bulletin). The dispatcher must require these instructions to be repeated correctly to insure that it has been correctly copied and to avoid any possibility of misunderstanding.

(4) Enter the on-track equipment 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 authority must report clear to the dispatcher.

NORFOLK TERMINAL

When governed by rules requiring track time Form 23A's, in addition to the requirements of Operating Rule 828, before proceeding over drawbridges, operator of on-track equipment must first obtain permission from the control station operator or drawbridge tender.

The following instructions will govern the method of securing permission for and the operation of on-track equipment, as well as securing permission for track time for men performing maintenance that could interfere with the safe passage of trains and engines, on any auxiliary track at Portlock or Lamberts Point, except for assigned Maintenance of Way Track (i.e., Oil House, Retarder Yard Tracks 1 and 2), or on main tracks where Form 23/23A is used:

PORTLOCK: SOUTH BRANCH: ALBEMARLE DISTRICT TO M.P. NS2.3 TO M.P. NS8.0

Operator or employee in direct charge of on-track equipment, or men performing maintenance that would interfere with the safe passage of trains and engines, must contact General Yardmaster or Yardmaster on duty before occupying or fouling tracks. Before granting authority, General Yardmaster or Yardmaster on duty will arrange for protection for movement of equipment, or men performing maintenance, and advise the requesting employee that this has been done. If such information is not given, the requesting employee must ask for and receive it before occupying or fouling track. This information must be recorded on prescribed form by the employee and repeated from written copy to General Yardmaster or Yardmaster on duty to ensure that instructions are fully understood.

General Yardmaster or Yardmaster in charge will record pertinent information on the prescribed form **before** authority is granted.

When necessary to leave on-track equipment in a track overnight or a track out of service overnight account maintenance work and permission to do so is granted, authority must be reconfirmed/updated with the General Yardmaster or Yardmaster before occupying equipment

or track the following day and be appropriately recorded on the forms. Before leaving track out of service overnight or leaving equipment on an out of service track, employee in charge of work must confirm status of track before leaving the work site with the respective Yardmaster in charge.

LAMBERTS POINT YARDS

Operator or employee in direct charge of on-track equipment, or men performing maintenance that would interfere with the safe passage of trains and engines, must contact respective General Yardmaster or respective Yardmaster before occupying or fouling tracks. Before granting authority, General Yardmaster or Yardmaster will arrange for protection for movement of equipment, or men performing maintenance, and advise the requesting employee that this has been done. If such information is not given, the requesting employee must ask for and receive it before occupying or fouling track. This information must be recorded on prescribed form by the employee and repeated from written copy to General Yardmaster or Yardmaster to ensure that instructions are fully understood.

When Speno Style Yard Cleaner is operated in Lambert's Point Empty yard, in addition to arranging protection as per timetable in Empty Yard track(s) fouled, Maintenance of Way supervisor will arrange to wedge all east end power switches away from the track(s) fouled by the track cleaner.

If the track cleaner is parked in the Empty yard overnight, the same will apply for all track(s) fouled. If track cleaner is to be parked overnight in track(s) other than Empty yard, all switches are to be spiked and locked away from track(s) fouled by yard cleaner.

It will be the responsibility of the conductor/pilot with the track cleaner to ascertain not only that the track is "flagged" with the CRO on duty (timetable) but to also ensure the entrance switches at the east end of the Empty yard, for all tracks to be fouled by the cleaner, are (wood) wedged away from such tracks before fouling/entering same.

Yard cleaner(s) must not be operated/moved across any retarders, as the brake hangers/stabilizers will not clear the retarder mechanism.

When working in yards other than Empty Yard, it is the conductor/pilot's responsibility to ensure all switches are spiked away from tracks to be fouled by yard cleaner.

Expect the yard cleaner in the following tracks:

Empty Yard - All Tracks
Pull-In Yard - All Tracks
Barney Yard Leads
Pier 5 and Pier 6 Barney Yard Tracks

These instructions must be observed by on-track equipment or men performing maintenance on main tracks east (railroad direction) of Colley Avenue where traffic control ends and Lamberts Point Yard proper begins (as well as all other yard tracks).

Respective General Yardmaster or respective Yardmaster will record pertinent information on the prescribed form **before** authority is granted.

When necessary to leave on-track equipment in a track overnight or a track out of service overnight account maintenance work and permission to do so is granted, authority must be reconfirmed/updated with respective General Yardmaster or respective Yardmaster before occupying equipment or track the following day and be appropriately recorded on the forms. Before leaving track out of service overnight or leaving equipment on an out of service track, employee in charge of work must confirm status of track before leaving the work site with the respective Yardmaster in charge.

SOUTH BEACH ROUTE: NORTH BEACH ROUTE AND NEW BERKLEY LINE: M.P. NS0.0 TO M.P. NS2.3:

Operator or employee in direct charge of on-track equipment, or men performing maintenance that would interfere with the safe passage of trains and engines, must contact Bridge 5 Control Station before occupying or fouling tracks. Before granting authority, Bridge 5 Control Station will arrange for protection for movement of equipment or men performing maintenance and advise the requesting employee that this has been done. If such information is not given, the requesting employee must ask for and receive it before occupying or fouling track. This information must be recorded on prescribed form by the employee and repeated from written copy to Bridge 5 Control Station to ensure that instructions are fully understood.

Bridge 5 Control Station Operator will record pertinent information on the prescribed form **before** authority is granted. On Track Equipment wishing to occupy track on the South Beach Route must receive permission to do so from the control station Bridge 5.

COAL PIERS:

The following will govern for protection of on-track equipment or men performing track maintenance east of the east end of Barney Yard. On-track equipment, including hyrails and motor cars, must not occupy the leads to Pier 6 Barney Pits or Pier 5 Barney Pit without permission of the Yardmaster, or Piermaster when Yardmaster is not on duty at the coal pier.

Employees, who are to perform maintenance work (other than that requiring blue signal protection) in the area between the east end of Piers 5 and 6 Barney Yard and the Dumper inclines, must obtain permission from the Coal Pier Yardmaster, or the Piermaster when Yardmaster is not on duty, before fouling east end of Barney Yard/Barney Pit leads.

When permission is received and before commencement of work, employee in charge of work must ensure that switch providing access to work area is aligned for movement away from where work will be performed and locked with a departmental lock. In addition, a "red flag" (Metal Paddle) must be displayed (between the rails) just inside clearance point of entrance switch. These red metal paddles, stencilled "Stop, Men Working," are available at Pier 5 and 6.

Blue signals will be used only for protection of Mechanical Department forces when engaged in work prescribed by Safety Rule 1300.

A record of track maintenance occupancy or blue signal use in this area will be maintained at the Coal Pier Yardmaster's desk in the Scale Office. When "red flag" or "blue flag" protection is removed, the Yardmaster, or when appropriate the Piermaster, must be promptly notified. The Piermaster will, when involved, also maintain a record of pertinent information.

In addition to clasp retarders, Dowty retarders are in service on north and south side, Pier 6 Scale Leads. Loaded and empty raill cars may be run over this equipment. Light weight on-track equipment such as vacuum truck or Burro crane, or empty flat cars or box cars for maintenance use, may also be run over the Dowties, but only at a low speed and under close observation to prevent derailment.

New Speno Style NS yard track cleaner will not be moved across retarders except under close personal observation by crew member to insure proper clearance.

The foregoing instructions in no way removes the responsibility of operator in charge of on-track equipment or man in charge of on-track maintenance to comply with timetable instructions, applicable operating rules, and Maintenance of Way Department instructions.

MAIN TRACK CONTROL POINTS

When issuing working limits on a Form 23-A, authority can only be issued between control points. Existing control points which are listed below will be utilized by those asking for working limits or operators granting such permission. Operating Rules 442, 443, and 809 remain in effect.

Between Lamberts Point and Canal Drive:

Colley Avenue	-	M.P. LP1.9
Barre Avenue	-	M.P. LP3.2
Lovett Avenue	-	M.P. LP5
Bridge No. 5	-	M.P. N1.2
NS Junction	-	M.P. N2.5
South Norfolk	-	M.P. N3.5
West End Portlock Yard	-	M.P. N5.3
Bridge No. 7	-	M.P. N6.6
Gilmerton	-	M.P. N7.5
Canal Drive	-	M.P. N8.4

Between Portlock Yard and Coleman Place, Sewell's Point Branch:

South Norfolk	-	M.P. V5.1
Hoover Street	-	M.P. V4.9
Carolina Junction	-	M.P. V4.5
Tidewater	-	M.P. V2.3
Coleman Place	-	M.P. A1.4

NOTE: Eastern Branch Drawbridge will use Home Signals on the East and West end of bridge.

For purposes of providing protection for On-Track Equipment east of Coleman Place through the use of Form 23-A, track/time limits will be divided into three track sections as follows:

1. Between Coleman Place, M.P. A1.4 and Thole St., M.P. A4.3 (either Main 1 or Main 2).
2. Between Thole St., M.P. A4.3, and West Leg of Wye at QM Junction, M.P. A5.8.
3. Between West Leg of Wye, QM Junction, M.P. A5.8, and West Junction M.P. A7.2.
4. No more than 2 movements may occupy the same working limits within TC territory or Sewells Point Main Line where 23-A authority is utilized for protection of on-track equipment and/or employees working on or near the main track.

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.

JOINT TRACK TIME FOR 23-A IS REQUIRED AT THE FOLLOWING LOCATIONS:

Norfolk Terminal

For purposes of issuing Form 23-A for protection of On-Track Equipment in joint territory (i.e., between NS Junction and South Norfolk on the mainline and between Tidewater Junction and Carolina Junction on the Sewells Point Branch), the Bridge 7 Operator/Leverman will be responsible for issuing Form 23-A for track section between NS Junction, M.P. N2.5 and South Norfolk, M.P. N3.3. The Bridge 5 Operator/Leverman will be responsible for issuing Form 23-A for track section between Carolina Junction, M.P. V4.5 and Tidewater Junction, M.P. V2.3. The Eastern Branch Drawbridge Tender will issue Form 23-A for protection within his respective territory.

Before issuing Form 23-A in above referenced territory where joint protection must be provided, the Operator/Leverman having responsibility for issuing Form 23-A for that territory must:

1. Block all signals and/or switches governing movement into the track section covered by Form 23-A.
2. Require other Operator/Leverman to block all signals and/or switches governing movement into the track section covered by Form 23-A.

Both Operator/Levermen must complete Form 23 accordingly. Also, the Operator/Leverman issuing the Form 23-A must provide the operator or person responsible for the On-Track Equipment the track time Form 23-A number for numbers recorded on both Operator/Levermen's Form 23.

d. MAIN TRACK SWITCHES NOT EQUIPPED WITH ELECTRIC LOCKS

NORFOLK TERMINAL

All switches between Colley Ave., M.P. LP1.9 and NS Jct., M.P. N2.5

All switches between Coleman Place A1.4 and Carolina Jct., V4.5

NORFOLK DISTRICT

Poe - Brenco Spur No. 1, M.P. P0.1
Moore's Spur, M.P. P1.3

Petersburg - Vep Co. Spur, M.P. N84.2

BLUE RIDGE DISTRICT

Briery - Main Track Switch, M.P. B17.1
Pamplin - Station Siding, M.P. B36.8
Baldwin Wood Yard, M.P. N168.6
Kinney - Industrial Lead Track, M.P. PH17.8
Forest - Tomahawk Spur, M.P. PH19.8
Exxon, M.P. PH20.6
Lowry - Team Track, M.P. N223.1
Bedford - Wheelabrator-Frye Tk., M.P. N230.4
Recycling Co. Spur, M.P. N230.2
Dewey - United Iron and Metal Spur, M.P. N242.4

ALTAVISTA DISTRICT

Abilene House Track, M.P. V143.1

DURHAM DISTRICT

Nathalie - Team Track, M.P. L41.8
Lennig, M.P. L44.5
Crystal Hill - Team Track, M.P. L48
J. M. Huber, M.P. L50.1
Halifax - Team Track, M.P. L55.7
Sunshine Mills, M.P. L55.5
South Boston - Keystone Mills Track, M.P. L61.6
Boston Lbr. Co., M.P. L61.7
Cluster Springs-Team Track, M.P. L66.9

HAGERSTOWN DISTRICT

Universal Forest Products, M.P. H26.4

ROANOKE DISTRICT

Virginia Electric & Power, M.P. H140.3
Lawrence Transfer & Storage, M.P. H146.7
Burris Refrigeration, M.P. H147.6
Institution Foods Co., M.P. H180.4
Advance Drainage, M.P. H184.6
Graves Siding, M.P. H197.2

WINSTON-SALEM DISTRICT

Steel Service Track, M.P. R10.6
Salt Track, M.P. R10.9
Boones Mill House Track, M.P. R20.6
New Siding, M.P. R30.8
Mod-U-Kraf Homes Siding, M.P. R30.8
Franklin Wood Yard, M.P. R31.1
Burroughs Corp., M.P. R31.5
Lane Co., M.P. R31.8
Track No. 4, Rocky Mount, M.P. R32.1
Track Nos. 1 and 5, Rocky Mount, M.P. R32.2
Fleetwood Homes, M.P. R32.9
Ferrum House Track, M.P. R41.7
Henry House Track, M.P. R48.6
Nationwide Homes Track, M.P. R68.5
Bassett Walker Track, M.P. R70.3
Fontaine Wood Yard Track, R71
Gravely Warehouse, M.P. R75.5
Price Spur Track, M.P. R81.1
Stoneville Station Track, M.P. R86.7
Mayodan House Track, M.P. R92.5
Madison House Track, M.P. R94.4
Mabrico Spur, M.P. R97.6
Pine Hall House Track, M.P. R103.1
Hedgecock Spur, M.P. R109
Walkertown House Track, M.P. R117.8

CHRISTIANSBURG DISTRICT

Vicker Station Siding, M.P. N295.3
Cowan Station Siding, M.P. N306.2
Belspring House Track, M.P. N307.8
Eggleston Station Siding, M.P. N316
Narrows Station Siding, M.P. N333.5
Glen Lyn Station Siding, M.P. N340.2
Oakvale Station Siding, M.P. N347
Ingleside Station Siding, M.P. N352.6

WHITETHORNE DISTRICT

Building "A," Realty Ventures 1, M.P. V247.9
Graham-White Track, M.P. V250.1
Timber Truss Co. Track, M.P. V251.3
Salem Frame Co. Track, M.P. V252.6
Roanoke Electric Steel Corp. Siding, M.P. V253.5
John W. Hancock siding, M.P. V253.9
Koppers Co. Siding, M.P. V255
Wabun Siding, M.P. V256.6
Ironto Siding, M.P. V265.9
Yellow Sulphur Siding, M.P. V276.2
McCoy Storage Track, M.P. V292.5
Celco Scale Track, M.P. V316

PULASKI DISTRICT

Wurno, White Motor Co. Siding, M.P. NB310.9
Southern States Siding, M.P. NB335.6
Rural Retreat Station Siding, M.P. NB350
Mouldings, Inc. Siding, M.P. NB359.5
Super-GRO of VA Siding, M.P. NB372

PULASKI DISTRICT (Cont'd)

Meadow View Station Track, M.P. NB385.4
Mid Mountain Food Siding, M.P. NB388.7
Westinghouse Electric Corp. Siding, M.P. NB398.1
Bristol Compressor Track, M.P. NB400.2
Carolina Steel & Iron Works Siding, M.P. NB401.2
Reynolds Metals Co. Track, M.P. NB406.4

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

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) 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.

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 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 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.

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.

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.

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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. 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 25A, 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. 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.

2. On locomotives or cabooses torpedoes must be stored in approved metal containers and lid must be kept closed except when in use. Not more than twelve (12) torpedoes may be stored in a container. Fusees must be stored separate from torpedoes.

Damp, oily, or damaged torpedoes must not be used, and must be reported on Form ME-60 (locomotives) or Form ME-621 (cabooses).

3. When proper waybills have not been provided for cars to be moved in train, it will be the responsibility of the conductor to see that the train dispatcher is notified as soon as possible. If practicable, this must be done before departing terminal.

4. When a bad order tag, Form ME-597 (orange tag) is attached to a trailer or container loaded on a flat car, the flat car will 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.

5. On two or more tracks in Automatic Block System territory, trains or engines will not enter main track through a hand operated switch without permission from the dispatcher. Within yard limits at Crewe and Suffolk, permission can be granted by yardmaster on duty EXCEPT permission to enter Main 1 at west end of Crewe Yd. at M.P. N130.8 must be granted by the Lynchburg Dispatcher.

6. Beer moving in TOFC/COFC service will not be humped and will not be cut off in motion at non-hump yards.

7. Crew members are responsible to ensure that all rail equipment and locomotives including cars of Plate "C" dimension and those exceeding Plate "C" dimensions as well as any restricted oversize loads, clear roof overhangs, doorways, hopper shakers, transtainers, industrial shipping docks and any other obstructions which may be

encountered in and about customer sidings, plants and railyards prior to the pulling or placing of cars from/into the track(s) involved, respectively.

8. Throwing or distributing trash or debris on Company premises is prohibited. Employees doing so will be subject to disciplinary action.

9. When called to depart a terminal by taxi, the conductor must contact the respective yardmaster before departing.

Conductors will be responsible to insure that his crew departs in proper calling sequence, unless otherwise instructed.

10. The following procedures must be observed concerning issuance and removal of slow orders under the conditions outlined:

(a) When a train crew reports rough track, the dispatcher will arrange for issuance of a 10 MPH slow order to trains operating over the affected track section, to remain in effect until the track is inspected and a higher speed is authorized by a qualified MW&S employee.

(b) When a train is stopped by an emergency brake application, but does not uncouple, the dispatcher will arrange for issuance of a slow order restricting trains operating over the affected track section to one-half maximum authorized speed for any train at that location, but not exceeding 30 MPH. The slow order will remain in effect until the next train passes without incident, or until the track is inspected and a higher speed is authorized by a qualified MW&S employee.

(c) When a train is stopped by an emergency brake application and uncoupling occurs, the dispatcher will arrange for issuance of a slow order restricting trains operating over the affected track section to one-half maximum authorized speed for any train at that location, but not exceeding 30 MPH. The slow order will remain in effect until the track is inspected and a higher speed is authorized by a qualified MW&S employee.

Slow orders will be issued in 5 MPH increments, with restrictions falling between 5 MPH increments being issued at the next lowest number. As example, if maximum authorized speed for any train at the point where an emergency brake application occurs is 25 MPH, the slow order will be issued as a 10 MPH restriction.

11. Automatic equipment identifier equipment has been installed between Main 1 and Main 2 tracks at the following locations:

M.P.	N35.0	Windsor, Va.	Norfolk Dist.
M.P.	N98.5	Poole Siding, Va.	Norfolk Dist.
M.P.	N273.0	Singer, Va.	Christiansburg Dist.
M.P.	N357.8	Ada, Va.	Christiansburg Dist.

Employees are not to mount or dismount moving equipment at these locations.

12. When taking charge of a locomotive consist, if the lead locomotive is equipped with locotrol radio equipment and the equipment is turned off, the engineer must promptly ascertain from the Yardmaster, Dispatcher, or other proper authority if the movement is to be operated as radio train.

Attention is called to Rules R-300 through R-310, Form NS-1, which remain in full force.

13. Note Rule L-236, Form NS-1. When locomotives are left on engine servicing facility track(s) at Roanoke, VA, Winston-Salem, NC, and at Lamberts Point Roundhouse **only**, 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.

14. Unless otherwise instructed, in the absence of a fireman or engineer trainee, conductors riding the head end of a train will ride on the controlling (lead) unit of the locomotive consist.

15. When removing yard ground air from trains or cuts of cars, ground air hoses must be placed adjacent to rail clear of walkways.

16. Employees must not occupy the high brake step of any moving car at the following locations:

Station	Mile Post	Obstruction
Secoast	P3.87	Overhead Bridge
Goode	N220.91	Overhead Bridge
Webster (Weblite)	N248.4	Cinder Loading Chute
Bedford	N228.59	Arch
Richmond	F139.9	Overhead Bridge
Richmond	F140.1	Overhead Bridge
Richmond	F141.1	Overhead Bridge
Richmond	F141.25	Overhead Bridge
Mansion	V194.40	*Tunnel
Leesville	V206.03	Slide Fence
Leesville	V206.20	*Tunnel
Huddleston	V213.50	*Tunnel
Huddleston	V214.80	Overhead Bridge
Moneta	V220.00	Overhead Bridge
Goodview	V226.00	*Tunnel
Hardy	V235.70	*Tunnel
Durmid	L2.64	*Tunnel
Denniston	L70.5	Overhead Bridge
Waynesboro	H142.88	Overhead Bridge
Cornwall	H177.66	Overhead Bridge
Montgomery	N284.84	*Tunnel
Pepper	N305.43	*Tunnel
Eggleston	N316.15	*Tunnel No. 1
Seven Mile Ford	NB369.75	Slide Fence
Slate Hill	V268.10	*Tunnel
Merrimac	V277.60	*Tunnel
New River	V283.20	*Tunnel

*Restriction applies at both portals and through tunnel.

17. Employees must maintain lookout for private industrial locomotives and trackmobiles being used by industry personnel on their track(s).

Note Operating Rule 26(h) regarding industrial blue signals. Some industries have chosen to use red stop paddles, red lights, and other warning signals in addition to, or instead of, blue signals. All employees must maintain lookout for such warning signals and must stop short of them until removed by industrial personnel prior to placement of pulling cars from track.

Employees must also maintain lookout for stationary car moving devices (winches, capstan winches, "rabbits," etc.), used by industries. Such devices must be detached from equipment before it is moved.

18. Earthen mounds, wheel stops, bumping blocks, crossed ties and other devices are often placed at ends of tracks to mark a point just beyond the end of usable track space. They are not to be relied on to hold cars or drafts of cars. Contact with such devices is to be avoided and when necessary to rest wheelsets or couplers near same, contact will be made with no more force than necessary and only that force that will prevent damage or derailment.

19. New Speno Style NS yard track cleaner will not be moved across retarders except under close personal observation by crew member to insure proper clearance.

20. Where movement is to be controlled by radio, the following instructions will govern:

Before a shoving move is made into or out of a track equipped with derail, the engineer must be told via radio that the switch is lined and the derail is off. It will be the responsibility of the engineer to obtain this information before starting the move.

21. Throughout the Virginia Division when Efficiency Checks are conducted, testing for restricted speed and yard speed, a banner will be stretched across the tracks, reading:

OBSTRUCTION

STOP SHORT OF

(or)

STOP

OBSTRUCTION

This banner is being used as a means of ensuring compliance with applicable operating rules and enforcing safety awareness, and may be erected anywhere, at any time.

22. Anytime a switch is taken out of service by the MW&S Department for any reason, in addition to the switch being spiked or clamped, a "switch out of service tag" will be placed on the lock, latch, or handle.

There will be two types of tags, black on orange tags and black on yellow tags.

All employees should use caution and look for such tag before attempting to throw a switch.

If you observe a tag on a switch that you need to use, contact proper authority for further instructions.

23. Train and Engine Service employees are prohibited from placing chocks under wheels of standing or moving railway equipment.

24. The use of Conditional Stop Signs and Approach Prepared to Stop Signs in Traffic Control Territory is authorized on the Virginia Division.

The provisions of train order form "Y" will be issued on Dispatcher's Bulletins as prescribed by Operating Rule 110, but must be correctly repeated to the dispatcher by the engineer before train departs its initial terminal. When so issued, they will be shown as the first item(s) in the bulletin following Auxiliary Track Restrictions.

25. When equipped, locomotive ditch lights shall be displayed to the front of train when headlight is required to be on bright.

26. Reference Operating Rule 103-D, "Engines or cars left on any track must be properly secured, must clear crossings and crossing signal circuits. When practicable, equipment must be at least 100 feet from public or private crossings. Public crossings must not be obstructed unnecessarily."

When traversing line of road, train and engine crew must assure that this visibility margin is ensured. When visibility margin cannot be ensured and your train is pulled up right to a crossing, a crew member must arrange to flag crossing if there is a potential for a train, engine, rail cars, or on-track equipment to pass by on adjacent siding or main line.

27. The following requirements shall be observed before a pusher engineer working alone may go between standing equipment to couple or uncouple the pusher consist from a train, remove or install an end-of-train device, or engage in any other work activity that places him on the ground between the pusher consist and the train:

> The pusher engineer shall personally communicate with the head-end engineer to establish a positive understanding as to the work to be performed and to receive assurance that the train will not be moved;
>
> The pusher consist shall be separated from the train at least the distance prescribed by Rule GR-14, except when coupling or uncoupling; and
>
> The pusher consist shall be secured against movement.

Before adding or setting out one or more locomotive from the pusher consist, a pusher engineer working alone must first secure permission from the dispatcher, yardmaster, or other employee responsible for directing train and engine movement in the area, who shall not grant such authority until effective measures have been taken to insure that other movements will not enter the affected track section. The pusher engineer will promptly notify the employee who granted the permission as soon as the work is completed.

28. If a trespasser is seen on, in, or in the immediate vicinity of a bridge, trestle, or tunnel, the dispatcher, yardmaster or other proper authority shall be notified by the quickest means of communication, and they in turn will promptly notify the Railroad Police Department at 1-800-453-2530 or Microwave at 7-981-COPS. Safety Rule 1013 remains in full force.

29. Note Rule L-248, Form NS-1, dated May 2, 1993, paragraphs (c) and (h) page 42 are modified to read:

> (c) - When more than one unit is pushing it must be unoccupied while pushing EXCEPT when cut-on-the-fly valve is being used.
>
> (h) - No more than the equivalent of 14 conventional (non-high adhesion) powered axles may be used in pusher service.
>
> EXCEPTION: When pushing loaded solid commodity trains, the following restrictions apply:

District	Number of Equiv. Conv. Axles	District	Number of Equiv. Conv. Axles
Winston-Salem	18	Durham	18
Roanoke	18	Pulaski	18
Hagerstown	18	Whitethorne	18
Blue Ridge	24	Christiansburg	24

> High adhesion axles are equivalent to one and one-third conventional (non high-adhesion) axles.

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

31. Whistles must be sounded at the following bridges and trestles; Rule 14(l) is applicable:

LOCATION	MILEPOST
Blue Ridge District:	
Coyner Springs	M.P. N250.6
Farmville (High Bridge)	M.P. N145.0
Lynchburg	M.P. PH18.4
Whitethorne District:	
Lafayette	M.P. V263.8
Wabun	M.P. V257.5
Winston-Salem District:	
Ferrum	M.P. R45.5
Henry	M.P. R49.6
Philpott	M.P. R52.7
Fieldale	M.P. R63.8
Martinsville	M.P. R70.5
Fontaine	M.P. R74.1
Hill Top Branch:	M.P. DW48.4
	M.P. DW48.2
	M.P. DW46.5
	M.P. DW46.1

LOCATION	MILEPOST
Pulaski District:	
Pulaski	M.P. NB315.2
Roanoke District:	
Waynesboro	M.P. H147.3
Hagerstown District:	
Shepherdstown	M.P. H16.5

32. Virginia Division Transportation Department employees are prohibited from riding/occupying the footboard or platform on either end of private rail grinder RMS-1.

c. BY LOCATION
NORFOLK TERMINAL

a. Restricted Highway and Street Crossings

(1) It is unlawful in Chesapeake corporate limits for any railroad company whose lines enter the City, when switching, to cause railway cars of any kind to be propelled or pushed across any of the streets of the City or public highways used as streets, detached from engine.

Penalties are provided for violations of the above regulations. Therefore, train and engine crews operating within the corporate limits of Chesapeake will be governed accordingly.

(2) An indicator which governs rail movements and works in conjunction with the highway traffic signal is located on each side of Route 13 crossing on Atlantic Energy, Inc., Spur, Chesapeake, M.P. N7.9.

Track circuit limits in approach to the indicators extend 40 feet on the main track side and 30 feet on the plant side.

When this circuit is occupied by an engine or cars for approximately two minutes the indicator light should change from red to green which will indicate the traffic signal is at stop and the movement may proceed over the crossing.

If the indicator continues to display a red light or displays a flashing red light after the circuit has been occupied for two minutes, movement over the crossing must be made under flag protection.

Except when a movement is to be immediately made or is being made over the crossing, the approach circuits on both sides of the crossing must be cleared in order to avoid holding the traffic signal at stop unnecessarily.

(3) Trains and engines must approach the street crossings shown below prepared to stop and must not enter crossing unless it is known that 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.

South Branch —

St. Julians Creek Rd., M.P. V8.6
George Washington Highway, M.P. V8.9
Deep Creek Blvd., M.P. V9.29
Gust Lane, M.P. V9.63

(4) Train and engine movements over the street crossings listed below must be protected by a crew member on the ground.

North Beach Route:

*Ingleside Rd., M.P. SN2.6
Baker Rd., M.P. SN6.5 (southward movements only)
Diamond Springs Rd., M.P. SN6.6

*Protection required only when working General Foam industrial track.

South Beach Route:

Reservoir Ave., M.P. VB0.6
Park Ave., M.P. VB0.7
Brambleton Ave., M.P. VB0.9

New Berkley Line:

Halifax Street, M.P. NS1.2
South Main Street, M.P. NS0.8
Berkley Ave., M.P. NS0.5
Ligon Street, M.P. NS0.3

The following instructions will govern movements over Hampton Boulevard (NIT) crossing and over private crossings within the Norfolk International Terminals complex.

Movement over Hampton Boulevard (NIT) crossing must not be made until it is known that traffic light protection is operating to halt movement of vehicles or crossing is protected by an employee. Crossing protection is actuated by turning on/off toggle switch to the on position; on/off switches are located on both sides of the crossing. When a toggle switch has been thrown neither toggle switch may be thrown again for at least twenty seconds to ensure proper cycling.

Once traffic light protection is operating to halt movement of vehicles or crossing is protected by an employee, crew members must assure that the automatic gate is open to NIT before locomotive or cars foul Hampton Boulevard. The engine bell will be rung in accordance with Operating Rule 30. Crossing whistle signal will not be sounded except in emergency to prevent an accident, with intensity and duration of whistle signal being proportionate to distance it is to be conveyed.

Private crossings within the Norfolk International Terminals (NIT) complex should be protected by flagman as necessary. The engine bell should be sounded when approaching these private crossings or when going over them. Use of the engine whistle is not required unless necessary to prevent an accident.

Rules 14(I) and 30, Norfolk Southern Operating Rules, are thus superseded at this location only.

(6) Movement over Shell Road on the Norfolk Steel Lead (M.P. N7.5), which is protected by crossbucks only, must be preceded by a crew member flagging the crossing.

b. NORFOLK TERMINAL-GENERAL

1. Due to the powerful Portlock Channel 1 Base Station, radio transmissions interfere with trackside analyzers (TSA's) at Yadkin Road (M.P. N10.5) and Suffolk (M.P. N20.0).

During any TSA broadcast, you must not transmit via radio on Channel 1 until broadcast is complete, except in the case of an emergency.

All applicable radio rules remain in full effect.

2. Hand operated switches of crossovers between yard tracks may be left lined as last used, but in no case is any crossover to be left with one switch lined for straight movement and the other switch lined for crossover movement.

3. Locomotives and/or cars must not be left fouling any leads, ladders, or adjacent tracks on Norfolk Terminal without permission from the yardmaster.

4. Employees must maintain lookout for private industrial locomotives and trackmobiles being used by industry personnel on their track(s).

Note Operating Rule 26(h) regarding industrial blue signals. Some industries have chosen to use red stop paddles, red lights, and other warning signals in addition to, or instead of, blue signals. All employees must maintain lookout for such warning signals and must stop short of them until removed by industrial personnel prior to placement or pulling cars from track.

Employees must also maintain lookout for stationary car moving devices (winches, capstan winches, "rabbits," etc.), used by industries. Such devices must be detached from equipment before it is moved.

5. Fixed whistle posts may be designated by sign showing either "W" or "— — o — ".

6. All crews must notify theproper authority (Yardmaster or Operator) whenever they have less than 2 hours before expiration of the Hours of Service.

7. Running switches are prohibited on Norfolk Terminal.

8. Gates across tracks must be equipped with proper fasteners (hooks, latches, chains, etc.). 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.

9. Employees must not ride the end crossover walkway or brake platform of equipment when it puts them forward of movement or between cars except when necessary to operate handbrakes/control movement.

10. Prior to coupling to an Office Car or making a coupling with an Office Car a stop must be made to insure that no rough coupling is made.

11. A stop must be made prior to spotting a car on No. 1 Spot, east end Office Car track, to avoid striking bumping post.

12. Mounting or dismounting the tops of moving loaded coal hoppers on Norfolk Terminal is prohibited. Movement must be stopped before mounting or dismounting the tops of loaded coal hoppers.

13. When operating train or engines on tracks on the Norfolk Terminal 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, the 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.

14. All conductor only Virginia Division crews must advise the appropriate tower (Portlock or West End Lamberts Point) that they are conductor only crew prior to arriving at the respective yard.

c. LAMBERTS POINT TO CANAL DRIVE

1. Account close overhead clearance, employees must not ride on top of cars while moving under overpass at Wilson Blvd., NS Jct.

2. Overhead and side close clearance exists at the VEPCO Gilmerton Shaker Track, M.P. N7.1, at the unloading building and east along the heaters. Close clearance signs are placed.

3. Cars spotted at Swann Oil Co. are to be secured with a hand brake applied to each car. Placement and pulls are to be handled with air brakes in service.

d. LAMBERTS POINT

1. Wreck Car Track-Employees must not ride side of equipment while adjacent to chemical treatment shed. Close Clearance signs are placed.

2. 38th St. Storehouse Track-Employees must not ride south side of equipment while adjacent to platform located approximately 370 feet east of Master Mechanic's Office Building. Close Clearance signs are placed.

3. Remote control derails and electric light type blue signals are installed on Lamberts Point Diesel Facility Track Nos. 4 and 5. These derails and blue lights are located approximately six hundred fifty (650) feet from point of switch in Track No. 5. (Both are located 100 feet railroad direction, west of the concrete fueling/servicing facility platform.) Blue lights are located to the right of each respective track when entering from the west.

Blue light will be displayed when respective derail is in derailing position, indicating also that track section at derail and beyond is not to be entered. Amber light will be displayed when derail is in non-derailing position; however, employees must also ensure derail is in non-derailing position before passing an amber signal. The absence of a light will have the same meaning as if a blue light were displayed. The derails and blue signals are controlled by the Mechanical Department.

Before placing inbound units on any track at the facility, contact the Roundhouse Dispatch Foreman via radio to determine appropriate track to yard locomotives. Should train and engine crew receive instructions to stop the locomotives on the concrete service platform itself, movement and spotting of locomotives must be at the immediate direction of a Roundhouse facility employee.

Extreme caution must be exercised when entering these tracks, and a crew member will ride lead unit in direction of movement, when necessary.

All Lamberts Point diesel facility tracks are also protected by hand-throw derails near the West End Yard Office.

4. Normal position for No. 13 Pull-In track switch will be lined and locked for movement to the Rusty Lead, and must be left in this position after use.

5. Before coupling to cars on outbound shop tracks at 38th Street Car Shop, a crew member must ascertain that the east end of the cut of cars to be coupled is not in a position where it may be shoved over derail. When necessary, sufficient handbrakes must be applied to prevent shoving over derail.

6. For the purpose of indicating blue signal protection, dwarf signals are located at each end of tracks M-0 through M-4, Empty Yard, Lamberts Point. These signals are located on the north side (railroad direction) of the track that they govern.

A yellow light displayed indicates use of track is permitted. A blue light indicates that workmen are on or about cars and Operating Rule 26 applies. The absence of a light will have the same meaning as if a blue light were displayed.

When a blue light is displayed and use of track is desired, the yardmaster must be contacted. The yardmaster, in turn, will contact the Mechanical Department who will arrange for removal of blue signal protection when appropriate.

7. Normal position for Miscellaneous Shop Yard west end ladder switch is lined and locked for MS12 and must be left in this position after use.

8. Before train or engine service employees adjust couplers or couple air hoses between equipment on Empty Yard classification tracks, they must know that the switch providing access from the piers has been lined against movement to that track and the control lever for that switch has been blocked when either Pier is operational and car retarder operator in Empty Yard is on duty, all communication concerning establishment and confirmation of protection must be handled on Empty Yard radio channel. Protection must not be removed until authorized by employee who asked for it, or his relief.

9. Before a yard engine fouls any ladders on the east end of the Empty Yard for purpose of shoving cars to Pier Return tracks or shoving cars in clear of Empty Yard tracks (trimming), yard crew member will obtain permission from Empty Yard CRO before fouling these ladder tracks. CRO will ensure all free rolling cars in respective group of tracks is/are stopped and necessary pier stop(s) is on before granting permission to foul the east end, when a CRO is on duty.

10. When using the rabbit in south kickback to move new gondola (gray) coal hoppers, you must spot the rabbit head behind an axle to prevent damaging cross braces.

11. Switches at both ends of Amtrak Track at Lamberts Point are to be left lined and locked for Government No. 1 Lead.

12. Switch at west end Pier 5 Runaround is equipped with a switch lock and will be lined and locked for Main 1 after use.

13. The following three (3) switches at the west end of Lamberts Point Roundhouse will be designated as having a normal position. These switches must be left in their normal position, as designated below, after use.

1. West end of Roundhouse No. 1/B-18 switch. Normal position is lined for B-18.
2. West end of Roundhouse Nos. 2 and 3 lead/retarder yard runaround switch. Normal position of switch is lined for retarder yard runaround.
3. West end of Roundhouse Nos. 4 and 5 lead/retarder yard runaround switch. Normal position is lined for the retarder yard runaround.

e. SEWELLS POINT BRANCH

1. Unless otherwise instructed, both wye switches at QM Jct., M.P. A5.9, will be left lined and locked as last used, and all movements must approach these switches expecting to find them in either position.

2. Locomotives must not be moved under hopper shaker at Winkleman, Inc., siding, M.P. A0.5.

Account substandard clearance, locomotives or cars must not be placed in or moved inside of building at Hall Hodges siding, and employees are prohibited from riding side of car when approaching building.

3. Be on the look out for transtainers straddling tracks at Norfolk International Terminal's various yards. All concerned must ensure when placing/pulling, or running under said machines, that sufficient clearance exists. Under no circumstances will a rail movement be made under a moving transtainer, or a standing transtainer which has an operator in the cab.

f. SOUTH BEACH ROUTE

1. Cars placed at Lone Star Industries, M.P. VB1.2, on #1 and #2 tracks, are to be secured with a hand brake on every car.

2. No engine or cars are to be run over the pit at Chesapeake Building Materials, Providence, Virginia.

3. Do not ride cars through shakers at Asphalt Roads, Inc., and at APAC, Inc., South Beach Route.

4. Switches at M.P. VB1.0 (Lone Star Passing Track) will be left lined and locked as last used. All movements must approach these switches expecting to find them lined in either position.

5. Only one 60-foot or longer piece of equipment can be moved over the Georgia Pacific lead, M.P. VB6.6.

g. ALBEMARLE DISTRICT

1. To ensure proper communication, prior to release of a train, engine, or on-track equipment to move southward from M.P. V4.5 toward Carolina Yard (or toward M.P. NS8.0), Bridge 7 Control Station Operator will ascertain from Portlock yardmaster if other trains, engines or motorcars are working or tied up between M.P. V4.5 and M.P. NS8.0; if there are other movements known to be in that track section, the southward movement will be so advised by Bridge 7 Operator. In addition to receiving Bridge 7's signal indication to proceed southward toward Carolina Yard, the NS or CA movement must also receive authorization to occupy the track section btween M.P. V4.5 and M.P. NS8.0 verbally from Portlock Yardmaster before entering this block. A southward signal only conveys authority to enter the interlocking at Carolina Junction and does not convey authority to occupy track section beyond interlocking limits.

2. NS trains, engines, and on-track equipment have no authority to operate south of M.P. NS8.0.

3. Yard crews using NPBL RR trackage betwen M.P. NS1.3 and NS1.1 must first secure permission from NPBL yardmaster before occupying track; when clearing the New Berkley Lead (NS1.1) in either direction, switch must be lined for normal (NPBL) movement.

h. NORTH BEACH ROUTE

1. Before departing Little Creek, southward movements must contact the control station at Bridge 5 (Tel. No. 446-5320) advising as to approximate arrival time at Camden Heights.

2. Camden Heights -

Unless otherwise instructed, the switch at Camden Heights will be lined and locked as last used and all movements must approach this switch expecting to find it lined in either position.

i. PORTLOCK

1. Normal position for crossover switches in Pullin #4 and #5 tracks at Portlock will be lined and locked for through movements.

2. Normal position for switch east end of #40 track/ramp lead at Portlock is lined and locked for movement to #40 track.

3. Portlock tracks A, B, C, and the Shop Track, are designated as engine service and car repair tracks and maximum speed is 5 MPH.

Before coupling to cars on the Shop Track (PT 45), Portlock, crews must check and ensure that mechanical car mover or "rabbit" on the Shop Track is properly secured and will not cause derailment or damage to equipment.

4. The following procedure applies for the use of the dual-control air powered switches near the west end of Portlock Yard.

After receiving permission to remove lock and doing so, depress foot pedal lever latch far enough to raise the hand operating lever. When known hand throw mechanism is activated and working, properly position switch points for desired route.

When movement is complete, place hand throw lever back in lever latch and push pedal forward; lock up.

The pedal acts as the power on and off lever, similar to main line dual control switch levers.

Pedal is embossed with the words "hand" and "power" with directional arrows.

5. The normal position for the switches at both ends of the connecting track between the North Hump Lead and the South Hump Lead at the west end of Portlock, M.P. N5.1, is lined for straight track movement. These switches must be returned to the normal position after use.

j. BARNEY YARD PIER #6

1. Before a car or cars are dropped from any Barney Yard track towards the dumper the employee who is to make the drop must determine that a blue signal is not displayed on the east end of the east car in the track. When a blue signal is displayed, no car on that track may be coupled to or moved.

Westward movements must not enter the east end of any Barney Yard track unless authorized by the yardmaster Coal Piers. Such authority must not be granted until it has been ascertained that the affected track is not under blue signal protection and that all corresponding switch points have been clamped.

2. On-track equipment, including hy-rails and motor cars, must not occupy the leads to Pier 6 Barney Pits without permission of the yardmaster, or piermaster when yardmaster is not on duty at the coal pier.

Employees who are to perform maintenance work (other than that requiring blue signal protection) in the area between the east end of Pier 6 Barney Yard and the Dumper inclines, must obtain permission from the Coal Pier Yardmaster, or the Piermaster when Yardmaster is not on duty, before fouling east end of Barney Yard/Barney Pit leads.

When permission is received, and before commencement of work, employee in charge of work must ensure that switch providing access to work area is aligned for movement away from where work will be performed, and locked with a departmental lock. In addition, a "red flag" (metal paddle) must be displayed (between the rails) just inside clearance point of entrance switch. These red metal paddles, stencilled "Stop, Men Working," are available at Pier 6.

Blue signals will be used only for protection of Mechanical Department forces when engaged in work prescribed by Safety Rule 1300.

A record of track maintenance occupancy, or blue signal use, in this area will be maintained at the Coal Pier yardmaster's desk in the Scale Office. When "red flag" or "blue flag" protection is removed, the Yardmaster, or, when appropriate the piermaster, must be promptly notified. The piermaster will, when involved, also maintain a record of pertinent information.

Retarders are in service on north and south side, Pier 6, Scale Leads. Loaded and empty rail cars may be run over this equipment. Light weight on-track equipment such as vacuum truck or Burro crane, or empty flat cars or box cars for maintenance use, may also be run over these retarders, but only at a low speed and under close observation to prevent derailment.

3. Before coupling to cars in Lamberts Point Barney Yard, crew must ascertain that no employees are working on or about tracks involved.

4. Derrick car idler cars are not to be moved over Barney yard or empty yard retarder cylinders except under close supervision.

5. When the Barney Yard is operational and coal is being run, proper alignment of switches of the Scissors Crossover, Pier 6, Barney Yard, is the responsibility of respective north side or south side Barney Yard conductor. When only one side is run, conductor on duty is responsible to see that both sides of Scissors Crossover are properly lined and locked.

6. In winter, when heaters are installed in the Thaw Sheds, a dragging equipment detector with buzzer alarm in the CRO (Barney Pit) Station is in service to avoid damage to heaters. When this alarm trips and sounds at the CRO Station large scale retarders will lock in closed position.

When alarm sounds, CRO Barney Pit will call Scale Office clerks who will "cut off" the flow of coal from respective side of Barney Yard until trouble can be ascertained.

7. It must be determined that hand brakes are completely released before cars are permitted to roll off Pier 6 Barney Yard.

8. The following procedure will be used when dropping a cut of cars down tracks in the Barney yard:

1. Must have two (2) trainmen on the track to be dropped at all times.
2. Both trainmen on the track must have a clear understanding between each other that track is to be dropped and be in position before brakes are released.
3. Both trainmen must ensure hand brake to be used to control movement is operable and in good condition.
4. It is the responsibility of both trainmen to prevent the cut from fouling adjacent tracks.

9. INSTRUCTIONS TO BARNEY YARD FOREMEN GOVERNING THE USE OF CONTROL PANELS AND SPEAKER SYSTEM IN PIER 6 BARNEY YARD TOWER AND THE CALLING AND RUNNING OF COAL FROM BARNEY YARD.

Control panels are located in each Barney Yard Tower which Control track number indications on signal light panels adjacent to each Barney Yard Foreman's Tower. Each control panel consists of the following equipment:

Two track selection touch pads.
Two track selection indicators for each pad.

One touch pad selects Tracks 1 through 16, and one selects Tracks 17 through 32. The track selection indicators for each pad display the track numbers being protected by the signal light panels; the top display indicating the number on the top portion of the signal light panel and the bottom display indicating the number of the bottom portion of the signal light panel. In addition, there are green "clear" buttons and black "local" buttons for each pad.

For normal operation the local button for the respective group of tracks being run will be depressed illuminating the yellow local light. The white remote light will be light for the tracks in the opposite Barney Yard. Should it become necessary to order coal from the opposite Barney Yard, then both local buttons will be depressed.

1. Depress the green "clear" button for the respective group of tracks to be run. This will clear both the track selection indicators on the control panel and the signal light panel.
2. Using the track selection touch pads, enter the track from which coal is to be ordered and then push the "enter" button. This number will appear on the bottom track selector, on the control panel, and on the bottom half of the signal board.
3. Again using the track selection touch pad, press the clear key and enter the track from which the next car is to be ordered. This number will appear in the bottom half of the signal board and force the previously entered number to the top of both the track selector and signal board.
4. At the same time, the desired car from a particular track will be announced over the speaker system along with what track(s) is to be next and then ordering the desired car again as follows:

   One car off (track #)
   One car off (track #)
   Roll (track #)

   This will be done immediately after the preceding car moving from the Barney Yard is free rolling at a speed which will clear the ladders prior to the arrival of the car to be ordered.

   Three tracks can be called out before announcing 'Roll (track #)' if you so desire. However, Barney Yard brakemen are not to **release a car** until positive understanding from which track the car is to be sent and/or 'Roll (track #)' is announced.
5. Continue the process of sending cars as ordered by the weightmaster in the Scale Office. When orders are received from the Scale Office to clear tracks one at a time; that is, a "straight" run, all lights will be extinguished using the green "clear" button and orders given to the brakeman verbally.
6. When it is desired to stop a run of cars from the Barney Yard, push the green "clear" button to extinguish all lights on the outside signal board being operated and announce over the speaker system to stop rolling cars from the Barney Yard.

10. When moving stalled cars on Barney Yard, the following instructions will apply:

1. In the event it becomes necessary to ride a car down the incline to bump a stalled car, the hand brake must be checked to make sure it is operable.
2. Prior to bumping car, the brakeperson must be riding the side ladder of car. It is preferred that the employee not be on the car at all upon impact, but if it is required to stop the second car in order to prevent two cars proceeding over the scales together, then the brakeperson must be on the side ladder prior to impact.

5. After impact, the employee may proceed to brake end of car in accordance with applicable rules in order to operate the hand brake to stop the car. At no time will an employee ride the brake end platform of car while impact is made, when it places the employee between two cars.

k. JARRATT DISTRICT

1. Switches at both ends of Alcoa passing siding, M.P. V7.0 and M.P. V8.0 will be left lined as last used.

2. Locomotives must not be operated within loading house at Alcoa Inc., M.P. V7.5.

NORFOLK DISTRICT

1. When picking up, setting off, or switching at outlying points, conductor must complete Blind Siding Reports and forward to proper office.

2. When the eastward signal at Yadkin, M.P. N10.6, or the eastward signal at Wellon Street, Suffolk, M.P. N23.3, displays a Stop indication, a train or engine governed by that signal must not proceed without permission from the operator at Bridge 7.

3. Eastward freight trains having to set off or pick up cars at Suffolk, or being stopped in the yard for any reason, will communicate with the operator at Bridge 7 when ready to proceed.

4. Except in case of emergency or when necessary for transmission of signals, use of engine whistle between M.P. N22.1 and M.P. N23.4, Suffolk, is prohibited.

5. Permission to enter CSXT Collier Yard must be obtained from the yardmaster at Hopewell Yard before movements leave Secoast. Such permission may be obtained by the NS dispatcher and relayed to concerned crew.

Speed is restricted to yard speed not exceeding 10 MPH on all tracks at Collier Yard.

After use, switches to No. 4 crossover must be left lined for straight track movement.

6. Trains or engines will not cross Main Street Crossing, Hopewell, unless crossing is protected by a crew member or other employee.

7. Trains and engines making movements on tracks in Fort Pickett will not proceed beyond the connection at Lipco without instructions from the dispatcher. Speed is restricted to Yard Speed, not exceeding 10 MPH, on all tracks in Fort Pickett.

8. Speed is limited to 5 MPH on Brenco Industrial tracks at Poe.

9. Account close clearance employees are prohibited from riding north side of equipment when moving cars at Grocery Track Suffolk, Va. M.P. N22.6.

10. Employees are prohibited from riding equipment when placing or pulling cars from Roper Brothers and Richards Wine Cellars account close clearances.

11. An unloading shed for dumping cars is located at Carroll Foods, Waverly, VA, M.P. N63.3. Employees must ascertain that route is clear and equipment will clear on sides and top before entering. Employees are also prohibited from riding equipment moving through or being spotted at enclosed pit.

12. Account close clearance along south side loaded track at Tarmac Lone Star (Jack Plant) employees are prohibited from riding equipment in this area.

13. Hand throw derails have been installed on each end of Middle Tracks Ivor, Church Road and Ford (Note Operating Rule 104[g]). Additionally, each middle track is equipped with insulated joints connected to signal system which will activate signals if equipment is not left in clear of insulated joints. Train and engine crews must ascertain that equipment left in the above middle tracks is in the clear of insulated joints.

Train dispatcher must be advised when an equipment is set off in the Middle Tracks at Ford, Church Road and Ivor, and reason why.

14. All westward trains operating into Crewe on the Norfolk District must not pass the private road crossing just each of Milepost N125 without obtaining permission from the Yardmaster at Crewe.

15. The five minute waiting period required by Operating Rule 404 is increased at the following hand-operated switches:

TRACK	LOCATION OF SWITCH	WAITING PERIOD
Main 2	M.P. N34	*7 Minutes
Main 2	M.P. N34 + 4250 feet	9 Minutes
Main 1	M.P. N51 + 3500 feet	7 Minutes

*Seven minute waiting period at crossover switch applicable only to movements entering westward main track.

16. Trains and engines will not occupy State Route 40 road crossing on Fort Pickett Spur unless crossing is protected by a crew member or other employee. Proper protection must be provided for movements over all other road crossings on Fort Pickett Spur by whatever means necessary, including flagging and/or sounding of warning devices.

CREWE YARD

1. Speed on west yard #15 track is restricted to 5 MPH passing shop track when Mechanical Department employees are working on shop track (West Yard #17 track).

2. All mainline switches at East End of Crewe Yard must be left in normal position, unless otherwise instructed by yardmaster.

3. Eastward trains and engines must not move east of the eastward signal located at M.P. N130.4, west end of yard, without receiving instructions to proceed from yardmaster.

4. Eastward trains and engines receiving a Restricting indication on Signal 1296, just west of Yard Office, will not proceed without instructions from yardmaster.

5. Westward trains and engines must not move west of westward Signal 1281 east end yard, without receiving instructions to proceed from yardmaster.

6. Movements being made against the current of traffic must not foul the crossovers at the middle ladder without instructions to proceed from Yardmaster.

7. Speed on all yard tracks is yard speed not exceeding 10 MPH.

8. Eastward trains must not depart Crewe Yard without permission from the dispatcher.

9. The tracks in Crewe Yard, commonly known as "Coach Yard," listed as follows:

Coach Yard Lead
Coach Yard Tracks #2 and #4
Motor Car Lead
Material Track

located in the vicinity of M.P. N128.4 is classified as "excepted track" in accordance with 49 CFR, Section 213.4, 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.

BLUE RIDGE DISTRICT

1. Except in case of emergency or when necessary for transmission of signals, use of engine whistle within town limits, M.P. N254.8 to M.P. N256.1 Vinton, Va. is prohibited.

2. Westward trains will proceed extra via Old Line, Burkeville (M.P. N134) to Pamplin (M.P. N168), unless otherwise directed.

3. Movements clearing on Concord Spur will not unlock switch leading to Phoebe Siding without permission from the dispatcher.

4. Trains, engines, or on track equipment entering, leaving, or using yard tracks at Kinney Yard may do so only after gaining permission of Piedmont Division Yardmaster or operator on duty at Montview Yard.

If communication cannot be established with Montview Yard personnel, the Virginia Division Dispatcher must be contacted and movements will be governed by his instructions.

Dispatchers must ascertain that no conflicting movement is possible before granting authority for movements on yard tracks, Kinney Yard, or on main line of Durham District within yard limits.

5. Conductors of trains to work Halsey Spur will check bill box at Forest for bills and switching instructions prior to departing Forest.

6. Speed on yard tracks at Kinney is Yard Speed not exceeding 10 MPH.

7. When picking up, setting off, or switching at outlying points, conductor must complete Blind Siding Reports and forward to proper office.

8. Any train that leaves portion of train east of Main Street road crossing, Farmville, M.P. N149.8, must protect this crossing with employee flagging before proceeding over crossing to train.

9. Account rusty rail conditions, trains and engines must approach highway road crossing at Lake Vista Road M.P. N212.3 on Halsey Spur prepared to stop and not proceed over crossing until protection has been provided. Automatic warning devices may not work properly and flagging may be necessary.

10. Speed on Concord Spur (located off siding Phoebe, M.P. PH0.4) is yard speed not exceeding 10 MPH.

ALTAVISTA DISTRICT

1. Account uneven ground conditions, employees are prohibited from dismounting or mounting moving equipment between M.P. V174 and M.P. V175. Employees walking, mounting or dismounting standing equipment between the above points must use extreme caution.

2. Radio transmissions from Aspen TSA, M.P. V162.9, will be discontinued when Aspen Wood Yard switch, M.P. V162.9, is in reverse position. After switch has been restored to normal position, trains and engines must wait three (3) minutes before proceeding over Aspen TSA.

3. Account walking conditions between M.P. V174 and M.P. V173.2, when a defect other than a critical defect is indicated, the train will be stopped west of M.P. V174 if possible. If stop cannot be made west of M.P. V174, movement may proceed, not exceeding 10 MPH, stopping for inspection at M.P. V172.

The above will not apply if critical alarm is received, or if detector radio message has not been received before train passes radio acknowledgement point, and train must be stopped for inspection as soon as possible, consistent with safe train handling procedures.

DURHAM DISTRICT

1. A hand throw derail has been installed on the Loop Track at Hyco Power Plant, Hyco, N.C. This derail is located 2885 feet from the switch going off the Running Track to Loop Track. Before moving any empties that are located on the Loop Track, crews must ascertian that the derail is in Off position.

When picking up empty hoppers at Hyco Power Plant, Hyco crews will pull train north of this derail on Loop Track, locking derail in derailing position before working air on train.

This derail installed to protect crews and rear of train when picking up empties in case CP&L is dumping coal and shoving empties onto Loop Track.

2. Northward trains must not pass Royster siding at Mayflower Drive, located at M.P. L2, without first receiving permission from the Piedmont Division yardmaster or operator at Montview.

3. All trains and engines must approach Woodrow St. crossing, M.P. L2.4, at restricted speed with crew members looking out for highway traffic and pedestrians.

4. Account rusty rail condition between the following points:

Hyco Junction and Picks Siding

South Boston and Clover

causing automatic warning devices protecting road crossings not to work properly, all trains and engines must approach highway crossing protected by automatic warning devices prepared to stop and must not proceed over these crossings until protection has been provided.

5. Account close clearance on the Bibb Track located at Brookneal, Virginia, Mile Post L30.7, employees are prohibited from riding on or walking beside equipment while switching this industry.

6. When placing coal at Hyco Power Plant, use Track No. 3 first, Track No. 2 second. Do not use Track No. 1 unless tracks 2 and 3 are blocked.

7. A hand throw derail has been installed on the running track at Hyco Power Plant. This derail is located 50 ft. north of the railway shanty or 200 ft. north of the crossover switch on the south end of the receiving yard. All engines are to tie up north of the derail with derail in the derailing position.

FRANKLIN DISTRICT

1. Speed on all industrial tracks, Union Camp Corporation, Franklin, Va., is restricted to yard speed not exceeding 10 MPH.

2. Account close clearance, employees are prohibited from riding the side of equipment when switching car(s) at Lees Mill, Virginia, M.P. FD35.2 to M.P. FD35.8 either on the main line or on tracks Nos. 1 and 2 when equipment is setting on adjacent track.

3. Account rusty rail condition causing automatic warning devices protecting road crossings not to work properly at Route 189 at Holland and Route 35 at Courtland, all trains and engines using the passing tracks at Holland and Courtland must approach these crossings prepared to stop.

SUFFOLK

1. Trains and engines are not permitted to move east of M.P. FD16.5 on the Franklin District, Suffolk, Va. The track east of M.P. FD16.5 is now controlled by Commonwealth Railway Incorporated.

2. Trains and engines must approach East Washington Street, County Street, and Madison Street crossings under full control and before crossing these streets an employee must precede train or engine with flagging signals by at least 50 feet.

3. All movements within Yard Limits at Suffolk will be authorized and directed by the Yardmaster on duty. When no yardmaster is on duty at Suffolk, all movements will be authorized and directed by dispatcher. All movements within yard limits at Suffolk includes on-track equipment. (Note Operating Rule 819.)

RICHMOND DISTRICT

1. Trains and engines are not permitted to move south of M.P. F84.8 on the Richmond District at Burkeville. The track south of M.P. F84.8 is controlled by VS Railroad.

2. All trains will approach property of The Chesapeake Corporation, West Point, prepared to stop, expecting to find gates closed across main track and locked.

3. That portion of Main Track, West Point, Virginia, from south end of number 8 track switch, M.P. F178.1, northward, is designated

as a yard track. All switches in this area may be left in position last used except north end of coal chute track which is to be leftlined for movement on number 8 track.

4. Speed on all CSXT tracks Richmond Yard is yard speed not exceeding 10 MPH.

5. Speed on all yard and industry tracks, Richmond Yard, between M.P. F137.5 and M.P. F141.8 is yard speed not exceeding 10 MPH.

6. Flag protection must be provided at 14th Street crossing West Point, VA M.P. F178.1, and 10 MPH must not be exceeded over this crossing.

7. All movements within yard limits at Burkeville and West Point will be authorized and directed by the dispatcher. When no yardmaster is on duty covering Richmond, all movements within yard limits at Richmond will be authorized and directed by the dispatcher.

The dispatcher will be the designated authority to direct movements of on-track equipment within yard limits at Burkeville, West Point and Richmond, when no yardmaster is on duty at Richmond. (Note Operating Rule 819.)

8. That portion of the Richmond District main track between south yard limits at Burkeville, M.P. F84.8, and the connection track switch, M.P. F86.6, is redesignated as an auxiliary track, to be referred to as "V.S. Running Track." Trains and engines operating on this track section will observe Operating Rule 105, moving at yard speed not exceeding 15 MPH. On-track equipment utilizing this track segment will observe the requirements of Operating Rule 819.

The track section referred to above, between M.P. F84.8 and M.P. F86.6, is entirely within yard limits at Burkeville.

Normal position for the connection track switch located on the Richmond District, M.P. F86.6, will be lined and locked for movement from the Blue Ridge District to the Richmond District.

Trains or engines operating to or from the Richmond District must not enter yard limits at Burkeville from the Blue Ridge District or the connection track at Burkeville to the Blue Ridge District without permission from the dispatcher.

9. Account rusty rail conditions, trains and engines must flag Rt. 628 Road Crossing over storage track, Burkeville, M.P. F86.5, before proceeding.

CHRISTIANSBURG DISTRICT

1. Except in case of emergency or when necessary to transmit signals, use of engine whistle or horn within corporate limits of Salem is prohibited by Ordinance.

2. Trains must stop before entering grade crossings and flag protection against vehicular traffic must be provided before crossing is occupied at the following locations:

Catawba Branch—
- Boulevard Crossing 4566 feet west of Mile Post S0.86
- Mason's Creek Crossing 3823 feet west of Mile Post S1.72
- Lakeside Crossing 1145 feet west of Mile Post S2.22

Christiansburg Yard—
- Route 11-460 Crossing.

3. Christiansburg Town Ordinance prohibits use of engine whistle or horn, or use of engine bell, in approach to Cambria Street Crossing (State Route 111), M.P. N290.2, just west of Christiansburg Station.

4. Alignment detector is located at Bridge 825 near M.P. N349, west of Oakvale. When a westward movement on either track receives a Stop indication on signal at Oakvale crossover, or when an eastward movement receives a Stop indication on Signal at M.P. N350, it must not proceed until it has been ascertained that Bridge 825 is in proper alignment.

5. Alignment detector is located at Bridge 831, Ingleside, M.P. N352.8. When a westward movement on either track receives a Restricting indication on Signal 3525, or when an eastward movement on either track receives a Stop indication on signal at Blake crossovers, it must not proceed until it has been ascertained that Bridge 831 is in proper alignment.

6. When coal or grain is added as a tonnage filler to eastward time freight trains from Bluefield, it must be placed on the head end.

7. The Kingston Branch, Christiansburg, Va., is designated as "Excepted Track" in accordance with FRA Track Safety Standards, Section 213.4. The following restrictions apply:

1. No train shall be operated at speeds in excess of 10 MPH.
2. No revenue passenger train shall be operated; and
3. No freight train shall be operated that contains more than five cars required to be placarded by the Hazardous Materials regulations.

8. When setting off cars at the Walton Storage Track, they must be left on the west end of track if practical. If cars are in the track when set-off is made, make sure all cars are coupled and properly secured before leaving.

9. All employees entering, placing or pulling cars at Yokohoma Tire Plant, Salem, will be governed by the following, in addition to current rules and regulations:

Before coupling to tank cars, you must contact the Receiving Foreman and before coupling to the carbon black cars at that unloading spot, you must contact the Utility Foreman.

PULASKI DISTRICT

1. The Saltville Branch is out of service from M.P. G0.5 westward to end of track. The branch may be used from Texasgulf switch to a point 700' west of that switch. At this point temporary stop blocks have been applied to track.

2. Movements over State Route 622 crossing on Mouldings, Inc., siding at Atkins must be made under flag protection.

3. Except in case of emergency or when necessary to transmit signals, use of engine whistle or horn within corporate limits of Marion is prohibited by Ordinance. Ordinance does not apply between 7 AM and 7 PM in approach to Holston Hills Crossing, located 2312 feet west of M.P. NB365, and whistle must be sounded.

4. Trains and engines operating on Saltville Branch main track must approach the road crossing at State Route No. 750 prepared to stop. Movement may proceed at Restricted Speed west of the road crossing expecting to find cars and/or equipment occupying the track.

A derail has been installed on the Saltville Branch main track approximately twenty (20) feet west of the road crossing at State Route No. 750.

5. A derail has been installed on the west leg of the wye track at Glade Spring at the clearance point. Train or engine entering Saltville Branch through either leg of the wye track at Glade Spring must proceed at Yard Speed west of either junction switch; expecting to find cars and/or equipment occupying track.

6. Switch leading into Ferrel Gas Company track must be left lined and locked for movement on Saltville Branch main track.

7. A train whistle or horn ordinance reading as follows is in effect between M.P. NB391.8 and M.P. NB394.7 within the corporate limits of Abingdon, VA:

> No steam whistle or horn on any locomotive or diesel engine shall be sounded within the corporate limits of the town between the hours of 11:00 PM and 6:00 AM, except in cases of emergency.

8. All movements, including movements of on-track equipment, must not pass over State Street Crossing, Bristol, unless the gates are down or the crossing is protected by an employee.

9. Virginia Division crews operating west of State Street, Bristol, must have copy of Tennessee Division timetable and both the conductor and engineer must have received a current Tennessee Division dispatcher's Bulletin that is addressed to their train. In addition, Virginia Division crews must have track warrant from the Tennessee Division dispatcher before passing M.P. 1.0A.

10. Close Clearance conditions exist on top of cars when being placed at silo, Light Milling, Abingdon, Va., M.P. NB392.2.

11. All train and engine service employees will communicate with the Dispatcher at Roanoke pertaining to the movement of trains and engines on the main line at Radford, this to include movement by switches or signals, either on signal indication or by permission. This is not to be handled through the clerk at Radford Yard Office.

12. The following whistle and horn ordinance is in effect within the Town of Pulaski between M.P. NB315.0 and M.P. NB317.2:

> Between the hours of 11:00 PM and 7:00 AM, such whistle or horn shall not be sounded except when reasonable necessary, in the judgment of the train operator, to warn traffic and pedestrians of approaching trains.

WHITETHORNE DISTRICT

1. The eastward home signal at the west end of Celco Scale track, M.P. V316.1, and aspects displayed by this signal govern movement over or through the dual-control switches at each end of Celco Scale track and also govern movement over and through the dual-control switch at the west end of Celco Siding.

Eastward signals 3350A and 3350B, M.P. N335, are equipped with a lunar indicator light. When an Approach Diverging aspect (Rule 282) is displayed on either of these signals, be governed as follows:

1) If lunar light is **NOT ILLUMINATED**, proceed prepared to enter Celco Scale track if route is lined for the Whitethorne District. If switch at west end of Celco Scale track is lined for main track, proceed prepared to enter Celco siding.
2) If lunar light is **ILLUMINATED**, proceed on signal indication (route is not lined for Celco Scale track or Celco siding).

Note: When aspect other than Approach Diverging (Rule 282) is displayed on signal 3350A or 3350B, lunar light indicator is to be disregarded.

Eastward movements receiving Diverging Approach Diverging aspect (Rule 283-B) at Narrows must proceed prepared to enter Celco Scale track if route is lined for the Whitethorne District. If switch at west end of Celco Scale track is lined for main track, proceed prepared to enter Celco siding.

When eastward trains depart Celco Scale track, movement must proceed expecting to find dual-control switch at west end of Celco siding lined for main track or siding.

When departing Celco Scale track, engineers will observe HOT device to determine that no part of train is left on scale track. Under no circumstances will unattended equipment be left on Celco Scale track.

When authorized by the dispatcher, a crew member will operate reset device located on west side of west signal house, Celco Scale track.

Trains can be weighed between 1/2 MPH and 7 MPH, the most desired speed is 6 MPH.

Two yellow indicator lights, mounted back-to-back, are on a metal pole located on top of scale house at M.P. V316.0. When yellow indicators are illuminated, proceed for weighing. When indicator lights are not illuminated, stop and contact Dispatcher for instructions.

Engineers will periodically monitor radio channel two (2) for intermittent audible tone which will alert engineer that speed must be reduced. When audible tone is constant, cars are not being weighed and Dispatcher must be contacted promptly concerning possible necessity of reweighing entire train.

2. Except in case of emergency or when necessary to transmit signals, use of engine whistle or horn, within corporate limits of Salem is prohibited by ordinance.

3. When rail is wet, manual sand will be used on lead locomotive consist of all eastward freight trains between east switch Whitethorne and Merrimac Tunnel, when possible.

4. Switch located in outlet track at APG Lime Corp. 4960 feet west of M.P. PV3, Potts Valley Branch, serves as a runaway track switch and must be left in reverse position.

HAGERSTOWN YARD

1. All trains arriving Vardo Yard must contact the Yardmaster for instructions before passing the yard board. If you are to be held out of the yard, arrangements should be made to not block Rench Rd. This does not apply to trains using the main line through the yard, as this is controlled by the Crewe Dispatcher in Roanoke.

2. Speed is restricted to 5 MPH on both diesel tracks, Vardo Yard.

3. When the northward or southward home signal at Hager interlocking displays an indication requiring a stop, a train or engine must not proceed without permission from the Conrail Dispatcher.

4. A hand throw crossover is in service at Hagerstown, MD, Vardo Yard, M.P. H0.75. Permission to use the crossover and the Main Track must be obtained from the NS Crewe Dispatcher at Roanoke, VA. The crossover switches are equipped with dual locks (NS & CR). The crossover may be left lined for either route but switches must be left in corresponding position and locked at all times.

Trains and engines arriving at Vardo yard can expect to find this crossover lined in either position.

The Main Track north of the new crossover is now redesignated as the CSX lead. Rule 105 governs.

HAGERSTOWN DISTRICT

1. Trains using Shenandoah Jct. interchange tracks will do so expecting to find CSXT trains occupying tracks. Crews picking up on CSXT interchange to NS will pull slack out of cars before releasing hand brakes to prevent cars from rolling eastward.

2. When cars are left on scale track at Shenandoah Junction, they must not be left between the painted yellow markings located nine feet each side of old main line switch. When cars are set off on the scale track at Shenandoah Junction, the cut must be made prior to entering the scale track.

3. No train, engine, or on-track equipment is permitted beyond 500 feet from mainline switch M.P. H27.5, Charlestown Belt Line.

4. Road crossing, Cedarville, M.P. H56.3, must not be blocked when working the VIP. There is 3500 feet between this road crossing and north switch VIP. If you are not positive your entire train will fit within this segment, train must be cut off south of SAD detector at M.P. H56.4.

5. Hand Brakes must be applied on all cars left on Front Track at Riverton Corporation.

6. When delivering cars in interchange to the Piedmont Division at Riverton, arrange to cut the crossing at all times.

7. Hazardous materials cars not consigned to Avtex must not be taken into Avtex Plant at Front Royal.

8. Account grade, cars must be handled with air brakes in service at Wallace Business Forms, Luray, Va. Any cars that are left south of the road crossing must be within one car length of the road crossing and hand brakes applied on all cars.

9. All movements involving trains, engines and on-track equipment using Main 1 between southend and northend (Hager) of Vardo Yard, Hagerstown, Md., will be under jurisdiction of the Crewe Dispatcher, Roanoke, VA.

SHENANDOAH YARD

1. Operation on main track within yard limits at Shenandoah will be under the jurisdiction of the dispatcher. Within these limits trains and engines must not enter or foul the main track without first securing his permission.

On-track equipment must not enter or foul the main track within yard limits at Shenandoah until the operator or employee in direct charge has first secured permission from the dispatcher, who must not grant such permission until protection has been provided against both opposing and following trains and engines.

The dispatcher must not authorize movements to enter yard limits at Shenandoah, between the controlled signals at the north and south ends, until yarding instructions have been received from personnel on duty at the yard office.

When there is no personnel on duty at the yard office, prior arrangements for yarding instructions must be made with the dispatcher so that he may properly instruct inbound trains.

2. When governing signal at M.P. H107.5 displays a Stop aspect, southward trains and engines must not foul yard lead track until the dispatcher has been contacted and it has been determined that there are no opposing movements. If there are no opposing movements, train or engine may then proceed at Restricted Speed to the next signal.

ROANOKE DISTRICT

1. Merck and Company requires the following of persons entering the confines of their Elkton Plant:

(a) Must wear approved eye protection, even when inside an engine, caboose, or vehicle.

(b) Hard hats must be worn in designated areas.

(c) Smoking is not permitted within the confines of the plant, except in designated areas marked "SMOKING PERMITTED."

(d) Maximum speed for highway vehicles operating inside Merck Plant complex is 15 MPH.

Cars set off for Merck Chemical Company, Inc., at Stonewall, Virginia, **must not** be left outside of gate. Cars must be shoved inside gate and left on "B" track, in clear of "F" track and coal track unless switching instructions require that car or cars be spotted at unloading location.

Northbound trains pulling empties in Merck Plant will leave empties on "B" track, same as above, for southbound train to pick up.

When placing coal at Merck, place two loads of coal on tipple if room exists. Place rest of coal on "B" track and shove to clear switch to "G" track.

2. Close clearance exists on north side of coal track, Reynolds Metal Company, Grottoes, Virginia, M.P. H129 + 5780 feet, account installation of elevated steel walkway. Locomotives will not clear this walkway and must not go beyond this point.

3. NS crews will not use transfer tracks at Waynesboro if a CSXT crew is working thereon unless definite understanding as to use of tracks is made between conductors.

4. In order to compensate for the lateral pressure created by empty cars shoving against loads, all northward trains setting off at Waynesboro, when empty cars are included in setoff, will release all handbrakes on cars in track being shoved against.

5. Hand-operated derails are located at the clearance points to tracks 1, 2, 3, and 4, north end, Waynesboro Yard. When cars are left standing on any of these tracks they are to be left immediately south of the derail. Southward trains setting off will couple to cars already standing on track.

5(a) When southward trains are picking up at Waynesboro, slack must be stretched before turning air in.

6. Northbound trains setting off at Waynesboro will take waybills to Shenandoah. Waybills for dangerous cars to be picked up at Waynesboro will be received prior to leaving Roanoke. If cars to be picked up are not available when train reaches Waynesboro, bills will be left in bill box at Yard Shanty.

7a. Employees are prohibited from riding west side of cars at Nibco, Stuarts Draft.

7b. Equipment must not be left standing south of clearance points on Alcoa Building Material tracks, Stuarts Draft.

8. CSXT trains operating between Glasgow and Loch Laird will be governed by NS Operating Rule Book and current Virginia Division Timetable.

9. Crews delivering empty unit hopper trains through CSXT Connection track to Hyco Empty track at Glasgow, Virginia, M.P. H195.0, will be governed by the following instructions:

(a) After stop is made and rear of train is north of CSXT Connection track switch, while waiting for dispatcher to line route, engineer will make 12 PSI automatic brake reduction allowing exhaust to cease.

(b) No more than 12 standard axles or 8 hi-adhesion axles may be used during the shoving movement not exceeding 500 amps.

(c) When signal or permission is received to enter connection track, automatic brake will be released. After brakes release on train and southward movement begins, brake will be reapplied as necessary to control train speed.

(d) If continuous movement cannot be made within the maximum allowable amperage range, (500) automatic brake may be released and reapplied as necessary to control train speed.

10. A locomotive whistle or horn ordinance reading as follows is in effect between M.P. H213.3 and M.P. H215.8 within the corporate limits of Buchanan, VA:

> The sounding or blowing of locomotive whistles within the corporate limits of the town is hereby prohibited, except as may be necessary for the transmission of signals or in emergency to prevent accidents.

11. On the Cloverdale Branch, that portion of the Appalachian Power Co. track east of private road crossing must not be used unless authorized.

12. All crews working Coors Crossing M.P. H116.5 must contact Coors' Dispatcher by telephone located on east side at switch point derail before entering. Telephone is direct line to their dispatcher.

13. All switches leading off CSX Branch Main at Glasgow must be left lined for the Branch Main including north end of Hyco track.

14. No. 1 track, Roanoke Cement Co., is out of service north of crossover. Straight line movement to the Street Track may be made.

15. Conductors moving loaded coal from Glasgow must confirm with the dispatcher that they have waybills before departing Glasgow.

16. When pusher engines are used to move coal from Glasgow to Roanoke, they must be placed on the rear ahead of caboose. If it becomes necessary that pusher engines be placed behind caboose at any other location, power will be reduced to equal not more than the equivalent of three (3) four-axle units.

WINSTON-SALEM DISTRICT

1. Winston-Salem District trains are limited to 125 car lengths, based on 50 feet per car.

Exception: This restriction does not apply to northward trains between Starkey and Roanoke, and trains 194 and 195.

2. All loads of beer in trains out of Winston-Salem must be on head of train into Roanoke.

3. Town of Rocky Mount NO WHISTLING ordinance. Whistle, horn and bell will be sounded on locomotives as prescribed by rule between the hours of 5:00 A.M. and 11:00 P.M., but at other times use of whistle, horn or bell within corporate limits is prohibited except when absolutely necessary for transmission of signals or in emergency to prevent accident.

4. Movements on No. 5 track over U.S. Route 220 crossing, Rocky Mount, must be protected by crew member on the ground.

5. Public crossings between M.P. R55 and R58, Bassett, must not be blocked by engines or cars longer than necessary and in no case longer than five minutes except in emergency.

Between 6:45 A.M. and 7:00 A.M. and 7:45 A.M. and 8:00 A.M., these crossings must not be blocked by standing engines or cars.

6. On-track equipment must not be operated on Hilltop Branch without first obtaining permission and current lineup from dispatcher. Note Operating Rules 807, 824, 825, and GR-25.

7. Movements over public crossing, 3,100 feet from main line switch on Nylon Spur must be protected.

8. Account heavy grade, cars must be handled with air brakes in service on the following tracks:

Tracks 9, 11 and 13—Rocky Mount
Nylon Spur—Martinsville
W.M. Bassett Furn. Co. Lumber Yd. Tk.—Martinsville
American Furn. Co., Redd Level Spur—Martinsville
Fontaine Spur—Fontaine

Exception: On Fontaine Spur, cars may be dropped by gravity in direction of Southeast Container loading dock, or in direction of Stone Container siding, when switch has been aligned for movement to that track.

9. Duke Power Plant-Belews Creek

(a) Conductors on unit coal trains are required to attach a message to unit waybill indicating the initial and number of any additional cars which are picked up.

(b) When conventional push trains are being spotted, the head end crew will remain at the south end of Run-Around track to protect the leading end of second cut of coal being shoved in by pusher crew. After second cut of coal has been spotted, the conductor will immediately notify Duke Power supervisor at the dumper as to time coal was spotted and released to them.

(c) Crews arriving Duke Power to pick up empties must, before entering empty tracks, contact coal handling supervisor when on duty.

(d) Before coupling to empties in tracks 3, 4, or 5 at Duke Power Plant, crews will place derail at the crossing on lead to empty tracks just north of the dumper. After couplings have been made, derail will be placed in non-derailing position.

When picking up empties, necessary precautions must be taken to prevent roll-outs at south end.

(e) All locomotives left unattended at Belews Creek will be placed on the Flyash track if sufficient room. If not, track No. 8 will be utilized. Locomotives will be secured in accordance with NS-1 Rule L-236 and derail(s) applied.

(f) Gates across all tracks at Belews Creek (located approximately 36 car lengths south of No. 1 track switch), are in service. All trains must approach gates prepared to stop.

10. Account rusty rail conditions or crossing time out, automatic crossing warning devices may not function properly. Trains and engines must approach the following crossings prepared to stop unless it is determined that the crossing protection is operating properly or until crossing is protected by employee on the ground:

Henry	M.P. R48.7 (storage track only)
Rt. 667	M.P. DW46.6
Rt. 820	M.P. DW47.2
Anchor Crossing	M.P. R119.1
Williston Road	M.P. R119.0
North Hampton Drive	M.P. R120.0

11. Lane Furniture employees at Rocky Mount, VA, M.P. R31.6, are using metal chocks for securement of cars on their track. Train and Engine service employees servicing this track must be assured that chocks are not in place before moving cars.

12. When yard crews are working at Walkerton Carlot on other than the main line, they will operate on Channel NW-1.

All road crews with a Walkertown Carlot set-off will first obtain permission from the yardmaster to make the set-off; second, ask yardmaster if another road or yard crew is working at that location and; third, if another crew is present, must contact that crew so there will be a proper understanding between crews involved as to the work to be performed.

13. Speed on river track at Payne, M.P. R60.9, is yard speed not exceeding 5 MPH.

WINSTON-SALEM YARD

1. Southward trains must not enter North Winston yard south of the pull-in switch until permission and yarding instructions have been received from yardmaster on duty.

2. Movements within yard limits Winston-Salem, south of pull-in switch at North Winston, are under the jurisdiction of yardmaster, North Winston.

3. North Winston Yard-Normal position for "Hole Track" switch will be for movements to tracks 9, 10, 11, and 12, and it must be left in this position after use.

4. Piedmont Division trains will not have timetable schedule authority within yard limits Winston-Salem and will proceed extra under the direction of the yardmaster at North Winston. Operating Rule 93 will govern.

5. Timetable direction for "K" Line is westward from east yard limit sign at M.P. K22.

6. (a) Timetable direction for "L" Line is southward from M.P. L0 (Winston Jct.).

(b) All trains from the "L" Line prior to leaving Clemmons (M.P. L12.0) must get permission from the yardmaster at North Winston to pass the yard limit sign.

7. R. J. Reynolds Whitaker Park—Loading Terminal (C.D.C.):

(a) An air brake test must be made before entering the lead track and all switching performed with air brakes operative. Switch out any cars having inoperative air brakes.

(b) RJR must remove blue flag and private lock on derail on lead track after RJR engine has been tied up on their engine track. This engine will be tied up on the engine track until NS engine gives up all of the tracks and leaves the terminal.

(c) During shove movements, a switchman must be in place to protect movements.

(d) A maximum five (5) MPH must not be exceeded on all tracks.

(e) Dock boards must be removed from all cars and persons vacate cars before coupling to either track.

(f) A brake test must be made before moving cars from the empty track and from the load track.

(g) When shoving to spot tracks, stop 50 (fifty) feet prior to spot. Make a ten (10) lb. train brake application, then shove to spot with a light throttle stopping cars with independent brake taking away power.

(h) Brake test must be made on all cars when picked up out of any track upon departure of Loading Terminal. Should the air brake on the rear car be found inoperative, apply its handbrake.

(i) RJR will be responsible for operating door to the loading platform.

8. Six-axle locomotives must not be operated on any track other than a main track unless authorized by the yardmaster.

9. Loaded four-axle cars with gross weight exceeding 286,000 pounds, and loaded six-axle cars with gross weight exceeding 315,000 pounds, must not be operated on any track other than a main track unless authorized by the yardmaster.

10. Yard crews operating outside yard limits on Piedmont Division must have train order authority and current Piedmont Division Timetable, which will govern only outside of yard limits.

11. When engines, cars or other equipment move over the R. J. Reynold's Bailey Power Plant **old track** (track adjacent to building) it will be the responsibility of crew members making this move to determine that cars, engines and other equipment will clear the overhead coal shaker.

CHESAPEAKE WESTERN

1. In addition to the following instructions, Chesapeake Western Railway employees will be governed by Norfolk Southern Operating Safety and General Conduct Rules, Virginia Division Operations Bulletins, Superintendent's notices and current timetable.

2. Water Street Bridge located at M.P. HS0.1 has a height restriction of 16 feet and 6 inches. All concerned must be on the lookout for cars which appear to be in excess of this height. Such cars are not to be handled for movement under this bridge until it is known that they will clear. Bi-levels and tri-levels are not to be moved under/through this bridge.

3. Trains, engines, and on-track equipment must not occupy the main track south of M.P. HS5.0 on Staunton District. Yard Limits are in effect between Harrisonburg and M.P. HS5.0.

4. All non-signaled highway crossings within the city of Harrisonburg must be flagged and highway traffic stopped before trains or engines proceed over these crossings.

5. Track warrant control (TWC) is in effect on the Chesapeake Western Railway and Operating Rules 170 through 194 will govern. The method of designating limits of authority will be prescribed by Rule 171(A) (VARIABLE BLOCK SYSTEM).

All movements within yard limits at Elkton and Harrisonburg will be authorized and directed by the dispatcher.

The dispatcher will be the designated authority to direct movements of on-track equipment within yard limits at Elkton and Harrisonburg. (Note: Operating Rule 819.)

Track warrants will be copied on Form 11369, a supply of which is available in the yard office at Shenandoah, VA, and the agent's office at Harrisonburg, VA. All affected employees must have them available for use.

6. Equipment must not be left standing on Main Track, M.P. HS0.7, Harrisonburg, VA, unless attended by a qualified crew member.

7. At the Press Track, Shenandoah Caverns, VA, M.P. B88.3, all cars from the derail at the south end to 200 feet north will require hand brakes. Ties and rail have been marked for this purpose with yellow paint.

8. Six axle units must not proceed further than 590 feet south of switch point at Cassco Ice, Pleasant Valley, M.P. HS3.6. Rail is marked with orange paint.

9. On Mt. Jackson Line between M.P. B86.3 and M.P. B84.0, all trains and engines must approach road crossings equipped with automatic warning devices prepared to stop account of rusty rail conditions.

10. On following tracks at Harrisonburg, VA, cars will be left coupled together:

Short Crossover	
Fifer	
Lexington	- with exception, cut road between Rocco Mills.
Stockpen	- Cars are to be left solid south of Kratzer Road and when cars exceed limit then balance is to be left solid north of Kratzer Road.

11. When cars for Harrisonburg Auto Auction and R. S. Monger are to be moved from Shenandoah Yard to Harrisonburg, it will be the CW Conductor's responsibility to determine if cars need to be turned. In the event cars need to be turned, proper authority must be notified.

ROANOKE TERMINAL

1. The use of engine whistles within the city limits of Roanoke is restricted by the following City Ordinance, which must be observed:

"BE IT ORDAINED by the Council of the City of Roanoke:

"Section 1. That the sounding or blowing of engine whistles within the corporate limits of the City of Roanoke is hereby forbidden and prohibited, except as may be necessary for the transmission of signals or in emergency to prevent accidents.

2. Movements on Roanoke Belt Line between Franklin Road crossing and Belt Line crossing are under the jurisdiction of the yardmaster at 15th Street and Rule 93, Book of Rules, will apply, with a maximum speed of 15 miles per hour.

Movements must not be made on this track without permission from the yardmaster at 15th Street who will designate between what points permission to proceed extends.

Movements on Roanoke Belt Line must not enter the interlocking limits at Belt Line Crossing, nor operate the hand-throw switch at either end of the Material Yard Lead, without first securing permission from the Roanoke Dispatcher.

Movements clearing this track must be so reported to the yardmaster at 15th Street.

3. Highway traffic light signals governing vehicular traffic over Franklin Road crossing on Roanoke Belt Line will display stop indication for vehicular traffic any time a train or engine occupies the track from a point approximately eighty-six (86) feet west of the highway, and a point about forty-five (45) feet east of the highway and will remain in stop position until the track section is unoccupied.

When movement is to be made in either direction across crossing, trains or engines will stop within thirty (30) feet of crossing and wait until a member of the crew flags the crossing and is assured that vehicular traffic is stopped and the track is clear of vehicles before movement is made over crossing.

4. If a car is received with dimensions or notation on waybill indicating that it exceeds published clearances or load limit for the route which it is traveling, and clearance authority has not been received, it must be cut out for measuring and forwarding instructions.

5. When drafts of cars are being handled in yard service without air, it is the responsibility of the conductor to see that sufficient hand brakes are set up to properly and safely control such movements.

When drafts of cars are being handled with air the engineer must be notified, and it is the responsibility of both the engineer and

conductor to see that air is coupled through enough cars to furnish sufficient braking power to properly and safely control such movements.

This does not relieve other train and engine service employees of their responsibility under the rules.

6. When catching coal or when handling coal trains or other tonnage trains from 15th Street to east end Forwarding Yard, Park Street, the following instructions will apply:

After air has been cut in and cars properly charged and before the movement is started, engineer will make a minimum reduction with automatic brake valve and will leave brake valve handle in lap position.

The speed of the movement will then be regulated by use of the throttle and further brake pipe reductions if necessary.

7. Engineer of pusher locomotives assisting southward, northward, or eastward trains out of Roanoke Yard will not work the locomotive beyond No. 2 throttle position until after the entire train has passed Campbell Ave. southward, or Randolph St. northward or eastward. Exception: The throttle may be advanced beyond the No. 2 position if additional power is needed to start the train.

8. Before trains depart from Roanoke Yard, conductors in charge thereof must see that a sufficient number of hand brakes are set on any cars that are left in the track, to prevent them from dropping out by gravity.

9. Trainmen must not release hand brakes on rear of westbound trains made up in the Forwarding or Classification yards until road engine is coupled and blue signal protection removed.

10. Unless otherwise instructed, conductors of trains yarded Roanoke Yard must see that sufficient hand brakes are applied to prevent train from moving. Trains yarded east of Shaffers Crossing will have hand brakes applied on east end, and trains yarded west of Shaffers Crossing will have hand brakes applied to either the west or east end. Trains yarded in South Roanoke Yard will have hand brakes applied to the east end.

When leaving solid cuts of coal at South Yard, Roanoke Terminal, which consist of more than six cars, when applying handbrakes, a "sufficient number of handbrakes" is understood to mean a minimum of six handbrakes must be applied, unless more are necessary.

When leaving trains or cuts of cars in the Forwarding Yard tracks, Park Street yard tracks, Old Eastbound Main track, East and Westbound running tracks east of 15th Street Roanoke Terminal, slack must be bunched, air brake pressure reduced to 20 pounds above zero (0) before handbrakes are set. In addition, a minimum of 25% of the cars must be secured with handbrakes, not to exceed 20 handbrakes per train or cut of cars. All handbrakes must be set on the east end of the above tracks.

11. Trains and engines will not proceed west of the hump road crossings without first receiving instructions from the hump yardmaster.

12. Westward trains and engines handling cars will stop east of 8½ Street Crossing when governing signal just west of the crossing is displaying a Stop aspect. If this crossing is blocked in excess of five minutes the crossing must be cut promptly.

In case emergency vehicle wants to cross track at this point, crossing must be cut at once, regardless of time train has been standing.

13. Resource Lead located Mile Post N255.8 to N256.2 between Midway Road Crossing and Furnace Road Crossing is to be left clear at all times. Rail cars are not to be left on this siding except for the purpose of switching and, upon completion of switch move, siding will be left clear.

14. The crossing at yard gate at north end of Roanoke Shop Yard which is used by the City Fire Department, must not be blocked, and when trains are stopped at this point, crossing must be cut.

15. Northward trains and engines will stop to clear South Alley Crossing when the governing signal just north of Bullitt Avenue Crossing is displaying Stop aspect.

16. Eastward movements must not proceed beyond the clearance point of the Eastward Running Track, Westward Running Track, or Park Street No. 1 track at Park Street, or move east out of the Forwarding Yard, until permission is secured from the Roanoke Dispatcher and it is seen that the route is properly lined.

After moving east from one of these tracks with a light engine or a cut of cars that clears any of these switches, a move in the opposite direction must not be made without the proper interlocking signal indication or permission from the Roanoke Dispatcher and after it is seen that the route is properly lined.

All split point derails located at the east end of the forwarding yard will be left in derailing position. Derails will not be lined either automatically or by hand to allow rolling equipment to roll free.

17. No movement will be made on the Tail Track between 24th Street and 16th Street without permission from the Roanoke Dispatcher.

18. Trains and engines stopping at 24th Street, when possible, should avoid blocking or fouling the walkway across the Tail Track and Running Track.

19. Prior to Explosive cars and "No Hump" Hazardous Materials cars being shoved to rest over the Hump, radio communications will first be established between the yard crew and the Hump yardmaster. This line of communications will be left open during the entire movement.

20. Cars restricted from being humped by rule or special instruction must be shoved with engine attached into the clear on track designated by the yardmaster. Under no circumstances will such cars be held in the intermediate or group retarders during humping operations.

21. An overspeed alarm consisting of a flashing red light and 15-second siren, has been installed on the north side of the 15th Street walkbridge. The system will activate when a car exits a group retarder in excess of three (3) MPH over requested speed destined to a clear track. In the event the overspeed alarm is activated, all employees working the the area of the east end of the Classification Yard must immediately stop all movements and stand in the clear of tracks. When practical, movements must be stopped prior to fouling adjacent tracks.

The 15th Street Yardmaster must immediately contact the Hump Conductor and identify the track or groups of tracks in which car is rolling at overspeed. The 15th Street Yardmaster will then notify yard and train crews or other employees working in the area. The 15th Street Yardmaster will notify the above employees when normal operations may resume.

22. When a crew is working in the Classification Yard during humping operations, the Hump mode must be changed to provide protection against cars from the Hump or allowing movement out of the Classification Yard in which the crew is performing service. Blocking Yard C, B, or New Yard does not provide absolute protection. Do not line a trim signal west out of C, B, or New Yard until the Yard mode has been changed to provide proper protection.

23. Diesel locomotives, locomotive cranes or derrick cars must not be moved through the retarders with motive power detached unless they are being operated under their own power. Retarders must not be set up while such equipment is in the retarders. Pile drivers and Jordan spreaders must not be moved through the retarders under any circumstances due to insufficient clearance. When such equipment is placed in one of the classification tracks it must be handled in the same manner as explosive cars.

24. The Hump trim signals do not provide route protection, however, proper yellow trim signal or signals must be displayed before any trim move is made.

25. Dragging equipment detectors are located just east of the diamond crossover on north and south tracks west of the Hump with a signaling device in the north and south hump stations.

When a signal is received on the conductor's computer screen, the movement must be stopped immediately and inspection made of cars to determine cause.

26. When a train is made up in the Forwarding Yard and the rear portion extends west of the skate retarders, skate retarders will be left in open position and not humped into until train departs or is pulled east of the skate retarders.

27. Prior to yard crews entering the Classification Yard, the conductor will inform the yardmaster at 15th Street of the tracks intended to be used by his crew.

When notified by the conductor that protection will be required, the yardmaster at 15th Street must notify the Hump yardmaster who, in turn, will contact the Trimmer Conductor and have the track(s) locked up. The yardmaster at 15th Street will not consider the track(s) protected until notified by the Trimmer Conductor that protection has been provided. This protection must be maintained until notification has been received from the conductor that it is no longer required.

28. When crews are required to catch cars being humped, the conductor will advise the yardmaster at 15th Street of the number of cars on which air hoses are to be coupled. The yardmaster at 15th Street will advise the yardmaster at the Hump of the number of cars to be humped in order that air hoses may be coupled.

When the required number of cars have been humped, the Hump yardmaster will contact the Trimmer Conductor and have the track locked up. After acknowledgement by the Trimmer Conductor, the Hump yardmaster will advise the yardmaster at 15th Street that the track is locked.

When the air hoses have been coupled, the conductor will notify the yardmaster at 15th Street who will have the track unlocked. When a track cannot be locked up and it is necessary to couple air hoses on cars, such cars will be pulled east of the skate retarder a sufficient distance to afford proper protection. The skate retarder will be closed before air hoses are coupled.

29. The assigned direction of traffic on the Eastward Running Track is eastward; and the assigned direction of traffic on the Westward Running Track is westward. Movements must not be made in the opposite direction without permission from the Hump yardmaster who, before granting such permission, must make arrangements for protection of the movement.

30. Eastward movements will not enter the Eastward Running Track through the crossover at the west end of Receiving Track No. 20 (20 crossover) without permission from the Hump yardmaster or the utility switchman at 672.

31. Engine crews must see that the derails and switches are properly lined and receive instruction from Roanoke Dispatcher before moving off the outgoing (motive power) tracks at Shaffers Crossing.

32. Engines arriving on motive power Tracks 2 and 3, Shaffers Crossing, must not move east of stationary derails and blue signals, located one hundred sixty-five feet west of fueling pad, without specific instructions from Mechanical Department Supervisor at that location.

Motive Power Track 1 has a switch point spring derail located 500 feet west of the Hostlers' Shanty. It is equipped with blue signals, is designed to be trailed through by a westward movement, and is locked in this position with a Mechanical Department lock.

An eastward movement must not be made through the derail until Mechanical Department Supervisors have been contacted. They will align the switch point derail, remove the blue signal protection, and protect for eastward movement.

Switches at west end of Tracks 1 through 7, Motive Power Ladder, 30th St., must at all times be locked and lined for ladder when not in use.

Roanoke Dispatcher will not allow entrance into Nos. 4, 5, 6 or 7 motive power until Mechanical Department dispatch foreman or ranking supervisor on duty at Shaffers Crossing Locomotive Shop notifies that derail and blue signal protection has been removed.

Maximum authorized speed is 5 MPH for all movements on Motive Power tracks No. 2 and 3 between Motive Power ladder and stationary derails and blue signals.

33. Trains or engines must not move westward onto the ladder from Tracks 1 through 8, westward running track, or eastward running track at the west end of the Empty Side Yard at 510 without instructions from Roanoke Dispatcher.

34. The dwarf signals located near the east end of No. 1 and No. 2 Pull-in tracks at M.P. N261.3 govern movement in both directions and Operating Rules 290 and 292 apply.

35. Eastward trains and engines will not foul the diamond crossover or enter Tracks 1 to 20, Receiving Yard, inclusive without first receiving instruction from Hump yardmaster or utility switchman at 672.

36. Trains or engines must not move westward onto the ladder from Tracks 1 through 20, Receiving Yard, without a signal from utility switchman or trainman on the ground. Trainmen must not give signals to trains and engines to move onto the ladder without first receiving permission from the utility switchman or the Hump yardmaster.

37. Trains and engines moving westward out of the Receiving Yard must receive permission from the Hump Yardmaster before moving west of the diamond crossover at 672 into No. 1 or No. 2 Pull-in Tracks or the mainline Pull-in Track.

38. Track 57 between pull-in switch west end receiving yard and ladder crossover at west end classification yard at Shaffers Crossing must not be entered without first consulting the Hump yardmaster.

39. All eastward and westward train and yard movements at 30th Street will be made at the instructions of the Roanoke Dispatcher. Movement must not be made past the dual control switches without the proper interlocking signal indication or until permission is secured from the Roanoke Dispatcher, and it is seen the route is properly lined.

The color light indicators on the dual control switches **DO NOT** indicate block occupancy. A green aspect will indicate switch in normal position and a red aspect will indicate switch in reverse position only.

All eastward yard and train movements on the Eastward Running Track must not be made past a point 750 feet west (as marked by yellow rubber flaps attached to the switch ties and florescent yellow paint on adjacent rail both sides of eastbound running track) of the crossover between the Eastward and Westward Running Tracks without first securing permission from the Roanoke Dispatcher. Westward movement on the Eastward Running Track must not be made past a point 750 feet west (as marked by yellow rubber flaps attached to switch ties and florescent yellow paint on adjacent rail both sides of eastbound running track) of the crossover between the Eastward and Westward Running Tracks without protection as required by Timetable Rule 29.

40. Westward train and yard movements on ladder at west end of South Yard must stop short of and not proceed west of stop sign located 150 feet east of track No. 5 clearance point on south side of track without securing permission from the Roanoke Dispatcher.

41. Operators of on-track equipment entering South Roanoke Yard must stop at yard limits and call the Roanoke Dispatcher for instructions.

42. All trains entering South Yard tracks 1, 2, and 3 will ensure with Roanoke Dispatcher that train has cleared west end of track prior to cutting units or leaving train.

43. **Restricted use of Trestles:**

Engines must not be used on trestles.

When necessary to place cars on trestles, engine will hold to sufficient cars to make proper placement.

44. Where yard crews are relieved by a succeeding crew all written instructions held by the crew relieved, and still in effect, will be delivered to the relief crew.

45. Yard movements will not pass the Northward Home Signal at North Roanoke without permission from the Shenandoah dispatcher; and after clearing the main track will not re-enter the main track between the end of double track and Yard Limit Sign at North Roanoke without permission from the Shenandoah dispatcher.

46. Switch leading from east end of Track 16 South Roanoke Yard into tracks serving Pitzer, Moore's and the cab track must be left lined for the ladder.

47. Skate retarders located at the east end of each Retarder Yard Track, No. 1 through 57 at 15th Street, have been placed in service. Except when "open" for movement, skate retarders must be kept in the "Closed" position. Except when changed for movement, the derails must be kept in the "derail" position.

The following instructions will govern the use and handling of these retarders:

(a) Locomotive units will **not** clear the retarders in the "closed" position.

(b) When cars are standing east of the skate retarders, yard crews will couple to the leading (east) car prior to releasing or placing the retarder in the "open" position.

(c) When the east car is west of or between the skate retarder, sufficient hand brakes must be set to secure the cars prior to releasing or placing the retarder in the "open" position.

(d) When cars are switched at the east end of the Retarder Yard, Tracks 1 through 57, cars must be left west of the skate retarders in the "closed" position.

(e) No hand skates will be placed on the rail west of or between the skate retarder.

(f) Each skate retarder is equipped with a manual "open-close" switch located at the control mechanism. Each mechanism is numbered to indicate which mechanism controls the retarder. Permission to use the manual "open-close" switch located at each retarder must be secured from the yardmaster at 15th Street. Indicators on the control mechanism between the desired retarder will display an "amber" indication when the retarder is in the "open" position and "no light" indication when the retarder is "closed".

44. When making up trains or doubling over cuts of cars on the west end of Roanoke Terminal Classification Yard or pulling cuts of cars east from Classification Yard will be governed by following instructions:

(a) When handling cuts of cars over 50 car lengths (2500 ft. in length), consideration should be given to cars with excessive slack in drawbars such as auto racks. Hump conductor must notify hump engineer for careful handling.

(b) Classification Yard tracks that are full or with 20 cars or more must be pre-coupled prior to doubling to with cuts of cars, 50 car lengths or more, and east car must be either in skate retarder or west of skate retarder.

(c) Short cuts of cars (10 or less) setting on each end of Class tracks must not be coupled to with cuts of cars 50 car lengths or more unless all cars are west of skate retarder.

(d) When pulling cars east from Classification Yard tracks or setting cars in from east end, one (1) car with effective handbrake applied

must be left west of skate retarder. Do not leave cars east of skate retarders except CT1 through CT11 and CT54 and 57 by direction of 15th Street Yardmaster and sufficient number of handbrakes must be applied.

(e) During humping or trim operations cars must not be cut to a clear track. Yardmaster on Hump and 15th Street and Hump conductor must converse frequently to insure tracks have required buffer car.

(f) In the event the east car is discovered in skate retarder or east of skate retarder without a handbrake, an effective handbrake must be applied prior to coupling to the west end.

45. Hand-operated switches of crossovers between yard tracks may be left lined as last used, but in no case is any crossover to be left with one switch lined for straight movement and the other lined for crossover movement. Operating Rule 104(e) applies.

46. All trains operated into and out of Roanoke Terminal will monitor radio channels NW1 or NW2 until outside of yard limits or until relieved of duty after arrival.

47. Instructions for bleeding air from the braking system of cars in preparation for Hump operations:

> "Personnel bleeding air from the braking system of cars west of the Hump in preparation to Humping Operations will, on all cars equipped with a quick release feature or brake cylinder release feature, pull the handle of the brake cylinder release valve rod or common release rod sharply through its full travel and hold it for **three seconds** then release it. Brake cylinder pistons are then returned to release position releasing air in the brake cylinder only. All other cars will require the air braking system to be fully bled."

48. When an initial Terminal air brake test has been made by **yard crews** prior to cutting away from train, the brake pipe pressure will be reduced to 20 pounds above zero pressure with the automatic brake valve. The end angle cock on car next to the engine must be left completely open allowing the brake pipe pressure to reduce to zero.

49. Yard crews switching on the east end of the Old Passenger Station Coach Yard will not leave cars east of the yellow cross-tie on the ladder leading to No. 3 Coach Yard.

50. Switch east end of the Radford Division Cab Track, M.P. N259.9, must not be lined for movement into or out of the cab track without permission of the Roanoke Dispatcher.

51. Account close clearance, employees must not ride the east side of cars while switching Roanoke Fruit and Produce, Siding 80.

52. Westward control signal 446L, located east of "W.B." interlocking at M.P. N261.9, is equipped with a lunar light installed to the lower left of the westward signal for Main 2.

When approach diverging aspect is displayed on signal 446L, westward signal, Main 2, and route is lined for movement into Main 1 through 433 crossover, lunar light will be lighted.

When an approach diverging aspect is displayed on signal 446L, westward signal, Main 2, and lunar light is not lighted, route will be considered to be lined for movement into Main 1 through 443 crossover.

53. The engine bell must be rung on all yard and train movements made on the westbound running track between hump and the hostler building, Roanoke Terminal to provide additional warning to employees working in this area.

54(a) Account close clearance conditions at east end of new paint shop, East Roanoke Shop's employees are prohibited from riding north side of equipment when switching at this location.

(b) Close clearance conditions exist between No. 4 storage yard track and Mosher Steel lead, East Roanoke Shops. Clearance will not permit riding on side of equipment.

(c) Account close clearance of the gate for Industrial Siding 20 at the Coca-Cola Bottling Company of Roanoke, Inc. plant, M.P. N257 plus 4441.19 do not ride side of moving equipment at this location.

(d) Cars, with sides removed, moving through Roanoke Terminal, must not be mounted or dismounted account side ladders not secure.

(e) Close clearance conditions exist on the Mullins Track at the walkway bridge, M.P. N259.7. Employees are prohibited from riding sides of cars, and must use extreme caution when working in this area.

Equipment exceeding Plate B (10'8" in width) must not be handled at this location.

(f) Due to vertical and lateral clearance restrictions when handling or placing cars at Roanoke City Mills, equipment exceeding 15 feet 1 inch in height and 10 feet 8 inches in width (Plate B) **will not** be operated on Track B or Track No. 8.

Extreme caution must be exercised when handling any equipment at this location.

55. Burned out or malfunctioning color light switch point indicator lamps must be immediately reported to the Roanoke Dispatcher.

56. Any movement in the South Roanoke Yard will be under the jurisdiction of the yardmaster at 15th Street.

57. All eastward and westward train and engine movement on motive power ladder and east end empty side ladder will be made on instructions of Roanoke dispatcher. After route is seen to be properly lined, movement may then proceed.

58. Prior to coupling to or moving cars in any track in the Receiving Yard, Roanoke Terminal, crew members will contact hump yardmaster or '672' switchman and ascertain that utility switchman is in the clear of the track to be coupled to or moved.

Track must not be coupled to or moved until it is determined that the utility switchman is in the clear.

59. When contacted by the Maintenance of Way or Signal Department to restrict the speed of trains or engines operated on Roanoke Terminal, or temporarily removing tracks, crossovers, switches, etc. from service, the following information must be secured with written record being maintained:

1. Employee placing the restriction
2. Time request received
3. Exact location including milepost
4. Duration of restriction
5. Reason for restriction.

The Chief Dispatcher, Terminal Trainmaster and Yardmasters must be notified of the above information immediately to ensure proper notification of train movements subject to operating over the restriction with written record being maintained. It will be the Yardmaster's responsibility to notify yard crews working within their area of responsibility of all restrictions prior to the issuance of bulletins covering same. Speed restrictions that will remain in effect in excess of 48 hours will be bulletined no later than the next regular work day. The Terminal Trainmaster will contact the Superintendent's office to arrange accordingly.

60. Crossover leading from the Forwarding Yard to the Old Eastbound Main Line (Nelson Crossover) west of Park Street must be left in the "normal" position, and any movement through the crossover must be authorized by the Roanoke Dispatcher.

61. Mechanical Department "blue signal derails" have been installed adjacent to Transportation Department derails on the three office car storage tracks located behind the Motive Power Building at the East Roanoke Shops.

The normal position for these "blug signal derails" will be in off position and locked.

These derails will be handled by the Mechanical Department forces and will be in the on position only when used in conjunction with blue signal.

62. The following tracks are designated Yard and V36 (Salem Shifter) engine tie-up tracks and are equipped with Nolen type derails:

(a) Straight Track at 672, derail located at clearance point east end of track.

(b) Material Yard Old Belt Track, derail located at clearance point east end of track.

(c) East Roanoke Shops Main Track (track adjacent to yard office on south side), derail located approximately 50 feet west of yard office road crossing and just east of scale.

Anytime Yard or V36 engines are tied-up or left unattended at these locations, they must be left behind derail protection.

63. The following dual control, power operated yard switches are in service and located approximately 1,200 feet west of M.P. N259 at 16th Street:

(a) The east and west crossover switches between the running track and the westbound running track.

(b) The crossover switches between the eastbound running track and the westbound running track.

(c) The switch from westbound running track to the tail track. This switch will be lined normal for the westbound running track.

(d) The switch from eastbound running track to the No. 9 Forwarding Yard track. This switch will be lined normal for the eastbound running track.

(e) All eastward and westward train and engine movements traversing the above power switches must not pass the point as marked with fluorescent orange paint on ends of ties approximately 75 feet from the power switch points, unless **permission** has been obtained from the Roanoke Dispatcher and route is seen to be properly lined.

Each of the above dual control, power operated switches will be equipped with a color light S-W-I-T-C-H P-O-I-N-T I-N-D-I-C-A-T-O-R which will display a G-R-E-E-N indication when the switch is in normal position and R-E-D indication when the switch is in reverse position.

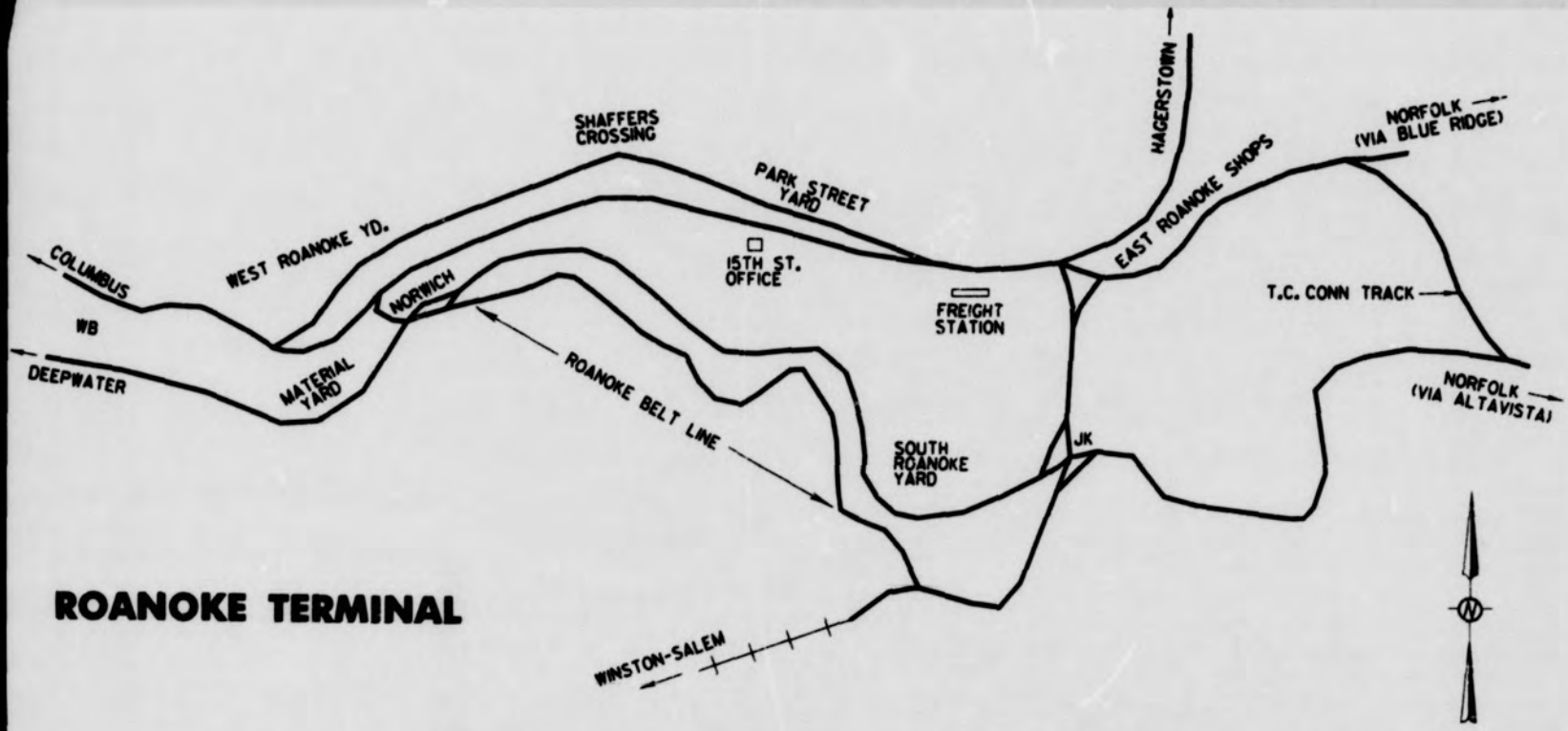
64. The following tracks in Roanoke Terminal are designated as "EXCEPTED TRACK" in accordance with FRA Track Safety Standards, Section 213.4:

1. All tracks at East End Shops areas
   Except: Fence Tracks, East End Shop Main Line,
   East End Shop Switching Lead,
   and Roanoke Valley Resource Authority tracks.
2. East Yard in South Yard - Tracks 5 and 6.
3. Roadway Material yard - all tracks.
4. Water Softener Hill Track.
5. Rip Tracks 1 through 5.
6. Old Shop Tracks 1, 2, 3, 4, and 5.

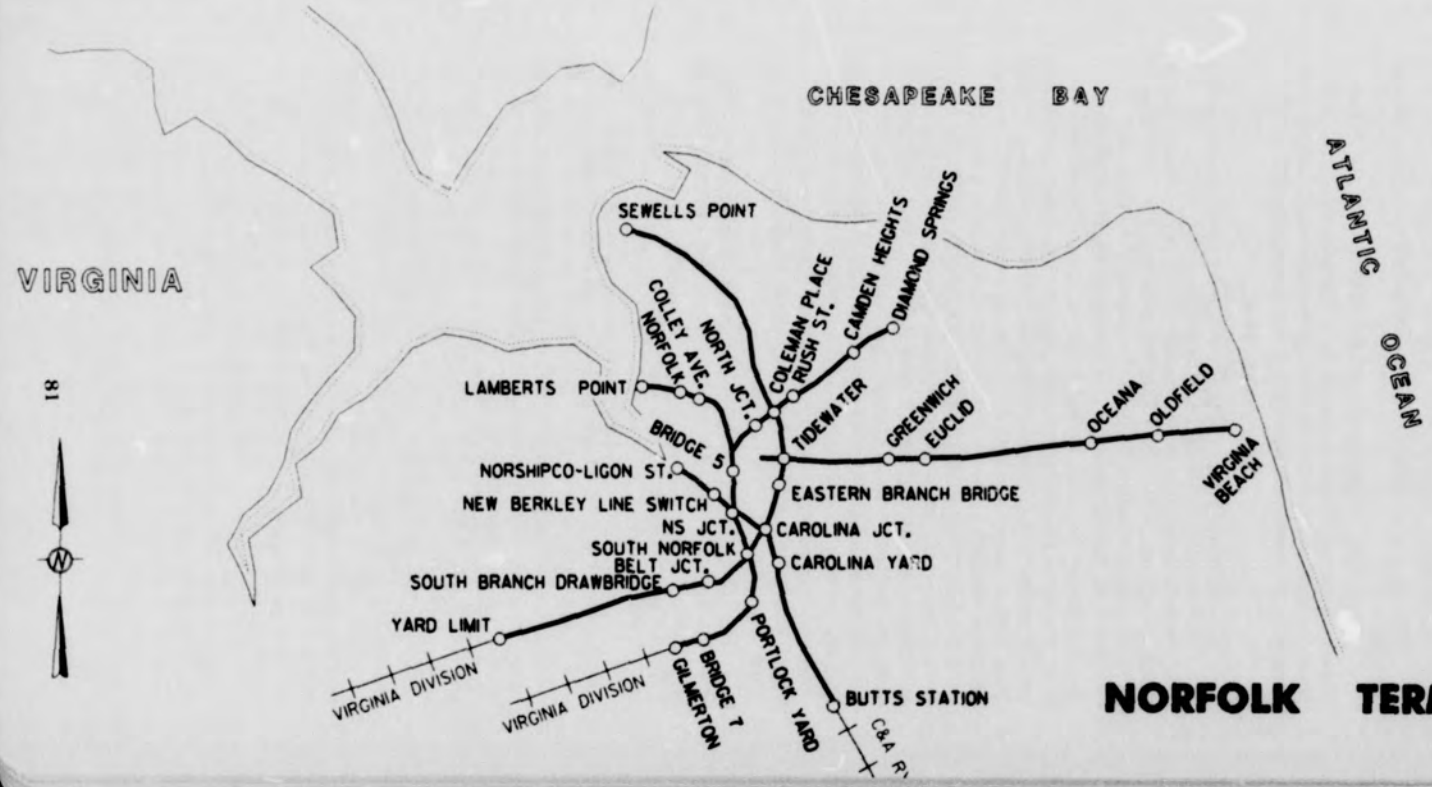
These tracks are subject to the following restrictions:

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

VIRGINIA DIVISION



ROANOKE TERMINAL



NORFOLK TERMINAL

65. When a Mechanical Department employee requests Blue Signal protection that will involve a control operator lining a remotely-controlled switch away from the track(s) where work will be done, the employee requesting the protection will state the identification of the track(s) involved as follows:

*Single digit numbers will be pronounced, then spelled.

EXAMPLE: "TRACK 9 — N-I-N-E"

*Multiple digit numbers will be pronounced, then repeated digit by digit.

EXAMPLE: "TRACK 57 — FIVE-SEVEN"

To insure correct identification of the track(s) involved, the control operator will observe the same requirements when advising the requesting employee that protection has been provided.

BLUEFIELD YARD

1. The assigned direction of traffic on the Virginia Division pull-in track is westward. Eastward movements 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.

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

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

(b) Speed is restricted to 10 miles per hour through crossover between Virginia Division pull-in and Main 2 at Mercer Street.

(c) TTX Tri-level cars are retricted from running through No. 4, No. 5, and No. 8 tracks under Belcher Street located at Grant Street Yard, Bluefield, WV.

4. 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. 362	+100 cars or more	—35
	+less than 100 cars	—Hand brakes applied on one-third 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 on one-half the cars.

Tracks in Grant Street Yard and Main Track west of M.P. 362	100 Cars or more	—25
	Less than 100 cars	—Hand brakes applied on one-fourth 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—15
		—Loads or loads and empties—20
	Less than 100 cars	—Empties—One-sixth of the cars
		—Loads or loads and empties—One-fifth of the cars

Tracks in Westbound Forwarding Yard and Main Tracks at Westbound Forwarding Yard	100 cars or more	—Empties-20
		—Loads or loads and empties—25
	Less than 100 cars	—Empties—One-fifth of the cars
		—Loads or loads and empties—One-fourth 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. This may be determined from the yardmaster on duty.

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.

5. 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 engineer that the test has been made and the amount of brake pipe leakage noted.

When train is not pre-charged and pre-tested, engineer 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, engineer 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 engineer 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 engineer 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, engineer 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:

55 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, engineer 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 engineer to release air brakes. After the air brake has released on rear car, inspector will wait seven minutes and then signal engineer 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 Christiansburg District 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.

6. 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 number of anchor hand brakes required for the main train and for the pick-up, will be in accordance with Rule 4, page 82, in this timetable.

After the complete train is assembled and the proper brake test has been made, if the retarders are being used to assist in holding the train, all but 10 of the anchor brakes may be released before the holding brake is applied.

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.

7. 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.

8. 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.

9. Following are instructions for hand operation of power switches at RD and returning such switches to normal position.

To place on hand throw, pull the ring on the outside of the lever latch rod toward the handle of the lever. At the same time, raise the lever to the horizontal position and release the ring. It may be necessary to move the lever over to the opposite position before the latch rod will engage for the hand-throw operation. With the latch rod engaged operate by hand as required.

To return the switch machine to power operation when the hand throw lever is in its horizontal position, pull the ring and allow the lever to drop into the stand. Release the ring, the lever will drop to its lowest point in the stand and thereby close the hand throw switch.

Switch must be left on power operation to replace the switch lock and for safe train movement over it.

10. On eastward solid coal, or coal and grain trains, prior to departing Bluefield, retaining valves will be turned to the SD-Slow Direct Exhaust-(45 degrees above horizontal) position as follows:

140 cars and above - 20 retainers
139 cars to 110 cars - 10 retainers
109 cars or less - 0 (unless necessary)

After arrival at Roanoke, a crew member must turn the retaining valves to the normal exhaust (vertical downward) position, advising the appropriate yard office whether or not this has been done.

EXCEPTION: If practicable, when the train is delayed for any reason between Kumis and Roanoke, opportunity must be taken by a crew member to restore all retaining valves to normal exhaust position.

11. All westbound trains arrange to notify yardmaster at Bluefield Tower upon arrival yard limit East Bluefield Yard.

12. Spring switch has been installed to replace the hand throw switch at the west end of Long 8 and Long 4, Bluefield Yard, M.P. N365.4 governing movement to the pullout. The normal position will be lined for Long 4, traffic moving west on Long 8 will not have to handle this switch when in normal position.

7d. YARD LIMITS

All trains and engines, including First Class Trains, must move at yard speed (Rule 93) within Yard Limits.

STATION NAME	YARD LIMITS EXIST BETWEEN		
Norfolk Terminal			
Norfolk District	M.P. N8.0	and	Eastward
Jarrett District	M.P. V13.0	and	Eastward
Albemarle District	M.P. NS8.0	and	Northward
Norfolk District			
Suffolk-Kilby	M.P. N21	and	M.P. N26.4
Franklin District			
Suffolk	M.P. FD16.5	and	M.P. FD20.0
City Point Branch			
Hopewell	M.P. CP7.0	and	Eastward
Crewe	M.P. N127.1	and	M.P. N131.6
Durham District			
Lynchburg-Kinney-Durmid	M.P. L2.0	and	Northward
Richmond District			
Burkeville	M.P. F89.0	and	M.P. F84.8
Richmond	M.P. F137.0	and	M.P. F143.0
West Point	M.P. F176.0	and	Northward
Roanoke Terminal			
Blue Ridge Dist.	M.P. N255.64	and	Westward
Altavista Dist.	M.P. V239.95	and	Westward
Christiansburg Dist.	M.P. N262.92	and	Eastward
Whitethorne Dist.	M.P. V246.8	and	Eastward
Roanoke Dist.	M.P. H235.9	and	Southward
Winston-Salem Dist.	M.P. R8.63	and	Northward
Christiansburg District			
Bluefield Yard	M.P. N360.05	and	Westward
Pulaski District			
Radford	M.P. NB298.6	and	M.P. NB302.1
Bristol	M.P. NB406.0	and	Westward
Hagerstown District			
Shenandoah	M.P. H105.1	and	M.P. H108.3
Vardo Yard	M.P. H3.0	and	Northward
Winston-Salem District			
Winston-Salem Dist.	M.P. R120.2	and	Southward
K-Line	M.P. K23.9	and	K30.2
L-Line	M.P. L4.1	and	Northward
WSSB	M.P. WSSB3.9	and	Northward
Chesapeake Western			
Elkton	M.P. EB0.9	and	EB1.0
Harrisonburg	M.P. EB18.0	and	EB23.0
	M.P. HS5.0	and	Northward
	M.P. B109.0	and	Southward

7e. JOINT TRACKAGE

Foreign line railroads when operating on mainline trackage and at Portlock Yard area will use appropriate NS radio channels at Norfolk Terminal.

Trains, engines, and on-track equipment must not enter or be placed on the main track between Coleman Place, M.P. SN2.5, and Camden Heights, M.P. SN5.2, without first receiving permission from the control station at Bridge 5. An absolute block must be maintained.

Movements clearing this track section must report clear to the control station at Bridge 5; and must again receive permission before reentering the main track.

Movements clearing on Rush St. siding must not leave the siding or enter the main track without first receiving permission from the control station at Bridge 5.

Trains and engines of Virginia Division will use tracks of other Divisions and Foreign Lines in accordance with their timetables, rules and regulations as shown below:

— CSXT between Balcony Falls (M.P. 175.0) and Lynchburg (M.P. 147.5)

Train and engines of the Norfolk Terminal will use tracks of other division and foreign lines in accordance with their timetables, rules and regulations, as shown below:

— NPBL Railroad, Back Gate NIT and West Junction M.P. A7.2

Train and engines of foreign lines will use Norfolk Terminal tracks as shown below:

— Eastern Shore Railroad between M.P. SN6.6 and Coleman Place M.P. SN2.5, North Beach Route. Between Coleman Place M.P. A1.4 and Portlock M.P. V5.1, Sewells Point Branch.

— C/A Railroad betwen M.P. NS8 and NS2.3, Carolina Jct., Albemarle District. Between Carolina Jct. M.P. V4.5 and Portlock M.P. V5.1, Sewells Point Branch.

— NPBL Railroad between M.P. NS0.0 Norshipcoligon St. and M.P. NS2.3 Carolina Jct., Berkley District. Between M.P. N2.5 NS Jct. and Portlock N5.3, Norfolk Terminal. Portlock M.P. V5.1 and M.P. A7.2, West Junction, Sewells Point Branch.

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.

Note Rule 99, Book of Rules. When protection to front of train is required by rule, crew member providing flagging 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.

Whenever flag protection is required to the rear of a stopped train, as prescribed by Rule 99, the crew member providing flag protection must go out at least the distance indicated below for the various territories:

Durham District — One mile
Jarratt District — One mile
Franklin District — One mile
Richmond District — One and 1/4 miles
Chesapeake Western — One mile
Note: Operating Rules 93 and 99(a).

8. SPRING SWITCHES

Spring switches are located as follows:

Poe, wye on Old Line
Lynnwood, south end passing siding
Sampson, south end passing siding
Roanoke Terminal
North track to turntable
Outgoing track and ready tracks 1 through 7 (located south of diesel fueling facility)
Bluefield, west end of Long 8 and Long 4, M.P. N365.4
Belews Creek Power Plant, Switch 1-A (Normal position is lined for straight track movement.)

SEWELLS POINT DISTRICT

A spring switch is located at the end of double track M.P. A4.3 and a spring switch marker light has been installed adjacent to point of spring switch. Normal position of spring switch is lined and locked for single track to Main 2.

Eastward movements can trail through spring switch without stopping when running from Main 1 to single track upon receiving permission from Control Station Operator Bridge 5.

Westward movements over spring switch are governed by the spring switch marker light. A green indication allows trains and engines to make a facing point movement over spring switch without stopping. A red indication requires that movement stop short of spring switch and points be inspected to ensure route is properly lined for movement. The spring switch marker light does not provide block protection. Operating Rules 313(b) and 314(b) are in effect.

LAMBERTS POINT DIESEL SHOP

1. East end of Diesel Track No. 5 switch.
2. East end of Diesel Track No. 4 switch.
   Note: The normal position of these switches is lined and locked for movement on the lead.

EAST END OF EMPTY YARD SHOP TRACKS LAMBERTS POINT

3. West end of south/middle group crossover switch.
   Note: Normal position of switch is lined and locked for movement from the middle group into Repair Track No. 3.
4. West end crossover switch from Repair Track No. 3 to No. 2.
   Note: Normal position of switch is lined and locked for movement on Repair Track No. 2.
5. West end crossover switch from Repair Track No. 3 to No. 4.
   Note: Normal position of switch is lined and locked for movement on Repair Track No. 4.
6. West end crossover switch from Repair Track No. 2 to No. 1.
   Note: Normal position of switch is lined and locked for movement on Repair Track No. 1.

These switches will only function as a spring switch when lined and locked in the normal position. Any other movement over these switches must be made by hand throw operation and in accordance with Operating Rule 164(f).

8a. SPRING SWITCH DERAILS

Spring switch derails are located as follows:

Roanoke Terminal, Motive Power tracks No. 2 and 3.

The derails are in normal position when set to derail in westward direction. When set in normal position, derail will properly align under movement in eastward direction.

These derails are not equipped with indicator lights. Under no circumstances will these derails be left in any position other than derailing position.

9a. 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 500000-509920,	
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
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
EXCEPTION:	
Train 236 between Bristol and Norfolk handling Ford frame flat cars may be operated at 60 MPH unless further restricted.	
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.	

9a. SPEED RESTRICTIONS (Cont'd)
General Speed Restrictions

CONDITIONS	MAXIMUM Miles Per Hour All Trains and Engines
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

9b. SPEED RESTRICTIONS BY DISTRICT

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	MAXIMUM Speed Miles Per Hour All Trains and Engines
Norfolk Terminal and Norfolk District	
Between:	
Colley Ave. and South Norfolk	25
South Norfolk and Bridge 7	40
Over Bridge 7	30
Between:	
Bridge 7 and Poe, M.P. N77.8	60
EXCEPT:	
Between M.P. N22.1 and N23.8, (Suffolk)	40
Poe, M.P. N77.8, and Jack, M.P. N88.3 via old line	40
EXCEPT:	
Between M.P. N81.2 and M.P. N81.8 (Petersburg)	30
Poe, M.P. P0, and Jack, M.P. P8.86, via Petersburg Belt Line	60
Jack, M.P. N88.3, and Crewe, M.P. N128, on Main 1	
Track Between:	
M.P. N88.3 and M.P. N103	60
M.P. N103 and M.P. N128	50
Jack, M.P. N88.3, and Crewe, M.P. N128, on Main 2	
Track Between:	
M.P. N88.3 and M.P. N118	60
Except Curves Between:	
M.P. N106.2 and M.P. N106.4	55
M.P. N108.2 and M.P. N110.5	50
Between:	
M.P. N118 and M.P. N128	50
Trains handling loaded pulpwood cars on Norfolk District	40

9b. SPEED RESTRICTIONS BY DISTRICT (Cont'd)

LOCATIONS AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
Norfolk Terminal and Norfolk District (Cont'd)	
Maximum permissible speed through turnouts and crossovers as follows:	
NS Jct. Crossover, M.P. N2.7	25
VEPCO Crossover, M.P. N7.55	30
Canal Drive Crossovers M.P. N8.4	30
Disputanta, double crossovers	40
Poe:	
To and from Main 2 and Old Line	40
To and from Old Line and Main 1	25
To and from Main 2 and Petersburg Belt Line	25
To and from Petersburg Belt Line and Main 1	40
Jack:	
Through turnout to and from Main 2 at east end Jack, M.P. P7.1	40
To and from Old Line and Main 2, M.P. N88.3	30
Through facing point crossover, M.P. N88.3	30
City Point Branch Jct. to Hopewell Yard Limit, M.P. CP7.5 (See TT rule 6.a.1)	25
Norfolk Terminal—Sewells Point District	
Between:	
M.P. V2.3 and M.P. V5.0, Main 1, Sewells Point Br.	20
M.P. A0.0 and M.P. A4.3, Main 1 and Main 2, M.P. A4.3 and M.P. A7.2 Single Track Sewells Point Br.	20
Except:	
NIT Lead	10
East & west legs wye QM Jct.	10
Through Long Siding, M.P. A1.0	10
On NPBL trackage east of West Jct., across Hampton Blvd., and on Navy Lead into NOB	10
Ford Lead Switch West End M.P. V4.3	15
Through Turnout Thole St. M.P. A4.3	20
Through Turnout Tidewater M.P. A0.0	20
Eastern Branch Draw Bridge M.P. V2.5	15
Norfolk Terminal—Jarratt District	
M.P. V5.2 and M.P. V13.0, Jarratt District	10
East & west legs wye M.P. V5.1	10
Albemarle District, and New Berkley Lead	
Between:	
M.P. NS0.0 and M.P. NS1.1	15
M.P. NS1.1 and M.P. NS1.3, NPBL tracks	10
M.P. NS1.3 and M.P. NS2.2	10
Through NPBL New Connection, M.P. NS2.7 (NS Jct.)	10
Through New Connection, M.P. V4.5	10
Between:	
M.P. NS2.4 and M.P. NS8.0	20
Except all tracks Carolina Yard M.P. NS2.4 to M.P. NS3.0 (Except Main)	10
North Beach Route	
Rush Street Siding	10
M.P. SN3.0 and M.P. SN7.0 (Note *)	20

LOCATIONS AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
South Beach Route	
End of Track, M.P. VB0.6, and Virginia Beach, M.P. VB17.1	10
Note: Movements handling any loaded cars operating on jointed rail on North Beach Route, between Milepost SN3.0 and SN7.0, will avoid prolonged operation in the speed range of 16 to 20 miles per hour. Speed must be reduced to 15 miles per hour or less to avoid harmonic rocking.	
Crewe	
Between:	
M.P. N128 and N131	40
Blue Ridge District	
Between:	
Crewe, M.P. N131, and Burkeville, M.P. N133.4	60
Except through crossover Burkeville	30
Burkeville, M.P. N133.4, and east end Pamplin M.P. N168, via Old Line	40
Except to and from and through siding Burkeville (Pocket Track running from M.P. N134.0 on Old Line to Main 1)	25
Burkeville, M.P. B0, and Pamplin, M.P. B37, (Farmville Belt Line)	60
Except over Altavista District Junction Switch Abilene	50
Except over Farmville Belt Line Junction Switch Pamplin	50
East End Pamplin, M.P. N168, and Farmville Belt Line junction switch Pamplin, M.P. N169 on Old Main Line (also known as Pocket Track Pamplin), Main #1	25
East end Pamplin, M.P. N168, and west switch Pamplin, M.P. N170.6, to, from and through siding via Old Line, Main #2	40
Farmville Belt Line Junction switch Pamplin, M.P. N169, and east switch Appomattox, M.P. N180.6	60
Except curve between M.P. N177.9 and M.P. N178.5	50
East switch Appomattox, M.P. N180.6, and west switch Appomattox, M.P. N184.1 Main Line (Main 1) and Siding (Main 2)	50
West switch Appomattox, M.P. N184.1, and M.P. N186	60
M.P. N186 and M.P. PH3	50
Except curve between M.P. N186.7 and M.P. N187.3	45
M.P. PH3 and M.P. PH16	45
Except curve between M.P. PH14.6 and M.P. PH14.8	40
M.P. PH16 and M.P. PH19.9 east switch Forest	60
M.P. PH19.9, east switch Forest, and M.P. PH22	50
M.P. PH22 and M.P. N228 east switch Bedford	60
Except Curves Between:	
M.P. N218.2 and M.P. N219.1	50
M.P. N219.4 and M.P. N220.8	45
M.P. N222.3 and M.P. N222.5	50
M.P. N224.6 and M.P. N225.8	50
M.P. N226.4 and M.P. N226.7	45

LOCATIONS AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
Blue Ridge District (Cont'd)	
M.P. N228, east switch Bedford, and M.P. N230.8, west switch Bedford	50
M.P. N230.8, west switch Bedford, and M.P. N239	60
Except Curves Between:	
M.P. N235.1 and M.P. N235.4	50
M.P. N238.1 and M.P. N238.3	55
M.P. N239 and M.P. N247	50
Except Curves Between:	
M.P. N241.8 and M.P. N242.6 Both Tracks	40
M.P. N246.2 and M.P. N247 Both Tracks	40
M.P. N247 and M.P. N255.6 Roanoke Yard Limit	60
Except Curves Between:	
M.P. N247.8 and M.P. N248.2 Both Tracks	50
M.P. N248.8 and M.P. N249.3 Both Tracks	55
M.P. N250.3 and M.P. N250.8 Both Tracks	40
M.P. N251.9 and M.P. N252.2 Both Tracks	55
M.P. N255.0 and M.P. N255.6 Both Tracks	50
M.P. N255.6, Roanoke Yard Limit, and M.P. N256.9, 8½ Street Crossing	40
M.P. N256.9, 8½ Street Crossing, and M.P. N258.1, Park Street	25
Halsey Spur	25
Except: Approach facing point switches at restricted speed.	
Maximum permissible speed through turnouts, crossovers and sidings as follows:	
Burkeville:	
Through Crossover	30
To, from and through siding (Pocket Track)	25
Pamplin:	
West switch Pamplin—to, from and through siding via Old Line, Main #2	40
East switch Pamplin—to, from and through siding via Old Line, Main #2	40
East switch Pamplin—to, from and through Pocket Track (Old Main Line), Main #1	25
Farmville Belt Line Junction switch	50
Abilene:	
Over Altavista District Junction switch when running over Farmville Belt Line	50
Over Altavista District Junction switch when entering or leaving Altavista District through turnout at Abilene Connection	40
Kinney:	
Through No. 9 Crossover	15
Over Piedmont Division Junction Switch off siding to and from west leg of wye	15
East leg of wye at West End Kinney Yd.	10
M.P. N239:	
Turnout at east end double track, to and from Main 1 or Main 2	50
Crossovers at:	
Webster	30
Bonsack	30
Vinton	30

LOCATIONS AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
Blue Ridge District (Cont'd)	
Entering, leaving and through Tinker Creek Connection Track to or from Altavista or Blue Ridge Districts	35
Entering, leaving and through sidings at:	
Green Bay	25
Virso	25
Abilene	25
Phoebe	25
Posm	25
Kinney	25
Forest	40
Bedford	40
Altavista District	
Between:	
Abilene Connection, M.P. V141.6, and Tinker Creek Connection, M.P. V239.9	40
Except Curves Between:	
M.P. V166.4 and M.P. V167.6	35
M.P. V171.6 and M.P. V172.1	35
M.P. V174.0 and M.P. V174.2	35
M.P. V187.6 and M.P. V187.9	35
M.P. V189.2 and M.P. V190.6	35
M.P. V207.3 and M.P. V207.6	30
M.P. V207.6 and M.P. V208.4	35
M.P. V213.7 and M.P. V214.0	35
M.P. V214.0 and M.P. V214.4	30
M.P. V215.0 and M.P. V216.0	35
M.P. V225.4 and M.P. V225.6	35
M.P. V233.0 and M.P. V235.1	35
M.P. V236.0 and M.P. V236.2	30
M.P. V238.0 and M.P. V239.0	30
Tinker Creek Connection, M.P. V239.9, and JK, M.P. V243	25
Maximum permissible speed through turnouts and sidings as follows:	
Abilene Connection - Through turnout when entering or leaving Altavista District	40
Vabrook Connection - Through connection track and over turnouts when entering or leaving Altavista or Durham Districts	15
Hurt Connection - Through connection track and over turnout when entering or leaving Piedmont Division	30
Tinker Creek Connection - Entering, leaving and through Connection to or from Altavista or Blue Ridge Districts	35
Entering, leaving and through siding at:	
Terry	25
Brookneal	25
Seneca	25
Altavista	25
Huddleston	25
Goodview	25

LOCATIONS AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
Durham District	
Between:	
Kinney, M.P. L0, and M.P. L2.1	15
EXCEPT:	
Curve between M.P. L0.7 and M.P. L1.0	10
M.P. L2.1 and M.P. L8.8	25
M.P. L8.8 and M.P. L11.1	30
M.P. L11.1 and M.P. L11.8	35
M.P. L11.8 and M.P. L30.3	40
EXCEPT:	
Curves between M.P. L16.0 and M.P. L16.2	35
M.P. L30.3 and M.P. L31.5	35
M.P. L31.5 and M.P. L34.0	40
EXCEPT:	
Curves between M.P. L33.3 and M.P. L33.6	30
Curves between M.P. L33.8 and M.P. L34.0	25
M.P. L34.0 and M.P. L60.0	35
EXCEPT:	
Curve between M.P. L37.2 and M.P. L37.5	30
Curve between M.P. L54.5 and M.P. L54.7	30
M.P. L60.0 and M.P. L61.5	20
M.P. L61.5 and M.P. L74.0	35
EXCEPT:	
Northward movements between M.P. L73.1 and L72.8 (Restriction will have been complied with when engine reaches southward signal located at M.P. L72.8. Restriction does not apply to movements coming off of Hyco or Mayo Creek Spurs.)	20
Between:	
M.P. L74 and M.P. L85.8	25
Mayo Creek Spur	30
Hyco Spur	25
EXCEPT:	
Curves between M.P. HY7.1 and M.P. HY7.4	20
Clover Industrial Spur M.P. F31.0 and M.P. F47.4	25
EXCEPT:	
M.P. F31.0 and F33.0 - yard speed not exceeding	10
Clover Plant Yard Tracks - yard speed not exceeding	10
Maximum permissible speed through turnouts, crossovers and sidings as follows:	
Mayo Jct., through turnout	30
Hyco Jct., through turnout	25
Sinai, entering, leaving and through siding	25
Through Vabrook Connection track and over turnouts when entering or leaving Altavista or Durham Districts	15
Storage tracks, Clarkton - yard speed not exceeding	10
Siding Roxboro . . . yard speed not exceeding	10
Picks Siding . . . . yard speed not exceeding	10

LOCATIONS AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
Franklin District	
Between:	
M.P. FD16.5 and M.P. FD20.0	20
M.P. FD20.0 and M.P. FD21.9	40
M.P. FD21.9 and M.P. FD28	25
M.P. FD28 and M.P. FD29	40
M.P. FD29 and M.P. FD29.8	25
Between:	
M.P. FD29.8 and M.P. FD34.5	40
M.P. FD34.5 and M.P. FD38.5	25
M.P. FD38.5 and M.P. FD40.1	25
M.P. FD40.1 and M.P. FD46.0	40
M.P. FD46.0 and M.P. FD46.8	25
M.P. FD46.8 and M.P. FD53.5	40
M.P. FD53.5 and M.P. FD54.2	25
M.P. FD54.2 and M.P. FD72.0	35
M.P. FD72.0 and M.P. FD75.7	25
Except over CSXT Diamond Emporia M.P. FD73.3	10
Except over two street crossings just west of CSXT Diamond Emporia M.P. FD73.5 until occupied	10
M.P. FD75.7 and M.P. FD87.8	35
M.P. FD87.8 and M.P. FD95.2	10
Richmond District	
Between:	
M.P. F88.9 and M.P. F125.3	45
M.P. F125.3 and M.P. F131.8	35
M.P. F131.8 and M.P. F134.8	30
M.P. F134.8 and M.P. F138.0	35
M.P. F138.0 and M.P. F139.0	25
M.P. F139.0 and M.P. F142.0	10
M.P. F142.0 and M.P. F176.0	35
Except over Pamunkey Bridge, M.P. F164.5	15
Through all yard tracks, Burkeville	10
Through siding at Jetersville	10
Christiansburg District	
Between M.P. N262.8 (WB) and M.P. N266	45
EXCEPT:	
Through turnouts and crossover (443), M.P. N262.8	15
Through turnouts and crossovers (433) Mason Creek, M.P. N263	35
Through turnouts and connecting track between Christiansburg District, M.P. N263 and the Whitethorne District, M.P. V250.9	35
Between M.P. N266 and M.P. N279	50
EXCEPT:	
Through turnouts and connecting track at VN, between Christiansburg District, M.P. N267.4 and the Whitethorne District, M.P. V253.5	35
Through turnouts and crossovers Glenvar, M.P. N267.8	35
Curves between M.P. N271.2 and M.P. N271.6	35
Curves between M.P. N272.5 and M.P. N273.1	35

LOCATIONS AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
Christiansburg District (Cont'd)	
Through turnouts and crossovers at:	
Singer, M.P. N273.3	35
Curves between M.P. N273.5 and M.P. N273.8	40
Curves between M.P. N276.1 and M.P. N276.4	40
Curves betwen M.P. N278.3 and M.P. N279	35
Between M.P. N279 and M.P. N289.5	30
EXCEPT:	
Through turnouts and crossovers at:	
Arthur, M.P. N282.2	30
Montgomery, M.P. N284.6	30
Between M.P. N289.5 and M.P. N3[illegible]	35
EXCEPT:	
Through turnouts and crossovers at:	
Christiansburg, M.P. N289.6	35
Pelton, M.P. N290.4	35
Curves between M.P. N292.7 and M.P. N293.8	30
Curves between M.P. N295.8 and M.P. N296.1	30
Through turnouts and crossovers at:	
Walton, M.P. N297.5	35
Between M.P. N302 and M.P. N309.9	40
EXCEPT:	
M.P. N302.3, through west leg of wye track	15
Curves between M.P. N303.3 and M.P. N303.8	35
Curves between M.P. N304.8 and M.P. N305	35
Curve between M.P. N306.0 and M.P. N306.2	35
Cowan, M.P. N306.2, through turnout east end double track	35
Belspring, M.P. N308.6, through turnout west end double track	35
Between M.P. N309.9 and M.P. N320.2	35
EXCEPT:	
Curves between M.P. N309.9 and M.P. N310.3	30
Curve between M.P. N313.8 and M.P. N314.2	30
Curves between M.P. N316.1 and M.P. N317.4	30
Curves between M.P. N319.7 and M.P. N320.2	30
Between M.P. N320.2 and M.P. N339.8	40
EXCEPT:	
Through turnouts and crossovers at:	
Pembroke, M.P. N320.6, through turnout east end double track	40
Curves between M.P. N324.1 and M.P. N324.5	35
Potts Valley Connection, M.P. N324.4 - turnouts and through connecting track	10
Potts Valley Junction, M.P. N324.5, through turnout west end double track	35
Curves between M.P. N326.4 and M.P. N327.3	35
Curves between M.P. N329.5 and M.P. N330.7	35
Pearisburg, M.P. N330, through turnout east end double track	35
Narrows, M.P. N332.9, through turnouts and crossovers and connecting track to Whitethorne District	35
Curves between M.P. N333.5 and M.P. N335.1	35
Through Robinson's Crossover, M.P. N336.4	35

LOCATIONS AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
Christiansburg District (Cont'd)	
Between M.P. N339.8 and M.P. N343.1	30
EXCEPT:	
Through turnouts and crossovers at:	
Glen Lyn, M.P. N340.5	30
Curves between M.P. N340.8 and M.P. N341.0	25
Curves between M.P. N342.7 and M.P. N343.1	25
Between M.P. N343.1 and M.P. N345.6	35
EXCEPT:	
Through turnouts and crossovers at:	
Kellysville Crossover, M.P. N343.8	35
Kellysville, turnout to Pocahontas Division M.P. N344.1	25
Kellysville Crossover, M.P. N344.9	35
Between M.P. N345.6 and M.P. N348.5	30
EXCEPT:	
Curves between M.P. N345.8 and M.P. N346.1	25
Through turnouts and crossover at:	
Oakvale, M.P. N347.5	30
Between M.P. N348.5 and M.P. N353.0	25
Between M.P. N353.0 and M.P. N360.3	30
EXCEPT:	
Through turnouts and crossovers at:	
Blake, M.P. N354.6	30
Curves between M.P. N355.2 and M.P. N355.8	25
Between East End Bluefield Yard, M.P. N360.3 and M.P. N364 Main 1 & 2	25
Virginia Division Pull-in, Bluefield Yard M.P. N360.4	20
Whitethorne District	
Between South Roanoke Yard Limit, M.P. V246.7 and M.P. V248	30
Between M.P. V248 and West End of Fagg, M.P. V270.6	40
EXCEPT:	
Trains passing T.V. Camera, M.P. V249.5	30
Through Turnouts and Connecting Track between Whitethorne District, M.P. V250.9 and Christiansburg District, M.P. N263	35
Through Turnout, Bradshaw Spur, M.P. V264.3	25
Through Turnouts and Connecting Track at VN, between Whitethorne District, M.P. V253.5 and Christiansburg District, M.P. N267.4	35
Curves between M.P. V255.6 and M.P. V256.0	35
Curves between M.P. V257.2 and M.P. V257.8	35
Between M.P. V270.6 and M.P. V272.0	35
Between M.P. V272.0 and M.P. V278.0	30
Between M.P. V278.0 and M.P. V289.6	25
Between M.P. V289.6 and M.P. V316.7	35
EXCEPT:	
Through Turnouts and Siding at:	
Whitethorne	25
Curves between M.P. V298.1 and M.P. V298.5	30
Curves between M.P. V299.7 and M.P. V300.6	30
Curves between M.P. V302.9 and M.P. V303.7	30
Curves between M.P. V308.3 and M.P. V309.1	30
Celco Through Turnouts and Siding	25
Celco Scale Track	10

LOCATIONS AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
Pulaski District	
Between MP NB297.5, Walton and M.P. NB302	35
Through Turnouts and Crossovers at:	
Walton, M.P. NB297.5	35
M.P. NB298, through Wye Track	15
Plum Creek, M.P. NB298.8, East End Double Track	35
JC, M.P. NB302, West End Double Track	25
EXCEPT:	
Curve between M.P. NB298.9 and M.P. NB299.3	30
Between M.P. NB302.0 and M.P. NB304.5	30
Between M.P. NB304.5 and M.P. NB306.6	40
Between M.P. NB306.6 and M.P. NB309.6	45
Between M.P. NB309.6 and M.P. NB316.5	40
EXCEPT:	
Curves between M.P. NB310.0 and M.P. NB310.4	35
Curves between M.P. NB313.4 and M.P. NB313.7	30
Between M.P. NB316.5 and M.P. NB317.6	35
Between M.P. NB317.6 and M.P. NB322.1	30
Between M.P. NB322.1 and M.P. NB325.7	35
EXCEPT:	
Curves between M.P. NB323.6 and M.P. NB324.1	30
Between M.P. NB325.7 and M.P. NB344.0	40
Except:	
Curves between M.P. NB327.7 and M.P. NB328.2	35
Curve between M.P. NB330.7 and M.P. NB330.9	35
Curves between M.P. NB335.1 and M.P. NB337.4	35
Curves between M.P. NB339.6 and M.P. NB340.0	35
Between M.P. NB344.0 and M.P. NB361.0	45
Except:	
Curves between M.P. NB353.7 and M.P. NB354.9	40
Curves between M.P. NB354.9 and M.P. NB355.8	35
Between M.P. NB361.0 and M.P. NB381.2	45
Except:	
Curves between M.P. NB361.3 and M.P. NB363.1	35
Curve between M.P. NB363.3 and M.P. NB363.7	30
Curve between M.P. NB363.8 and M.P. NB364.1	25
Curves between M.P. NB364.3 and M.P. NB366.8	30
Curves between M.P. NB366.8 and M.P. NB369.6	40
Curve between M.P. NB369.6 and M.P. NB369.8	30
Curves between M.P. NB369.8 and M.P. NB370.7	35
Curves between M.P. NB375.1 and M.P. NB377.2	40
Curves between M.P. NB377.2 and M.P. NB378.4	35
Curves between M.P. NB378.4 and M.P. NB379.2	40

	*PASS/RHWY	FRT
Between M.P. NB381.2 and M.P. NB387.7	55	50
EXCEPT:		
Curve between M.P. NB387.4 and M.P. NB387.6	45	45
Between M.P. NB387.7 and M.P. NB396.7	50	50
Between M.P. NB396.7 and M.P. NB402.7	60	50
EXCEPT:		
Over road crossing at M.P. NB399.6	45	45
Between M.P. NB402.7 and M.P. NB404.5	45	45

LOCATIONS AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines	
Pulaski District (Cont'd)	*PASS/RHWY	FRT
Between M.P. NB404.5 and M.P. NB407.1, East End Bristol Yard	40	40
EXCEPT:		
Curve between M.P. NB406.6 and M.P. NB406.9	30	30
Curve between M.P. NB406.9 and M.P. NB407.1	25	25
Between M.P. NB407.1, East End Bristol yard and M.P. NB408.5, State Street Crossing	20	20
Wysor Siding		25
Clark Siding		25
Wytheville Siding		25
Glade Spring		25
Hagerstown District		
Between M.P. H0.75 and M.P. H3.0		25
Between M.P. H3.0 and M.P. H7.0		50
Between M.P. H7.0 and M.P. H17.4		45
EXCEPT:		
Curves between M.P. H8.9 and M.P. H10.1		35
Curve between M.P. H14.6 and M.P. H14.8		40
Curves between M.P. H15.0 and M.P. H15.6		35
Curve between M.P. H15.8 and M.P. H16.0		40
Between M.P. H17.4 and M.P. H56.8		50
EXCEPT:		
Over Shenandoah Jct. main line switches between M.P. H22.7 and M.P. H22.9		35
Curve between M.P. H30.8 and M.P. H31.1		45
Curve between M.P. H36.7 and M.P. H36.9		45
Curve between M.P. H39.6 and M.P. H39.8		40
Curves between M.P. H43.1 and M.P. H43.7		40
Between M.P. H56.8 and M.P. H57.8		45
Between M.P. H57.8 and M.P. H58.9		30
EXCEPT:		
Over Connection track M.P. H58.9		15
Between M.P. H58.9 and M.P. H59.2		15
Between M.P. H59.2 and M.P. H65.9		40
EXCEPT:		
Curves between M.P. H59.2 and M.P. H59.4		35
Between M.P. H65.9 and M.P. H70.0		30
Between M.P. H70.0 and M.P. H73.6		35
Between M.P. H73.6 and M.P. 80.0		45
EXCEPT:		
Curve between M.P. H76.3 and M.P. H76.5		35
Curves between M.P. H76.5 and M.P. H76.9		30
Between M.P. H80.0 and M.P. H86.0		40
EXCEPT:		
Curves between M.P. H82.2 and M.P. H82.7		35
Between M.P. H86.0 and M.P. H98.0		50
EXCEPT:		
Curves between M.P. H89.1 and M.P. H90.0		30
Between M.P. H98.0 and M.P. H105.7		35
EXCEPT:		
Curve between M.P. H98.5 and M.P. H98.7		25
Curves between M.P. H98.8 and M.P. H100.8		30

* Pass/Rhwy - means trains consisting entirely of Triple Crown, TOFC/COFC, Stack or passenger equipment.

LOCATIONS AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
Shenandoah Yard	
Within yard limits, between M.P. H105.7 and M.P. H108.2	25
Tracks other than main track	10
Roanoke District	
Between M.P. H108.2 and M.P. H110.4	40
EXCEPT:	
Curve between M.P. H110.2 and M.P. H110.4	35
Between M.P. H110.4 and M.P. H120.0	50
EXCEPT:	
Curve between M.P. H112.8 and M.P. H112.9	45
Between M.P. H120.0 and M.P. H123.5	35
EXCEPT:	
Curve between M.P. H120.3 and M.P. H120.5	30
Between M.P. H123.5 and M.P. H160.0	50
EXCEPT:	
Curve between M.P. H126.9 and M.P. H127.1	45
Curve between M.P. H132.3 and M.P. H132.4	30
Curves between M.P. H132.5 and M.P. H133.3	35
Curves between M.P. H136.4 and M.P. H136.7	30
Curve between M.P. H137.1 and M.P. H137.3	45
Curve between M.P. H137.7 and M.P. H138.1	45
Curve between M.P. H139.2 and M.P. H139.3	45
Curve between M.P. H141.0 and M.P. H141.2	45
Curves between M.P. H141.7 and M.P. H145.5	40
EXCEPT:	
- CSXT Belt Line	10
- All Yard Tracks	10
- E. I. DuPont Company Tracks	5
Curve between M.P. H149.2 and M.P. H149.4	45
Curve between M.P. H157.3 and M.P. H157.5	40
Between M.P. H160.0 and M.P. H169.7	45
EXCEPT:	
Curves between M.P. H163.5 and M.P. H164.5	40
Curve between M.P. H164.7 and M.P. H164.9	35
Through turnout at M.P. H165.7, Pkin	40
Main 2 between Pkin and Vesuvius	40
Curve between M.P. H166.5 and M.P. H166.7	40
Through turnout at M.P. H168.8, Vesuvius	40
Curve between M.P. H169.1 and M.P. H169.3	40
Between M.P. H169.7 and M.P. H170.7	25
Between M.P. H170.7 and M.P. H172.3	30
Between M.P. H172.3 and M.P. H187.5	40
EXCEPT:	
Curves between M.P. H174.2 and M.P. H174.4	35
Curves between M.P. H176.8 and M.P. H177.9	30
Curve between M.P. H178.8 and M.P. H179.0	35
Curves between M.P. H181.9 and M.P. H182.1	35
Curves between M.P. H183.1 and M.P. H183.5	30
Curves between M.P. H183.6 and M.P. H184.5	35
Curves between M.P. H186.7 and M.P. H187.5	35
Between M.P. H187.5 and M.P. H189.4	30
Between M.P. H189.4 and M.P. H194.0	35
EXCEPT:	
Curves between M.P. H191.3 and M.P. H191.9	30
Curve between M.P. H193.0 and M.P. H193.5	30
Curves between M.P. H193.5 and M.P. H194.0	25

LOCATIONS AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
Roanoke District (Cont'd)	
Between M.P. H194.0 and M.P. H198.0	50
EXCEPT:	
Curve between M.P. H196.2 and M.P. H196.4	45
Between M.P. H198.0 and M.P. H208.0	40
EXCEPT:	
Curve between M.P. H198.2 and M.P. H198.3	35
Curves between M.P. H198.3 and M.P. H199.0	25
Curves between M.P. H204.1 and M.P. H204.6	35
Curve between M.P. H205.7 and M.P. H206.4	35
Between M.P. H208.0 and M.P. H211.5	35
EXCEPT:	
Curve between M.P. H208.2 and M.P. H208.4	30
Curve between M.P. H210.7 and M.P. H210.9	25
Curves between M.P. H210.9 and M.P. H211.5	30
Between M.P. H211.5 and M.P. H219.0	40
EXCEPT:	
Curves between M.P. H212.2 and M.P. H213.8	35
Curve between M.P. H216.6 and M.P. H216.8	35
Between M.P. H219.0 and M.P. H225.1	30
Between M.P. H225.1 and M.P. H239.1	40
EXCEPT:	
Curve between M.P. H229.7 and M.P. H230.0	35
Over turnout at end of double track North Roanoke, M.P. H236.9	35
Through 95 Crossover M.P. H238.0	25
Curves between M.P. H238.5 and M.P. H239.0	25
Winston-Salem District	
Between M.P. R7.3 and M.P. R30.5	25
Between M.P. R30.5 and M.P. R35.7	30
Between M.P. R35.7 and M.P. R60.1	25
EXCEPT:	
Snow plow NW 590000, when plowing over crossing at Philpott, M.P. R52.8	15
Between M.P. R55 and M.P. R58.2, HeadEnd only	20
Between M.P. R60.1 and M.P. R63.8	30
Between M.P. R63.8 and M.P. R69.8	25
EXCEPT:	
Between M.P. R66.3 and M.P. R67.7, Head-End only	20
Between M.P. R69.8 and M.P. R74.4	30
Between M.P. R74.4 and M.P. R89.8	35
Between M.P. R89.8 and M.P. R96.4	30
EXCEPT:	
Curve between M.P. R90.2 and M.P. R90.4	25
Between M.P. R96.4 and M.P. R97.5	25
Between M.P. R97.5 and M.P. R99.1	30
Between M.P. R99.1 and M.P. R104.1	35
Between M.P. R104.1 and M.P. R104.6	25
Between M.P. R104.6 and M.P. R109.2	30
Between M.P. R109.2 and M.P. R120.2	35
Wirtz Siding	25
Except through turnout north end	15
Philpott Siding	25
Stoneville Siding	25

LOCATIONS AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
Winston-Salem Yard	
Between Yard Limit sign M.P. R120.2 and Pull-in switch North Winston	25
Between Pull-in Switch North Winston and "K" Line Crossing M.P. R126.3	15
On "L" Line through switch Winston Jct	15
On "K" Line within interlocking limits at WSSB Crossing	15
Tracks other than main tracks	10
Branches and Spurs	
Belews Creek Spur	25
Turnout at Belews Creek Junction	25
Duke Power Plant, Run-Around track	10
Catawba Branch	10
Except over the following road crossings:	
Boulevard Facility Crossing, M.P. S0.86	5
Mason's Creek Crossing, M.P. S1.72	5
Lakeside Crossing, M.P. S2.22	5
Gobblers Spur	10
Potts Valley Branch	10
Saltville Branch	10
Cloverdale Branch	
Between M.P. C0.1 and C8.0	25
Between M.P. C8.0 and C9.0	10
Hilltop Branch	
Between M.P. DW48.6 and M.P. DW41.0	10
Except Uptown Line between Martinsville Jct. M.P. DW42.3 and Sale Knitting	5
Fontaine Spur	
All tracks	10
Hopewell Yard	
All tracks	10
Broadway yard	
All tracks other than main track	10
Crewe Yard	
All tracks other than main tracks	10
Bristol Yard	
Tracks other than main track	10
Radford Yard	
Tracks other than main tracks	10
Kingston Branch, Christiansburg	10
Bradshaw Spur, M.P. BS0 and M.P. BS4.6	25
Roanoke Terminal	
East and West	
Between:	
Yard limit sign at M.P. N255.6 and 8½ Street Crossing	40
8½ Street Crossing and Park Street	25
Park Street and 24th Street (Shaffers Crossing)	30
24th Street and yard limit sign at W. B., M.P. N262.8	40
672 Yd. Ofc. and W. B., Main Line Pull in Track	15
Entering, leaving and through Tinker Creek Connecting Track	35
Tinker Creek Connection and JK	25

9b. SPEED RESTRICTIONS BY DISTRICT (Cont'd)

LOCATIONS AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
Roanoke Terminal (Cont't)	
East and West (Cont'd)	
West end South Roanoke Yard and yard limit sign at M.P. V246.7	15
Through Station Tracks 3 and 4	15
Sixteenth St. and Twenty-Fourth St. on Running Track	15
North and South	
Between:	
Yard limit sign north of M.P. H236 and Randolph Street	40
Except:	
Curves between M.P. H238.5 and M.P. H239.0	25
Turnout at end of double track, North Roanoke	35
Through 95 Crossover M.P. H238.0	25
Through Station Tracks 3 and 4	15
Through west leg of Campbell Avenue Wye	10
Campbell Avenue Wye and South Jefferson Street Crossing	15
South Jefferson Street Crossing and yard limit sign at M.P. R8.6	25
Through east leg of Campbell Avenue Wye	5
Roanoke Belt Line	15
Tracks in 9th St. Industrial Park	5
Between Elkton and Harrisonburg	
M.P. EB0.0 and M.P. EB19.9	25
M.P. EB19.9 and M.P. EB23.0	10
Except limit speed as follows:	
Westward trains between M.P. EB18.0 and M.P. EB19.0	15
Eastward trains between M.P. EB19.9 and M.P. EB18.0	15
Until lead unit is by M.P. EB18.0	
Between Mt. Jackson and Harrisonburg	
M.P. B84.0 and M.P. B85.4	25
M.P. B85.4 and M.P. B111.7	35
Except limit speed as follows:	
Between M.P. B85.4 and M.P. B86.5	25
Between M.P. B97.0 and M.P. B98.1	25
Between M.P. B98.2 and M.P. B99.0	25
Between M.P. B99.4 and M.P. B100.7	25
Between M.P. B109.4 and M.P. B109.7	10
All trains - M.P. HS0.0 and M.P. H5.0	10

9c. 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
Norfolk District	
M.P. N15 - M.P. N16	M.P. N108 - M.P. N107
Blue Ridge District:	
M.P. N139 - M.P. N140	M.P. N236 - M.P. N235
M.P. B16 - M.P. B17	
M.P. PH18 - M.P. PH19	

9c. CHECKING LOCOMOTIVE SPEED INDICATOR (Cont'd)

WESTWARD/NORTHWARD	EASTWARD/SOUTHWARD
Altavista District	
M.P. V173 - M.P. V174	M.P. V238 - M.P. V237
Franklin District	
M.P. FD25 - M.P. FD26	None
Durham Branch	
M.P. L63 - M.P. L64	M.P. L17 - M.P. L18
Richmond District	
M.P. F148 - M.P. F149	M.P. F124 - M.P. F123
Christiansburg District	
M.P. N267 - M.P. N268	M.P. N358 - M.P. N357
M.P. N335.3 - M.P. N336.3	
Whitethorne District	
M.P. V254 - M.P. V255	M.P. V255 - M.P. V254
M.P. V281 - M.P. V282	
Pulaski District	
M.P. NB372.5 - M.P. NB373.5	M.P. NB373.5 - M.P. NB372.5
M.P. NB399.6 - M.P. NB400.6	M.P. NB400.6 - M.P. NB399.6
M.P. NB305.0 - M.P. NB306.0	
Hagerstown District	
M.P. H103 - M.P. H102	M.P. H5 - M.P. H6
Roanoke District	
M.P. H223 - M.P. H222	M.P. H116 - M.P. H117
Winston-Salem District	
M.P. R104 - M.P. R103	M.P. R13 - M.P. R14

NORFOLK TERMINAL

Lamberts Point to Canal Drive
LP4 - LP5

Sewells Point District
M.P. V3 - M.P. V4

South Beach Route
M.P. VB3 - M.P. VB4

North Beach Route
M.P. SN4 - M.P. SN5

Jarratt District
M.P. V9 - M.P. V10

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.

When a train enters a District at an intermediate point Mile Posts will be used to check accuracy of speed indicator on controlling unit, with check being made as soon as practicable after trip begins. Note Rule L-203, Form NS-1.

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

	C39-8 D8-40C D9-40C SD60 SD70	C30-7 SD40	B30-7A B36-7 D8-32B GP40X GP49 GP50 GP59 GP60	B23-7 GP38 GP40 U23B
WEST OR SOUTHWARD				
Norfolk—Crewe	6600	4800	4000	3000
Petersburg—Crewe	5700	4150	3450	2600
Crewe—Kinney	6150	4450	3750	2800
Kinney—Roanoke	3300	2400	2000	1500
Roanoke—Walton	3050	2250	1850	1400
Walton—Bluefield	2850	2100	1750	1300
Walton—Bristol	2950	2150	1800	1350
Abilene—Tinker Creek	5600	4050	3400	2550
Roanoke—Whitethorne	2950	2150	1800	1350
Suffolk—Franklin	*	*	6000	4500
Franklin—Lawrenceville	*	*	3200	2400
West Point—Richmond	*	*	3850	2900
Richmond—Burkeville	5050	3650	3050	2300
Kinney—Vabrook	3400	2450	2050	1550
Vabrook—South Boston	3950	2850	2400	1800
South Boston—Picks Siding	3500	2510	2150	1600
Hagerstown—Front Royal	3950	2850	2400	1800
Front Royal—Shenandoah	2750	2000	1650	1250
Shenandoah—Waynesboro	4750	3450	2850	2150
Waynesboro—Roanoke	2750	2000	1650	1250
Roanoke—North Winston	3200	2300	1900	1450
Glade Spring—Saltville	*	*	2250	1700
EAST OR NORTHWARD				
Bluefield—Walton	7250	5250	4400	3300
Bristol—Walton	3500	2550	2150	1600
Walton—Roanoke	4600	3350	2800	2100
Roanoke—Kinney	4300	3100	2600	1950
Kinney—Crewe	7800	5650	4750	3550
Crewe—Norfolk	16500	12000	10000	7500
Petersburg—Norfolk	5700	4150	3450	2600
Bluefield—Whitethorne	7250	5250	4400	3300

10a. DIESEL UNIT RATING IN TONS (Cont'd)

	C39-8 D8-40C D9-40C SD60 SD70	C30-7 SD40	B30-7A B36-7 D8-32B GP40X GP49 GP50 GP59 GP60	B23-7 GP38 GP40 U23B
EAST OR NORTHWARD (Cont'd)				
Whitethorne—South Roanoke	6400	4650	3850	2900
South Roanoke—Abilene	12650	9200	7650	5750
Saltville—Glade Spring	*	*	2150	1600
North Winston—Roanoke	2950	2150	1800	1350
Roanoke—Waynesboro	2950	2150	1800	1350
Waynesboro—Shenandoah	8350	6050	5050	3800
Shenandoah—Stanley	3300	2400	2000	1500
Stanley—Hagerstown	4500	3250	2750	2050
Picks Siding—South Boston	3500	2550	2150	1600
South Boston—Vabrook	3950	2850	2400	1800
Vabrook—Kinney	3500	2550	2150	1600
Lawrenceville—Edgerton	*	*	2650	2000
Edgerton—Emporia	*	*	2800	2100
Emporia—Franklin	*	*	3750	2800
Franklin—Holland	*	*	4150	3100
Holland—Suffolk	*	*	6000	4500
Burkeville—Richmond	4950	3600	3000	2250
Richmond-West Point	*	*	3750	2800

* 6-axle units are restricted over these lines.

C36-7 and SD50 units will handle 90% of the rating for C39-8 units.

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 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 engines will not handle their rating a report must be made to the Dispatcher by the Engineer.

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.

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
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

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 30% 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.

11b. DIESEL UNIT AND CAR RESTRICTIONS

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

GROSS WEIGHT IN POUNDS

	UNIT		LOADED CAR	
Between	4-Axle	6-Axle	4-Axle	6-Axle
South Beach Route	272,000	Not Authorized	(a)(aa)263,000	Not Authorized
North Beach Route	272,000	396,000	263,000	(b)300,000
Albemarle District	272,000	396,000	(a)270,000	(b)300,000
Burkeville & S. Richmond (M.P. F139.2)	245,000 (b)281,000	(b)414,000	220,000 (a)263,000 (a)286,000	(b)315,000

11b. 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
S. Richmond (M.P. F139.2) & Park Siding (M.P. F141.7)	245,000 (b)281,000	(b)(c)414,000	220,000 (a)251,000 (a)263,000 (a)(d)286,000	(b)315,000
Park Siding (M.P. F141.7) & West Point	245,000 (b)281,000	(b)414,000	220,000 (a)286,000	(b)315,000

(a) Loaded 4-wheel truck cars weighing in excess of 220,000 lbs., but not more than maximum weight shown for the line may be handled 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) 6-axle locomotive restrictions:

Richmond - Loop Track
- Reynolds Metals
West Point - Dry Machine Track
- Crooked Track

(c) Six-axle units must not exceed 10 MPH over James River Bridge, M.P. F139.8.

(d) Must not exceed 10 MPH over James River Bridge, M.P. F139.8

(aa) Must be handled at a speed of 10 MPH or less across Broad Creek (M.P. VB 2.80) and Thalia Creek (M.P. VB 8.30).

1. **Locomotives must not be operated over:**
   * Bridge leading from Pier 6 north empty return track;
   * Bridge leading from Pier 6 south empty return track; or

* Sufficient cover cars must be used when pulling or placing equipment.

2. **Track Restrictions By District**
   X = Not allowed
   A = Only one allowed not coupled to another unit
   B = Only one allowed in a consist

Location	Locomotive Class 6	Locomotive Class 4	Max. Gross Weight of Cars (Pounds)
Norfolk Terminal			
New Berkley Lead (M.P. NS1.1)	X		
South Beach Route	X		
Industrial Sidings			
M.P. NS3.0 and M.P. NS8.0	X		
Albemarle Line NS0.0 and NS1.1 ...	X		
Norfolk District			
Hopewell—Aqualon			
—Industrial Tracks	X		
Jack ..... (Note 1)			

(1) Locomotives must not pass under tipples on north track at Tarmac-Lonestar, Jack

Location	Locomotive Class 6	Locomotive Class 4	Max. Gross Weight of Cars (Pounds)
Blue Ridge District			
Concord Spur	X		(Note 1)
ITO Tipple	X	X	263,000
Bedford —			
—NW Stock Yard Tipple	X	X	263,000

(1) Cars exceeding 60 feet in length are not allowed on Concord Spur.

Franklin District			**263,000 (Note 1)**

(1) Maximum gross weight of car and lading must not exceed: 263,000 pounds-with axle spacing of not less than 5 feet 8 inches

(2) Locomotives may be operated coupled in multiple service provided the weight of any one unit does not exceed 263,000 pounds.

Pulaski District			
Atkins—General Shale Tk., M.P. NB355.2			(See Note)
Wysor—Switching around the hill	X	*	(See Note)
Buffin Branch and West Leg			
Randall St. Wye	X		

Note: Cars exceeding 60 feet in length are not permitted on General Shale Track, east of Atkins, M.P. NB355.2.

*Maximum of two (2) 4-axle units will be used when switching around the hill at Wysor, M.P. NB309.6.

Hagerstown District				
Charles Town	—Public tipple	X	X	270,000
	—Southern States tracks	A		
Front Royal	—Avtex Corp. (except when setting cars off through north gate)	A		
Roanoke District				
Elkton	—Merck Co.	A		(See Note)
Note: * Only one six-axle unit.				
	—Merck Co., Coal tipple			No more than 2 loaded hoppers
Waynesboro	—CSXT Belt Line	A		
Buena Vista	—Public tipple	X	X	210,000
Glasgow	—Burlington track	B		
Buchanan	—James River hill track beyond clearance point to Ditch track pocket	X	X	
Cloverdale	—Lone Star Cement Co. tracks 6 & 7 under silo	X	X	
Hollins	—Public tipple	X	X	260,000
Winston Salem District				
Rocky Mount	—Rocky Mt. Coal Co. tipple			200,000
Hilltop	—All tracks	A		
Branch	—House track			(See Note 1)
Martinsville	—Nylon Spur	A		
	—Dupont Plant:			
	No. 6 track under Adipic shed	X	X	
	Diamine track beyond sign reading "NW Stop Here"	X	X	(See Note 2)
Winston-Salem	—Sunnyside Coal & Oil tipple			177,000

Location	Locomotive Class 6	Locomotive Class 4	Max. Gross Weight of Cars (Pounds)

Note 1: Hilltop Branch — Crew members must first determine that there is sufficient clearance before handling any equipment under overhead canopy at Prilliman Chemical tank car unloading facility on house track.

Note 2: At Dupont plant, Martinsville, cars standing on Diamine track south of, or adjacent to, sign reading "Notice - NW Stop Here" must not be coupled to unless specifically authorized by Dupont Area Supervisor. Crew members must first determine that there is sufficient clearance before handling any equipment under overhead platforms on Diamine track.

Chesapeake Western

Harrisonburg	—Field Track	A	
	—Cassco #1	A	(Note 1)
	—Miller Fuel HS0.7	X	
	—Northend Lamb Siding HS4.9	X	
	—Valley Block HS1.9	X	
	—Southern States short track EB20.0	X	

Note 1: 6 axle units not allowed beyond mark on rail, 584 feet south of switch points.

Roanoke Terminal

All Industrial Sidings		X	(Note 1)
Sleepy Hollow Lead		X	(Note 2)

Note 1: May be used at Roanoke Electric Steel, Roanoke Belt Main Line, Roanoke TOFC facility, Roanoke Belt Line to Whitethorne District Main Line, and Roanoke Valley Resource Authority Tracks.

Note 2: May be used at Fuel Oil (DSI) track.

c. DERRICKS

Derricks are grouped as follows:

GROUP 1: NS 960000, SOU 903012, 13, 14, 16 and 26 (250-ton RB)

GROUP 2: NW 514923, 24 and 25, NW 540037, NW 563189 (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:

Derrick cars with capacity greater than 150 tons are not permitted on the following tracks:

Catawba Branch (except 150 Ton Derrick Car not permitted on Coal Wharf at Hanging Rock)

Gobblers Spur

Potts Valley Branch, West of Bridge 2404

Pearisburg Tannery Spur

Radford Branch, West of Bridge 1725

Pulaski Rolling Mill Spur, Bridge 364

Saltville Branch

Dixie Tannery Spur, Bristol (except 150 Ton Derrick Car not permitted on Bridge 392)

A. **Norfolk Terminal**

Derricks must not be operated over:

Bridge leading from Pier 6 north empty return track

Bridge leading from Pier 6 south empty return track

B. Richmond District

Before operating Derrick over James River Bridge, M.P. F139.8, permission must be obtained from Mechanical and Maintenance Departments.

C. Franklin District

Before operating Derrick on Franklin District, permission must be obtained from Mechanical and Maintenance Departments.

d. LOCOMOTIVE CRANES/DERRICK CARS/PILE DRIVERS

SOU 903093 (DC-3), SOU 992312 (LC-35), NW 500504 (LC-4803), SOU 992340 (LC-8201) and NW 514892 (LC-8501)

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 except during wrecking operations and then protection must be provided to insure no damage to derrick equipment, retarders, or track equipment. 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 "g" 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.

f. SNOW PLOW - NW 590000 (Cont'd)

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 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 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

1. 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.

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.

2. Equipment restrictions exist at the following locations:

Unless especially authorized, because of clearances which are less than that required for **unrestricted service:**

Cars exceeding Plate "C" dimensions must not be handled through **Durmid Tunnel,** M.P. L2.6, Durham District.

Plate "C" cars or cars exceeding Plate "C" dimensions must not be handled on **connecting track** between the Norfolk and Jarratt Districts at **Suffolk.**

Railway cars exceeding Plate "C" dimensions cannot be placed at Door Numbers 1 through 11, Kroger Warehouse Track, Glenvar, account restricted overhead clearances.

These cars can be identified by stencilling on both sides near the car number, reading "EXCEEDS PLATE C" or "THIS CAR EXCESS HEIGHT—NO RUNNING BOARDS."

Plate "F" cars or any cars exceeding 16'6" above top of rail (ATR) cannot be handled thru James River Truss Bridge M.P. F139.8, under CSXT overhead bridge M.P. F140.1, under East Main Street Bridge M.P. F141.1, and under overhead pipe bridge M.P. F141.25 Richmond, Va.

Any car exceeding 17'9" above top of Rail (ATR) cannot be handled under Blue Ridge district overhead bridge M.P. F86.2 Burkeville, Va.

Long cars (73 feet or more) cannot be handled between M.P. F139.2 and M.P. F179. This restriction does not apply to woodchip hoppers.

Long cars (73 feet or more) cannot be handled through the north switches of tracks 7, 9, and 15 Belle Isle Yard, Richmond, Va. This restriction does not apply to woodchip hoppers.

TTX tri-level cars are restricted from running through No. 4 track, No. 5 track, and No. 8 track under Belcher Street located at Grant Street Yard, Bluefield, WV.

3. 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.

4. Attention is called to the fact that backhoes specially designed to unload crossties from gondolas constitute an excessive dimension car (13'6" 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.

Virginia Division & Norfolk Terminal Double Stack Service

Double stack train service exists between Norfolk and Chicago in a corridor to include Norfolk - Crewe - Lynchburg - Roanoke - Walton - Bristol (only) and maximum overhead clearance in this route is 20'03" above top of rail. When on the Virginia Division double stack equipment

(loaded two containers high) is cleared only for movement on main tracks and passing sidings or auxiliary tracks actually specified in the timetable.

Double stack cars have no trailing tonnage restrictions.

II. Virginia Division

1) **Double stack cars loaded with two layers of containers must not be operated on the Altavista District, Christiansburg District between Walton and Bluefield, Whitethorne District, Winston-Salem District, Hagerstown District, Roanoke District, Durham District, Richmond District or Franklin District, and may not be operated on Main 1 through Montgomery Tunnel, M.P. N284.84.**

2) **Confine movement to Main 2 Track** (formerly Westbound Track) **only, through Montgomery Tunnel**, M.P. N284.84, Christiansburg District.

3) Confine movement (only) to the Pulaski District, Christiansburg District between Walton to Roanoke only, Blue Ridge District, and Norfolk District. Passing sidings which may be used include: Abingdon, Glade Spring, Marion, Wytheville, Clark, Dublin/Wysor, Bedford, Forest, Lynchburg (Kinney) Pass Track, Posm, Phoebe, Pamplin, Abilene Siding, Virso, Green Bay, Addison, Secoast, Belt Line Siding (Poe).

4) Double stack equipment may be operated on the Blue Ridge District via either the Farmville Old Line or via the Farmville Belt Line; all auxiliary yard tracks at Kinney yard, Lynchburg are approved for east - west movement of double stacks, as well as for movement toward the Piedmont Division. Before leaving Virginia Division trackage at Lynchburg, Piedmont Division destined trains must advise Montview Yard as well as the Piedmont Division Dispatcher of the presence of any double stack cars in train consist. There is a maximum overhead height restriction of 19'3" for double stack cars moving Kinney to Montview which must not be exceeded.

5) Double stack equipment may move on the Norfolk District via both Petersburg Old Line or the Petersburg Belt Line (Secoast).

6) Conductor and Engineer must ascertain if their train contains double stack equipment prior to departure from originating terminal; if train consist includes double stack equipment Conductor or Engineer must notify the Dispatcher of such equipment prior to exit/departure from originating terminal. At run through crew change points, the crew being relieved should advise the relieving crew of the existence of double stack cars in a train.

7) When setting off or when picking up double stack cars on line of road, Conductor must ensure Dispatcher is notified of the double stack pickup/setoff before departing station; when relief crew 'takes over' a train with double stacks on line of road, Conductor also must ensure Dispatcher is notified of any double stacks in the train consist prior to departure.

8) **Prior to entering yards** (even if in an approved double stack route) **Conductor must ensure Yardmaster** (or Terminal Trainmaster when on duty) **is advised of the existence of any double stack cars in the train consist**. This applies to Norfolk Terminal, Crewe Yard, Roanoke Terminal, and Bristol Yard, prior to entering yard limit. (In absence of Yardmaster, Control Operator or Clerk on duty will be notified.)

9) When necessary to set off or pick up a stack car account bad order status or otherwise, crew members are responsible to ensure clearance from overhead wires, cables, load docks, roof overhangs or any other obstructions above or adjacent to auxiliary track(s) being used.

10) Should a Virginia Division yard crew have in its consists a loaded double stack car prior to movement, Conductor must ensure Yardmaster (or Terminal Trainmaster where applicable) is advised of such equipment in consist and yard crew will be governed by special instructions of supervisor as to movement of said car(s) on main track(s) or on auxiliary track(s) within yard(s).

11) Single unit or multiple unit double stack cars loaded or empty must not be humped or flat switched with motive power detached, except to a clear track.

12) Double stack cars must not be moved over retarders unless is is known there is proper clearance.

13) When Interdivisional trains entering the Virginia Divis - contain double stack equipment, governing control operator or dispatcher must be notified of the existence of such car(s) in consist, prior to movement onto the Virginia Division.

14) Train 236 between Bristol, Virginia and Norfolk, Virginia, when handling (truck) frame flatcars for the account of Ford Motor Company in addition to (other) Intermodal equipment, may be operated at 60 MPH unless speed is otherwise restricted by the current Virginia Division timetable or other special instructions (Timetable Rule 9a is modified accordingly).

Also note Timetable Rule 21, on Page _____, which establishes a procedure for the proper setting off/securing of double stack equipment.

II. Norfolk Terminal

1) Double stack equipment may be operated on the main track between M.P. N8.0 and M.P. N3.5, M.P. V5.1 and M.P. V2.3, and M.P. A0.0 and M.P. A7.3 at timetable speeds, unless further restricted.

2) It is permissible to operate double stack cars on the main track between South Norfolk and Lamberts Point when necessary but the following will apply at Drawbridge 5:

a. Limit speed to 5 MPH or a walking speed on through truss Bridge #5, M.P. N1.27, if using Main 2 (former Westbound Main Track), Norfolk.

b. No restriction is required for movement of double stack cars on Main 1 (former Eastbound Main Track) on through truss Bridge #5, M.P. N1.27, Norfolk when moving at authorized timetable speed not to exceed 25 MPH.

3) Double stack cars may not be operated on the North Beach Route, South Beach Route, South Branch Line, New Berkley Line, or Albemarle District.

4) When necessary to handle double stack equipment on other than approved main tracks, in Norfolk Terminal Yards, at Norfolk International Terminals or on an industrial siding (should a double stack require set off due to bad-order status), crew members handling double stack cars are responsible to ensure clearance from overhead doors, cables, transtainers, lead dock overhangs, transtainer cranes and any other obstructions.

5) In addition to the aforementioned general restriction, the following specific restrictions apply to switching/handling of such equipment at Portlock Yard.

a. Double stack cars may not be placed in "the Shop Track" (track so named at Portlock) as car/load will not clear roof overhang.

b. When placing/pulling double stack cars on Track 'A' at Portlock, movement will be made by observation of crew member to ensure car/load clear the sand tower.

6) Double stack cars must not be humped, and may not be cut off in motion during flat switching operations.

7) Unless **otherwise directed by the proper authority**, loaded "Stack" cars will not be placed for movement on Train No. 235. (A loaded "Stack" car is defined as any "Stack" car transporting one (1) or more containers, regardless of container being loaded or empty.)

Loaded "Stack" cars to be moved in any train other than Train No. 235 must be accompanied by Message Form 4801, properly executed and sent by the Intermodal Clerk handling the ramp spot involving such cars, at the time such cars are classed and ordered to be pulled from the ramp.

The yard clerk checking train for outbound movement must note any loaded "Stack" car(s) lined up to move in the train being checked, determine that message Form 4801 is on hand covering all "Stack" cars involved, and that message shows the correct car numbers and designates the correct train that the cars are to move in.

In addition to Yardmasters working in towers, all Bridge Operators, T&E, Clerical, and Mechanical Service employees must observe outbound trains for the presence of "Stack" equipment, and any discrepancies should be reported to the on-duty Yardmaster immediately.

Inbound Trains 111 and 236 as well as any "Extra East" movements into Norfolk Terminal Division may be expected to contain double stack cars.

Yard cuts to/from NIT, and in/about Portlock Yard, and/or Lambert Point Docks may contain double stack cars.

Yard crewmen must communicate with respective yardmaster to ensure their knowledge of the presence of double stack cars to ensure compliance with speed and overhead clearance restrictions in/about Norfolk Terminal Division and industrial sidings.

8) Double stack cars may not be operated in the following locations at Norfolk International Terminals (NIT) except on direction of a Transportation Department Supervisor:

a. Center rail door at Pier #2

b. Overhead wire over track on old NPBL Lead at NIT #79 switch

c. Overhead wire over tracks running between Warehouses #6 & #7

d. Overhead wire over tracks running on north side of Warehouse #8

e. Overhead wires over remaining lead track which used to go to Penrod Jurden and Clark.

All concerned must be on the lookout to ensure overhead clearance.

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.

Trains operating via Vabrook Connection to or from Durham District - 4,100 tons.

Trains operating west of Roanoke (both eastbound and westbound) - 4,500 tons.

EXCEPT:

Westward trains to run through beyond Bluefield-4,000 tons.

Westward trains to operate on the Pocahontas Division via Kellysville-2,500 tons.

Pulaski District trains between Wysor and Walton set-off track-7,000 tons.

Roanoke District-4,500 tons, EXCEPT between Elkton and Shenandoah—12,000 tons.

Winston-Salem District-4,100 tons.

Hagerstown District-4,500 tons, EXCEPT between Riverton and Hagerstown—10,200 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.

When trains pick up empty flat cars, if practical, they will be placed on or near the rear of the train.

When the following Office Cars and dormitory, sleeping and power cars are moved on the head end of freight trains, trailing tonnage must not exceed that shown below:

TERRITORY	NS CAR NUMBERS 3, 6, 8, 9, 11, 13, 20, 21, 23, 27, 31 and 32	NS CAR NUMBERS 1, 2, 4, 12, 18, 19, 25, 28, 29, 30, 39 NW 536,540,1407,9647 SOU 726,841,842,843, 844,845,2352
Blue Ridge Dist. (Between Crewe and Kinney via Belt Line)	10,000 Tons	8,000 Tons
Blue Ridge Dist. (Between Crewe and Kinney via Old Line)	9,600 Tons	7,500 Tons
Blue Ridge Dist. (Between Roanoke and Kinney)	7,100 Tons W. 7,500 Tons E.	4,600 Tons W. 5,100 Tons E.
Altavista Dist.	9,500 Tons W. 10,600 Tons E.	7,500 Tons W. 8,800 Tons E.
Christiansburg Dist.	6,500 Tons W. 9,000 Tons E.	4,000 Tons W. 6,500 Tons E.
Whitethorne Dist.	6,500 Tons W. 10,000 Tons E.	4,000 Tons W. 8,000 Tons E.
Pulaski Dist.	7,500 Tons W. 6,500 Tons E.	4,900 Tons W. 4,000 Tons E.
Roanoke Dist.	7,000 Tons	4,500 Tons
Hagerstown Dist.	7,000 Tons N. 5,500 Tons S.	4,500 Tons N. 3,500 Tons S.
Winston Dist.	6,500 Tons	4,000 Tons

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. It will be necessary when handling a loaded car with mixed side frames to inform the adjacent Division when the car is moving in a train towards that Division.

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4. 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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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.

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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.

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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.

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8. Loaded cars refused by consignee must not be pulled until all doors have been properly closed and sealed.

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9. 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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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 open shipments subject to damage by shifting loads on adjacent cars.

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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 is 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.

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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. SOU 900096 and similar cars used to handle coal for steam locomotives must be shoved to rest while being switched.

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15. Loaded roller bearing equipped cars having a mixture of pedestal-type side frames and converted box-type side frames found moving on Norfolk Southern 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.

It will be necessary when handling a loaded car with mixed side frames to inform the adjacent Division when the car is moving in a train towards that Division.

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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.

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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 the tie down cables being secured. Loading and unloading instructions, along with warnings not to move car without cable secured, are stencilled on these cars at several locations. System cars are in series SOU 118300 through SOU 118535 and NS 120000 through NS 120249.

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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.

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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.

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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.

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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.

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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."

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23. End doors must be closed and secured on enclosed multi-level cars before they are moved.

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24. 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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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.

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27. 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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28. **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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29. **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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12. PASSENGER TRAIN NOTES

NONE

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13. PHYSICIANS' DIRECTORY

F. M. Litton, FP	Abingdon, VA
J. S. Shaffer, GP	Abingdon, VA
J. W. Campbell, FP	Brookneal, VA
D. E. Carwile, FP	Brookneal, VA
W. G. Jones, FP	Brookneal, VA
E. A. Donovan, FP	Burkeville, VA
M. B. Donovan, FP	Burkeville, VA
J. W. Creef, GP	Chesapeake, VA
C. W. Root, OM	Chesapeake, VA
R. E. Godsey, GP	Crewe, VA
W. O. Ameen, Jr., FP	Danville, VA
C. R. Cobble,	Danville, VA
C. C. Freed, Jr., OPH	Danville, VA
A. F. Gross, ORS	Danville, VA
L. A. Lindquist, GS	Danville, VA
K. E. Overcash, OTO	Danville, VA
W. F. Crutchley, GS	Elizabeth City, NC
M. S. Redding	Elizabeth City, NC
R. A. Moore, IM	Farmville, VA
H. W. Nase, GS	Farmville, VA
R. F. Baxter, IM	Grundy, VA
E. D. Baugh, Jr., FP	Kenbridge, VA
R. D. Ailsworth, Jr., GP	Keysville, VA
R. R. Bowen, ORS	Lynchburg, VA
D. G. Branson, OM	Lynchburg, VA

P. B. Echols, Jr., OPH ..... Lynchburg, VA
M. C. Feinman, OTO ..... Lynchburg, VA
G. Gilmer, III, OTO ..... Lynchburg, VA
R. F. Stowers, Jr., FP ..... Lynchburg, VA
J. E. Williams, FP ..... Lynchburg, VA
J. S. Faulconer, OP ..... Madison Heights, VA
H. B. Larzelere, GS ..... Madison Heights, VA
J. A. Harmon, OM ..... Newport News, VA
D. N. Anderson, IM ..... Norfolk, VA
W. D. Atchley, Jr., IM ..... Norfolk, VA
J. W. Baker, Jr., GS ..... Norfolk, VA
S. B. Baker, RHU ..... Norfolk, VA
J. T. Bowers, III, PUD ..... Norfolk, VA
G. H. Burke, PUD ..... Norfolk, VA
I. M. Cantin, ORS ..... Norfolk, VA
R. E. Carlson, OPH ..... Norfolk, VA
J. W. Carty, IM ..... Norfolk, VA
Rees C. Chapman, HEM ..... Norfolk, VA
Hinsing S. Choi, IM ..... Norfolk, VA
G. H. Christian, R ..... Norfolk, VA
V. L. Cofer, Jr., IM ..... Norfolk, VA
P. R. Conkling, HEM ..... Norfolk, VA
J. P. Cross, Jr., OTO ..... Norfolk, VA
D. M. Cundiff, IM ..... Norfolk, VA
J. P. Devereux, ORS ..... Norfolk, VA
D. A. Dimond, PD ..... Norfolk, VA
J. G. Dixon, IM ..... Norfolk, VA
D. W. Drew, CDS ..... Norfolk, VA
W. P. Edmondson, Jr., ID ..... Norfolk, VA
Thomas D. Elder, RHU ..... Norfolk, VA
A. R. Garnett, Jr., GS ..... Norfolk, VA
P. O. Geib, OM ..... Norfolk, VA
W. W. Gough, RHU ..... Norfolk, VA
J. M. Graves, IM ..... Norfolk, VA
R. B. Henry, III, D ..... Norfolk, VA
Eric C. Hodeen, RHU ..... Norfolk, VA
E. B. Hodge, IM ..... Norfolk, VA
F. E. Holder, IM ..... Norfolk, VA
W. T. Humphrey, OPH ..... Norfolk, VA
C. E. Ives, GS ..... Norfolk, VA
L. R. Jordan, ORS ..... Norfolk, VA
J. N. King, GS ..... Norfolk, VA
R. G. Lemly-Mundy, IM ..... Norfolk, VA
T. J. Manser, IM ..... Norfolk, VA
T. C. Markham, ORS ..... Norfolk, VA
K. P. McEntee, IM ..... Norfolk, VA
S. H. McCoy, ORS ..... Norfolk, VA
S. A. Melin, HEM ..... Norfolk, VA
J. W. Miller, IM ..... Norfolk, VA
S. A. Miller, ID ..... Norfolk, VA
Zarine Mistry, EM ..... Norfolk, VA
G. A. Moses, IM ..... Norfolk, VA
M. L. Mooney, IM ..... Norfolk, VA
W. L. Oelrich, CD ..... Norfolk, VA
W. D. Payne, GS ..... Norfolk, VA
C. Ray Prible, MRO ..... Norfolk, VA
M. C. Rice ..... Norfolk, VA
W. L. Robinett, EM ..... Norfolk, VA
T. C. Royer, GP ..... Norfolk, VA
C. S. Scatarige, IM ..... Norfolk, VA
D. E. Sly, OTO ..... Norfolk, VA
S. St. Clair, ORS ..... Norfolk, VA
H. B. Taylor, Jr. OPH ..... Norfolk, VA

J. R. Tomlinson, IM ..... Norfolk, VA
L. Whitelock, OPH ..... Norfolk, VA
R. F. Steele, Jr., GP ..... Petersburg, VA
E. A. Barham, GP ..... Portsmouth, VA
P. H. Farrier, Jr., OM ..... Radford, VA
E. B. Carpenter, ORS ..... Richmond, VA
E. L. Clements, Jr., ORS ..... Richmond, VA
Hamdy I. Sayed, FP ..... Richmond, VA
H. Wiesinger, OPH ..... Richmond, VA
B. F. Wittkamp, IM ..... Richmond, VA
D. J. Bailey, Jr., IM ..... Roanoke, VA
T. N. Berdeen, Jr., EM ..... Roanoke, VA
A. C. Bockner, P ..... Roanoke, VA
H. W. Brubaker, FP ..... Roanoke, VA
J. G. Burch, N ..... Roanoke, VA
W. W. S. Butler, III, U ..... Roanoke, VA
L. J. Castern, OM ..... Roanoke, VA
G. E. Clapsaddle, FP ..... Roanoke, VA
John Cole, Jr., OT ..... Roanoke, VA
J. E. Comer, Jr., D ..... Roanoke, VA
J. B. Crum, OPH ..... Roanoke, VA
T. W. deBeck, OTH ..... Roanoke, VA
W. J. Dichtel, Jr., OT ..... Roanoke, VA
W. S. Elias, N ..... Roanoke, VA
R. J. Grayson, Jr., OT ..... Roanoke, VA
M. R. Hanabury, OTO ..... Roanoke, VA
L. T. Helms, OPH ..... Roanoke, VA
R. L. A. Keeley, VS ..... Roanoke, VA
A. J. LePeter, OPH ..... Roanoke, VA
J. M. Miller, IM ..... Roanoke, VA
D. P. Minichan, Jr., GS ..... Roanoke, VA
R. M. Newton, CD ..... Roanoke, VA
W. W. Pasley, OBG ..... Roanoke, VA
L. W. Patton, D ..... Roanoke, VA
L. J. Singer, OPH ..... Roanoke, VA
J. G. Snead, R ..... Roanoke, VA
W. W. Stevens, NS ..... Roanoke, VA
T. E. Strong, ORS ..... Roanoke, VA
J. B. Sydnor, OT ..... Roanoke, VA
T. F. Trostle, AN ..... Roanoke, VA
P. A. Wallenborn, Jr. ..... Roanoke, VA
E. N. Weaver, Jr., NS ..... Roanoke, VA
E. M. Lesko, AN ..... Rocky Mount, VA
W. B. Blair, P ..... Salem, VA
W. M. Blaylock, IM ..... Salem, VA
D. D. Blevins, IM ..... Salem, VA
D. M. Camden, IM ..... Salem, VA
R. W. Dillon, OPH ..... Salem, VA
K. C. Edmunds, FP ..... Salem, VA
J. S. Jeremiah, EM ..... Salem, VA
B. N. Jones, EM ..... Salem, VA
A. H. Myers, Jr., ORS ..... Salem, VA
J. P. Neathawk, Jr., IM ..... Salem, VA
M. P. Patel, PSY ..... Salem, VA
W. B. Rutherford, Jr., CD ..... Salem, VA
G. R. Shumate, GS ..... Salem, VA
W. L. Sibley, III, TS ..... Salem, VA
B. Spetzler, ORS ..... Salem, VA
G. H. Wall, GE ..... Salem, VA
T. S. R. Ward, U ..... Salem, VA
B. A. Watson, OPH ..... Salem, VA
E. W. Watts, Jr., IM ..... Salem, VA
D. R. Williams, CP ..... Salem, VA

15. AGENCY HOURS OF OPERATION (Cont'd)

Stations will be open daily except Saturdays, Sundays and holidays.

Franklin District

Suffolk ..... 7:00 AM to 7:45 PM
Mon. through Fri.

Suffolk ..... 7:00 AM to 5:00 PM, Sat.

Richmond District

Richmond ..... 7:00 AM to 11:59 PM
Mon. through Sat.
7:00 AM to 4:00 PM, Sun.

West Point ..... 8:00 AM to 5:00 PM, Daily

Durham District

South Boston ..... 7:30 A.M. to 4:30 P.M.

Christiansburg District

Narrows ..... 8:00 A.M. to 5:00 P.M.

Pulaski District

Radford ..... 10:00 A.M. to 7:00 P.M.

Chesapeake Western

Harrisonburg ..... 6:00 A.M. to 6:00 P.M.
Sunday through Friday

Norfolk Terminal ..... 8:00 A.M. to 5:00 P.M.
Monday through Friday

16. Communication & Signal Information
b. Detectors

Location of Track Side Analyzers (TSA), Stand Alone Detectors (SAD) and Radio Acknowledgment Points

LOCATION OF TSA/SAD	SCANS	RADIO ACKNOWLEDGMENT POINT
Norfolk District (TSA)		
Yadkins, M.P. N10.5	Either Direction Either Track	M.P. N8.0 - EW trains M.P. N13.0 - WW trains
Suffolk, M.P. N20.0	Either Direction Either Track	M.P. N17.0 - EW trains M.P. N23.0 - WW trains
Myrtle, M.P. N30.2	Either Direction Either Track	M.P. N27.0 - EW trains M.P. N33.0 - WW trains
Zuni, M.P. N40.5	Either Direction Either Track	M.P. N37.5 - EW trains M.P. N43.5 - WW trains
Wakefield, M.P. N50.5	Either Direction Either Track	M.P. N47.5 - EW trains M.P. N53.5 - WW trains
Waverly, M.P. N61.4	Either Direction Either Track	M.P. N58.0 - EW trains M.P. N64.0 - WW trains
New Bohemia, M.P. N75.0	Either Direction Either Track	M.P. N72.0 - EW trains M.P. N78.0 - WW trains
Jack, M.P. N89.0	Either Direction Either Track	M.P. P7 - EW trains M.P. N92.0 - WW trains
Ford, M.P. N104.4	Either Direction Either Track	M.P. N101.0 - EW trains M.P. N107.0 - WW trains
Nottoway, M.P. N121.6	Either Direction Either Track	M.P. N119.0 - EW trains M.P. N125.0 - WW trains
Blue Ridge District (TSA)		
Rice, M.P. N141.1	Either Direction	M.P. N138.0 - EW trains M.P. N144.0 - WW trains
Prospect, M.P. N158.4	Either Direction	M.P. N155.0 - EW trains M.P. N161.0 - WW trains

16. Communication & Signal Information (Cont'd)
b. Detectors

Location of Track Side Analyzers (TSA), Stand Alone Detectors (SAD) and Radio Acknowledgment Points

LOCATION OF TSA/SAD	SCANS	RADIO ACKNOWLEDGMENT POINT
Blue Ridge District (TSA) (Cont'd)		
Goodwin, M.P. B4.5	Either Direction	M.P. B2.0 - EW trains M.P. B7.0 - WW trains
Briery, M.P. B16.8	Either Direction	M.P. B14.0 - EW trains M.P. B20.0 - WW trains
Maloney, M.P. B29.3	Either Direction	M.P. B26.0 - EW trains M.P. B32.0 - WW trains
Evergreen, M.P. N176.5	Either Direction	M.P. N173.0 - EW trains M.P. N179.0 - WW trains
Phoebe, M.P. PH2.9	Either Direction	M.P. PH0.0 - EW trains M.P. PH6.0 - WW trains
Lynchburg, M.P. PH18.0	Either Direction	M.P. PH15.0 - EW trains M.P. PH21.0 - WW trains
Lowry, M.P. N222.9	Either Direction	M.P. N220.0 - EW trains M.P. N226.0 - WW trains
Irving, M.P. N237.3	Either Direction	M.P. N234.0 - EW trains M.P. N240.0 - WW trains
Bonsack, M.P. N251.5	Either Direction Either Track	M.P. N248.0 - EW trains M.P. N254.0 - WW trains
Altavista District (TSA)		
Cullen, M.P. V151.2	Either Direction	M.P. V148.0 - EW trains M.P. V154.0 - WW trains
Aspen, M.P. V162.9	Either Direction	M.P. V160.0 - EW trains M.P. V166.0 - WW trains
Long Island, M.P. V177.4	Either Direction	M.P. V175.0 - EW trains M.P. V180.0 - WW trains
Mansion, M.P. V194.9	Either Direction	M.P. V192.0 - EW trains M.P. V198.0 - WW trains
Huddleston, M.P. V214.6	Either Direction	M.P. V212.0 - EW trains M.P. V218.0 - WW trains
Goodview, M.P. V229.7	Either Direction	M.P. V227.0 - EW trains M.P. V233.0 - WW trains
Durham District (TSA)		
Crystal Hill, M.P. L51.5	Either Direction	M.P. L49.0 - NW trains M.P. L54.0 - SW trains
Christiansburg District (TSA)		
Glenvar, M.P. N271.1	Either Direction Either Track	M.P. N268.0 - EW trains M.P. N274.0 - WW trains
Christiansburg, M.P. N289.9	Either Direction Either Track	M.P. N287.0 - EW trains M.P. N293.0 - WW trains
Dry Branch, M.P. N311.0	Either Direction	M.P. N308.0 - EW trains M.P. N314.0 - WW trains
Potts Valley, M.P. N327.6	Either Direction	M.P. N325.0 - EW trains M.P. N331.0 - WW trains

16. Communication & Signal Information (Cont'd)
b. Detectors
Location of Track Side Analyzers (TSA), Stand Alone Detectors (SAD) and Radio Acknowledgment Points

LOCATION OF TSA/SAD	SCANS	RADIO ACKNOWLEDGMENT POINT
Christiansburg District (TSA) (Cont'd)		
Glen Lyn, M.P. N340.4	Either Direction Either Track	M.P. N337.0 - EW trains M.P. N343.0 - WW trains
Ingleside, M.P. N351.0	Either Direction Either Track	M.P. N348.0 - EW trains M.P. N354.0 - WW trains
Pulaski District (SAD)		
New River, MP NB302.6	Either Direction	MP NB300.0 - EW trains MP NB305.0 - WW trains
Pulaski, M.P. NB317.2	Either Direction	MP NB315.0 - EW trains MP NB320.0 - WW trains
Max Meadows, MP NB329.7	Either Direction	MP NB327.0 - EW trains MP NB332.0 - WW trains
Grubb, M.P. NB340.6	Either Direction	MP NB338.0 - EW trains MP NB343.0 - WW trains
Groseclose, MP NB353.5	Either Direction	MP NB351.0 - EW trains MP NB356.0 - WW trains
Marion, M.P. NB365.4	Either Direction	MP NB363.0 - EW trains MP NB368.0 - WW trains
Chilhowie, MP NB378.0	Either Direction	MP NB375.0 - EW trains MP NB381.0 - WW trains
Abingdon, MP NB390.4	Either Direction	MP NB388.0 - EW trains MP NB393.0 - WW trains
Wallace, MP NB402.6	Either Direction	MP NB400.0 - EW trains MP NB405.0 - WW trains
Whitethorne District (TSA)		
Norcross, MP V312.0	Either Direction	M.P. V309.0 - EW trains M.P. V315.0 - WW trains
McCoy, MP V293.4	Either Direction	M.P. V290.0 - EW trains M.P. V296.0 - WW trains
Yellow Sulphur, MP V276.3	Either Direction	M.P. V273.0 - EW trains M.P. V279.0 - WW trains
Wabun, M.P. V256.7	Either Direction	M.P. V254.0 - EW trains M.P. V260.0 - WW trains
Hagerstown District (SAD)		
Antietam, MP H14.4	Either Direction	MP H11.0 - NW trains MP H17.0 - SW trains
Byrd, M.P. H29.5	Either Direction	MP H27.0 - NW trains MP H32.0 - SW trains
Boyce M.P. H45.0	Either Direction	MP H42.0 - NW trains MP H48.0 - SW trains
Cedarville, MP H56.4	Either Direction	M.P. H53.0 - NW trains M.P. H59.0 - SW trains

16. Communication & Signal Information (Cont'd)
b. Detectors
Location of Track Side Analyzers (TSA), Stand Alone Detectors (SAD) and Radio Acknowledgment Points

LOCATION OF TSA/SAD	SCANS	RADIO ACKNOWLEDGMENT POINT
Hagerstown District (SAD) (Cont'd)		
Karo, MP H69.0	Either Direction	M.P. H66.0 - NW trains M.P. H72.0 - SW trains
Rileyville, M.P. H79.5	Either Direction	M.P. H77.0 - NW trains M.P. H82.0 - SW trains
Spitler, M.P. H91.5	Either Direction	M.P. H89.0 - NW trains M.P. H94.0 - SW trains
Grove Hill, M.P. H103.9	Either Direction	M.P. H101.0 - NW trains M.P. H107.0 - SW trains
Roanoke District (SAD)		
Island Ford, MP H119.8	Either Direction	M.P. H117.0 - NW trains M.P. H123.0 - SW trains
Harriston, MP H134.4	Either Direction	M.P. H131.0 - NW trains M.P. H137.0 - SW trains
Lyndhurst, M.P. H148.1	Either Direction	M.P. H145.0 - NW trains M.P. H151.0 - SW trains
Pkin, M.P. H164.6	Either Direction	M.P. H162.0 - NW trains M.P. H168.0 - SW trains
Riverside, M.P. H180.9	Either Direction	M.P. H178.0 - NW trains M.P. H184.0 - SW trains
Natural Bridge M.P. H197.8	Either Direction	M.P. H195.0 - NW trains M.P. H201.0 - SW trains
Arcadia, M.P. H208.9	Either Direction	M.P. H206.0 - NW trains M.P. H212.0 - SW trains
Nace, M.P. H224.6	Either Direction	M.P. H222.0 - NW trains M.P. H228.0 - SW trains
Winston-Salem District (TSA)		
Boones Mill, M.P. R22.2	Either Direction	M.P. R20.0 - NW trains M.P. R25.0 - SW trains
Henry, M.P. R49.9	Either Direction	M.P. R48.0 - NW trains M.P. R52.0 - SW trains
Fontaine, M.P. R72.3	Either Direction	M.P. R70.0 - NW trains M.P. R75.0 - SW trains
Mabrico, M.P. R97.3	Either Direction	M.P. R94.0 - NW trains M.P. R100.0 - SW 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 must take every precaution to ensure that 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. 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/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 4.

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 4.

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.

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
CSX 3-Road	32	32
CSX 4-Road	66	66
CR 1-Road	46	46
CR 2-Road	64	64
CR 3-Road	50	50
CR 4-Road	58	58

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
Norfolk District				
Portlock, VA	NW-1	1	2	Continuous
Windsor, VA	NW-1	1	2	Continuous
Waverly, VA	NW-1	1	2	Continuous
Poole Siding, VA	NW-1	1	2	Continuous
Crewe, VA	NW-1	1	2	Continuous
Blue Ridge District				
Pamplin, VA	NW-1	3	8	Continuous
Green Bay, VA	NW-1	3	8	Continuous
Lynchburg, VA	NW-1	3	8	Continuous
Long Mtn., VA	NW-1	3	8	Continuous
Bedford, VA	NW-1	3	8	Continuous
Roanoke, VA	NW-1	3	8	Continuous
Franklin District				
Suffolk, VA	NW-2	1	2	Continuous
Franklin VA	NW-2	1	2	Continuous
Capron, VA	NW-2	1	2	Continuous
Emporia, VA	NW-2	1	2	Continuous
Lawrenceville, VA	NW-2	1	2	Continuous
Durham District				
Cluster Springs, VA	NW-1	2	5	Continuous
Richmond District				
Quinton, VA	NW-1	2	5	Continuous
Dodamead, VA	NW-1	2	5	Continuous
West Point, VA	NW-1	2	5	Continuous
Altavista District				
Greenbay, VA	NW-1	3	8	Continuous
Vabrook, VA	NW-1	2	5	Continuous
Altavista, VA	NW-1	3	8	Continuous
Long Mtn., VA	NW-1	2	5	Continuous
Huddleston, VA	NW-1	3	8	Continuous
Goodview, VA	NW-1	3	8	Continuous
Roanoke, VA	NW-1	3	8	Continuous
Christiansburg District				
Salem, VA	NW-1	1	2	Continuous
Shawsville, VA	NW-1	4	0	Continuous
Vicker, VA	NW-1	1	2	Continuous
Cowen, VA	NW-1	2	5	Continuous
Dry Branch, VA	NW-1	1	2	Continuous
Ripplemead, VA	NW-1	2	5	Continuous
Narrows, VA	NW-1	1	2	Continuous
Kelleysville, WV	NW-1	4	0	Continuous
Ada, WV	NW-1	1	2	Continuous

16d. LOCATION OF DISPATCHER-CONTROLLED RADIO BASE STATIONS (Cont'd)

Location	Frequency	Accousticouple Access Code	DTMF Code	Hours
Whitethorne District				
Salem, VA	NW-1	1	2	Continuous
Fagg, VA	NW-1	2	5	Continuous
Bradshaw, VA	NW-1	3	8	Continuous
Merrimac, VA	NW-1	3	8	Continuous
Ripplemead, VA	NW-1	2	5	Continuous
Narrows, VA	NW-1	1	2	Continuous
Pulaski District				
Radford, VA	NW-2*	3	8	Continuous
Pulaski, VA	NW-1	2	5	Continuous
Wytheville, VA	NW-1	3	8	Continuous
Atkins, VA	NW-1	2	5	Continuous
Grade Spring, VA	NW-1	3	8	Continuous
Abingdon, VA	NW-1	2	5	Continuous
Hagerstown District				
Hagerstown, MD	NW-3	1	2	Continuous
Rippon, WV	NW-3	2	5	Continuous
Front Royal, VA	NW-3	3	8	Continuous
Vaughn, VA	NW-3	1	2	Continuous
Shenandoah, VA	NW-3	2	5	Continuous
Roanoke District				
Waynesboro, VA (Crewe Disp.)	NW-3	3	8	Continuous
Waynesboro, VA (Shenandoah Disp.)	NW-3	1	2	Continuous
Lofton, VA	NW-3	2	5	Continuous
Appo Hill, VA	NW-3	3	8	Continuous
Glasgow, VA	NW-3	1	2	Continuous
Buchanan, VA	NW-3	2	5	Continuous
Chesapeake Western				
McGaheysville	NW-2			
Harrisonburg	NW-2			
Broadway	NW-2			
Winston-Salem District				
Taylor, VA	NW-3	2	5	Continuous
Lanahan, VA	NW-3	3	8	Continuous
Henry, VA	NW-3	1	2	Continuous
Bassett, VA	NW-3	2	5	Continuous
Martinsville, VA	NW-3	3	8	Continuous
Stoneville, NC	NW-3	1	2	Continuous
Pine Hall, NC	NW-3	2	5	Continuous
Winston-Salem, NC	NW-3	3	8	Continuous

* All trains will operate on frequency NW-2 between Walton, Virginia and M.P. NB305 on the Pulaski District.

When using DTMF code or Acousticouple Access Code on the Norfolk District, Blue Ridge District, Franklin District, Durham District, Richmond District, Altavista District, Winston-Salem District and the Cowan, Dry Branch, Fagg, Merrimac, Bradshaw, Radford, Wytheville, Glade Spring, and Vicker Dispatcher Controlled Radios on the Christiansburg, Whitethorne, and Pulaski Districts, field personnel will receive an answer back tone after the calling tone is sent, but they will not be able to communicate with the dispatcher until he answers their call.

16e. EMERGENCY CALL-IN FEATURE

On the Norfolk District, Blue Ridge District, Franklin District, Durham District, Richmond District, Altavista District, Winston-Salem District and the Cowan, Dry Branch, Fagg, Merrimac, Bradshaw, Radford, Wytheville, Glade Spring, and Vicker Dispatcher Controlled Radios of the Christiansburg, Whitethorne, and Pulaski Districts, field personnel can talk directly to the dispatcher by first setting up the dispatcher radio, then pressing "0" if using DTMF Code or "4" if using Accousticouple Access code, within 6 to 10 seconds, and an answer back will be heard in the field. This indicates the dispatcher is able to monitor all radio transmission on the channel being used.

16f. LOCATION OF WAYSIDE RADIO BASE STATIONS

Location	Frequency	Hours
Norfolk Terminal		
Bridge 7	NW-1	Continuous
Portlock Yardmaster	NW-1	Continuous
Bridge 5	NW-1 & 2	Continuous
West End Tower (Lamberts Point)	NW-2, 3 & SOU-1	Continuous
Drawbridge	NW-1	6A-10P Daily
Virginia Division		
Suffolk	NW-1 & 2	7A-7:45P Ex. Sat., Sun. & Holidays
Hopewell	NW-1	8A-11:59P
Richmond	NW-1 & 2	6A-11:59P Mon.-Sat. 6A-4P Sun.
West Point	NW-1	8A-5P Daily
Crewe-Yard	NW-2	Continuous
South Boston	NW-1	7:30A-4:30P Ex. Sat. Sun. & Holidays
Dispatchers:		
Crewe	NW-1 & 3	Continuous
Lynchburg	NW-1	Continuous
Roanoke	NW-2	Continuous
Shenandoah	NW-1 & 3	Continuous
New River	NW-1	Continuous
Narrows	NW-1	8A-5P Ex. Sat., Sun. & Holidays
Radford	NW-2	10A-7P Ex. Sat., Sun. & Holidays
Bristol (Yard)	NW-1	Continuous
Hagerstown	NW-3	Continuous
Shenandoah	NW-3	Continuous
Waynesboro	NW-3	7:30A-5P Ex. Sat., Sun. & Holidays
Winston-Salem (Yard)	NW-3	Continuous
Roanoke Terminal		
Shaffers Crossing (Hump Y/M)	NW-1 & 2	Continuous
Shaffers Crossing (Trainmaster)	NW-2	Continuous
15th Street Yardmaster	NW-2	Continuous
Chesapeake Western		
Harrisonburg	NW-2 & 1	7A-7P Ex. Sat., Sun. & Holidays
Bluefield Terminal		
Bluefield Tower	NW-2	Continuous
Mercer Street Switchtender	NW-2	Continuous

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.

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 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

C. TRAIN PLACEMENT OF PLACARDED CARS: (Cont'd)

(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.

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 (4921850/4921851)
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)
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

D. KEY TRAINS: (Cont'd)

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, 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: (###)-###-####

17. HAZARDOUS MATERIALS (Cont'd)

E. DOCUMENTATION: (Cont'd)

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.

   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.

17. HAZARDOUS MATERIALS (Cont'd)

F. INSPECTION: (Cont'd)

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."

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].

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

17. HAZARDOUS MATERIALS (Cont'd)

G. MARKING AND PLACARDING HAZARDOUS MATERIALS (Cont'd):

Hazard Class	Placard Notation	Placard Endorsement
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 work 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].

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].

17. HAZARDOUS MATERIALS (Cont'd)

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.

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].

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).

I. HYDROCYANIC ACID (HCN) TANK CARS (Cont'd)

(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 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.

L. INSTRUCTIONS TO EMPLOYEES IN THE EVENT OF A HAZARDOUS MATERIALS INCIDENT OR ACCIDENT (Cont'd):

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 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 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	See Note (1)			

		GROUP 1	GROUP 2		GROUP 3	GROUP 4			GROUP 5	GROUP 6
	RESTRICTIONS	Any Car	Tank Car	Other Than 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	**OCCUPIED CABOOSE**	X	X (See Note (2))	X	X	X	X			
5	**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	**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	ANY RAIL CAR, TRANSPORT VEHICLE, OR FREIGHT CONTAINER WITH TEMPERATURE CONTROL EQUIPMENT OR INTERNAL COMBUSTION ENGINE IN OPERATION	X	X			X				
8	**GROUP 1:** DIVISION 1.1 OR 1.2 (CLASS A EXPLOSIVES)		X	X	X	X		X		
9	**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	**GROUP 3:** CLASS 7 (RADIOACTIVE)	X	X	X		X		X		
11	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						

(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.

(3) "EMPTY/RESIDUE TANK CARS" CAN BE HANDLED IDENTICAL TO EMPTY/RESIDUE TANK CARS PLACARDED AS IN GROUP 4.

STB FD 33388 6-23-97 A 180274TTQ 3/3

NORFOLK SOUTHERN

HAZARDOUS MATERIALS SWITCHING CHART

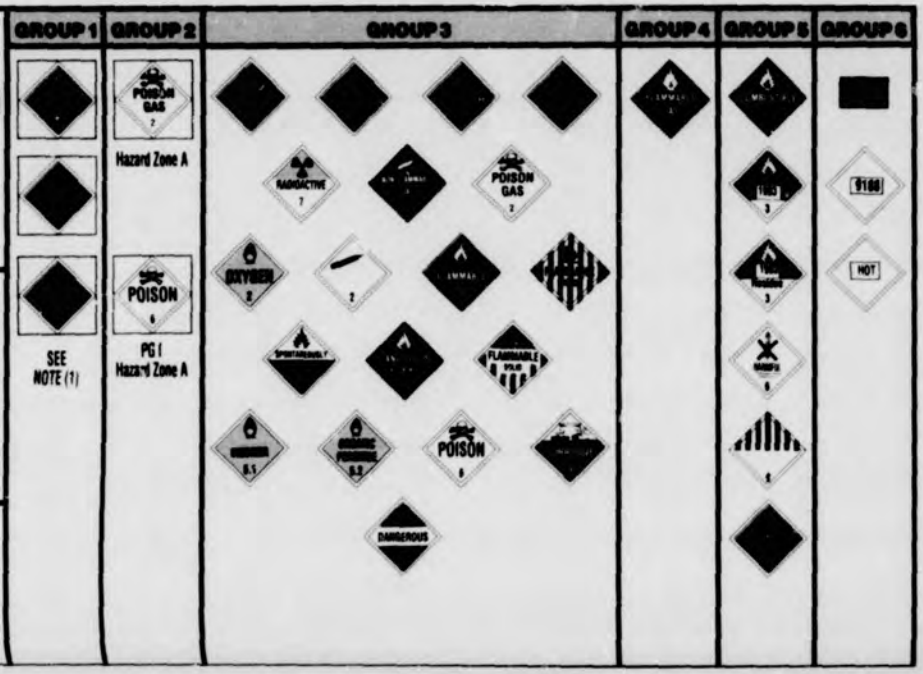
HOW TO USE THIS CHART

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.



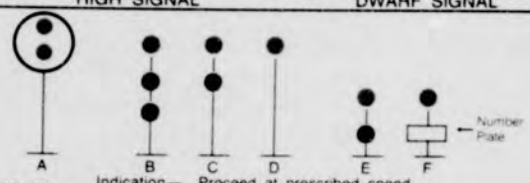
RESTRICTIONS	Any Car	Any Car	Loaded Tank Car	Loaded Flat Car See Note (2)	Other Loaded Rail Car	Any Loaded Car	Any Car	Any Car
1 SHALL BE SEPARATED FROM ENGINE BY AT LEAST ONE NON-PLACARDED CAR OR BY AT LEAST ONE CAR PLACARDED/MARKED IN ACCORDANCE WITH GROUP 5 OR GROUP 6 OF THIS CHART.	X							
2 SHALL 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.

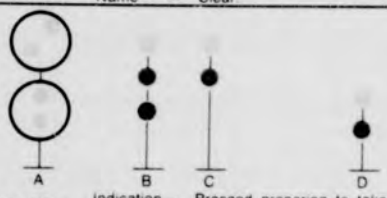
(2) RESTRICTIONS GOVERNING SWITCHING OF LOADED PLACARDED FLAT CARS INCLUDE THOSE CARRYING TRAILERS, CONTAINERS AND/OR INTERMODAL TANK CONATAINERS (RESIDUE EMPTY INTERMODAL CONTAINERS ARE NOT CONSIDERED TO BE LOADS).

NORFOLK AND WESTERN
Automatic Block, Interlocking, and TC Signals

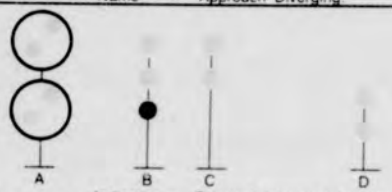
HIGH SIGNAL DWARF SIGNAL



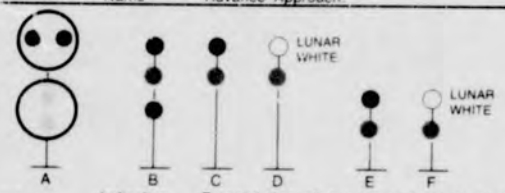
RULE 281
Indication— Proceed at prescribed speed.
Name — Clear.



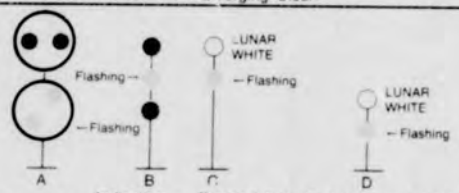
RULE 282
Indication— Proceed preparing to take diverging route beyond next signal at prescribed speed.
Name — Approach Diverging.



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.

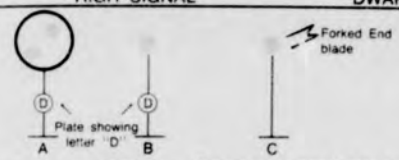
RESTRICTED SPEED—A speed that will permit stopping short of train, engine, obstruction, or switch not properly lined and looking out for broken rail, but not exceeding 15 MPH.

SLOW SPEED—A speed not exceeding 15 MPH.

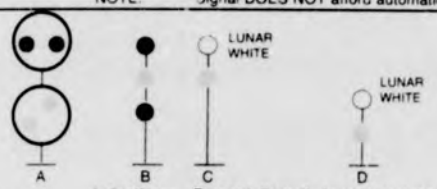
YARD SPEED—A speed that will permit stopping within one-half the range of vision.

NORFOLK AND WESTERN
Automatic Block, Interlocking, and TC Signals

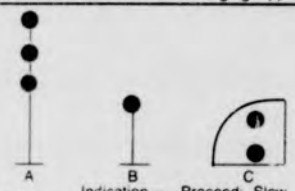
HIGH SIGNAL DWARF SIGNAL



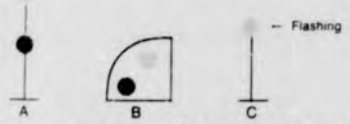
RULE 285-A
Indication— Proceed preparing to stop at next home signal. Train or engine exceeding Medium Speed must at once reduce to that speed.
Name — Approach Distant.
NOTE: Signal DOES NOT afford automatic block protection.



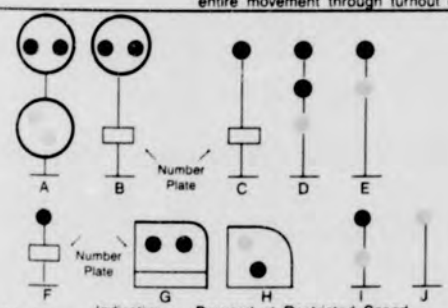
RULE 286
Indication— Proceed through turnout or turnouts at prescribed speed preparing to stop at next signal. Train or engine exceeding Medium Speed must at once reduce to that speed.
Name — Diverging Approach.



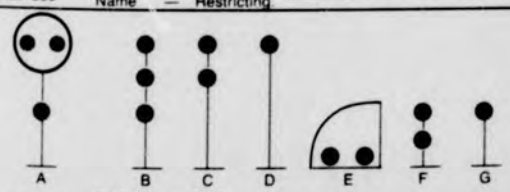
RULE 287
Indication— Proceed; Slow Speed within interlocking limits or through turnout or turnouts.
Name — Slow Clear.
NOTE: Slow Speed applies until leading end of movement reaches opposing home signal when route is lined for straight track movement. Slow Speed applies for entire movement through turnout 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 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

180274 T T R

NORFOLK SOUTHERN

®

Western Region

Tennessee Division

Effective Sunday, July 23, 1995

1:01 A.M. Eastern Standard Time
12:01 A.M. Central Standard Time

Timetable Number

7

RECEIVED
JUN 23 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**
§ §	**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.

KNOXVILLE DISTRICT BRISTOL LINE—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 BRISTOL
Yard	.....	0.0A	YL Y . . Bristol . . DN		..	.....	0.0
10	.....	11.0A	. . . . Bluff City	†	..	.....	11.2
.....	3847	15.5A	. Piney Flats Stg. .	†	..	.....	15.0
Yard	.....	24.8A	. . Johnson City . .	†	..	.....	24.8
20	.....	33.0A	. . Jonesborough . .	†	..	.....	33.1
.....	4240	38.0A	. . . . . Telford	†	..	.....	37.4
20	4614	50.5A	. . . . . Afton	†	..	.....	50.0
230	.....	56.7A	. . . Greeneville . . .	†	..	.....	56.7
.....	4762	63.5A	. . . . . Rader	†	..	.....	63.5
20	.....	71.4A	. . . . Mohawk	†	..	.....	71.4
Yard	9895	75.7A	Y . . . Bulls Gap . . .	†	..	.....	75.7
.....	.....	76.0A	. . . . . Justice	†	C	.....	76.0
.....	.....	77.6A	. . . . . Kite		..	.....	77.6
.....	5925	82.6A	. . . Russellville . . .		..	.....	82.6
.....	.....	89.0A	. . . . Pickens		..	.....	89.0
Yard	.....	91.4A	. . . . New Line		C	.....	91.4
200	.....	92.4A	. . . Morristown . . .		..	.....	92.4
.....	.....	92.7A	. . . . . Coulter		..	.....	92.7
.....	.....	94.1A	. . . . . Alpha		..	.....	94.1
46	.....	100.0A	. . . . . Keister		..	.....	100.0
.....	.....	107.1A	. . . . . Friends		..	.....	107.1
.....	.....	110.2A	. . . . . Hodges		..	.....	110.2
.....	.....	119.2A	. . . Roseberry . . .		..	.....	119.2
Yard	.....	121.6A	E. End Sevier Yd.		C	.....	121.6
Yard	.....	122.2A	YL Y . . Lizzie		C	.....	122.2
Yard	.....	125.0A	W. End Sevier Yd. (E. End Two Tracks)	†	C	.....	125.0

KNOXVILLE DISTRICT RIVER LINE—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 SALISBURY
Yard	.....	S141.0	YL Y . Asheville . DN		..	.....	141.0
.....	.....	S142.3	. . . Murphy Jct . . .		C	.....	142.3
12	.....	S145.9	. . . . . Craggy		..	.....	145.9
.....	.....	S157.3	. . . . . Volga		..	.....	157.3
.....	10241	S159.7	. . . . . Ivy		..	.....	159.7
.....	.....	S166.3	. . . . . Nocone		..	.....	166.3
.....	10234	S168.3	. . . . . Walnut		..	.....	168.3
21	.....	S180.1	. . . Hot Springs . . .		..	.....	180.1
.....	12235	S182.7	. . . . . French		..	.....	182.7
.....	.....	S193.9	. . . . . Del Rio		..	.....	193.9
.....	7197	S195.1	. . . . Big Creek		..	.....	195.1
.....	.....	S200.7	. . . Bridgeport . . .		..	.....	200.7
18	10097	S202.9	. . . . . Huff		..	.....	202.9
52	.....	S206.4	. . . . Newport		..	.....	206.4
.....	.....	S213.5	. . . . Leadvale		..	.....	213.5
100	10263	S215.5	. . . . . Lilac		..	.....	215.5
.....	.....	S216.5	. . . . Douglas		C	.....	216.5
Yard	.....	S228.0	. . . . New Line		C	.....	228.0

KNOXVILLE DISTRICT BL LINE—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 WARD
.....	.....	17.0BL	. . . . Douglas		C	.....	17.0
50	.....	11.1BL	. . . . . Hale		..	.....	11.1
48	2100	9.0BL	. . . . . Susong		..	.....	9.0
Yard	.....	0.0BL	Y . . . . . Ward		C	.....	0.0

KNOXVILLE WEST END 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 Bristol
Yard	.....	125.0A	W. End Sevier Yd (E End Two Track)		C	.....		125.0
Yard	.....	130.7A	Y. Knoxville ...			.....		130.7
Yard	.....	131.1A	YL . . K & A Jct. . .			.....		131.1
.....	.....	132.3A	W End Two Trks.		A	◇		132.3
10	7714	135.4A	. . Bearden			.....		135.4
.....	2000	139.3A	. . . . Ebenezer			.....		139.3
.....	10930	146.5A	. . . . . Boyd			.....		146.5
178	3885	154.0A	. . . Lenoir City . . .			.....		154.0
Yard	.....	159.6A	Y . . . . Loudon			.....		159.6
.....	6994	161.3A	. . . . . Craig			.....		161.3
23	.....	165.5A	. . . Philadelphia . . .			.....		165.5
71	.....	172.0A	. . . Sweetwater . . .			.....		172.0
.....	10400	172.2A	. Sweetwater Sdg. .			.....		172.2
5	.....	179.8A	. . . . . Niota			.....		179.8
30	7307	183.7A	. . . . . Hutsell			.....		183.7
70	.....	185.9A	. . . . . Athens			.....		185.9
.....	1971	189.3A	. . . . . Coile			.....		189.3
.....	7720	195.6A	. . . . Sanford			.....		195.6
125	.....	200.9A	YL . Charleston . . .			.....		200.9
4	7341	206.7A	. . . . . Tasso			.....		200.7
.....	.....	211.7A	. . . . . Lyle		C	.....		211.7
Yard	7328	212.7A	. . . . Cleveland			.....		212.7
.....	.....	213.5A	Y . . . . Bradley		C	.....		213.5
.....	.....	215.0A	. . . . Dockerv . . .		C	.....		215.0
3	.....	220.8A	. . . . McDonald			.....		220.8
7	.....	226.6A	. . . . Ooltewah		C	.....		226.6
.....	.....	230.5A	. . . . . Summit		C	.....		230.5
2	.....	235.0A	. . . . . Jersey		C	.....		235.0
.....	.....	236.0A	. . . . Williams		C	.....		236.0
.....	.....	236.6A	. . . . . Spell		C	.....		236.6
.....	.....	237.3A	Y . . . . Brown		C	.....		237.3
.....	.....	238.2A	Y . . . Citico Jct. . . .		C	.....		238.2
.....	.....	238.7A	. . . . . Pierce		C	.....		238.7
.....	.....	239.8A	. . . . . Webb		C	.....		239.8
Yard	.....	240.0A	Y deButts Yard DN			.....		240.0

Georgia Division Timetable governs between Ooltewah and Jersey.

KNOXVILLE DISTRICT OAKDALE LINE—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 Knoxville
Yard	.....	0.0CO	YL. W. End Sevier Yd		C	.....		0.0
.....	.....	3.6CO	Y . . . . Beverly		C	.....		3.6
Yard	.....	2.3C	. . . . . Coster		C	.....		2.3
56	.....	4.6C	. . . . Black Oak			.....		4.6
.....		7.2C	. . . . Bradford			.....		7.2
10	5233	8.2C	. . . . . Powell			.....		8.2
30	.....	13.4C	. . . . Heiskell			.....		13.4
160	5800	19.4C	. . . East Siding . . .			.....		19.4
		20.7C	. . . . . Clinch			.....		20.7
Yard	.....	20.9C	. . . . . Clinton		C	.....		20.9
.....	.....	36.1D	. . . . . Oliver		C	.....		36.1
.....		39.5D	. . . . Scandlyn			.....		39.5
50	9364	41.4D	. . . . . Blair			.....		41.4
30	.....	49.6D	Y . . . Harriman . . .		C	.....		49.6
.....	.....	50.2D	. . . Devonia St. . . .			.....		50.2
170	.....	51.3D	. . Harriman Jct. . .		C	.....		51.3
.....	.....	54.1D	. . . . Tunnel 26			.....		54.1
.....	.....	54.8D	. . . . Tunnel 25			.....		54.8
Yard	.....	55.2D	. . . . Oakdale			.....		55.2

Kentucky Divison timetable governs between Harriman Junction and Oakdale.

KNOXVILLE DISTRICT JELLICO LINE—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 Knoxville
Yard	1587	20.9C	YL . . . Clinton		C	.....		20.9
200	.....	31.4C	. . . . Lake City	§		.....		31.4
.....	.....	38.4C	. . . . Caryville	§		.....		38.4
.....	5667	47.0C	. . . . Buckeye	§		.....		47.0
37	.....	49.0C	. . . . . Pioneer	§		.....		49.0
25	.....	55.1C	. . . . Elk Valley	§		.....		55.1
30	3834	62.0C	. . . . Newcomb	§		.....		62.0
141	.....	66.0C	. . . . . Jellico	§		.....		66.0
.....	.....	67.6C	. . . . . Lot		C	.....		67.6
.....	.....	72.0C	YL Y . Holton		C	.....		72.0
.....	.....	76.0C	. . . . Arco Jct.	§		.....		76.0
17	.....	79.1C	. . . . Clairfield	§		.....		79.1
.....	.....	85.0C	Y . . . . . Fonde	§		.....		85.0

CSXT Timetable and Rules govern between Lot and Fonde.

KNOXVILLE DISTRICT MIDDLESBORO LINE 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 KNOXVILLE
Yard	.....	.....	YL W. End Sevier Yd (S. End Two Tracks)		C		.....	.....
.....	.....	5.6CG	YL Y . . Beverly .... (N. End Two Tracks)		C		.....	5.6
48	.....	6.0CG	YL Y . . Beverly	§			.....	6.0
56	.....	21.8CG	..... Luttrell	§			.....	21.8
.....	1530	.....	..... Zinc	§			.....	29.2
.....	1637	32.2CG	.... Washburn	§			.....	32.2
30	2472	49.7CG	.... Tazewell	§			.....	49.7
78	.....	64.0CG	..... Tiprell	§			.....	64.0
.....	.....	65.5CG	. Cumberland Gap .	§			.....	65.5
Yard	.....	69.3CG	YL Y. Middlesboro .	§			.....	69.3

CSXT Timetable Rules and Regulations govern between Cumberland Gap and Middlesboro.

KNOXVILLE DISTRICT K & A LINE—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 KNOXVILLE
Yard	.....	0.0KA	YL Y . Knoxville .				.....	0.0
Yard	.....	0.4KA	YL . . K & A JCT .	§			.....	0.4
10	.....	12.1KA	. . Alcoa N. Plant . .	§			.....	12.1
Yard	.....	15.0KA	..... Alcoa	§			.....	15.0
3	.....	16.0KA	.... Maryville	§			.....	16.0

KNOXVILLE DISTRICT COSTER—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 KNOXVILLE
Yard	.....	0.0C	Y . Knoxville .				.....	0.0
.....	.....	0.5C	YL . S.End Two Trks	§			.....	0.5
Yard	.....	2.3C	. . . Coster . . . (N. End Two Tracks)	§§	C		.....	2.3

APPALACHIA 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 ANDOVER
.....	.....	87.0TC	Y .... Justice		C		.....	87.0
Yard	.....	86.3TC	..... Ward		C		.....	86.3
.....	.....	85.7TC	..... Moore				.....	85.7
.....	15734	82.3TC	..... Summit				.....	82.3
Yard	.....	75.5TC	.... McCloud				.....	75.5
.....	.....	73.2TC	..... Hogan				.....	73.2
15	.....	70.0TC	..... Burem				.....	70.0
.....	.....	65.1TC	.... Hawkins				.....	65.1
.....	9180	63.4TC	. . Surgoinsville . .				.....	63.4
.....	.....	54.2TC	. . . Church Hill . . .				.....	54.2
Yard	.....	46.3TC	..... Frisco		C		.....	46.3
.....	.....	43.8TC	..... Yuma				.....	43.8
.....	9192	42.0TC	..... Smith				.....	42.0
.....	.....	34.1T	..... Boone				.....	34.1
.....	6592	32.4T	.... Watkins				.....	32.4
25	.....	24.5T	..... Glenita				.....	24.5
.....	.....	16.3T	..... Tito				.....	16.3
.....	6551	15.1T	..... Jasper				.....	15.1
82	.....	3.4T	. Big Stone . .		C		.....	3.4
Yard	.....	1.0T	YL Y . Appalachia	§			.....	1.0
Yard	.....	1N0.0	. Andover. DN	§			.....	0.0

Pocahontas Division Timetable governs between Big Stone and Andover.

MEMPHIS DISTRICT EAST END—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 BRISTOL
Yard	.....	240.0A	Y . . deButts Yd . . DN		..		◇	240.0
.....	.....	241.8A	. . . . . Pratt		C		.....	241.8
.....	.....	242.6A	. . . C. T. Tower . . .		C		.....	242.6
.....	.....	245.2A	. . North Tunnel . .		..		.....	245.2
.....	.....	246.1A	. . South Tunnel . .		..		.....	246.1
.....	.....	248.1A	. . . Wauhatchie . . .	*	C		.....	248.1
Yard	.....	280.0A	YL Y .Stevenson . .	*	C		.....	280.0
.....	7830	281.1A	. Stevenson Sdg. .	†	..		.....	281.1
40	3179	297.6A	. . . Scottsboro . . .	†	..		.....	297.6
.....	8198	304.2A	. . . . . Midway	†	..		.....	304.2
23	.....	318.1A	. . . Paint Rock . . .	†	..		.....	318.1
9	.....	322.3A	. . . . . Gurley	†	..		.....	322.3
.....	4665	324.5A	. . . . . Asa	†	..		.....	324.5
Yard	.....	338.9A	. . . . Huntsville	†	..		.....	338.9
.....	3894	339.5A	. . Huntsville Sdg . .	†	..		.....	339.5
50	10188	343.1A	. . . . . Elko	†	..		.....	343.1
.....	.....	348.5A	. . . . Madison	†	..		.....	348.5
.....	.....	362.1A	. . . Decatur Jct . . .	†	C		.....	362.1
Yard	.....	363.3A	. . . . Decatur. . .DN		C		.....	363.3
.....	9607	364.2A	. . . Decatur Sdg . . .	†	..		.....	364.2
.....	7804	379.4A	. . . . Wheeler	†	..		.....	379.4
.....	.....	382.9A	. . . . Courtland	†	..		.....	382.9
12	.....	388.6A	. . . Town Creek . . .	†	..		.....	388.6
15	.....	395.9A	. . . . Leighton	†	..		.....	395.9
Yard	.....	401.0A	YL Y.Sheffield Yd.DN	†	..		.....	401.0

Alabama Division Timetable governs between deButts (M.P. 240.0A) and Wauhatchie (M.P. 248.1A). *CSXT Timetable and Rules govern between Wauhatchie (M.P. 248.1A) and Stevenson (M.P. 279.8A).

MEMPHIS DISTRICT WEST END—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 BRISTOL
Yard	.....	401.0A	YL Y.Sheffield Yd.DN		..		.....	401.0
.....	.....	402.8A	Y { . . Wilson	†	C		.....	402.8
.....	.....	.....	Y { . . Norala		C		.....	.....
.....	.....	.....	. E. End Two Trks. .	†	..		.....	.....
.....	.....	.....	. . . Tuscumbia . . .	††	..		.....	.....
.....	.....	412.8A	. . . . . Scott		C		.....	412.8
.....	.....	413.8A	. . . . . Carlin		..		.....	413.8
60	6755	415.2A	. . . . . Pride	†	..		.....	415.2
85	3494	422.7A	Y . . . Cherokee . . .	†	..		.....	422.7
36	.....	428.1A	. . . . Margerum	†	..		.....	428.1
.....	8932	430.1A	. . . . . Oldham	†	..		.....	430.1
9	4788	436.5A	Y . . . . . Iuka	†	..		.....	436.5
85	.....	444.1A	. . . . Burnsville	†	..		.....	444.1
4	10217	448.8A	. . . . . Glens	†	..		.....	448.8
.....	.....	457.3A	. . . . . Rudy		C		.....	457.3
85	.....	458.8A	Y . . . . Corinth	†	A		◇	458.8
4	8962	466.3A	. . . . Chewalla	†	..		.....	466.3
10	8937	480.6A	. . . . Middleton	†	..		.....	480.6
15	.....	494.2A	. . . . Saulsbury	†	..		.....	494.2
60	.....	499.9A	Y . Grand Junction .	†	..		.....	499.9
.....	10301	505.4A	. . . . . Rather	†	..		.....	505.4
12	8995	521.1A	. . . . Rossville	†	..		.....	521.1
37	1699	527.9A	. . . . Collierville	†	..		.....	527.9
6	.....	537.2A	. . . Germantown . . .	†	..		.....	537.2
.....	7609	540.1A	. . . White Siding . . .	†	..		.....	540.1
.....	.....	546.3A	YL { . . Buntyn		C		.....	546.3
Yard	.....	547.0A	YL { . Forrest Yd DN	§§	..		.....	547.0
.....	.....	549.9A	YL { . K. C. Junction	§§	..		◇	549.9
Yard	.....	552.3A	YL { . . . Memphis . .	§§	..		.....	552.3

JACKSON 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 CHICAGO
.....	.....	IC406.1	YL .. Fulton Jct ..		..		.....		406.1
40	7127	IC417.5	..... Martin	†	..		.....		417.5
20	.....	IC431.4	... Greenfield ...	†	..		.....		431.4
5	6977	IC444.3	..... Cades	†	..		.....		444.3
45	3509	IC448.3	.....Milan.....	†	A		◇		448.3
12	5553	IC453.9	..... Ammo	†	..		.....		453.9
.....	5783	IC468.1	....Lawrence....	†	..		.....		468.1
.....	.....	IC468.7	.. Conalco ...	§	..		.....		468.7
Yard	.....	IC471.5	YL .. Jackson ...	§	..		.....		471.5
.....	.....	IC472.6	.. Iselin Jct...	†	..		.....		472.6
.....	.....	IC474.0	.....Perry.....	†	..		.....		474.0
.....	9475	IC493.2	..... Finger	†	..		.....		493.2
25	.....	IC508.1	.....Selmer.....	†	..		.....		508.1
5	7909	IC515.4	..... Ramer	†	..		.....		515.4
.....	.....	IC526.0	. Ruslor Jct...	†	..		.....		526.0
Yard	.....	IC527.5	YL .. Corinth....	†	..		.....		527.5
.....	.....	IC528.2	Y. CCR Jct ...	†	..		.....		528.2
.....	.....	IC528.3	.. Cantrell....		C		.....		528.3

SPECIAL INSTRUCTIONS

All trains operating west of deButts Yard will use Central Standard time.

1. STANDARD CLOCKS; BULLETIN BOOKS; TRAIN REGISTERS.

Location	Office	Standard Clock	Bulletin Book
Bristol	Virginia Div. Yard Office	X	X
Greeneville	Agent's Office		X
Morristown	Agent's Office		X
Bulls Gap	Yard Office	X	X
Sevier Yd.	Yard Office	X	X
	Engine Terminal	X	X
Asheville	Yard Office	X	X
Newport	Yard Office		X
Knoxville	Yard Office	X	X
Loudon	Agent's Office		X
Charleston	Crew Room	X	X
Cleveland	Crew Room	X	X
Chattanooga	deButts Yd.-Engine Terminal		X
	deButts Yd.-Yard Office	X	X
Clinton	Agent's Office	X	X
Middlesboro	Agent's Office	X	X
Andover	Yard Office	X	X
Frisco	Yard Office	X	X
Scottsboro	Agent's Office	X	X
Huntsville	Agent's Office	X	X
Decatur Jct.	Block Office	X	X
Decatur Yd.	Switchman's Locker Room		X
Sheffield Yd.	Yard Office	X	X
	Engineer's Locker Room	X	X
Forrest Yd.	Yard Office	X	X
Jackson	Yard Office	X	X
Corinth	Agent's Office		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:

Bristol	Middlesboro
Greeneville	Andover
Morristown	Frisco
Bulls Gap	Scottsboro
Sevier Yard	Huntsville
Asheville	Decatur
Newport	Sheffield
Loudon	Forrest Yard
Charleston	Cairo
Cleveland	Jackson
deButts Yard	Corinth
Clinton	

Originating trains operating over the Tennessee 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. Before departing, the Conductor is rsponsible for verifying the Dispatcher's Bulletin with the Dispatcher.

Additional speed restrictions transmitted directly to a train may be copied on format provided on Dispatcher's Bulletin. Both the Conductor and Engineer must have a copy.

Note 1—CSXT trains originating at Oliver will not be required to receive Dispatcher Bulletin but must receive oral identity from the Knoxville Dispatcher before departing Northward.

Note 2—Knoxville District trains operating on CSXT Railroad originating at locations other than Clinton and Middlesboro will get CSXT Clearance at Sevier Yard.

Note 3—Tennessee Division Westward trains at deButts Yard and Eastward trains at Decatur which will operate east of Stevenson, must also get CSXT Train Bulletin.

3. RAILROAD CROSSING AT GRADE
a. Interlocked

LOCATION	LINE/RR
Knoxville West End District	
Knoxville (M.P. 132.3A)	CSXT (Note 1)
Memphis East End District	
Wheland (Chattanooga)	CSXT (Note 2)
Memphis West End District	
Corinth (M.P. 458.8)	KCS (Note 3)
Jackson District	
Milan (M.P. IC448.3)	CSXT (Note 4)

Note 1—The railroad crossing between NS and CSXT at M.P. 132.3-A, Knoxville, Tenn., is an interlocked railroad crossing in automatic block signal territory. The westbound and eastbound home signals of this interlocking are, also, automatic block signals; and rules governing automatic block signals must be observed, as well as rules governing interlocking signals.

When STOP indication is received:

1. Eastbound trains or engines that will not clear between Concord Street and eastbound interlocking signal are to stop clear of Concord Street with lead wheel of lead car or engine east of yellow post located on north side of track. Press the "call--on" button located at instrument case at Concord Street, or if train or engine will clear between Concord Street and eastbound interlocking signal, press the "call--on" button located on eastbound interlocking signal. If, after pressing the button and waiting 6 minutes, you do not get a permissive indication, follow Part 2 below. Westbound trains or engines will press the "call--on" button located at the westbound interlocking signal. If, after pressing button and waiting 6 minutes, you do not get a permissive indication, follow Part 2 below.
2. A crew member will go to the signal bungalow located in the southeast quadrant of the crossing and open time release box marked "Southern". If the light in the box is burning, press the time release button and wait 10 minutes. If the signal indication does not change at the expiration of 10 minutes and signals on CSXT indicate STOP, place burning fusees on each side of the crossing and proceed in accordance with Rule 402-462.

   If light in the time release box is not burning, wait 10 minutes; then, if no conflicting movement is evident, press the time release button and wait an additional 10 minutes. If the signal indication does not change at the expiration of the second 10 minutes and signals on CSXT indicate STOP, place burning fusees on each side of the crossing and proceed in accordance with Rules 402 and 462.

Electric lock to the Belt Line Connector Track within the interlocking limits of the CSXT crossing, M.P. 132.3-A, will be operated as follows:

A. Operate as follows for movement from main track to Belt Connector Track:
   1. Stop engine or cars just ahead of switch points.
   2. Open box mounted on post east of electrically locked switch and push button.
   3. Open door of lock housing, which has a standard switch lock on it.
   4. Lift lock lever until it reaches pause (45 degree position), then complete movement of lock lever to extreme left-hand position. The indicator will show unlocked and switch can be operated.
   5. Engines or cars must clear derail on Connector Track before switch is restored to normal position.

B. For movement from Connector Track to main track:
   1. Stop engine or cars west of derail on Connector track.
   2. Permission from City Yard yardmaster must be obtained to operate electric lock and enter main track.
   3. Open box mounted on post east of electrically locked switch.
   4. If light is illuminated, push button above indicator light.
   5. Open door of lock housing and lift lock lever until it reaches pause (45 degree position), then complete movement of lock lever to extreme left hand position. The indicator will show unlocked and switch can be operated.
   6. Operate switch in accordance with Operating Rule 404.
   7. If light is not illuminated in box, wait 10 minutes and push button. If electric lock will not operate, ask yardmaster for instructions.

After movement has been completed through the switch and the switch returned to the normal position, the lock lever must be restored to the right (normal position) and the doors must be closed and locked.

An emergency release is provided for use in case of trouble, or if the electric lock fails to operate properly. To operate release, 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 Belt Line Connector Track, Rule 404 must be observed, as well as Rule 462. If emergency release is operated, notify yardmaster at City Yard. Signals will remain in stop position until mechanism has been reset by signal maintainer.

Note 2—When NS movement is stopped by stop indication at CSXT crossing and signal does not clear, after approximately one (1) minute, an employee will go to the time release box. If indicator light is burning, this indicates CSXT signals are in the stop position and the push button marked clear may be pushed. If indicator light is dark, this indicates the CSXT signal is clear for an approaching train, and clear button **must not be pushed**. After six (6) minutes have expired, and no CSXT train is evident, the clear button may be pushed. After expiration of time which is an additional six (6) minutes, the NS signal will clear. If the signal does not clear, movement may proceed at restricted speed, after contacting NS DeButt's Operator to ascertain no CSXT movements are approaching, and CSXT signals indicate stop, and burning fusees are placed on conflicting CSXT tracks.

Note 3—SR crossing at Corinth protected with automatic interlocking signals on main track actuated by the approach of a train. Push buttons are located on Eastbound home signal mast and below Westbound signal on the NS side of the bungalow to clear signals which govern restricted movement through the interlocking plant. If track indicator light on bungalow is out, wait 3 minutes before pushing button. If signal fails to clear, after waiting an additional three minutes, movement will be made in accordance with Rule 462.

Note 4—The railroad crossing between NS and CSXT at M.P. IC448.3, Milan, Tenn., is an interlocked railroad crossing automatic block signal territory. The westbound and eastbound home signals of this interlocking are, also, automatic block signals; and rules governing automatic block signals must be observed, as well as rules governing interlocking signals.

b. Not Interlocked

Knoxville District Bristol Line

Carnegie (M.P. 24.0A) ..... CSXT

DeButts Yard

Chesnut St. (Chattanooga) ..... CSXT (Note 1)
33rd St. (Chattanooga) ..... CSXT (Note 2)

Memphis West End District

KC Junction ..... U.P. R.R. (Note 3)
KC Junction ..... CSXT (Note 4)

Jackson District

West Jackson (M.P. GG 408.5) ..... CSXT (Note 4)

Note 1—Stop signs are located on CSXT tracks on both sides of NS crossing. All NS movements must approach this crossing prepared to stop in accordance with NS Operating Rule 98.

Note 2—The stop signs at CSXT crossing at 33rd Street have been re-installed. ALL MOVEMENTS MUST STOP AT THIS LOCATION IN EITHER DIRECTION.

As you are aware, these signs have periodically been stolen. If these signs are not found in position this should be reported and movements stopped short of CSXT crossing at locations where stop signs would normally be.

Note 3—Hand-operated gates at UP Crossing (M.P. 550A) have no set position. Trains using NS westbound mainline in either direction must approach crossing prepared to stop and must not proceed over crossing until way is known to be clear.

Note 4—Trains crossing CSXT Crossing in either direction must approach crossing prepared to stop and must not proceed over crossing until way is known to be clear.

4. JUNCTIONS

a. Interlocked

Knoxville District Bristol Line

New Line	91.4A	S Line
Justice	76.0A	TC Line

Knoxville District River Line

Murphy Jct.	S142.3	Piedmont Division
Douglas	S216.5	BL Line
New Line	S228.0	A Line

Knoxville District BL Line

(None)

Knoxville West End District

Knoxville	132.3A	A Line, C Line, K&A Line, CSXT
Cleveland	213.5A	Georgia Division
Ooltewah	226.6A	Georgia Division
Citico Junction (Chattanooga)	238.2A	Georgia and Kentucky Division

Knoxville District Oakdale Line

Beverly	3.6CO	CO Line, CG Line
Coster	2.3C	C Line, CO Line
Clinton	20.9C	C Line, D Line
Oliver	36.1D	CSXT
Harriman	49.6D	Kentucky Div., H&NE RR, CSXT
Harriman Jct.	51.3D	Kentucky Division

Knoxville District Jellico Line

(None)

Knoxville District Middlesboro Line

(None)

Knoxville District K & A Line

(None)

Knoxville District Coster Line

(None)

Appalachia District

Justice	87.0TC	A Line
Ward	86.3TC	BL, TC Line
Frisco	46.3TC	CSXT
Big Stone	3.4T	CSXT

Memphis East End District

23rd Street (Chattanooga)	243.1	CSXT
Wauhatchie	248.1A	CSXT
Stevenson	280.0A	CSXT
Decatur Jct.	362.1A	CSXT (Note 1)
River Jct.	363.0A	CSXT (Note 1)
L&N Jct.	363.1A	CSXT (Note 1)
Decatur	363.3A	CSXT (Note 1)

Note 1—Interlocked signals at Decatur Jct., Decatur, L&N Jct. and River Jct. are controlled by operator at Decatur.

Memphis West End District

Wilson	402.8A	NA Line
Lee	NA5.0	Alabama Division
Norala	404.0A	NA Line
Rudy	457.3A	Jackson District

Jackson District

Cantrell	IC528.3	Memphis District

4. JUNCTIONS (Cont'd)

b. Not Interlocked

Knoxville District Bristol Line

Bristol	0.0A	A Line, Virginia Division
Johnson City	25.3A	ETRR

Knoxville District River Line

(None)

Knoxville District BL Line

(None)

Knoxville West End District

Calhoun	200.3A	CSXT

Knoxville District Oakdale Line

(None)

Knoxville District Jellico Line

Arco Jct.	76.0C	C Line, Arco Industrial Lead

Knoxville District Middlesboro Line

(None)

Knoxville District K&A Line

(None)

Knoxville District Coster Line

(None)

Appalachia District

Appalachia	1.0T	TB Line, Pocahontas Div.

Memphis East End District

Emco Jct.	399.5A	Emco Branch

Memphis West End District

Corinth	458.9A	KCS
Middleton	482.4A	KCS
Grand Jct.	500.0A	MSCI
Memphis	549.4A	CSXT, UP RR, IC RR, BN RR

Jackson District

Fulton Jct.	IC406.1	IC
Milan	IC448.5	CSXT
Conalco	IC468.8	WTNN
Jackson	IC471.3	CSXT
Ruslor Jct.	IC526.0	KCS
CCR Jct.	IC528.0	KCS
Corinth	IC529.5	RRC

5. DRAWBRIDGES

a. Interlocked

Knoxville West End District

M.P. 531.2 (CNO&TP) — Tennessee River.

Memphis East End District

M.P. 362.6A — Tennessee River.

b. Not Interlocked

(None)

6. METHOD OF OPERATION

DISTRICTS: BETWEEN	AND	SEE 6b TRACKS	* SIGNALS	AUTHORITY FOR MOVEMENTS #
Knoxville District Bristol Line				
Bristol	Justice	Single	ABS	TWC
Justice	Pickens	Single	ABS	TC (See 6c)
Pickens	Alpha	Double	ABS	TC (See 6e)
Alpha	Keister	Single	ABS	TC
Keister	Hodges	Double	ABS	TC
Hodges	Roseberry	Single	ABS	TC
Roseberry	E End Sevier	Double	ABS	TC (See 6e)

6. METHOD OF OPERATION (Cont'd)

DISTRICTS: BETWEEN	AND	SEE 6b TRACKS	* SIGNALS	AUTHORITY FOR MOVEMENTS #
Knoxville District Bristol Line (Cont'd)				
E End Sevier	Lizzie	Single	ABS	TC (See 6e)
Lizzie	W End Sevier	Single	ABS	YL (See 6e)
Knoxville District River Line				
Asheville	Craggy	Double	ABS	TC (See 6e)
Craggy	New line	Single	ABS	TC (See 6c & e)
Knoxville District B L Line				
Ward	Douglas	Single	ABS	TC (See 6e)
Knoxville West End District				
W End Sevier	W End Two Trks	Double	ABS	251 (See 6e)
W End Two Trks	MP 134.0A	Single	ABS	YL
MP 134.0A	MP 198.0A	Single	ABS	TWC
MP 198.0A	MP 203.0A	Single	ABS	YL
MP 203.0A	Lyle	Single	ABS	TWC
Lyle	Ooltewah	Single	ABS	TC (See 6c & e)
Ooltewah	Jersey	Double	ABS	TC (See 6c & e)
Jersey	Citico Jct	Double	ABS	RC (See 6e)
Ten Bridge	Pierce	Double	ABS	RC
Pierce	East End Ave	Single	ABS	RC (See 6e)
Knoxville District Oakdale Line				
W End Sevier	Beverly	Double	ABS	TC (See 6e)
Beverly	Harriman Jct.	Single	ABS	TC (See 6c & e)
Knoxville District Jellico Line				
Clinton	Lot	Single	NS	TWC (See 6c & e)
Lot	Holton		ABS	TC (See 6c & e)
Holton	Fonde		NS	VBA (See 6c & e)
Knoxville District Middlesboro Line				
Beverly	Cumberland Gap	Single	NS	TWC (See 6e)
Knoxville District K & A Line				
Knoxville	Maryville	Single	NS	TWC
Knoxville District Coster Line				
Coster	S End Two Trks	Double	NS	YL
S End Two Tracks	Knoxville	Single	NS	YL
Appalachia District				
Big Stone Gap	Justice	Single	ABS	TC (See 6c)
Memphis East End District				
E End Ave	N Tunnel	Double	ABS	RC (See 6e)
N Tunnel	S Tunnel	Single	ABS	RC
S Tunnel	Wauhatchie	Double	ABS	RC (See 6e)
Stevenson	Decatur Jct	Single	ABS	TWC (See 6e)
Decatur Jct	LN Jct.	Single	ABS	RC (See 6e)
LN Jct.	Decatur	Double	ABS	RC
Decatur	Wilson	Single	ABS	TWC (See 6e)
Memphis West End District				
Lee	Wilson	Single	ABS	TC (See 6c & e)
Lee	Norala	Single	ABS	TC (See 6c & e)
Wilson	Norala	Single	ABS	TC (See 6c & e)
Norala	E End Two Trks	Single	ABS	261 (See 6e)
E End Two Tracks	Tuscumbia	Double	ABS	251
Tuscumbia	Carlin (MP414.A)	Single	ABS	TC (See 6e)
MP 414A	Rudy	Single	ABS	TWC (See 6e)
Rudy	Cantrell	Single	ABS	TC (See 6e)
Rudy	Buntyn	Single	ABS	TWC
Buntyn	Switch	Single	ABS	TC (See 6e)
Buntyn	Memphis	Double	NS	YL (See 6e)

6. METHOD OF OPERATION (Cont'd)

BETWEEN	AND	† TRACKS	* SIGNALS	AUTHORITY FOR MOVEMENTS #
Jackson District				
Fulton Jct. (M.P. IC406.1)	Fulton (M.P. IC407.0)	Single	ABS	YL
Fulton Jct. (M.P. IC407.0)	Lawrence (M.P. IC468.4)	Single	ABS	TWC
Lawrence (M.P. IC468.0)	Perry (M.P. IC474.0)	Single	ABS	YL
Perry (M.P. IC474.0)	Ruslor Jct. (M.P. IC525.0)	Single	ABS	TWC
Ruslor Jct. (M.P. IC525.0)	Corinth (M.P. IC529.0)	Single	ABS	YL (See 6c)

*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.

6b. METHOD OF OPERATION—TWO OR MORE TRACKS

Knoxville District Bristol Line

Between East Sevier, M.P. 121.6A and Pickens, M.P. 89.0A

Track 1: Located on right hand side when headed toward Pickens

Track 2: Located on left hand side when headed toward Pickens

Knoxville District River Line

Between Craggy, M.P. S145.9 and Asheville, M.P. S141.0

Track 1: Located on right hand side when headed toward Asheville

Track 2: Located on left hand side when headed toward Asheville

Knoxville West End District

Between West Sevier, M.P. 125.0A and West End Two Tracks, M.P. 132.3A

Eastward Track: Located on left hand side when headed toward West End Two Tracks

Westward Track: Located on right hand side when headed toward West End Two Tracks

Between Ooltewah, M.P. 226.6A and deButts, M.P. 240.0A

Track 1: Located on left hand side when headed toward deButts

Track 2: Located on right hand side when headed toward deButts

Between Tenbridge, M.P. 331.2 and deButts, M.P. 334.6 (CNO&TP)

Track 1: Located on left hand side when headed toward deButts

Track 2: Located on right hand side when headed toward deButts

Knoxville District Oakdale Line

Between West Sevier, M.P. 0.0CO and Beverly, M.P. 3.6CO

Track 1: Located on right hand side when headed toward Beverly

Track 2: Located on left hand side when headed toward Beverly

Between Harriman Jct., M.P. 51.3D and Oakdale, M.P. 55.2D

Track 1: Located on right hand side when headed toward Oakdale

Track 2: Located on left hand side when headed toward Oakdale

6b. METHOD OF OPERATION—TWO OR MORE TRACKS (Cont'd)

Knoxville District Coster Line

Between South End Two Tracks, M.P. 0.5C and Coster, M.P. 2.3C

Northward Track: Located on right hand side when headed toward Coster

Southward Track: Located on left hand side when headed toward Coster

Memphis East End District

Between Pratt, M.P. 241.8A and North Wauhatchie, M.P. 248.1A

Track 1: Located on left hand side when headed toward North Tunnel

Track 2: Located on right hand side when headed toward North Tunnel

Between L&N Junction, M.P. 363.0A and Decatur, M.P. 363.3A

Track 1: Located on left hand side when headed toward Decatur

Track 2: Located on right hand side when headed toward Decatur

Memphis West End District

Between East End Two Tracks, M.P. NA3.1 and Tuscumbia, M.P. 0.3MF

Westward Track: Located on right hand side when headed toward Tuscumbia

Eastward Track: Located on left hand side when headed toward Tuscumbia

Beween Buntyn, M.P. 546.3A and Memphis, M.P. 552.3A

Westward Track: Located on right hand side when headed toward Memphis

Eastward Track: Located on left hand side when headed toward Memphis

6c. METHOD OF OPERATION—SIGNALED SIDINGS

The following sidings in TC Territory are signaled sidings:

Knoxville District Bristol Line

Justice	M.P. 76.0A	to	Kite	M.P. 77.6A

Knoxville District River Line

Volga	M.P. S157.3	to	Ivy	M.P. S159.7
Nocona	M.P. S166.3	to	Walnut	M.P. S168.3
Hot Springs	M.P. S180.1	to	French	M.P. S182.7
Del Rio	M.P. S193.9	to	Big Creek	M.P. S195.1
Bridgeport	M.P. S200.7	to	Huff	M.P. S202.9
Leadvale	M.P. S213.5	to	Lilac	M.P. S215.5

Knoxville District Oakdale Line

Bradford	M.P. 7.2C	to	Powell	M.P. 8.2C

Appalachia District

Moore	M.P. 85.7TC	to	Summit	M.P. 82.3TC
Hawkins	M.P. 65.1TC	to	Surgoinsville	M.P. 63.4TC
Yuma	M.P. 43.8TC	to	Smith	M.P. 42.0TC
Boone	M.P. 34.1T	to	Watkins	M.P. 32.4T
Tito	M.P. 16.3T	to	Jasper	M.P. 15.1T

6d. METHOD OF OPERATION—CONTROLLED SIDINGS

The following sidings in TC Territory are controlled sidings: (Rule 105):

Knoxville West End District

Lyle	M.P. 211.7A	to	Dockery	M.P. 215.0A

Knoxville District Oakdale Line

East Siding	M.P. 19.4C	to	Clinch	M.P. 20.7C
Scandlyn	M.P. 39.5D	to	Blair	M.P. 41.4D

6e. METHOD OF OPERATION—INTERLOCKED SWITCHES

Interlocked switches are controlled as follows:

Location	Mile Post	By Operators
Knoxville District Bristol Line		
Justice	76.0A	Dispatcher
New Line	91.4A	Dispatcher
East End Sevier Yard	121.6A	Dispatcher
Lizzie	122.2A	Dispatcher
Knoxville District River Line		
Murphy Jct.	S142.3	Piedmont Div. Dispatcher
Douglas	S216.5	Dispatcher
Knoxville West End District		
West End Sevier	125.0A	Dispatcher
Bradley	213.5A	Dispatcher
Ooltewah	226.6A	Georgia Div. Dispatcher
Jersey	235.0A	deButts Yard
Williams	236.0A	deButts Yard
Spell	236.6A	deButts Yard
Brown	237.3A	deButts Yard
Citico Junction	238.2A	deButts Yard
Pierce	238.7A	deButts Yard
Webb	239.8A	deButts Yard
Pratt	241.8A	deButts Yard
Knoxville District Oakdale Line		
Beverly	5.6CO	Dispatcher
Coster	2.0C	Dispatcher
Clinton	20.9C	Dispatcher
Oliver	36.1D	Dispatcher
Harriman	46.6D	Dispatcher
Harriman Jct.	51.3D	Dispatcher
Knoxville District Jellico Line		
Lot	67.6C	CSXT Dispatcher
Holton	72.0C	CSXT Dispatcher
Appalachia District		
Ward	86.3TC	Dispatcher
Frisco	46.3TC	Dispatcher
Big Stone	3.4T	Dispatcher
Memphis East End District		
Pratt	241.8A	deButts Yard
C. T. Tower	242.6A	deButts Yard
Wauhatchie	248.1A	deButts Yard/CSXT Dispatcher
Stevenson	280.0A	CSXT Dispatcher
Decatur Junction	362.1A	Decatur
Decatur	363.3A	Decatur
Memphis West End District		
Wilson	402.8A	Dispatcher
Lee	NA5.0	Dispatcher
Norala	404.0A	Dispatcher
Scott	412.8A	Dispatcher
Rudy	457.3A	Dispatcher
Buntyn	546.3A	Dispatcher
Jackson District		
Cantrell	IC528.3	Dispatcher

6f. METHOD OF OPERATION—ELECTRIC LOCK SWITCHES

The following main track switches are not equipped with electric locks:

Knoxville District Bristol Line

Between Justice and Pickens:

Cal Gas Co.	M.P. 84.6A
Berkline	M.P. 85.9A
Stewart Lumber	M.P. 86.3A
Southern Furniture	M.P. 86.4A
Allied Warehouse	M.P. 86.4A

6f. METHOD OF OPERATION—ELECTRIC LOCK SWITCHES (Cont'd)

The following main track switches are not equipped with electric locks:

Between Justice and Pickens: (Cont'd)

Bean Station Furniture	M.P. 86.9A
Triangle Pacific	M.P. 88.2A
Hale Bros.	M.P. 88.5A

Knoxville District River Line

Between New Line and Douglas:

N. C. Storage	M.P. S227.7
White Pine Storage Track	M.P. S218.5
Hamblen County Co-op	M.P. S218.4

Knoxville District Oakdale Line

Between Sevier and Harriman:

TVA Track Beverly	M.P. 4.1CO
TVA Track	M.P. 6.1CO
Eagle Beer Distributor	M.P. 7.3CO
A. J. Metler Track (Old Sears Wholesale)	M.P. 2.4C
ENCO Steel	M.P. 3.8C
Peak	M.P. 17.5C
Dossett	M.P. 27.1D
Oliver Springs	M.P. 35.5D

Main track switches not equipped with electric locks must not at any time be used to clear main line. No trains or engines shall clear the main line at any of these tracks. While using such tracks, an engine or car must continuously occupy the main track or main track switch must be kept continuously set for movement into such track.

6g. 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:

Knoxville District River Line

(1) Murphy Jct. (M.P. S142.3) and Craggy (M.P. S145.9)
- Asheville XO Operator and Knoxville East Dispatcher

Knoxville West End District

(2) Dockery (M.P. 215A) and Ooltewah (M.P. 226.6A)
- Knoxville West End Dispatcher and Georgia North End Dispatcher

(3) Summit (M.P. 230.5A) and Jersey (M.P. 235.0A)
- Georgia North End Dispatcher and deButts Operator

Sheffield Yard

(1) Lee (M.P. NA5.0) and Littleville (M.P. NA14.2)
- Tennessee Division Memphis District Dispatcher and Alabama Division NA District 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. 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.

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 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.

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.

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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 tr[illegible] territory, the foreman or supervisor must contact the Chief [illegible]tcher 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 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)5 and (c) shall be conducted between the utility employee and the ranking crew member either through direct verbal contact or by radio.

23. 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 the single 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 single 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-256(a), Form NS-1, except 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.

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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.

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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.

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26. 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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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.

7b. DIVISION WIDE

1. In Automatic Block Signal or Traffic Control territory whenever cars are pulled or switched from storage tracks and the wheels on these cars show an accumulation of rust, they are not to be cut off and left standing on a signaled track without another car, or cars, attached to them that do not have rusty wheels.

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2. Cabooses left unoccupied/unattended on line of road for any reason (i.e., switching, inspecting train, etc.) must be locked to protect personal and company property.

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3. 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 line of road. Cars should not be delivered into final terminal without waybills.

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4. Work train conductors going off duty at outlying points must contact the Dispatcher and report their off duty time.

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5. Cars **must not** be set out short of destination or moved by destination without permission from proper authority.

Conductors must know that cars are handled properly in accordance with waybill instructions, special instructions and instructions received from proper authority.

Conductors are required to fill out Blind Siding Report, Form 612, on ALL cars placed or pulled in any track, except at stations where agents are on duty. This includes bad order cars set out, company material cars, and cars that are placed for storage.

Conductors working dollies, locals and freight trains in set out and pickup service must keep a proper list of their train and tender list of train, along with waybills, upon arrival at final terminal.

6. (a) Engineers receiving trains on the Tennessee Division with the head end train device on other than the lead engine must contact the chief dispatcher for instructions. The head end train device will be moved to the lead engine or the engines will be switched to get the head end train device on the lead engine.

(b) When pusher engines are to shove trains equipped with EOT device, EOT device (except those designed for pusher services) must be removed from rear car of train before coupling, and EOT device placed either inside cab of pusher engine, in coupler on end of pusher engines, or in bracket on side of engine designated to hold EOT

device. When the shove is completed, EOT device is to be placed back on rear car of train after pusher engine cuts off.

(c) Inspection

1. Upon installation of an EOT device, it shall be determined that the identification code entered into the front unit HOT device is identical to the unique identification code on the EOT device.

2. The functional capability of the device shall be determined at the point of installation, after charging the train, by comparing the quantitative value displayed on the HOT device with the quantitative value displayed on the EOT device or on an air gauge. The EOT device must not be used if the difference between the two readings exceeds three pounds.

These paragraphs require (1) when train is complete the proper address code must be entered on the HOT device and (2) a comparison of the EOT device unit pressure must be made with the pressure displayed on the HOT device.

Compliance with these paragraphs allows the end-of-train system to be utilized as an alternative to the rear car application and release test.

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7. When using radio communication to make non-continuous switching moves, shove moves, set-outs, pick ups, or couplings:

After switches and derails connected with movement are properly lined, the employee directing the move will communicate this information to the engineer. The engineer must not move until he has received communication that switches and derails are properly lined and he has acknowledged that information. Additionally, in compliance with Rule 508, the engineer must not move until he is given a direction of move and distance seen or known to be clear.

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8. Engineers arriving final terminal at deButts will report via radio to the respective terminal trainmaster and/or yardmaster on duty in the main tower the time their train passes the first switch where the train is being yarded and the time the engines arrive at the engine tie up track. In the case of run-through trains where engines go through, report the time relieved. At Oakdale, these times will be reported to the Call Office, Somerset, Ky. If off duty point for rear end crew is different from head end, crew member on rear must also report time relieved.

In order to eliminate any dispute concerning time train departs initial terminal, engineers will report to the terminal trainmaster and/or yardmaster the time the train first moves from the track where train is built. The train is considered complete when the entire train is coupled together with caboose or EOT device and proper brake test has been made.

When reporting times, **actual** time must be reported.

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9. Loaded rail trains set out on line of road, at terminals, or left unattended **must** have hand brakes applied on 50% of the cars in the train, unless otherwise instructed by a **Division Transportation** officer.

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10. When switching and/or picking up or setting off at any location, crews must know that there is no switching and/or movement being made on the opposite end of track they are using before coupling to cars in that track. Crews will check with yardmaster and/or trainmaster on duty at these locations before coupling tracks. If there is no yardmaster or trainmaster on duty, the yard foreman or conductor will have to determine that there is no movement on the opposite end of tracks to be coupled.

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11. When making a shoving move by trailers parked in a piggyback facility or other facilities, the piggyback or highway trailers must be treated as a building or a fence and Rule GR-13(a) will apply. Employees must not ride on equipment by such obstructions.

12. When necessary to ride a loaded TOFC car, be aware there are pinch points between the raised bridge plate and equipment loaded on the car. Also, on TOFC cars, there are pinch points between containers and frames of highway vehicles onto which they are loaded. On COFC equipment there are pinch points between the container and floor mounting brackets that hold the container in place.

Do not place hands in pinch points on this type of equipment as movement causes these pinch points to close.

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13. Crews picking up on line of road and from industry tracks, in addition to proper inspection of cars and testing of brakes, must know that switches occupied by the standing cars are properly lined and latched (when switches are equipped with latches) for the movement to be made.

No car or engine is to be run over a track when the rail is covered by dirt or debris and the top of the rail is not visible. If there is any doubt, do not use the track and notify proper authority so the condition can be corrected.

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14. Partial loads are not to be pulled from industries and placed in trains, except on instructions from proper authority.

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15. Where it is known that a road crossing will be blocked over ten (10) minutes, the conductor and/or engineer will arrange to have a crew member in place to cut train, if necessary, to avoid delays to the public.

When a train can be stopped short of crossing to avoid blocking it, arrange to do so. If there is an emergency that prevents the crossings from being cut, the conductor on the train will immediately notify the chief dispatcher, by the quickest means of communication, telling him why the crossing cannot be cut, and approximately how much longer it will be blocked.

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16. Provisions of the Federal Hours of Service Act will be complied with completely:

Three (3) hours prior to the Hours of Service Law affecting a crew member of a train operating on line of road on the Tennessee Division, the conductor of that train will notify the chief dispatcher of the exact time and the crew member, or members, affected by the Hours of Service Law.

The conductor of a crew taking charge of a train where crew has been relieved for the Hours of Service Law will compare all Dispatcher's Bulletins, orders and instructions with the train dispatcher before authority will be given to move the engines and/or train.

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

One car - one hand brake.

*Two cars - two hand brakes.

Three or more cars - two hand brakes, plus a sufficient number of additional brakes to secure the cut of cars.

*Except when setting car off on line of road with defective hand brake, only one additional car with a good hand brake applied will be required.

These instructions are in addition to any outstanding instructions issued by proper authority, but do not supersede special instructions at terminals and yards.

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18. When a train is assisted by another train crew or pusher crew, it will be necessary for the conductor on the train being assisted, or proper authority, to furnish the assisting train or pusher crew the initial, number, and location of all hazardous material cars in train consist prior to pusher engines or assisting train coupling to rear of train.

This information is to be kept by the assisting crew for use in case of an emergency.

Trains and engines will not shove other trains unless hazardous material cars are properly spaced from assisting engines in accordance with hazardous materials chart shown in current Tennessee Division timetable.

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19. (a) When trains on line of road experience an air hose failure which necessitates changing out the air hose, the train crew must bring the air hose into their final terminal and turn it in to the shop forces or terminal officer, unless otherwise instructed by proper authority.

(b) Whenever a train breaks a knuckle or coupler on line of road, the broken parts, other than those left in freight car, must be left in ballast line outside of rails for pickup by Transportation, Mechanical or Maintenance of Way Department employees.

Under no circumstances are broken freight car parts to be discarded along right of way where they cannot be readily seen and picked up by Transportation, Mechanical or Maintenance of Way employees.

In addition, train crew members must give the train dispatcher the exact location of the broken parts to the nearest tenth of a mile.

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20. When inspecting or releasing hand brakes on cars, employees **must** observe hand brake chain to be sure it has not hung up or does not hang up in sprocket of hand brake when released.

It is the responsibility of the employee inspecting or releasing hand brakes on cars to be sure hand brakes are fully released when placed in trains.

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21. When a Mechanical Department employee requests Blue Signal protection that will involve a control operator lining a remotely-controlled switch away from the track(s) where work will be done, the employee requesting the protection will state the identification of the track(s) involved as follows:

*Single digit numbers will be pronounced, then spelled.
EXAMPLE: "TRACK 9 - N-I-N-E"

*Multiple digit numbers will be pronounced, then repeated digit by digit.
EXAMPLE: "TRACK 57 - FIVE-SEVEN"

To insure correct identification of the track(s) involved, the control operator will observe the same requirements when advising the requesting employee that protection has been provided.

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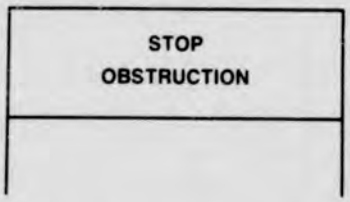
22. Throughout the Tennessee Division when efficiency checks are being conducted, testing for restricted speed may be done with a "banner" stretched across the tracks, similar to the following:



This banner will be used along with our existing methods of testing to ensure compliance with applicable operating rules, enforcing safety awareness, and may be erected anywhere at any time.

23. Engineers are to report engine **failures** and **problems** to the **chief dispatcher**, including any problems encountered with the HOT device or EOT device, by the quickest available means of communication.

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24. **Before leaving initial station, Conductor must determine whether or not Train Consist includes restricted cars and advise other crew members.**

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25. Engineers will announce by radio as to which track their train will travel on double track segments.

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26. Engineers are not to perform loading tests under Mechanical Department direction on radio trains or conventional trains until it has been determined that all crew members and mechanical personnel are clear of equipment in case of unexpected movement.

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27. Train and engine service crews taking charge of trains outside yard limits and between signals must have permission from the train dispatcher before moving trains and, in addition, will compare Dispatcher's Bulletins, orders and instructions with the train dispatcher prior to moving train if they have not already done so. Then train will not exceed **Restricted Speed** until the leading wheels of the lead locomotive reach the next governing signal.

Train and engine service crews taking charge of trains within yard limits must have permission from the yardmaster or proper authority (where yardmasters are not employed) before moving train. Train speed will be governed by speeds applicable at those locations.

These instructions are in addition to applicable rules.

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28. Whenever you witness or have firsthand knowledge of an incident or unusual occurrence which endangers company property, equipment, employees or other persons, it **must be** reported immediately to the chief dispatcher or terminal officer.

All T&E crews reporting unusual occurrences or trespassers upon right of way should, in all cases, give the exact location to the nearest tenth of a mile, and an accurate description of the unusual occurrence or vivid description of outsiders being reported.

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29. Restricting "one-half authorized timetable speed orders," will be issued to read as follows:

"Do not exceed one-half authorized timetable track speed between M.P. _____ and M.P. _____."

Authorized timetable track speed means the maximum authorized speed for any train on that segment of track, whether it be passenger/intermodal trains, or freight trains. For instance, if the maximum authorized timetable track speed for that section of track was 60 MPH for passenger/intermodal trains, then all trains, including freight trains, would operate at one-half authorized timetable track speed, which would be 30 MPH over that section of track.

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30. When troubleshooting sticking brakes and related air problems on Triple Crown trains and it becomes necessary to operate **shut off valves** marked "BP" (brake pipe shut off valve) or "RSL" (rail supply line shut off valve) located on left side of trailer, facing trailer from rear, an application and release of the automatic brakes **must** be made before train departs.

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31. The use of public broadcast AM, FM, or shortwave radios or televisions by train and engine service employees while on equipment, working adjacent "live" tracks, or when fouling tracks is prohibited.

The same restrictions apply to newspapers, magazines and other publications not required in the performance of duties.

32. Effective with implementation of Track Warrant Control, trains at least two miles in advance of reaching the end of their track warrant authority will make a general statement on radio that train's authority ends at milepost or station named in Track Warrant Form 11369.

In addition, if train holding Track Warrant knows it is to meet another train at milepost or station named in Track Warrant, the engineer will, at least two miles before reaching meeting point, contact the engineer of the opposing train to determine its location and the engineer's undertanding of which train will hold main track.

33. Slack must be bunched on all cuts of cars set out. Sufficient hand brakes to secure the cut will be set on the lower end of the cut.

34. **LOCATIONS WHERE USE OF DRAWBAR ALIGNMENT STRAP IS AUTHORIZED.**

Knoxville
Chattanooga

35. Employees will not mount nor dismount equipment on the track side of a switching ladder, unless the movement is stopped.

36. All occupants of cabooses are to be seated at points where slack normally runs in or out and at all times when speed of train is TEN (10) MILES PER HOUR or less, except as follows:

(1) Getting off caboose or preparing to get off.
(2) Boarding caboose
(3) Crossing from one side of caboose to the other to observe train.
(4) Protecting shove move.
(5) Complying with applicable rules.

37. Cabooses and wheel cars may be cut off in motion and allowed to roll to a coupling at the following yards [see Rule 103(h)]:

Sevier Yard
deButts Yard
Sheffield Yard

38. An Engineer must have traveled over a territory to familiarize himself before he can mark up, if he has not worked that territory during the last six months. When an Engineer is called for a train, he will inform the Call Office at that time if he has not operated on the line segment within the past six months.

39. Locomotive Engineers operating within the State of Tennessee and Alabama must have in their possession a Locomotive Engineer Operators permit to be used when required to show proof of his identity under the provisions of Tennessee Code 55-10-116 and Alabama Code 37-2-86.1. Only those possessing Company authorized permit will be allowed to operate an engine.

Whenever an accident occurs involving operators of railroad locomotives, law enforcement officers making written reports of such accidents shall enter the operating permit number issued by the employing railroad instead of the operator's motor vehicle license number.

40. All trains and engines will sound warning whistle in accordance to Operating Rule 14(I) approaching bridge located at M.P. 56.2TC, Hoards Creek, near Church Hill, Tennessee.

Whistle posts have been erected in advance of this location.

41. The trains following are designated trains which may operate one additional unit on-line than permitted by Rule L-205 of form

NS-1 - when handling loaded 100 ton cars equipped with high strength (Grade E) knuckles and couplers.

Train No.	Between
727	Sidney and Richburg
731	Steer Branch and Mobile
705	Wentz and Mobile
720	Asheville and Hayne
722	Asheville and Catawba
725	Williamson and Scherer
741	Andover and Scherer
717	Steer Branch and Scherer
790	Parrish and Yellowleaf
701	Arco and Harlee
779	Oakland City and Brown
736	Memphis and Scherer
Q36	Memphis and Scherer
746	Memphis and Scherer
Q46	Memphis and Scherer
738	Memphis and Scherer
Q38	Memphis and Scherer
748	Memphis and Scherer
Q48	Memphis and Scherer
709	Steer Branch and Krannert
715	Marrowbone and Scherer
Q15	Marrowbone and Scherer
712	Memphis and Scherer
Q12	Memphis and Scherer
CSXT Unit Coal	Big Stone Gap and Frisco
CSXT Unit Coal	Oliver Springs and Harriman
CSXT Unit Coal	Spring and East Point

7c. By Location

KNOXVILLE DISTRICT BRISTOL LINE

1. Six axle units are not to be operated on Amerace track, Piney Flats, Tennessee, Mile Post 15.5A.
2. Proper precaution must be exercised while riding shove moves in Carnegie Yard account close clearances exist between some yard tracks.
3. Cars consigned to Johnson City, Tennessee, will be set out in the following tracks at Carnegie Yard (Mile Post 23.7A):

   Track No. 2 - CSXT Interchange
   Track No. 3 - ETRY Interchange
   Tracks No. 4, 5 - Johnson City Industry

4. Cars for Rhein Lumber company (Watauga Chapter National Railway Historical Society) are to be set on the house track Jonesborough, TN. These cars are to be placed by the Greeneville Switcher.
5. Road crossings within the City Limits of Johnson City, Tennessee, will not be blocked in excess of ten (10) minutes.
6. All waybills for Johnson City, Tennessee, will be left in the waybill box at Johnson City.
7. Do not block crossings in Greeneville, Tennessee, in excess of ten minutes. When setting out or picking up in West Storage track, Greeneville, Tennessee, West Irish Street, Mile Post 57.1A, and Pet Milk crossing, Mile Post 57.8A, must not be blocked. You may block Laurel Street, which is between West Irish Street and Pet Milk crossing, for the purpose of picking up or setting off only. Between West Irish Street and Pet Milk crossing will hold approximately 70 cars.

8. **Bulls Gap, Tennessee**

Conductors on crews departing Bulls Gap, Tennessee, will be responsible for securing building by locking switch lock on front door.

If more than one crew is present, the last crew to leave the building will be responsible to see that building is secured.

The downstairs door will be kept locked at all times and used as an emergency exit only.

All trains setting off will either call the reporting clerk at Sevier Yard, Ext. 1440, or Telefax information, No. 521-1464, advising the following:

(a) Train number.

(b) Appropriate BG track number used for set off.

(c) Total number of cars set off.

(d) Head and rear car numbers and corresponding line number, if advance consist information is used.

(e) If no computer list is available, car initial and number of each car set off in standing order.

(f) Arrival time of train at Bulls Gap.

All trains originating or picking up will furnish the following information to reporting clerk at Sevier Yard, Ext. 1440, or Telefax information, No. 521-1464, advising the following:

(a) Train number.

(b) Appropriate BG track number from which cars are moved.

(c) Head and rear car number of pick up, except:

(1) If cars in cut are switched rearranging track, list indicating how outbound cut stands in train, as well as how cars are left standing in appropriate BG track, must be furnished.

Originating train must additionally furnish:

(1) Engine number.

(2) Caboose or E.O.T. number.

Departure time for all trains leaving Bulls Gap will be furnished via radio to East End Dispatcher.

All trains terminating at Bulls Gap will furnish the same information as outlined in (1) above in addition to the following:

(1) Engine numbers.

(2) Caboose or E.O.T. number.

(3) Handle and Delay must be faxed to Sevier Clerk, Ext. 521-1464.

All trains prior to passing or departing Bulls Gap, Tennessee, will call the East End Dispatcher to ascertain if there is any work to be done at Bulls Gap.

Additionally, Train 189 or any other train out of Bristol, Virginia, will without fail, set out cars for Tennessee Eastman containing Acetone.

When setting off RC cars at Bulls Gap, Tennessee, crew is to leave the 2-prong power cable with the Radio Car.

Trains having piggyback cars in their consist will not be backed around the east leg of the wye at Bulls Gap without permission from a Division Officer.

Sheppard Road (Mile Post 86.6TC) must not be blocked except when switching.

Do not block Bible Crossing and first crossing west of Bible Crossing at 77.1A Mile Post in excess of ten (10) minutes. Any time crossing will be blocked longer arrangements must be made to cut crossing.

Additional telephones have been installed near the road at west end of Yard, at crossover from west leg of wye to A Line and west end of Bulls Gap siding.

9. "SD" type engines can only be operated on west end of Russellville siding to allow clearing main road crossing.

10. Do not leave any cars on overhead bridge Jefferson City Zinc track at M.P. 102.1-A.

11. **Eastbound trains to be held at Friends more than fifteen (15) minutes must stop short of Watercress Crossing Mile Post 107.4A.**

12. Running switches is prohibited on the Knoxville District Bristol Line. (Cars may be allowed to roll free provided motive power is not necessary to start them.)

13. When eastbound trains stop at Pickens, Tennessee, to meet a westbound train or to be passed by another eastbound train, they MUST NOT ACTIVATE THE AUTOMATIC GRADE CROSSING PROTECTION at S. Fairmount Avenue (the "Chicken House" crossing), M.P. 89.7A.

14. Do not block Mascot Pike road crossing, Mascot, TN, M.P. 117.1A, in excess of ten (10) minutes.

KNOXVILLE DISTRICT RIVER LINE

1. Running switches is prohibited on the Knoxville District River Line. (Cars may be allowed to roll free provided motive power is not necessary to start them.)

KNOXVILLE DISTRICT BL LINE

1. Air must be used anytime switching is performed inside BASF or Lenzing Fibers Plant, Lowland, TN.

2. Running switches is prohibited on the Knoxville District BL Line. (Cars may be allowed to roll free provided motive power is not necessary to start them.)

SEVIER YARD - KNOXVILLE, TENNESSEE

1. Switches at west end of derrick track, south of derrick track and local track are now equipped with switch lock, and the normal position is lined and locked from Diesel Shop lead.

2. At Sevier Yard, before entering Diesel Shop area, all inbound engines must receive permission from Diesel Shop foreman before passing the east end Diesel Shop lead, west end Diesel Shop lead, and Brosnan Hill switch.

3. Permission from Diesel Shop foreman must be obtained before departing from Diesel Shop.

4. Crews will contact Sevier Tower for location of engines on outbound trains. Inbound trains will place engines as directed by Sevier Tower. All engines are to be shut down per timetable instructions, unless directed by Sevier Tower to leave running.

5. Prior to moving their train in the forwarding yard at Sevier Yard, engineers must first obtain permission from the East tower Yardmaster, when on duty, and then must obtain permission from the Main tower.

6. Do not exceed 10 MPH in all local Yard tracks, Sevier Yard.

KNOXVILLE DISTRICT WEST END

1. Westbound trains will not leave the west end of Two Tracks M.P. 132.3A unless they have a Track Warrant allowing them to proceed beyond Tobler Lane (M.P. 134.0A).

Yard engines, CSXT trains or trains clearing up in Bicycle Track may proceed using Yard Limit Rule 93.

2. **Loudon, Tennessee**

(a) Instructions governing spring switch dwarf signal at East End of Blair Bend:

(1) If dwarf is displaying Stop, crew member must walk to signal case located at Milepost 158.0A and push start button in box mounted on west end of signal case.

(2) After start button is pushed, 10 minutes must elapse before signal will clear.

(3) If signal does not clear in 10 minutes, permission from dispatcher is required before passing signal.

(4) If for some reason you wish to cancel signal before time is elapsed, push button marked Stop; this will cancel time.

The normal positions for the switches on the east and west ends of runaround track are to be lined for the east and west legs of wye.

(b) **A. E. Staley Plant**

(1) Unit grain trains operating into A. E. Staley with an END OF TRAIN DEVICE (E.O.T.) will pick up the key to remove the device at Loudon Depot. The key for the E.O.T. device will be located in the telephone booth outside Loudon Depot. Additional keys will be kept in the Depot at Loudon. The E.O.T. key is to be returned to its original place after use.

(2) Crews entering A. E. Staley Corporation must call A. E. Staley Security prior to entering plant to ascertain whether Staley's engine is working.

(3) Crews must have Staley Security call personnel in loading areas of plant to assure they are ready to switch with everything in clear prior to entering any track. After obtaining permission to switch tracks, engine must stop at least two car lengths from any cars prior to coupling, and a crew member must walk into the building to ascertain coupling can be made in compliance with all applicable rules and instructions. In addition to these precautions, no track displaying a blue flag or blue light can be entered or be switched. Tracks equipped with the yellow and blue lights can only be switched with the yellow lights on. Absence of lights will be treated as a blue light.

(4) Employees are not permitted to ride cars in or out of any building.

(5) Engines are not to be operated over Nolan car movers inside buildings. Engines also are not to be operated over scale track, except when necessary to weigh cars.

(6) Inbound loaded unit corn trains will be yarded on tracks designated by message.

(7) No smoking is permitted inside A. E. Staley Plant except in designated areas, which are marked. This includes no smoking on engines. In addition, no open flames of any type are allowed inside Staley's Plant, which includes use of fusees.

(8) Fusees must remain in approved containers on engines or cabooses inside the A. E. Staley Plant and not carried on your person.

(9) All cars in any track in A. E. Staley will be properly secured with hand brakes on both ends of cut.

(10) Block occupancy signals located on the Blair Bend lead, under main line bridge, Loudon, Tennessee, when displaying red are to be passed as follows:

a. Train or engine is to stop before any part of movement passes signal.

b. Flagman is to precede movement from signal displaying STOP through the block until movement reaches signal affecting movement in opposite direction.

c. Movement is to be made at Restricted Speed in accordance with Rule 105, as are all movements off the main line.

3. **Lenoir City, Tennessee**

The following procedures are to be followed when switching Ft. Loudon Terminal at Lenoir City, Tennessee:

(a) Conductor will call Ft. Loudon Terminal from microwave telephone booth at Lenoir City to determine their switching needs and to allow the Terminal time to get their equipment in the clear. Microwave number for Ft. Loudon Terminal is *802.

(b) Stop engines one-half a car length short of coupling, while Flagman is walking to rear of cut to be pulled account Terminal personnel unloading and loading cars.

(c) A maximum of eleven covered hoppers must be spotted for unloading, and excess loads must be left between switches of runaround track. Leave excess "hanging out" upper switch to runaround track to enable the Terminal to shove empties to runaround track.

(d) Do not exceed 10 MPH on Lenoir Car Works Track from Yale-Towne crossing west.

(e) Track to Lenoir Car Works M.P. 154.1A cannot be used beyond a point 600 feet west of the clear point.

4. **Calhoun, Tennessee**

(a) All tracks in Calhoun Yard must be stretched after coupling tracks to switch out cars or move cuts of cars. Any time cars are being moved from one location to another or working any industrial track, air must be coupled on all cars. The only time cars may be handled without air is when switching cars from one track to another while building cuts or to break up setouts.

(b) When handling loaded tank cars, regardless of contents, they must be shoved to a coupling with air on cars. Never cut off or kick these cars.

(c) Prior to removing derails to switch paper dock tracks at Bowater, blue flags must be down. Bowater personnel must give their permission to switch tracks and their assurance that their people, dock boards, etc., are in the clear. Also, they must see that all doors are raised fully. In addition, a crew member must personally check each track prior to coupling to a track to see that each of the previous items has been done by Bowater. Bowater personnel must raise and lower doors to paper dock.

(d) Any time any type of accident or injury occurs at Bowater, a complete list of cars being handled and the purpose of move must be furnished with accident report.

(e) Engines must not be operated over CSX Railroad Junction switch located under Highway 11 bridge on Bowater's lead track at Calhoun, Tennessee (M.P. 200.5A). **Exception: Bowater Switcher assignments may operate engines over switch.**

(f) Engine must not be operated in Tracks No. 5 and 6, Old Yard, Calhoun. Exception: Bower Switcher assignments.

(g) Cars set off at Calhoun, Tennessee, must be secured by three handbrakes for the first ten (10) cars and an additional handbrake for each five cars set out.

(h) All handbrakes must be on WEST end of cut and should be applied with air brakes applied.

(i) Crews performing switching at this location must know that brakes are properly applied before switching is begun and must see that sufficient brakes are maintained on cars being switched to prevent their rolling away.

(j) Movements over Old U. S. Highway 11 crossing on Olin Corporation lead, Charleston, Tennessee, must be protected by Flagman. Loaded pulpwood cars must not be set out or stored on No. 1 track, old and new yard, Calhoun, Tennessee.

(k) Empty cars must not be handled between locomotives and loaded cars when shove moves are made toward pulpwood hump tracks in Bowater Southern Paper Corporation Plant, Calhoun, Tennessee (M.P. 200.6A).

(l) Engines should not be operated over car movers or inside shed on Track No. 6 in coal yard at Bowater, Calhoun, Tennessee.

(m) Through trains with Calhoun setoffs will leave waybills at Cleveland, Tennessee Depot. Eastbound trains (such as No. 140) with Calhoun setoffs will retain waybills for any hazardous material loaded or empty cars, unless photocopies have been made at Cleveland. Leave waybills for these cars in bill box located inside of crew room. Calhoun Local will retain Calhoun waybills until returning to Cleveland, westbound. Eastbound trains picking up at Charleston or Calhoun will secure waybills for pick up prior to departing Cleveland. Numbers 139, 439, etc., picking up Georgia woodracks at Charleston will match up with train at Cleveland.

(n) Crews setting off at Calhoun will ascertain from West End Dispatcher or Bowater Switcher crew what tracks to set off in. Trains normally picking up at Calhoun or Charleston (Numbers 140 and 139 type trains) will ascertain from West End Dispatcher if there is a pick up for your train and where located.

(o) All CSXT cars pulled from the Bowater plant on your shift will be taken to the CSXT Yard, unless you are running short of time to be off in eight hours.

This includes loads off the dock, empties from wood yard, soap cars, etc.

If the crew on the preceding shift fails to do this, notify either the Trainmaster or Mobile Agent directly or by message.

(p) Trains or engines entering the main track at Calhoun and Charleston, TN, must secure permission from the West End Train Dispatcher in addition to complying with Rule 404 and other applicable rules.

5. **Cleveland, Tennessee**

Norfolk Southern Operating Rule 421 requires that trains or engines entering the main line or siding at Cleveland, Tennessee, or crossing over the main line or siding through hand-operated switches obtain permission from the West End Dispatcher. Rules 426, 442 and 443 may also require a Form 23-A in the siding or main line.

Turnaround mileage between Sevier Yard and Cleveland is 180 miles head end and rear.

If train is yarded in Cleveland yard or picked up in Cleveland yard, the claim for additional mileage should be shown in the remarks section of time ticket. This also applies to trains tied down or picked up on I Line or Cleveland siding.

Additional mileage is: (a) 4 extra miles to Dockery or Blue Springs Road, (b) 2 extra miles to Junk Yard Crossing, and (c) 1 extra mile to Bradley.

Conductors arriving at Cleveland, Tennessee, will call the Call Office at Knoxville, Tennessee (1402) or 1403) to give their off duty time and receive instructions whether to go to motel, deadhead to Chattanooga, etc. Conductors will also call dispatchers to give them tie up (end of trip) information, unless clerk on duty to FAX reports. Bill boxes are located in the crew room to leave waybills of trains temporarily tied up at Cleveland. When trains are tied up at Cleveland and awaiting crews, you should leave information with waybills on where handbrakes are tied up. All trains originating at Cleveland will get Dispatcher's Bulletin for their train off printer in crew room.

Edwards Street side of crew room is to remain locked, and track side of crew room is to be locked with switch lock, when crew room is empty.

Crews will have to call Knoxville West End dispatcher to have taxis sent to pick them up or call from phone in crew room. Crew room phone will be programmed to enable direct dialing to motel and A&M Taxi, in addition to some additional phone numbers. West End dispatcher will relay any necessary information to Call Office to call taxis, etc.

Train T44T5 will have to keep Charleston waybills until westbound trip and then stop to place in bill box at Cleveland. Eastbound trains with Charleston/Calhoun set out will leave all waybills at Cleveland except hazardous cars, and these waybills should be left in box inside crew room. Westbound trains with Charleston/Calhoun setoffs will continue to bring waybills to Cleveland and will separate and mark them separately from through car waybills. All eastbound Georgia trains, except unit coal trains in 700 or Q series, will check waybill box at Cleveland and dispatcher for pick ups at Charleston, Calhoun or Loudon, when no one is on duty at Cleveland. Westbound trains will check with dispatcher.

6. Cars on siding at Coile.

7. Road crossings at Sanford must not be blocked on weekdays between the hours of 7 and 8 AM. If it is known crossings will be blocked by a standing train for more than ten (10) minutes, the crossings must be cut.

KNOXVILLE DISTRICT - OAKDALE LINE

1. **Powell, Tennessee**

(a) When doubling to Powell, the following instructions will apply:

From 7:00 AM to 9:00 AM and from 3:00 PM to 5:00 PM on week days, trains must take first cut into siding, Powell.

Note: The length of each cut taken to Powell needs to be considered along with the tonnage, so that both cuts will clear Emory Road when train is to be put back together.

Trains doubling to Powell must leave Brickyard Road Crossing open during school on the hours metnioned above.

Special attention must be given on Sundays to allow for church traffic to pass without great delay.

All must expedite the train movements over Emory Road at Powell to ensure free flow of highway traffic.

Doubling Unit Grain Trains

When doulbing southbound Unit Grain Trains from Heiskell to Powell, leave thirty-five (35) cars at Heiskell, and take the remainder of the cars in the first cut to Powell. Contact the Chief Dispatcher should you have any question or problem with this Procedure, and do not deviate from this procedure without his permission.

(b) A switch lock has been placed on scale house door at Powell. The conductor of trains that are to be weighed at Powell must check printer, located in scale house, to determine if all cars in train weigh. The printer will number each car weighed, and gross weight will be printed out. Conductor must take copy of printout and leave with set out at Harriman.

Be governed by the following.

(1) No radio transmitting inside scale house or while door to scale house is open during time train is being weighed.

(2) Employees are prohibited from tampering with any equipment inside scale house.

(3) A phone is located inside scale house. Call West End dispatcher and advise results of each train weighed. If train has weighed properly, turn scales off.

2. A switch lock has been placed on the door of train crew room side of Depot at Clinton, Tennessee.

All concerned must see that the Depot is properly secured when not in use.

A waybill box has been placed on the front of the Depot, Clinton, Tennessee.

Trains setting out or picking up cars at Clinton during hours the agency is closed will leave and get waybills from this box. The conductor must leave a switch list with loads and empties, tons, time, date and tracks, where cars are set out or pulled from. The West End dispatcher must also be informed of same.

A supply of Stationery will be kept in this waybill box.

3. When switching D&H Compounding at Clinton, TN, D&H Security must be contacted via telephone, 615-463-3120, or by radio (security gate building now has NS portable radio) and request that gate be opened and blue flag protection removed; also, advise time expected to be at gate.

When switching operations are completed, D&H Security must be advised so that gate can be closed and blue flag protection restored.

4. Be governed by the following when switching K-25 Plant, Oak Ridge, TN:

(a) K-25 is an industrial lead.

(b) Speed: Rule 105, restricted speed not exceeding 20 MPH.

(c) Locomotives authorized: Both SD and GP type.

(d) Derail location: Main Line and Bull Pen gate.

(e) Run around track capacity: 13-50 ft. cars.

(f) Cars will be interchanged with DOE/Martin Marietta at the Bull Pen.

(g) Bull Pen capacity (between gates): 13-50 ft. cars.
Note: Bull Pen has two tracks.

(h) Phone number to open Bull Pen gate: 615-574-3282.

(i) Trains switching K-25 must notify the West End Dispatcher of the expected arrival time at the Bull Pen gate, so that arrangements can be made for guards to unlock gate. The conductor must record any delay on the handle and delay report on a minute-by-minute time spent waiting on the gate to be opened, so that a special charge can be assessed to the D.O.E.

(j) The conductor must have proper shipping documents and paperwork. Cars must be properly placarded before being moved from the Bull Pen.

(k) Switching will be done at the direction of the Mobile Agent, Clinton, TN.

5. Norfolk Southern train crews are not authorized to use the TVA main track between Caney Creek Yard and Kingston Steam Plant.

6. The road crossings at Mile Post 23.3D (trailer park crossings) is not to be blocked on school days during the following hours

7:00 AM TO 8:00 AM
and
2:50 PM to 3:50 PM

account school children getting on and off school bus.

7. Engine warning whistle and/or bell **must not** be sounded between Harriman and Harriman Junction or between Harriman Junction and 26 Tunnel; only in accordance to rule or law.

8. Air must be cut in on all cars when working D&H Compounding at Clinton.

9. Cars left on runaround track, Carden Farm Industrial Lead, must have hand brakes set on both North and South end.

10. All trains weighed at Powell destined TVA at Kingston, TN must have a switch list of cars in their train from engines to rear car. This list must be left with weigh bills.

11. Do not block Yarnell Road at Clinton, M.P. 19.3C.

12. Do not block Noe Crossing at Blair, M.P. 40.4D, between 7:30 AM and 8:30 AM and between 3:00 PM and 4:00 Pm during school days.

KNOXVILLE DISTRICT - JELLICO LINE

1. When a train stalls with locomotives in tunnels on the K&O or Middlesboro Line, the train's brakes are to be set in emergency and locomotives moved from the tunnel. The train is to be properly secured. The Chief Dispatcher is to then be contacted for further instructions.

2. BEECH GROVE - Locomotives must not pass frog of second switch beyond tipple.

LAKE CITY - All Yard tracks will not clear a man on side of car, when cars are on adjacent track.

3. Trains stopped at Lot, M.P. 67.6C, at Holton, M.P. 72.0C for CSXT STOP signal that after a ten minute period are unable to make radio contact with CSXT KD Dispatcher at Jacksonville, Florida, must try telephone at these locations.

4. The signal located at ARCO Jct. indicates the position of the switch. If this signal displays a red indication, switch must be checked for proper alignment before movement is made over the switch.

5. C-LINE - KOPPER GLO MINE SPUR
AND CLAIRFIELD, TENNESSEE (M.P. 79.1)

On descending grade between Kopper Glo Mine Spur and Clairfield, Tennessee (M.P. 79.1C), trains switching, doubling tracks and/or departing will be governed by the following instructions.

All air hoses must be coupled, all angle cocks properly positioned and hand brakes remain applied. Prior to attempting move, the brake pipe must be charged to 90 PSI for a minmum of fifteen (15) minutes. After brake system is thus charged, a 20 PSI brake pipe service reduction must be made, and crew will inspect brakes on each car. Hand brakes must be set on car(s) which brake fails to apply. When this inspection is completed,

engineer will release brake and will not attempt move until brake pipe pressure has been recharged to 90 PSI for five (5) minutes. After brake system is charged, engineer will make a fifteen (15) PSI brake pipe reduction and allow exhaust to cease. Hand brakes may then be released (except on cars with inoperative air brakes). Train may then be started, pulling away if necessary. As cars balance on grade, dynamic brake when available, must be used in conjunction with train air brake to control movement at a speed not to exceed five (5) MPH.

Air brake must not be released while movement is on the major descending grade between main crossing at Kopper Glo tipple and first trestle west of this crossing, unless movement is stopped and minimum of fifty percent (50%) hand brakes are applied.

KNOXVILLE DISTRICT - MIDDLESBORO LINE

1. LUTTRELL MINING - Employees are prohibited from riding on equipment past pit, located on Stone Track, Luttrell Mine, M.P. 24 CG.

   Bad footing exists on both sides of all tracks M.P. 24 CG. Use extreme caution in this area.

   TENN-LUTTRELL LIME - Bad footing exists on both sides of all tracks M.P. 24 CG. Use extreme caution in this area.

2. Team track is considered to be the siding at Tazewell, Tn.

3. Southward trains must not foul the south end of storage tracks at Tiprell, Tn. until Track Warrant authority has been received to proceed south of Tiprell.

   The storage tracks, No. 1 or No. 2, are considered to be the siding at Tiprell, Tennessee.

   Trains setting out or picking up at Tiprell, Tn. must leave 800 feet of room on south end of No. 1 or No. 2 storage tracks.

4. Siding at Washburn, Tn. is considered an industry track being used by Tennessee Valley Resources for lime loading.

   Before engines pass the loadout conveyor for Tennessee Valley Resources at Washburn, Tn. the extension for the conveyor must be in the "UP" position, and it must be determined proper clearance exists.

5. A packet, containing CSXT Rule Book, CSXT Timetable, CSXT switch key, CSXT Tennessee District Superintendent's Bulletins and DTC Block forms, is available at the Crew Management Office, Sevier Yard. The conductor of trains that travel on the CSXT between Cumberland Gap and Middlesboro must pick up this packet and return it to the Crew Management Office.

6. Look out for slides and be prepared to stop at north end Cumberland Gap Tunnel (Tennessee Division Timetable direction).

7. A waybill box has been placed at the entrance of the Middlesboro Direct Train Control block. Trains that will not enter Middlesboro Yard will pick up waybills at this location.

8. Trains having 5 (five) units under power must isolate 1 (one) unit when moving over Lonesome Valley Trestle.

KNOXVILLE DISTRICT - K & A LINE

1. Crews setting off or picking up at ALCOA must contact via radio the ALCO Terminal Railroad before entering ATRR yard or using their main line and will also advise ATRR when clear of main line. Norfolk Southern crews will be governed by the instructions received by personnel at ATRR and will repeat instructions for clear understanding to ATRR.

   As information, the ATRR main line parallels Norfolk Southern main line between M.P. 12.2KA to M.P. 14.8KA.

2. When approaching K&A Jct., do not block crossing at the east (or north) end of the Worlds Fair site closest to K&A Jct. until ascertained from Sevier Tower that you will be able to time out and depart.

KNOXVILLE DISTRICT - COSTER LINE

(None)

APPALACHIA DISTRICT

1. Conductors on trains setting off or picking up (switching) at Bulls Gap will be responsible for furnishing the following information:
   (a) All trains setting off will either call the reporting clerk at Sevier Yard, Ext. 1440, or telefax information, No. 521-1464, advising the following:
      (1) Train number.
      (2) Appropriate BG track number used for set off.
      (3) Total number of cars set off.
      (4) Head and rear car numbers and corresponding line numbers, if advance consist information is used.
      (5) If no computer list is available, car initial and number of each car set off in standing order.
      (6) Arrival time of train at Bulls Gap.
2. Waybills for all cars set off at Bulls Gap are to be arranged in standing order and left in appropriate box in yard Office, which corresponds to the BG track used for set off.
3. All trains originating or picking up will furnish the following information to reporting clerk at Sevier Yard, Ext. 1440, or telefax information, No. 521-1464, advising the following:
   (a) Train Number.
   (b) Appropriate BG track number from which cars are moved.
   (c) Head and rear car number of pick up, except:
      If cars in cut are switched rearranging track, list indicating how outbound cut stands in train, as well as how cars are left standing in approriate BG track, must be furnished.
4. Originating train must additionally furnish:
   (a) Engine number.
   (b) Caboose or E.O.T. number.
5. Departure time for all trains leaving Bulls Gap will be furnished via radio to East End Dispatcher.
6. All trains terminating at Bulls Gap will furnish the same information as outlined above, that being:
   (a) Engine numbers.
   (b) Caboose or E.O.T. number.
   (c) Handle and Delay must be faxed to Sevier Clerk, Ext. 521-1464.
7. Any change in outbound engine consist will be reported by Mechanical personnel located at Bulls Gap.
8. Additional telephones have been installed at west end of yard, at crossover from west leg of wye to A Line and west end of Bulls Gap siding.
9. Derails have been installed on east leg of wye, M.P. 86.9TC, and upper yard (Knox end), M.P. 86.8TC, Bulls Gap.
10. The normal position for wye switch TC Line will be lined and locked for movement on west leg of wye.
11. The normal position for upper yard switch (Knox end, Bulls Gap Yard) will be lined and locked for movement on main track.

12. All inbound Appalachia trains that are instructed to stop clear of the lower yard at Bulls Gap will stop clear of the switch at Moore.

13. All trains will carry 100 pounds train line pressure, except Trains T50T1 (Frisco Switcher), T52T4, T53T1 (Sevier-Yuma Locals) and T62T1 (Kingsport Switcher) are exempt from these instructions and will carry standard train line pressure of 80 pounds as required by Rule A-1 of revised NS-1, Rules for Equipment Operation and Handling.

14. Conductors on westbound Interroad trains picking up at McCloud will furnish to the operator at Frisco via radio he id car number and total number or cars picked up at McCloud.

Conductors on loaded trains setting out at McCloud, Tennessee (John Sevier Steam Plant) will furnish date, time, train number, lead engine number and conductor's signature. This register and waybills are to be placed in phone box, East Yard, or bill box, West Yard. If no bills are set out, a switch list, including car initial and number, will be required on all cars not having waybills.

15. **Trains weighing at Burem, Tennessee, M.P. 70TC**

When engines are approximately 300 feet from scale, the scale will turn on automatically.

A yellow light, located on scale bailding, will come on when scale is "ON" and in weigh mode. While weighing, train speed should not exceed 8 MPH. If speed is in excess of 8 MPH, the light will flash along with an intermittent tone, which will sound via radio. When this occurs, speed should be reduced immediately.

Sixty seconds after last car in train clears the scale an extended tone will sound via radio.

Conductors on eastbound trains that are to weigh at Burem will furnish to the Operator at Frisco via radio the head car number of their train.

16. At the following locations when switching with ten (10) or more cars, air must be cut in on at least half of the cars being handled:

(a) Frisco to old CSXT connection track.

(b) Greenland Lead between Gate and Storage track.

(c) Click (east end).

17. Trains that are to set out or pick up at Frisco Yard will prior to arrival at Frisco contact the Operator for a yard lineup. Upon arrival at Frisco, before a set out or pickup is made, the crew is to contact the Operator to ascertain if any change has been made in the previous lineup.

The Operator at Frisco will designate the track and/or tracks to be used for the set out or pickup.

18. Conductors on eastbound Trains No. 582 and No. Y82 (C-Coal Trains) will provide Operator at Frisco a list in standing order of his train after picking up and consolidating train away from Yuma.

19. Prior to departing Carbo and/or Norton, interroad crews originating at those locations must advise the train dispatcher at Knoxville of the on duty time for both the conductor and engineer.

20. Conductors on crews departing Bulls Gap, TN, will be responsible for securing building by locking switch lock on front door. If more than one crew is present the last crew to leave the building will be responsible to see that building is secured. The downstairs door will be kept locked at all times and used as an emergency exit only.

DEBUTTS YARD - CHATTANOOGA, TENNESSEE

1. Whistle will be blown and bells will be rung at ALL CROSSINGS in deButts Yard.

2. Due to the amount of traffic at the road crossing by the Power House, which leads into the north end of the Fuel Rack, deButts Yard, movements over this crossing must be preceded by a flagman.

3. Conductors on inbound trains to be yarded at deButts Yard **MUST** contact the yardmaster in the main tower as to disposition of waybills prior to yarding their train.

4. Before leaving the Diesel Shop, it will be necessary for engineers to notify the Main Tower. When moving northward from the Diesel Shop to Tinker Street Bridge, it will be necessary to stop in the clear of the first crossover south of Tinker Street Bridge and call the Main Tower for further instructions.

All southward traffic moving to the Diesel Shop will use the East Engine Lead. All northward traffic moving from the Diesel Shop will use the Middle Engine Lead. Dwarf signals governing train movements are located on Engine Thoroughfare Track. Northward movements are governed by three signals. Southward movements are governed by two signals. Rules governing are 309 and 310.

5. A stop sign has been located on each side of Outbound Freight Lead, 250 feet north of the No. 5 "P" signal governing southward movements.

A train or engine moving southward on Outbound Freight Lead must stop at the stop board and must receive permission from yardmaster on duty, who will authorize him to pass the stop board.

Permission must be received from the yardmaster before movement in any direction is made through electric switches at north end of Forwarding Yard.

6. Due to CLOSE CLEARANCE of bridge structure on west side of McCallie Avenue viaduct M.P. 336.8, WIDE LOADS CANNOT BE HANDLED ON MAIN LINE AT THIS LOCATION.

Zero Track must be used for movement of all high-wide loads at this location with the exception of double stacks, which may use either Main Line or Zero Track.

MEMPHIS EAST END DISTRICT

1. Trailing tonnage behind empty TTOX series cars will not exceed 4,500 tons between Sheffield and Chattanooga.

2. **Stevenson, Alabama**

(a) Norfolk Southern crews operating over the CSXT Railroad between Stevenson, Alabama, and Wauhatchie, Tennessee, are to be equipped with radios which are fixed on the CSXT Road channel when operating on their trackage. A crew receiving engines not equipped with such multi-channel radios should report this fact to Shop Personnel and the Chief Dispatcher. Westbound crews should make a radio check on the CSXT channel with deButts Operator before departing deButts Yard. Eastbound crews should make a radio check on the CSXT channel with Decatur Operator prior to passing Decatur. Portable radios equipped with CSXT Road channel are available at Decatur Block Office and deButts Tower.

3. **Scottsboro, Alabama**

(a) Trains standing at Scottsboro to switch, set out or pick up, will not block any road crossing in excess of five minutes. Westbound train will arrange to cut off east of Tupelo Pike crossing (Mile Post 296.8-A) far enough to hold the returning engines in order to keep this crossing open during the entire

set out. Permission from the Dispatcher will be required to pass the STOP signal at Mile Post 297.4-A eastbound when returning to train.

(b) The following instructions apply to train and engine crews switching Goodyear Tire and Rubber Company Plant at Scottsboro.

(1) When switching cars in Tracks 1 and 2, no portion of equipment will be allowed to make contact with the sodded earth mounds at the rear of each track.

(2) Before coupling to equipment on Tracks 1 and 2, a crew member will inspect the rear end of each track to determine if there are any cars already in contact with the earth mounds. If there are, this fact must be reported to the Goodyear Guard prior to coupling. A note detailing track number, car number and time discovered will also be left the Agent with Form 612.

(3) When working Tracks 3 and 4, only the cars to be spotted will be taken around to the rear of these tracks. All excess equipment on No. 3 Lead will be set over prior to shoving to a spot.

4. **Huntsville-Greenbrier, Alabama**

(a) Long cars (75 feet or more) may not be handled on the North Huntsville Branch and West Huntsville Branch tracks.

(b) Crews operating beyond Wall-Triana Highway on the Jetplex Intermodal Facility Lead at Madison, Alabama, will contact the Norfolk Southern Huntsville Agency to obtain clearance from Intermodal personnel prior to passing this crossing. This applies between 7:00 AM and 9:00 PM, Monday through Friday.

(c) Do not allow long cars (75 feet or longer) to enter the curve on the Dunlop Lead at Madison, Alabama, Mile Post 347.9-A, located approximately 1,600 feet south of the south switch to the box company runaround track.

(d) Do not allow locomotives to cross under track unloading pit on Limestone Fertilizer Cooperative spur Track at Greenbrier, Alabama, Mile Post 354.3A.

(e) Huntsville JetPlex pickup for eastward movement is to be cut in proper station order prior to leaving Elko or Madison and dispatcher so notified how pickup was made so Decatur Operator may be advised.

5. **Decatur, Alabama**

(a) All spring switch movements made by Decatur Yard crews must be hand lined. Any through train or local train setting out, picking up in or from the new Decatur Yard must also hand line the spring switch at the west end of Decatur Siding.

(b) Account plant personnel changing shifts, avoid switching Amoco Chemical Company, Decatur, Alabama, between the hours of 6:30 PM and 7:15 PM daily. If necessary to work this plant during this time period, do not block Finley Island Road crossing for longer than five minutes.

(c) Tracks belonging to Minnesota Mining and Manufacturing Company (3-M), Decatur, Alabama, are to be used solely for cars destined to or released by 3-M. Cars to/from other industries must not be transported nor switched on their tracks.

(d) Do not cut cars off in motion or kick cars inside the fence limits of Monsanto Chemical Company, Decatur, Alabama, Mile Post 364.8A.

(e) Before switching American Fructose Company, Decatur, Alabama, a crew member must check the rear of each track to determine that all cars are clear of the end of track dirt mounds. Cars found in contact with these dirt mounds that are deemed safe to pull may be pulled, but only under observation of a crew member. Any car deemed unsafe to pull must be left as found, and a note detailing such findings will be made on Form 612 by the Yard Foreman.

6. **Robertson Junction**

To all crews switching Champion Paper Company, Mile Post 381.6A, the track layout at champion Paper, South Yard, is as follows:

Tracks are numbered from the left as you go into the South Yard from Norfolk Southern main line 1, 2, 3, main line, 4, 5, 6, 7, 8 and 9.

Prior to leaving the Norfolk Southern main line, conductors must call Champion Paper Company on the telephone (Ext. 2034) provided for this purpose and located on a pole near the Norfolk Southern main line switch at Robertson Junction. Contact Champion to determine that the Champion Yard engine is clear of the south yard. Any time the Champion Yard engine is found switching in the south yard after you arrive and Champion has verified that he is clear of the south yard, this must be reported to the Trainmaster.

Crews will not be required to classify inbound cars when arriving at Champion Paper Company. Inbound cars will be placed on Track No. 8. If needed, any other track can be used for inbound overflow. Outbound cars to be picked up will be on Track No. 9. If there is any overflow of outbound cars, Champion personnel will leave a message in the waybill box to that effect.

SHEFFIELD YARD

1. All movements must contact Main Tower before using Main Track within Yard Limits Sheffield, Al.

B-8 Fuel Facility Track - Sheffield Yard

(a) A spring switch is located at M.P. 2.6MF on west end of West Crossover from west end B-8 Fuel Facility Track to the westbound main track.

The following instructions apply:

Normal position of East (Inside) switch of West Crossover on B-8 Track is changed to REVERSE to allow movements through crossover. Trains and engines operating this switch will leave it lined REVERSE for the crossover after use.

West Crossover is redesignated as B-8 Fuel Facility Connection Switch.

(b) Movement west from B-8 Fuel Facility Track and through new spring switch to westbound main track will be protected by dwarf signal and governed by Rules 304D, 308C, 309E and 310F.

(c) ON AUTHORITY OF YARDMASTER, SHEFFIELD TOWER dwarf signal is operated by a push button box located on west end of Signal Case on south side of tracks across from dwarf signal. To get a signal for movement through crossover PUSH start button in box and HOLD for approximately five (5) seconds. (This will start time [7 minutes] running.) If for some reason you do not want signal PUSH CANCEL button in box.

If unable to receive a proceed signal, permission to pass the signal must be obtained from the Yardmaster, Sheffield Tower.

PERMISSION FROM YARDMASTER MUST BE OBTAINED BEFORE OPERATING START BUTTON.

(d) Blue signal derails remain in place at each end of B-8 Fuel Rack and at East End of B-8 Fuel Facility Track and are to be operated by Mechanical Department employees only.

MEMPHIS WEST END DISTRICT

1. Carlin: When take siding indicator is illuminated, train may pass signal displaying stop indication after entrance switch has been lined.

   Take siding indicator referred to is equipped with "Light Out" protection. This means when a bulb is out on Take Siding Indicator signal will indicate STOP. Memphis West End District Dispatcher may authorize trains to pass signal indicating STOP to enter siding. Other movements will be made in accordance with Rule 402.

2. Trains and engines operating on double track segments from Buntyn (M.P. 546.0A) to end of double track (M.P. 551.7A) will operate on authority of the Yardmaster, Forest Yard, who will specify track to be used. All movements are to be made at Restricted Speed not exceeding 20 MPH.

3. Two or more cuts of cars must not be doubled together west of KC Junction, Memphis, Tn., on any of the six main tracks known as Broadway.

   After engines are coupled to a single cut of cars west of KC Junction to be moved to Forrest Yard, the cut of cars must be pulled east of KC Junction to a location where there is sufficient clearance between tracks to allow a crew member or other employee to safely position himself and install any marker or EOT device. A brake test in accordance with Form NS-1, Rules for Equipment Operation and Handling Rule A-16, must be performed before the cut of cars is moved to Forrest Yard.

4. **Train Handling**

   A. **Saulsbury, Tennessee - Eastward**

   Eastbound trains with 75 cars or more not equipped with dynamic brakes or with inoperative dynamic brakes will make a complete stop between Mile Post 494A and Mile Post 493A and restart train.

   B. **Saulsbury, Tennessee - Westward**

   Westward freight trains having a length in excess of 6,500 feet will be handled by the following method between Mile Post 492A and Mile Post 495A:

   As the locomotive consist crests grade at Mile Post 492.4A, throttle will be gradually reduced to throttle No. 1 as dictated by proper cresting procedures, (Form NS-1, Rule L-241), and remain in throttle No. 1 until rear of train crests grade at Mile Post 492.4A and slack is completely in.

   Dynamic brake may be used to control train speed, as necessary on descending grades; however, it must be released as locomotives ascend grade at Mile Post 493.6A, and throttle placed in No. 1 position until rear of train crests grade at Mile Post 492.4A and slack is completely in.

   After these conditions have been met, throttle may be advanced as necessary.

   C. **Burnsville, Mississippi - Eastward**

   Freight trains having a length in excess of 6,500 feet will be handled by the following method between Mile Post 447A and Mile Post 445A:

   As the locomotive consist crests grade at Mile Post 446.9A, throttle will be gradually reduced to throttle No. 1, as dictated by proper cresting procedure, (Form NS-1, Rule L-241), and remain in throttle No. 1 until rear of train crests grade at Mile Post 446.9A and slack is completely in.

   Dynamic brake may be used to control train speed as necessary on descending grade; however, it must be released as locomotives ascend grade at Mile Post 446.2A and throttle placed in No. 1 position until rear of train crests grade and slack is completely in.

   After these conditions have been met, throttle may be advanced as necessary.

   D. **Burnsville, Mississippi - Westward**

   Freight trains having a length in excess of 6,500 feet will be handled by the following method between Mile Post 445A and Mile Post 447A:

   As the locomotive consist crests grade at Mile Post 445.2A, throttle will be gradually reduced to throttle No. 1, as dictated by proper cresting procedures, (Form NS-1, Rule L-241), and remain in throttle No. 1 until rear of train crests grade at Mile Post 445.2A and slack is completely in.

   Dynamic brake may be used to control train speed as necessary on descending grade; however, it must be released as locomotives ascend grade at Mile Post 446.2A and throttle placed in No. 1 position until rear of train crests grade and slack is completely in.

   After these conditions have been met, throttle may be advanced as necessary.

THE ABOVE INSTRUCTIONS DO NOT APPLY TO RAIL-HIGHWAY TRAINS.

JACKSON DISTRICT

1. Between the hours of 7:00PM (CT) and 6:00AM (CT) permission is not required for movement over CSXT trackage at the West End of Iselin Yard, Jackson, Tn. to and from the new connection track to the Frogmoor Industrial Lead. Yard limit rules will govern. At all other times, communication must be established with the conductor of CSXT Jackson Yard Run Y101 and his instructions will govern prior to occupying CSXT trackage. In the event the conductor of Yard Run Y101 cannot be contacted, the CSXT Train Dispatcher in Jacksonville, Fl. must be contacted to obtain permission prior to occupying CSXT trackage between the West End of Iselin yard and the new connection track to the Frogmoor Industrial Lead, Jackson, Tn.

2. The following restrictions apply to all tracks, Jackson Yard:

   A. Employees must not ride sides of cars or equipment, when adjacent tracks are occupied by equipment or cars.

   B. Loaded pulpwood cars and/or excessive dimension shipments will not clear on adjacent tracks.

3. When moving equipment at Robinson Belew, Sharon, Tennessee, M.P. IC424.8, and Foamex, Milan, Tennessee, M.P. IC449.0, the following will govern:

   All air hoses must be coupled between equipment, the brake system must be charged and it must be ascertained that the brakes work properly on such equipment. At no time will equipment move on the above track or hand brakes released until these instructions are complied with.

4. Train and engine service employees are not allowed inside building of A. O. Smith Automobile Parts Assembly Plant at Milan, Tennessee.

5. To enter main track at Ruslor Jct., Ms., and CCR Jct., Ms., from KCS Railroad or TNR Railroad, permission must be obtained from Memphis District Dispatcher. CSXT trains or engines at Milan, Tn. and Jackson, Tn. must obtain permission and track

warrant by telephone or radio from the Memphis District Dispatcher. Permission must be obtained from Memphis District Dispatcher before entering main track at Conalco, Tn., Iselin Jct., Tn., Corinth, Ms. and Milan, Tn.

6. Redmont Railroad must obtain permission from Memphis District Dispatcher before entering yard limits at Corinth, Ms., M.P. IC529.0.

7d. YARD LIMITS

STATION NAME	YARD LIMITS EXIST BETWEEN		
Knoxville District - Bristol Line			
Bristol	M.P. 0.0A	and	M.P. 1.0A
Sevier	M.P. 122.2A	and	M.P. 125.0A
Knoxville District - River Line			
Asheville	M.P. S141.0 (West)		
Knoxville West End District			
West End Sevier Yard	M.P. 125.0A	and	M.P. 134.0A
Charleston	M.P. 198.0A	and	M.P. 203.0A
deButts	M.P. 235.0A	and	M.P. 240.0A
Knoxville District Oakdale Line			
West End Sevier Yard	M.P. 0.0CO (North)		
Knoxville District Jellico Line			
Clinton	M.P. 21.0C	and	M.P. 22.0C
Knoxville District Middlesboro Line			
Beverly	M.P. 6.0CG	and	M.P. 7.0CG
Knoxville District Coster Line			
Coster	M.P. 0.0C	and	M.P. 2.3C
Appalachia District			
Andover	M.P. 3.3T	and	M.P. 0.0T
Memphis East End District			
Stevenson	M.P. 279.8A	and	M.P. 280.6A
Yard Limit Sign Sheffield	M.P. 398.3A	and	M.P. 402.9A
Memphis West End District			
Norala	M.P. NA3.6	and	M.P. 0.6MF
Memphis	M.P. 545.0A	and	M.P. 551.7A
Jackson District			
Fulton	M.P. IC407.0	and	M.P. IC406.1
Jackson	M.P. IC474.0	and	M.P. IC468.0
Corinth	M.P. IC529.0	and	M.P. IC525.0

7e. OTHER TRAIN MOVEMENTS JOINT TRACKAGE

1. Trains and engines of the Tennessee Division will use track of other divisions and foreign lines, in accordance with their timetables, rules and regulations as shown below:

Knoxville District River Line

Between Asheville (M.P. S139.0) and Murphy Jct. (M.P. S142.3), Piedmont Division.

Knoxville West End District

Between Ooltewah (M.P. 226.6A) and Jersey (M.P. 235.0A), Georgia Division.

Knoxville District Oakdale Line

Between Harriman Jct. (M.P. 51.3D) and Oakdale (M.P. 254.4), Kentucky Division

Knoxville District Jellico Line

Between Lot (M.P. 67.6C) and Fonde (M.P. 85.0C), CSXT

Knoxville District Middlesboro Line

Between Cumberland Gap (M.P. 65.5CG) and Middlesboro (M.P. 69.3CG), CSXT

Appalachia District

Between Andover Yard (M.P. 0.0T) and Big Stone Gap (M.P. 3.4T), Pocahontas Division

Between St. Paul, Va. (M.P. 42.2Z) to Kingsport, Tn. (M.P. 95.0Z), CSXT

Between Big Stone Gap (M.P. 3.4T) and Frisco (M.P. 46.0TC), CSXT

Between Big Stone Gap (M.P. 3.4T) and Justice (M.P. 87.0TC), Pocahontas Division

Memphis East End District

Between deButts Yard (M.P. 240.0A) and Wauhatchie (M.P. 248.1A), Alabama Division.

Between Wauhatchie (M.P. 248.1A) and Stevenson (M.P. 279.8A), CSXT

Jackson District

Between Centralia (M.P. IC252.4) and Fulton Jct., (M.P. IC406.1), IC Railroad and Kentucky Division

Between Corinth (M.P. 458.7A) and Ruslor Jct., (M.P. IC526) KCS

2. Trains and engines of other divisions and foreign lines will use Tennessee Division tracks as shown below:

Knoxville District Bristol Line

Between Bristol (M.P. 0.0A) and M.P. 4.0A . . . Virginia Division.

Between (M.P. 24.0A and M.P. 23.0A) Carnegie Yard. . . . . CSXT

Knoxville West End District

Between Willoughby Jct. (M.P. 132.7A) via City Yard and (M.P. 1.0C) Coster main track, CSXT.

Between Jersey (M.P. 235.0A) and deButts Yard (M.P. 240.0A) Georgia Division.

Between Ten Bridge (M.P. 331.2) and deButts yard, Kentucky Division.

Knoxville District Oakdale Line

Between Oliver (M.P. 36.1D) and Harriman (M.P. 50.1D), CSXT

Between DeArmond (M.P. 46.0D and Harriman Jct. (M.P. 51.3D), H&NE R.R.

Harriman Yard (M.P. 49.6D) Kentucky Division, CSXT, H&NE R.R.

Memphis East End District

Between Decatur Jct. (M.P. 362.0A) and Decatur (M.P. 363.3A) CSXT

Memphis West End District

Between Lee (M.P. NA5.0) and Sheffield, Alabama Division.

Between Corinth (M.P. 458.7A) and Middleton (M.P. 482.3A) KCS.

Between (M.P. 499.0A and M.P. 501.0A) Grand Junction, Mississippi Central Railroad.

Between Buntyn (M.P. 546.0A) and Tower 17 (M.P. 551.7A), CSXT, UP, IC, BN.

Jackson District

Between Milan (M.P. IC448.0) and Jackson (M.P. IC472.0), CSXT

Between Jackson (M.P. IC472.0) and Conalco (M.P. IC468.7) WTNN

Between Ruslor Jct. (M.P. IC525.0) and Cantrell (M.P. IC529.0) KCS

Between Cantrell (M.P. IC529.5) and Corinth (M.P. IC527.0) RRC

7f. OTHER RESTRICTIONS
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 and 1/4 Miles
Between 51 - 60 MPH	1 and 1/2 Miles
Between 61 - 70 MPH	1 and 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. OTHER TRAIN MOVEMENTS

LOCATIONS WHERE RUNNING SWITCHES ARE AUTHORIZED

Running switches in accordance with Rule 103(c) are permitted at:

SEVIER YARD	New Farmers Warehouse Trks.
KNOXVILLE WEST END DISTRICT	East End Bearden Siding TVA Lead - Lenoir City Bowater - Under Highway 11 and East End of Old Yard Calhoun, TN
KNOXVILLE DIST. - OAKDALE	L. Dyco Tire & Rubber Co.
KNOXVILLE DIST. - MIDDLESBORO LINE	Luttrell Mine
APPALACHIA DISTRICT	Birmingham Bolt - Duffield PAC-MOR - Duffield House Track - Duffield Sunbright House Track - Gate city East End Frisco Yard Holston Defense - Holston Jct. Kingsport Press - New Canton AFG Industries - Greenland
DEBUTTS YARD	West Inbound (camera track) to Quaker Oats Lead Norris lead at tie yard switch Bunge Oil at No. 45 switch
MEMPHIS EAST END DISTRICT	Laser Video Inc. & RJR Filmco, Chase, Al. Union Camp Corp. Decatur, AL.

8. SPRING SWITCHES

Spring switches are located as follows:

Knoxville District Bristol Line:

Telford	Both Ends of Siding
Rader	Both Ends of Siding
Bulls Gap	East End of Siding

Knoxville West End District

West End Two Tracks (M.P. 132.1A)	West End Two Tracks
Boyd	Both Ends of Siding
Loudon (M.P. 158.1A)	East End of Wye
Craig	Both Ends of Siding

Knoxville West End District (Cont'd)

Sweetwater Siding	Both Ends of Siding
Hutsell	Both Ends of Siding
Sanford	Both Ends of Siding
Tasso	Both Ends of Siding

Knoxville District Coster Line

North End Two Tracks (M.P. 2.3C)	North End Two Tracks
South End Two Tracks (M.P. 0.5C)	South End Two Tracks

Memphis East End District

Stevenson	Both Ends of Siding
Midway	Both Ends of Siding
Asa	Both Ends of Siding
Elko	Both Ends of Siding
L&N Jct.	M.P. 363.1A
Decatur Siding	Both Ends of Siding
Wheeler	Both Ends of Siding

Sheffield Yard

Sheffield (M.P. 399.3A)	Chattanooga Outbound
Sheffield (M.P. 399.9A)	EMCO Branch Junction
East End Two Tracks (M.P. NA3.2)	East End Two Tracks
Westbound Track (MP 2.6MF)	B-8 Fuel Facility
Tuscumbia (MP 0.6MF)	West End Two Tracks

Memphis West End District

Scott (M.P. 412.8A)	In Plant - Pride Transloader
Carlin (M.P. 413.8A	East End Pride Siding
Pride (M.P. 415.2A)	West End Pride Siding
Oldham	Both Ends of Siding
Glens	Both Ends of Siding
Chewalla	Both Ends of Siding
Middleton	Both Ends of Siding
Rather	Both Ends of Siding
Rossville	Both Ends of Siding
White Siding	Both Ends of Siding

Jackson District

Lawrence	West End of Siding
Ammo	West End of Siding
Milan	West End of Siding
Cades	Both Ends of Siding
Martin	West End of Siding

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
Short ore hopper cars (35' or less):	
loaded	30
empty	35

9-a. SPEED RESTRICTIONS (Cont'd)
General Speed Restrictions (Cont'd)

CONDITIONS	MAXIMUM Miles Per Hour All Trains and Engines
CARS (Cont'd)	
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 & SOU 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
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 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	
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

LOCATIONS AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines

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 15 MPH.

Maximum speeds through turnouts listed below govern all trains. When moving in accordance with Rule 304 (Diverging Route Clear), a train must approach these turnouts not exceeding the speed authorized for that turnout.

Trains will reduce speed as shown until engine is over the crossings listed.

KNOXVILLE DISTRICT - BRISTOL LINE

Between:
Bristol, M.P. 0.0A and Sevier Yard, M.P. 121.6A

Rail-Highway Trains	60
Freight Trains	50
Except:	
Old Passenger Main (Sevier Yard) (M.P. 121.6A to M.P. 125.0A)	20
All tracks other than Main Track and Sidings unless otherwise provided	10

THROUGH TURNOUTS:

Location	Mile Post	
Pickens	89.0A	40
New Line	91.4A	40
New Line (Crossover)	91.4A	25
Alpha	94.0A	40
Keister	100.0A	40
Friends	107.0A	40
Hodges	110.1A	40
Roseberry	119.2A	40
East End Sevier	121.6A	25

OVER STREET CROSSINGS:

Name	Restriction Limits	MPH
Bristol	(M.P. 0.0A - M.P. 2.0A)	25
Johnson City	(M.P. 22.0A - M.P. 30.0A)	35
Greeneville	(M.P. 53.3A - M.P. 58.3A)	35
Morristown	(M.P. 83.0A - M.P. 85.6A)	35
	(M.P. 85.6A - M.P. 90.5A)	25
	(M.P. 90.5A - M.P. 92.1A)	35
Jefferson City	(M.P.101.6A - M.P.102.3A)	40

ON CURVES:

M.P.	Between and	M.P.	Rhwy.	Frt.
0.0A		0.2A	25	25
0.2A		0.4A	30	30
0.4A		3.0A	40	40
3.0A		3.2A	35	35
3.2A		6.9A	40	40
6.9A		9.4A	35	35
9.4A		11.8A	40	40
11.8A		13.7A	35	35
13.7A		16.1A	40	40
16.1A		19.1A	35	35
19.1A		20.8A	40	35
20.8A		22.5A	45	40
22.5A		24.9A	50	45
24.9A		25.6A	40	35
25.6A		28.6A	45	40

LOCATIONS AND CONDITIONS			MAXIMUM Speed Miles Per Hour All Trains and Engines	
ON CURVES: (Cont'd)				
M.P.	**Between and**	**M.P.**	**Rhwy.**	**Frt.**
28.6A		32.0A	35	35
32.0A		33.0A	25	25
33.0A		33.2A	35	35
33.2A		34.7A	45	45
34.7A		35.1A	45	40
35.1A		38.4A	50	45
38.4A		38.7A	40	35
38.7A		39.6A	45	40
39.6A		42.2A	50	45
42.2A		42.8A	40	40
42.8A		43.8A	35	35
43.8A		44.6A	45	45
44.6A		44.9A	40	40
44.9A		47.9A	45	45
47.9A		48.5A	40	35
48.5A		49.3A	45	40
49.3A		51.6A	45	45
51.6A		51.9A	35	35
51.9A		54.0A	40	40
54.0A		56.4A	45	45
56.4A		57.0A	40	40
57.0A		58.2A	45	45
58.2A		58.9A	45	40
58.9A		59.7A	45	45
59.7A		60.1A	40	35
60.1A		60.6A	35	35
60.6A		61.6A	45	45
61.6A		62.0A	40	35
62.0A		64.9A	50	50
64.9A		65.3A	45	40
65.3A		65.8A	40	35
65.8A		65.9A	45	40
65.9A		67.8A	45	45
67.8A		68.4A	40	40
68.4A		74.0A	45	45
74.0A		76.8A	40	40
76.8A		77.1A	40	35
77.1A		78.0A	40	40
78.0A		79.9A	45	45
79.9A		80.1A	45	40
80.1A		80.8A	40	40
80.8A		82.4A	50	50
82.4A		83.5A	50	45
83.5A		85.0A	50	50
85.0A		85.3A	40	40
85.3A		89.3A	50	50
89.3A		91.7A	45	45
91.7A		93.1A	55	50
93.1A		101.1A	60	50
101.1A		101.3A	55	50
101.3A		101.6A	40	40
101.6A		102.0A	40	35
102.0A		103.0A	40	40
103.0A		105.6A	50	50
105.6A		107.7A	60	50

LOCATIONS AND CONDITIONS			MAXIMUM Speed Miles Per Hour All Trains and Engines	
ON CURVES: (Cont'd)				
M.P.	**Between and**	**M.P.**	**Rhwy.**	**Frt.**
107.7A		108.5A	50	50
108.5A		110.6A	55	50
110.6A		114.9A	60	50
114.9A		117.2A	45	45
117.2A		119.0A	45	40
119.0A		119.3A	40	40
119.3A		120.1A	45	40
120.1A		121.6A	35	35
124.5A		125.0A	45	45

KNOXVILLE DISTRICT - RIVER LINE

ASHEVILLE YARD

No. 1 and No. 2 main tracks between Asheville (M.P. S138.2) and Murphy Jct. (M.P. S142.3) 20
All yard tracks Nos. 2 thru 17 (M.P. S141.3) 10
All industrial tracks in Asheville Terminal 5

Between:
Asheville, M.P. S141.0 and New Line (M.P. S228.0)
All trains 50

Except:
Old Passenger Main
(Sevier Yard M.P. 121.6A to M.P. 125.0A) 20
All tracks other than Main Track and Sidings unless otherwise provided 10

THROUGH TURNOUTS:

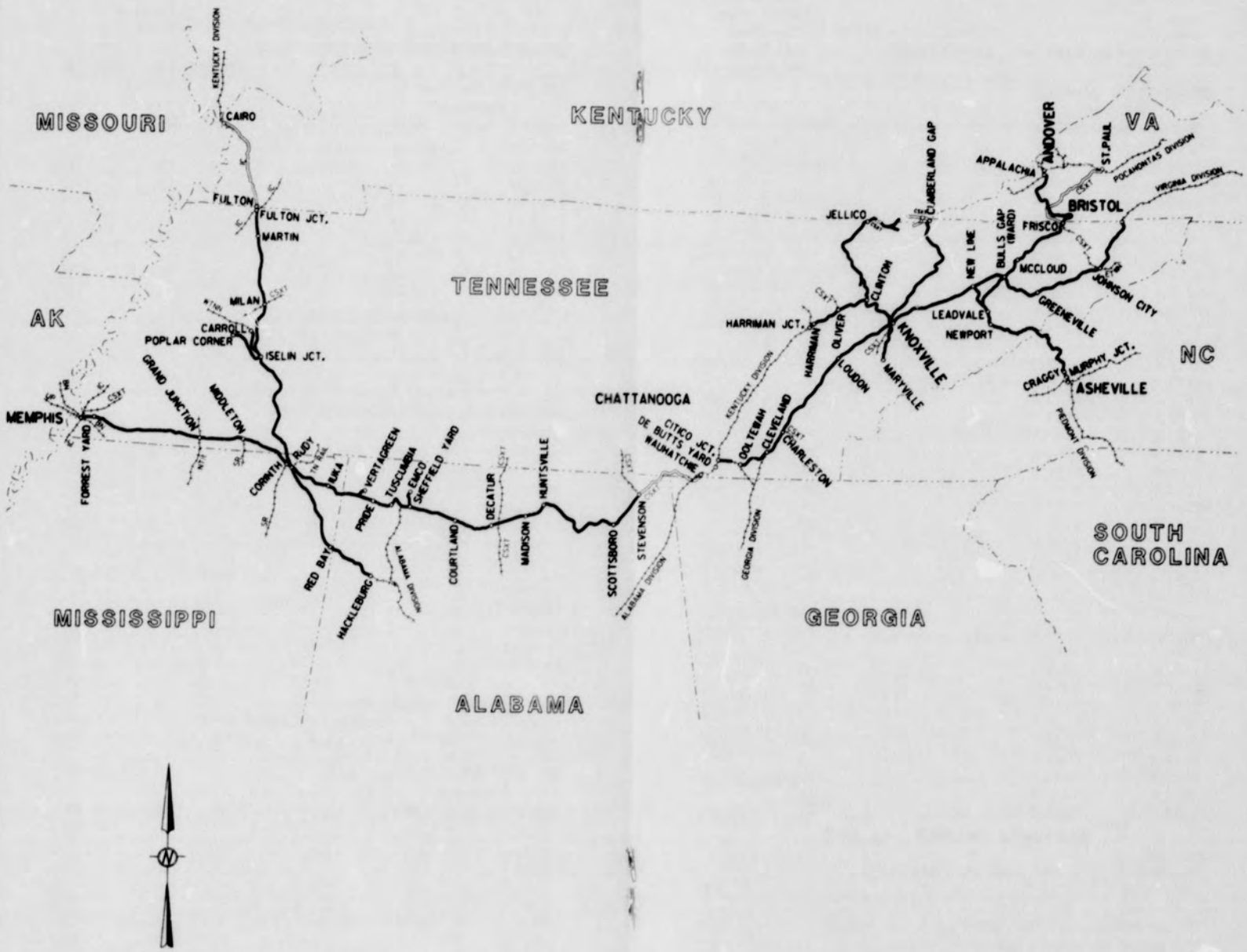
Location	Mile Post	
Craggy	S145.9	40
Douglas	S216.5	40
New Line	91.4A	40
New Line (Crossover)	91.4A	25

OVER STREET CROSSINGS:

Name	Restriction Limits	MPH
Newport	(M.P. S206.0 - M.P. S207.0)	30

ON CURVES:

M.P.	Between and	M.P.	Rhwy.	Frt.
S141.0		S143.0	30	25
S143.0		S143.3	35	35
S143.3		S145.3	45	40
S145.3		S145.5	40	35
S145.5		S145.8	35	35
S145.8		S146.6	45	40
S146.6		S146.8	40	40
S146.8		S147.9	45	40
S147.9		S148.8	35	30
S148.8		S149.7	40	35
S149.7		S149.9	35	35
S149.9		S150.4	30	30
S150.4		S152.8	35	30
S152.8		S153.0	25	25
S153.0		S153.5	35	30
S153.5		S154.9	40	35
S154.9		S155.4	35	30



TENNESSEE DIVISION

LOCATIONS AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines

ON CURVES: (Cont'd)

Between M.P.	and M.P.	Rhwy.	Frt.
S155.4	S156.1	25	25
S156.1	S157.7	40	35
S157.7	S158.7	30	30
S158.7	S159.3	35	30
S159.3	S160.9	40	35
S160.9	S161.4	25	25
S161.4	S165.9	30	30
S165.9	S166.2	25	25
S166.2	S166.8	20	20
S166.8	S167.4	25	25
S167.4	S174.5	30	30
S174.5	S177.1	25	25
S177.1	S177.9	20	20
S177.9	S178.2	15	15
S178.2	S182.1	30	30
S182.1	S182.5	25	25
S182.5	S187.5	30	30
S187.5	S188.0	25	25
S188.0	S191.3	35	35
S191.3	S195.4	40	40
S195.4	S197.5	30	30
S197.5	S198.2	25	25
S198.2	S198.6	20	20
S198.6	S203.3	35	35
S203.3	S204.3	30	30
S204.3	S206.7	35	35
S206.7	S208.3	40	40
S208.3	S216.8	50	45
S216.8	S217.3	45	40
S217.3	S217.7	40	35
S217.7	S218.9	35	35
S218.9	S219.4	40	35
S219.4	S220.0	35	35
S220.0	S222.0	45	40
S222.0	S222.5	35	35
S222.5	S224.6	40	35
S224.6	S225.4	25	25
S225.4	S228.0	40	35

KNOXVILLE DISTRICT - BL LINE

Between:
Douglas, M.P. 17.0BL and Ward M.P. 0.0BL
All trains 45
Except:
All tracks other than main track and sidings unless otherwise provided 10

THROUGH TURNOUTS:

Location	Mile Post	
Douglas	17.0BL	40

ON CURVES:

Between M.P.	and M.P.	Rhwy.	Frt.
0.0BL	1.0BL	20	20
1.0BL	3.4BL	45	40
15.9BL	17.0BL	45	40

LOCATIONS AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines

KNOXVILLE WEST END DISTRICT

Between:
Sevier Yard, M.P. 125.0A and deButts Yard M.P. 240.0A
Rail-Highway Trains 60
Freight Trains 50

Except:
Old Passenger Main Sevier Yard (M.P. 121.6A to M.P. 125.0A) 20
Trains handling loaded Woodrack Cars on Westbound Main past White Lily Foods M.P. 130.7A 10
CSXT Crossing M.P. 132.3A 25
Ebenezer Siding (M.P. 138.4A - M.P. 139.7A) 10
Blair Bend Lead, M.P. 158.6A 15
Tennessee River Bridge, Loudon, (M.P. 159.0A - M.P. 159.3A) 35
Olin Lead - Depot to Charleston Builders 15
- Beyond Charleston Builders 10

THROUGH TURNOUTS:

Location	Mile Post	
Knoxville - West End		
Two Trks	132.3A	25
Ooltewah	226.6A	40
Summit	230.5A	40
Jersey	235.0A	40
Williams	236.0A	25
Citico Jct	238.0A	40
Pierce	238.7A	25
Ten Bridge	331.2	25

OVER STREET CROSSINGS:

Name	Restriction Limits	MPH
Knoxville	(M.P. 125.0A - M.P. 136.7A)	30
Lenoir City	(M.P. 153.6A - M.P. 154.5A)	30
Sweetwater	(M.P. 171.3A - M.P. 172.3A)	30
Niota	(M.P. 179.3A - M.P. 181.0A)	45
Athens	(M.P. 184.4A - M.P. 187.4A)	35
Charleston	(M.P. 200.5A - M.P. 202.0A)	45

ON CURVES:

Between M.P.	and M.P.	Rhwy.	Frt.
125.1A	129.4A	45	45
129.4A	130.4A	25	25
130.4A	131.5A	35	35
131.5A	132.6A	55	50
132.6A	137.0A	50	50
137.0A	141.1A	55	50
141.0A	142.7A	45	45
142.7A	155.7A	55	50
155.7A	158.8A	40	40
158.8A	160.0A	35	35
160.0A	170.2A	55	50
170.2A	171.1A	45	45
171.2A	182.0A	55	50
182.0A	184.6A	50	50
184.6A	185.1A	50	45

LOCATIONS AND CONDITIONS			MAXIMUM Speed Miles Per Hour All Trains and Engines	
ON CURVES: (Cont'd)				
Between M.P.	and	M.P.	Rhwy.	Frt.
185.1A		185.6A	50	50
185.6A		186.1A	35	35
186.1A		186.7A	40	40
199.0A		205.0A	50	50
205.0A		208.8A	55	50
208.8A		209.1A	45	45
209.1A		212.8A	50	50
212.8A		213.0A	30	30
213.0A		217.0A	45	45
217.0A		217.2A	45	40
217.2A		219.9A	45	45
219.9A		220.3A	40	40
220.3A		220.7A	40	35
220.7A		225.1A	40	40
225.1A		225.6A	40	35
225.6A		227.2A	40	40
227.4A		230.8A	55	50
230.8A		231.1A	50	50
231.1A		235.1A	55	50
235.1A		238.0A	40	40

KNOXVILLE DISTRICT - OAKDALE LINE

Between:
Sevier Yard, M.P. 0.0CO - Oakdale, M.P. 55.2D
All Trains 50
Except:
Old Passenger Main
(Sevier Yard M.P. 121.6A to M.P. 125.0A) 20
M.P. 6.0CO to M.P. 7.2CO (Engine only) 20
Over Siding Scales Bradford M.P. 7.3C
When weighing 5
When not weighing 8
In Siding Scandlyn - Blair 20
Harriman M.P. 49.6D to M.P. 51.2D (Engine only) 20
Storage Track Black Oak 10
K-25 Lead M.P. 41.1D 10

THROUGH TURNOUTS:

Location	Mile Post	
Beverly	3.8CO	25
Coster	7.9CO	25
Scandlyn	39.5D	20
Blair	41.4D	20

OVER STREET CROSSINGS:

Name	Restriction Limits	MPH
Clinton	(M.P. 20.9C - M.P. 21.8D)	25
Oliver Springs	(M.P. 35.3D - M.P. 35.5D)	35
Harriman	(M.P. 50.2D)	25

ON CURVES:

Between M.P.	and	M.P.	Rhwy.	Frt.
0.0-CO		0.6-CO	20	20
0.6-CO		1.9-CO	40	40

LOCATIONS AND CONDITIONS			MAXIMUM Speed Miles Per Hour All Trains and Engines	
ON CURVES: (Cont'd)				
Between M.P.	and	M.P.	Rhwy.	Frt.
1.9-CO		3.8-CO	30	25
4.1-CO		7.2-CO	30	30
7.2-CO		7.9-CO	25	25
0.0C		1.2C	10	10
1.2C		2.6C	25	25
2.6C		2.8C	30	30
2.8C		4.8C	35	35
4.8C		7.3C	45	40
7.3C		8.2C	40	40
8.2C		10.1C	35	35
10.1C		10.8C	20	20
10.8C		11.3C	30	25
11.3C		20.8C	35	35
20.8C		21.1C	15	15
20.8D		21.1D	15	15
21.1D		27.8D	35	35
27.8D		35.7D	40	35
35.7D		36.2D	35	35
36.2D		43.2D	40	40
43.2D		44.9D	35	35
44.9D		48.6D	40	40
48.6D		50.5D	35	35
50.5D		51.5D	25	25

KNOXVILLE DISTRICT - JELLICO LINE

Between:
Clinton, M.P. 20.9C - Fonde, M.P. 85.0C
Clinton M.P. 20.9C to M.P. 49.1C 30
Through tunnels M.P. 49.1C to M.P. 51.4C 15
M.P. 51.4C to Jellico M.P. 65.2C 30
Jellico to Lot 20
Lot to M.P. C202.8 35
M.P. C202.8 to M.P. C203.8 30
M.P. C203.8 to Holton 25
Holton to Arco Jct. 15
Arco Jct. M.P. 76.0C to Clairfield M.P. 79.2C 20
Clairfield M.P. 79.2C to Fonde M.P. 84.7C 25
Except:
Arco Industrial Lead 15
Straight Creek Industrial Lead
(Kopper Glo Mine Spur) 5
All tracks other than Main Track and Sidings, unless otherwise provided 10

OVER STREET CROSSINGS:

Name	Restriction Limits	MPH
Jellico	(M.P. 64.9C - M.P. 66.0C)	25

ON CURVES:

Between M.P.	and	M.P.	Rhwy.	Frt.
20.8C		21.1C	15	15
24.8C		24.9C	25	25
48.4C		49.0C	25	25
49.0C		51.4C	15	15

LOCATIONS AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines

ON CURVES: (Cont'd)

Between M.P.	and M.P.	Rhwy.	Frt.
51.4C	53.3C	25	25
55.9C	64.4C	25	25
64.4C	67.6C	20	20

KNOXVILLE DISTRICT - MIDDLESBORO LINE

Between:
Beverly, M.P. 3.0C - Cumberland Gap, M.P. 65.5CG
All trains 30
Except:
All tracks other than Main Track, unless otherwise provided 10
Through tunnels: - M.P. 40.5CG 15
- M.P. 42.0CG 15
- M.P. 46.9CG 15

OVER STREET CROSSINGS:

Name	Restriction Limits	MPH
Tazewell	(M.P. 48.5CG - M.P. 49.6CG	20

ON CURVES:

Between M.P.	and M.P.	Rhwy./Frt.
5.9CG	6.3CG (wye)	15
32.9CG	34.6CG	25
34.6CG	34.9CG	15
40.2CG	40.5CG	25
40.5CG	41.2CG	15
41.2CG	54.4CG	25
54.4CG	55.0CG	20
55.0CG	58.5CG	25
58.5CG	58.9CG	20
58.9CG	60.3CG	25

KNOXVILLE DISTRICT - K & A LINE

Between:
Knoxville, M.P. 0.0KA - Maryville, M.P. 16.0KA
All trains 25
Except:
M.P. 0.0KA to M.P. 3.0KA 10
All tracks other than Main Track, unless otherwise provided 10

OVER STREET CROSSINGS:

Name	Restriction Limits	MPH
Alcoa	(M.P. 12.2KA - M.P. 15.5KA)	25

ON CURVES:

Between M.P.	and M.P.	Rhwy./Frt.
8.4-KA	8.6-KA	10

KNOXVILLE DISTRICT - COSTER LINE

Between:
Knoxville, M.P. 0.0C - Coster, M.P. 2.3C
M.P. 0.0C - M.P. 0.6C 10
M.P. 0.6C - Coster, M.P. 2.3C 25

LOCATIONS AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines

KNOXVILLE DISTRICT - COSTER LINE (Cont'd)

Except:
M.P. 0.5C to M.P. 2.3C (Southbound Main) 15
North Leg Wye, Knoxville City Yard 5
All tracks other than Main Track, unless otherwise provided 10

APPALACHIA DISTRICT

Between:
Justice, M.P. 87.0TC - Andover, M.P. 0.0T
Justice to Moore 20
Moore to Moccasin Gap 50
Moccasin Gap to Andover 40

Except:
Bulls Gap Yard - all tracks 10
Siding Moore - Summit (M.P. 85.7TC to M.P. 82.3TC) 20
McCloud (John Sevier Steam Plant) - all tracks 5
Frisco - New CSXT Connection Track (M.P. 46.5TC) 20
- Old CSXT Connection Track (M.P. 46.2TC) 10
Siding Boone - Watkins (M.P. 34.1T to M.P. 32.4T) 20
Siding Tito - Jasper (M.P. 16.3T to M.P. 15.1T) 20

THROUGH TURNOUTS AT:

Location	Mile Post	
Moore	85.7TC	20
Summit	82.3TC	20
Frisco New Connection	46.4TC	20
Frisco Old Connection	46.1TC	10
Boone	34.1T	20
Watkins	32.4T	20
Tito	16.3T	20
Jasper	15.1T	20
CSXT Connection	3.4T	20

ON CURVES:

Between M.P.	and M.P.	Rhwy./Frt.
85.7TC	83.8TC	40
83.8TC	82.0TC	35
82.0TC	78.6TC	40
78.6TC	77.0TC	45
77.0TC	76.7TC	40
76.7TC	76.5TC	35
76.5TC	75.7TC	40
75.7TC	70.9TC	45
70.9TC	70.1TC	40
70.1TC	68.1TC	45
68.1TC	66.7TC	40
66.7TC	66.0TC	35
66.0TC	65.8TC	40
65.8TC	63.5TC	45
63.5TC	62.2TC	40
62.2TC	61.2TC	35
61.2TC	60.1TC	40
60.1TC	59.3TC	35
59.3TC	58.4TC	45
58.4TC	58.1TC	35

LOCATIONS AND CONDITIONS			MAXIMUM Speed Miles Per Hour All Trains and Engines
ON CURVES: (Cont'd)			
Between M.P.	and	M.P.	Rhwy./Frt.
58.1TC		54.7TC	45
54.7TC		53.2TC	40
53.2TC		51.3TC	50
51.3TC		51.0TC	40
51.0TC		50.5TC	35
50.5TC		44.9TC	30
44.9TC		43.7TC	25
43.7TC		40.2TC	30
40.2TC		40.0TC	25
40.0T		38.6T	30
34.3T		32.0T	30
32.0T		31.9T	25
31.9T		31.7T	20
31.7T		27.7T	25
27.7T		24.3T	20
24.3T		24.1T	15
24.1T		22.6T	20
22.6T		21.4T	25
21.4T		19.8T	30
19.8T		18.9T	25
18.9T		14.8T	35
14.8T		11.6T	30
11.6T		10.8T	25
10.8T		7.7T	30
7.7T		6.3T	25
6.3T		5.6T	20
5.6T		2.7T	30
2.7T		1.5T	25
1.5T		0.6T	20
0.6T		0.3T	10

CHATTANOOGA TERMINAL

M.P. 235.1A to M.P. 238.0A	40
Over Tennessee River Bridge (M.P. 331.3)	35
CNO&TP Main Track - M.P. 331.2 (Tenbridge) to M.P. 337.0 (E. End Ave.)	35
Except:	
No. 1 Wye Track	15
No. 2 Wye Track	15
CNO&TP No. 2 Main Track - M.P. 332.4 to M.P. 333.3	20
CNO&TP Zero Track - M.P. 334.7 (Webb) to M.P. 337.0 (E. End Ave.)	20
East End Avenue - M.P. 337.0 and Ship Yard - M.P. 0.0 (AGS Main)	15
Ship Yard and Wauhatchie (AGS Main)	
M.P. 0.0 to M.P. 3.2	25
M.P. 3.2 to M.P. 5.5	50
Except on curves:	
M.P. 3.2 to M.P. 3.9 (Track No. 1)	35
M.P. 3.2 to M.P 3.9 (Track No. 2)	25
Chattanooga Traction Company	
(M.P. 1.3V to M.P. 1.5V)	5
(M.P. 2.8V and M.P. 2.9V)	5

LOCATIONS AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines

CHATTANOOGA TERMINAL (Cont'd)

Cramet Lead Between Hauthorne and Lawyers Crossing	5
Over Scales-Bungee Edible Oil Company	3
C of Ga. Cutoff (Between Wilson Road and Central Ave.)	5
River Belt (Between Superspun Avenue and 19th Street)	5
CSXT Wauhatchie Yard	10
All tracks other than Main Track and Sidings, unless otherwise provided	10

THROUGH TURNOUTS:

Location	Mile Post	
Williams	236.0A	25
Citico Jct.	238.0A	40
Pierce	238.7A	25
Hulsey	331.7	15
Boyce	331.9	15
N.E. Lookout Mtn. Tunnel	2.2	25
S.E. Lookout Mtn. Tunnel	3.1	25
Wauhatchie (Crossover)	5.3	25
Wauhatchie (CSXT Connection)	5.4	25

NOTE: Over all switches in and out of Receiving Yard, Classification Yard, Forwarding Yard and over Alternate Inbound Bridge (Hop Skip Bridge) at deButts Yard 10

OVER STREET CROSSINGS:

Name	MPH
Broad Street	8
Market Street	8
Main Street	8
King Street	8
Cowart Street	8
Thirteenth Street	8
Rossville Avenue	8
McCallie Avenue	8
Bailey Avenue	8
Third Street	8
Rossville Blvd.	8
Central Avenue	8
Alton Park Blvd.	8
Forty-fifth Street	8
Thirty-eighth Street	8

NOTE: Trains and engines must stop and flag over the above street crossings by a member of the crew with proper signals, unless crossing flagmen are on duty or other approved signals are used to warn traffic. After the leading engine or cars has cleared the crossing, the speed may be increased not to exceed fifteen miles per hour.

MEMPHIS EAST END DISTRICT

Between:
deButts Yard, M.P. 240.0A and Sheffield, M.P. 401.0A
Note: CSXT Timetable and Rules govern between Wauhatchie and Stevenson.

LOCATIONS AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines

MEMPHIS EAST END DISTRICT (Cont'd)

Stevenson (M.P. 279.8A) to Sheffield (M.P. 401.0A)
- Rail-Highway Trains 60
- Freight Trains 50

Except:
- M.P. 362.6A to M.P. 363.3A 20
- Stevenson Siding 10
- Scottsboro Siding 10
- Huntsville Siding 10
- Sheffield Yard - Passing Television Cameras unless otherwise instructed by Main Tower 10
- All tracks other than Main Track and Sidings unless otherwise provided 10

THROUGH TURNOUTS:

All turnouts, Sheffield Yard, except Main Line turnouts 10

OVER STREET CROSSINGS:

Name	Restriction Limits	MPH
Scottsboro	(M.P. 296.8A - M.P. 298.5A)	35
Huntsville	(M.P. 337.2A - M.P. 339.9A)	30
Madison	(M.P. 348.3A - M.P. 348.6A)	35

ON CURVES:

Between M.P.	and M.P.	Rhwy.	Frt.
279.9A	280.4A	30	30
296.5A	296.9A	50	50
298.3A	298.5A	45	45
305.4A	305.7A	50	50
308.5A	309.2A	45	45
313.4A	314.3A	50	50
314.3A	314.6A	45	45
315.4A	315.7A	50	50
319.3A	319.6A	50	50
332.5A	332.8A	50	50
332.8A	333.5A	55	50
334.8A	335.3A	40	40
335.7A	336.9A	55	50
338.3A	339.8A	40	40
361.8A	362.1A	35	30
363.1A	363.9A	20	20
364.3A	364.5A	45	40
365.0A	366.5A	45	45
367.7A	368.1A	50	50
368.4A	368.8A	45	45
382.9A	383.3A	55	50
383.5A	383.8A	50	50
383.8A	384.1A	55	50
385.6A	385.8A	50	45
385.9A	386.2A	45	45
386.2A	386.4A	50	45
386.7A	386.9A	55	50
389.4A	389.6A	45	45
389.9A	390.0A	55	50
391.7A	391.9A	50	50
396.7A	397.6A	55	50

LOCATIONS AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines

ON CURVES: (Cont'd)

Between M.P.	and M.P.	Rhwy.	Frt.
398.1A	398.3A	50	45
399.9A	401.0A	30	30

MEMPHIS WEST END DISTRICT

Between:
Sheffield, M.P. 401.0A and Memphis, M.P. 551.7A
- Rail-Highway Trains 60
- Freight Trains 50
  - Except:
    - Sheffield Yard - Passing Television Cameras unless otherwise instructed by Main Tower 10

Norala Wye Scales M.P. NA4.0
- Loaded Coal Trains 5
- Empty and Other Trains 10

- Pride Transloader - All trains 10
- Cherokee Siding 10
- Iuka Siding 10
- Corinth KCS Crossing (M.P. 458.8A) 25
- Collierville Siding 10
- Buntyn to Tower 17 - Westward Main (M.P. 546.0A to M.P. 551.7A) 25
- Cooper St. to Tower 17 - Eastward Main (M.P. 547.9A to M.P. 551.7A) 25
- K C Junction - UP Crossing Westward Main (M.P. 550.0A) 10
- All tracks other than Main Track and Sidings, unless otherwise provided 10

(Long John Track from Buntyn [M.P. 546.0A] to Cooper St. [M.P. 547.9A] is considered a yard track)

THROUGH TURNOUTS:

Location	Mile Post	
East End Two Tracks	NA3.1	25
Norala	NA3.7	20
Lee	NA5.0	20
Rudy	457.3A	20
Cantrell	IC528.3	20

OVER STREET CROSSINGS:

Name	Restriction Limits	MPH
Sheffield	(M.P. 403.2A - M.P. 1.2MF)	25
Tuscumbia	(M.P. 0.0MF - M.P. 408.3A)	25
Cherokee	(M.P. 421.9A - M.P. 422.9A)	35
Corinth	(M.P. 457.7A - M.P. 459.5A)	35
Middleton	(M.P. 482.6A)	45
Grand Junction	(M.P. 499.8A - M.P. 500.2A)	40
Collierville	(M.P. 527.6A - M.P. 532.5A)	45
Germantown	(M.P. 535.9A - M.P. 539.6A)	35
Memphis	(M.P. 542.2A - M.P. 546.0A)	30

ON CURVES:

Between M.P.	and M.P.	Rhwy.	Frt.
401.0A	402.9A	30	30
402.9A	403.0A	15	15
403.0A	0.4MF	25	25

LOCATIONS AND CONDITIONS			MAXIMUM Speed Miles Per Hour All Trains and Engines	
ON CURVES: (Cont'd)				
M.P.	**Between and**	**M.P.**	**Rhwy.**	**Frt.**
0.4MF		407.0A	20	20
407.0A		407.3A	25	25
407.8A		408.5A	45	45
409.3A		411.7A	50	50
434.3A		434.5A	55	50
435.8A		436.2A	50	50
438.4A		438.9A	50	50
441.1A		441.4A	55	50
445.3A		445.8A	50	50
446.4A		447.5A	45	45
452.5A		452.9A	55	50
452.9A		453.3A	50	50
453.3A		455.4A	55	50
455.4A		455.9A	45	45
455.9A		456.6A	50	50
461.2A		461.8A	40	40
464.8A		465.1A	50	50
472.8A		474.4A	50	50
489.1A		490.1A	40	40
490.3A		490.6A	50	50
504.8A		507.8A	50	50
508.4A		510.1A	40	40
511.6A		513.9A	45	45
527.1A		534.6A	50	50
534.8A		535.2A	45	45
535.4A		538.0A	50	50
540.8A		542.3A	40	40
542.3A		549.6A	30	30
549.9A		552.0A	25	25

JACKSON DISTRICT

Between:
Fulton Jct. M.P. IC406.1 and Corinth, M.P. IC529.5
All Trains 50
Except:
M.P. IC449.0 to M.P. IC469.1 40
M.P. IC469.1 to M.P. IC470.8 30
M.P. IC470.8 to M.P. IC526.0 40
M.P. IC526.0 to M.P. IC529.5 25
Iselin Jct., M.P. GW0.0 and Poplar Corner,
M.P. GW10.6 10
Martin Siding 10
Cades Siding 10
Milan, CSXT Crossing (M.P. IC448.2) 35
Milan Siding 10
Ammo Siding 10
Lawrence Siding 10
Finger Siding 10
Ramer Siding 10
Rock Siding 10
Between:
Rudy, M.P. 457.3A to Cantrell, M.P. IC528.3
(Connection Track) 20

LOCATIONS AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines

JACKSON DISTRICT (Cont'd)

THROUGH TURNOUTS:

Location	Mile Post	
Corinth	IC526.3 & IC527.3	10
Cantrell	IC528.3	20

OVER STREET CROSSINGS:

Name	Restriction Limits	MPH
Fulton	(M.P. IC406.1 - M.P. IC407.0)	25
Martin	(M.P. IC416.8 - M.P. IC418.6)	40
Milan	(M.P. IC447.6 - M.P. IC449.3)	35

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.

KNOXVILLE DISTRICT—BRISTOL LINE
M.P. 5A to M.P. 6A
M.P. 71A to M.P. 72A
M.P. 73A to M.P. 74A
M.P. 78A to M.P. 79A
M.P. 111A to M.P. 112A
M.P. 112A to M.P. 113A
M.P. 129A to M.P. 130A

KNOXVILLE DISTRICT—RIVER LINE
M.P. S147 to M.P. S148
M.P. S151 to M.P. S152
M.P. S210 to M.P. S211

KNOXVILLE WEST END DISTRICT
M.P. 141A to M.P. 142A
M.P. 145A to M.P. 146A
M.P. 194A to M.P. 195A
M.P. 207A to M.P. 208A
M.P. 231A to M.P. 232A
M.P. 233A to M.P. 234A

KNOXVILLE DISTRICT—OAKDALE LINE
M.P. 7C to M.P. 8C
M.P. 44D to M.P. 45D
M.P. 47D to M.P. 48D

KNOXVILLE DISTRICT—JELLICO LINE
M.P. 26C to M.P. 27C
M.P. 33C to M.P. 34C
M.P. 62C to M.P. 63C

KNOXVILLE DISTRICT—BL LINE
M.P. 4BL to M.P. 5BL

KNOXVILLE DISTRICT—MIDDLESBORO LINE
M.P. 8CG to M.P. 9CG
M.P. 61CG to M.P. 62CG

KNOXVILLE DISTRICT—K & A LINE
M.P. 1KA to M.P. 2KA
M.P. 6KA to M.P. 7KA

APPALACHIA DISTRICT
M.P. 84TC to M.P. 83TC
M.P. 52TC to M.P. 51TC
M.P. 38TC to M.P. 37TC
M.P. 4TC to M.P. 3TC

9c. CHECKING LOCOMOTIVE SPEED INDICATOR (Cont'd)

MEMPHIS EAST END DISTRICT

M.P. 4 (AGS)	to	M.P. 5 (AGS)
M.P. 333A	to	M.P. 334A
M.P. 359A	to	M.P. 360A
M.P. 395A	to	M.P. 396A

MEMPHIS WEST END DISTRICT

M.P. 408A	to	M.P. 411A
M.P. 417A	to	M.P. 419A
M.P. 428A	to	M.P. 430A
M.P. 461A	to	M.P. 462A
M.P. 479A	to	M.P. 480A
M.P. 527A	to	M.P. 529A
M.P. 534A	to	M.P. 535A

JACKSON DISTRICT

M.P. IC411	to	M.P. IC412
M.P. IC460	to	M.P. IC461
M.P. IC477	to	M.P. IC478
M.P. IC517	to	M.P. IC518

NOTE: Tests for accuracy will be made at other locations in addition to those shown. Engineers in outlying local freight or branch line service will choose appropriate locations 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

		B30-7A	
**C36-7		B36-7	
C39-8		D8-32B	
D8-40C		GP40X	
D9-40C		GP49	B23-7
**SD50		GP50	GP38
SD60	C30-7	GP59	GP40
SD70	SD40	GP60	U23B

WESTWARD

Knoxille District—Bristol Line

Bristol—Carnegie	5300	2400	2000	1500
Carnegie—Bulls Gap	3750	2700	2250	1700
Bulls Gap—Morristown	4500	3250	2750	2050
Morristown—Mascot	5600	4050	3500	2550
Mascot—Sevier Yard	7800	5650	4750	3550

10a. DIESEL UNIT RATING IN TONS (Cont'd)

		B30-7A	
**C36-7		B36-7	
C39-8		D8-32B	
D8-40C		GP40X	
D9-40C		GP49	B23-7
**SD50		GP50	GP38
SD60	C30-7	GP59	GP40
SD70	SD40	GP60	U23B

WESTWARD (Cont'd)

Knoxville District—River Line

Asheville—Leadvale	4700	3450	2900	2150
Leadvale—New Line	3600	2650	2200	1650

Knoxville District—B L Line

Douglas—Bulls Gap	5950	4300	3600	2700

Knoxville West End District

Sevier Yard—Charleston	7450	5450	4550	3400
Charleston—Cleveland	5600	4050	3400	2550
Cleveland—deButts	5950	4300	3600	2700

NORTHWARD

Knoxville District—Oakdale Line

Sevier Yard—Clinton	3400	2450	2100	1550
Clinton—Blair	3500	2550	2150	1600
Blair—Oakdale	6600	4800	4000	3000

Knoxille District—Jellico Line

Clinton—Lake City	6600	4800	4000	3000
Lake City—Jellico	3300	2400	2000	1500

Knoxville District—Middlesboro Line

Beverly—Tipreli	2750	2400	1650	1250

WESTWARD

Knoxville District—K & A LINE

Knoxville—Maryville	4050	2950	2450	1850

Appalachia District

Bulls Gap—Yuma	4850	3500	2950	2200
Yuma—Andover	2400	1750	1450	1100
Bulls Gap—St. Paul	4850	3500	2950	2200

EASTWARD

Knoxville District—Bristol Line

Sevier Yard—New Line	4700	3450	2850	2150
New Line—Bulls Gap	5700	4150	3450	2600
Bulls Gap—Greeneville	3300	2400	2000	1500
Greeneville—Carnegie	3950	2850	2400	1800
Carnegie—Bristol	3500	2550	2150	1600

Knoxville District—River Line

Sevier Yard—Bridgeport	4700	3450	2850	2150
Bridgeport—Asheville	5050	3650	3100	2300

Knoxville District—B L LINE

Bulls Gap—Douglas	10750	7850	6550	4900

Knoxville West End District

deButts—Cleveland	4600	3350	2800	2100
Cleveland—Sevier Yard	6350	4650	3850	2900

SOUTHWARD

Knoxville District—Oakdale Line

Oakdale—Blair	4050	2950	2450	1800
Blair—Clinton	3950	2850	2400	1800
Clinton—Sevier Yard	2500	1850	1550	1150

10a. DIESEL UNIT RATING IN TONS (Cont'd)

	**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
SOUTHWARD				
Knoxville District—Jellico Line				
Jellico—Pioneer	3200	2300	1950	1450
Pioneer—Vasper	5050	3650	3050	2300
Vasper—Clinton	10350	7500	6250	4700
Knoxville District—Middlesboro Line				
Tiprell—Tazewell	2500	1850	1550	1150
Tazewell—Washburn	3200	2300	1950	1450
Washburn—Sevier Yard	5700	4150	3450	2600
EASTWARD				
Knoxville District—K & A Line				
Maryville—Knoxville	4500	3250	2750	2050
Appalachia District				
Andover—Yuma	2850	2050	1750	1300
Yuma-Bulls Gap	7800	5650	4750	3500
St. Paul—Bulls Gap	7800	5650	4750	3550
Memphis East End District				
Sheffield—Decatur	8800	6400	5350	4000
Decatur—Huntsville	6500	4700	3950	2950
Huntsville—Chase	4950	3600	3000	2250
Chase—Stevenson	10650	7750	6450	4850
Stevenson-deButts	4300	3100	2600	1950
Memphis West End District				
Forest yard—Grand Jct.	5700	4150	3450	2600
Grand Jct.—Corinth	7450	5450	4550	3400
Corinth—Margerum	5700	4150	3450	2600
Margerum—Sheffield	7700	5600	4650	3500
Jackson District				
Fulton—Jackson	5250	3850	3200	2400
Jackson—Corinth	7050	5100	4250	3200
Iselin Jct.—Bemis	5250	3850	3200	2400
Poplar Corner—Bemis	5250	3850	3200	2400
WESTWARD				
Memphis East End District				
deButts—Stevenson	4500	3250	2750	2050
Stevenson—Huntsville	6350	4650	3850	2900
Huntsville—Decatur	7050	5110	4250	3200
Decatur—Sheffield	10200	7450	6200	4650
Memphis West End District				
Sheffield—Margerum	6700	4850	4050	3050
Margerum—Corinth	5150	3750	3150	2350
Corinth—Grand Jct.	6800	4950	4150	3100
Grand Jct.—Forest yard	11200	8150	6800	5100
Jackson District				
Corinth—Jackson	7700	5600	4650	3500
Jackson-Fulton	5250	3850	3200	2400
Bemis—Iselin Jct.	3750	2700	2300	1700
Bemis—Poplar Corner	3750	2700	2300	1700

* 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 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 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 as 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

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 9,550 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-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
Bristol & Ooltewah	(b)281,000	(b)414,000	220,000 (a)286,000	(b)315,000
Asheville & New Line	(b)281,000	(b)414,000	220,000 (a)286,000	(b)315,000
Bulls Gap & Douglas	(b)281,000	(b)414,000	220,000 (a)286,000	(b)315,000
Sevier Yd. & Coster	(b)281,000	(b)414,000	220,000 (a)286,000	(b)315,000
Knoxville & Harriman Jct.	(b)281,000	(b)414,000	220,000 (a)286,000	(b)315,000
Knox., Sevier Yd. & Cumberland Gap (Note 1)	(b)(d)281,000	(b)(d)414,000	220,000 (a)(c)(e)286,000	(b)315,000
Clinton, Lake City, Fonde, Arco, Briceville & Beech Grove	(b) 281,000	(b) 414,000	220,000 (a)286,000	(b)315,000
Knox., Maryville, Knox. Belt (North Belt), River Front, Ext. (South Belt) & South Knox., Spur	(b) 281,000	(b) (f)414,000	220,000 (a)(g)286,000	(b)300,000
Bulls Gap & Andover	245,000 (b)281,000	(b)414,000	(a)286,000	(b)315,000
Chattanooga & Memphis	(b)281,000	(b)420,000	220,000 (a)286,000	(b)315,000
Fulton & Conalco	(a)(b)268,000	(a)(b)414,000	(a)263,000	(b)300,000
Ruslor Jct. & Conalco	(a)(b)268,000	(a)(b)414,000	(a)263,000	(b)300,000
Ruslor Jct.& Cantrell	(a)(b)268,000	(a)(b)414,000	(a)263,000	(b)300,000
Bemis & Iselin Jct	(a)(b)268,000	Prohibited	(a)263,000	(b)300,000
Bemis & Poplar Corner	(a)(b)268,000	Prohibited	(a)263,000	(b)300,000

(a) Loaded 4-wheel truck cars weighing in excess of 220,000 lbs., but not more than maximum weight shown for the line may be handled provided their coupled length, truck centers and axle spacing are not less than the following:

Coupled Length ..... 37' 9"
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) Must not be operated on side or industry tracks except where authorized.

(c) Loaded cars with the following characteristics may be handled between Cumberland Gap and Middlesboro:

Coupled Length	Max. Gross Weight
36' - 6" or Longer	177,000 lbs.
38' - 0" or Longer	220,000 lbs.
43' - 10" or Longer	263,000 lbs.

(d) Not more than two diesel units, type 6-6, or four diesel units, type 4-4, may be operated coupled except two diesel units, type 6-6, with one diesel unit, type 4-4, weighing not more than 236,000 lbs., coupled may be operated. Diesel units, type 6-6, must not be operated between Cumberland Gap and Middlesboro. Five diesel units, type 4-4, may be operated coupled on the Apollo and Bell County unit coal trains and the KC Locals.

(e) Loaded cars weighing in excess of 251,000 lbs. must not exceed twenty (20) MPH across Lonesome Valley Viaduct (M.P. 54.0CG).

(f) Diesel units, type 6-6, must not be operated on the River Front Extension. Diesel units, type 6-6, weighing in excess of 342,000 lbs. must not exceed ten (10) MPH across Tennessee River Bridge (M.P. 0.9KA).

(g) Loaded cars weighing in excess of 263,000 lbs. may be handled only between Knoxville and Maryville with speed not exceeding ten (10) MPH across Tennessee River Bridge (M.P. 0.9KA).

(Note 1) - Load limits between Cumberland Gap and Middlesboro to be governed by CSXT Timetable and Special Instructions.

c. 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.

2. Special Restrictions

Knoxville District Jellico Line

Derricks may be handled to but not through or beyond Scott Tunnel, M.P. 50.4C.

No derricks will clear under Coal Tipple on spur track at M.P. 2.48CA.

Knoxville District Middlesboro Line

All derricks must not exceed a speed of 20 MPH over Lonesome Valley Viaduct, M.P. 54.0CG.

Between Cumberland Gap and Middlesboro (CSXT trackage) Group 1 derricks must have at each end one 70,000 lbs. (or less) gross weight spacer car and speed must be limited to 10 MPH over CSXT Bridge No. 27, M.P. 217.2.

Knoxville West End District

Derricks will not clear through Tunnel, M.P. 0.35KS, on South Knoxville Spur.

Groups 1 and 2 may be handled to but not over Holston River Bridge, M.P. 5.2RF, on River Front Extension.

Memphis East End District

Between Wauhatchie and Stevenson (CSXT trackage) Group 1 Derricks must have at each end of derrick at least 1 spacer car weighing not more than 100,000 lbs. gross, and must be separated by another Group 1 Derrick by at least 2 spacer cars weighing not more than 100,000 lbs. gross.

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 except during wrecking operations and then protection must be provided to insure no damage to derrick equipment, retarders, or track equipment. 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, 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	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	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.

h. SCHNABEL AND HIGH CAPACITY FLAT CARS (Cont'd)

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

1. Freight cars stenciled "C," "E" or "F," and unstenciled general service equipment having dimensions within Plate "B" may be handled on all main tracks and sidings of the Tennessee Division and Chattanooga Terminal, **EXCEPT:**

A. Plate "B," cars must be handled through Dunn Tunnel at M.P. 50.6C at a speed of 5 MPH or less to prevent car sway; and must be handled past retaining wall at M.P. 0.68FC at a speed of 5 MPH or less to prevent car sway; and cars exceeding 13'-7" in height must not be handled under coal tipple on the Straight Creek Spur at M.P. 1.05. Plate "C", "E" and "F" cars cannot be handled past the above locations. Plate "C", "E" and "F" cars cannot be handled through Scott Tunnel at M.P. 50.4C, through the tunnel at M.P. 50.8C, and through South Knoxville Tunnel at M.P. 0.35K. Plate "E," and "F" cars cannot be handled through Platt Tunnel at M.P. 51.1C, through Grear Tunnel at M.P. 46.9CG, through Cumberland Gap Tunnel at CV218.75. Plate "F" cars cannot be handled through Elk Gap (Pioneer) Tunnel at M.P. 49.0C, under Georgia Street overhead Bridge at M.P. 0.7FC, and through Natural Tunnel at M.P. 24.1T.

B. Fully enclosed auto racks (exceeding Plate "F" but not exceeding 19'-0" above top rail) may be handled on all main tracks and sidings of the Tennessee Division and Chattanooga Terminal **EXCEPT** past all obstructions listed in the previous paragraph. Also subject enclosed auto racks cannot be handled under Magnolia Avenue overhead bridge on runaround track at M.P. 131.1A, under Gay Street overhead bridge on any depot track at M.P. 0.02C, under Broadway Viaduct on East Leg of City Yard Wye at M.P. 0.1C, through Sand Tunnel at M.P. 59.75C, through Holton Wye Tunnel at M.P. CSXT 206.1, under old SOU-A Line overhead bridge on Newby Street Lead at M.P. N0.7, under Thorn Grove overhead bridge at M.P. 4.3RF, past NW Depot on Old Sou-T Line at Bristol, Tn., (M.P. 69.5T), under McGregor Street overhead bridge on West Leg of Bulls Gap Wye at M.P. 87.1TC, under U.S. 31 Southbound overhead bridge on the Up-River Lead at Decatur, Ala. (M.P. UR0.6), and under U.S. 11 overhead bridge on Bowaters Spur at Calhoun, Tn., (M.P. 0.5).

Movement of cars exceeding 17'-0" or stenciled "F+" or "Exceeds Plate F" must be cleared by Chief Dispatcher.

Before handling these cars on other than main tracks or sidings, it must be determined that adequate clearance exists.

Do not exceed 5 MPH through Grear Tunnel, M.P. 46.9CG when handling UP box cars in train.

GP30, GP35, GP38 and U23B diesel units must not be operated under coal tipple on McCalls Track, Beech Grove, Tn., (M.P. 2.48CA.)

Six axle diesel units must not be operated on the South Knoxville Spur.

i. EXCESSIVE DIMENSION EQUIPMENT (Cont'd)

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 restrictions.

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.

These instructions are in addition to all other instructions and rules regarding handling interchange cars.

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.

i. EXCESSIVE DIMENSION EQUIPMENT (Cont'd)

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.

j. EXCESSIVE CURVATURE

1. Long (75 ft. or more) cars may be handled on main and passing tracks without restrictions account curvature and grade except as follows:

Knoxville District River Line

Between Knoxville and Asheville eastward - Long cars must be handled on rear of train.

Knoxville District Oakdale Line

Southward non-radio trains between Heiskell and Powell must not have more than 1400 tons trailing an empty or part load long car nor more than 3500 tons trailing a loaded long car. Trains not in compliance with above restrictions should be doubled from Heiskell to Powell with the cut being made to ensure that trailing tonnage restrictions are not exceeded.

Appalachia District

TTX cars in excess of 52 feet in length must be handled on head end or rear end of locals between Frisco (M.P. 46TC) and Andover (M.P. 0T). While passing through Calahan Tunnel (M.P. 2.8T) or Natural Tunnel (M.P. 24.1T), cars must be kept under close observation and then at a speed not exceeding 5 MPH.

2. 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.

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 10a of the timetable Special Instructions.

k. OTHER EQUIPMENT RESTRICTIONS (Cont'd)

Trains handling more than 40 empty multilevels will be governed by general speed restrictions contained in Section 9a of the timetable Special Instructions.

Between	Maximum Safe Trailing Tonnage Southward/ Westward	Northward/ Eastward
Knoxville District Bristol Line		
Bristol-Knoxville	6,000	7,400
Knoxville District River Line		
Asheville-Knoxville	7,600	Rear Only
Knoxville District BL Line		
Douglas-Ward	Unrestricted	19,200
Knoxville West End District		
Knoxville-Chattanooga	9,600	9,600
Knoxville District Oakdale Line		
Knoxville-Harriman	See 11j.1	3,200
Appalachia District		
Andover-Yuma	Rear Only	Rear Only
Yuma-Bulls Gap	10,000	10,000
Memphis East end District		
Chattanooga-Sheffield	8,600	8,600
Memphis West End District		
Sheffield-Memphis	11,900	11,900

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:

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.

k. OTHER EQUIPMENT RESTRICTIONS (Cont'd)

4. 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 unless authorized by Division Superintendent's Bulletin.

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.

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.

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.

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 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.

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.)

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 to a loaded placarded tank car.

k. OTHER EQUIPMENT RESTRICTIONS (Cont'd)

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.

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

On the IC trackage between Centralia and Fulton Jct., Centralia and Carbondale are regular stops for AMTRAK trains #58, #59, #358, #359, #391, and #392, and Fulton is a regular stop for AMTRAK trains #58 and #59. Unless otherwise instructed by the IC Chicago Dispatcher, Norfolk Southern trains will approach these stations at reduced speed and will apply Rule 107.

13. PHYSICIANS' DIRECTORY

W. S. Montgomery, ORTHO	Asheville, N.C.
W. H. Brosnan, OPH	Asheville, N.C.
J. P. Chapman, Jr., SURG	Asheville, N.C.
S. J. Harley, ORS	Asheville, N.C.
J. A. Noto, SURG	Asheville, N.C.
J. P. Martin, OM	Asheville, N.C.
D. L. Jarrett, ORTHO	Asheville, N.C.
D. O. Lincoln, ORTHO	Asheville, N.C.
L. J. Fleenor, Jr., FP	Big Stone Gap, Va.
M. B. Ford, GP	Big Stone Gap, Va.
K. D. Kiser, FP	Big Stone Gap, Va.
C. H. Crockett, OTO	Bristol, Tenn.
M. W. Wood, Jr., NS	Bristol, Tenn.
H. W. Bachman, Jr., ORTHO	Bristol, Tenn.
Jim C. Brasfield	Bristol, Tenn.
F. B. Greear, INT	Bristol, Tenn.
S. Wilke, OPH	Bristol, Tenn.
K. Lowry, GS	Bristol, Tenn.
E. D. Akin, SURG	Chattanooga, Tenn.
T. L. Buttram, SURG	Chattanooga, Tenn.
C. H. Alper, OTO	Chattanooga, Tenn.
D. H. Fisher, Jr., GS	Chattanooga, Tenn.
I. M. Long, OPH	Chattanooga, Tenn.
R. E. Mabe, INT	Chattanooga, Tenn.
H. Barrett Heywood, III, ORTHO	Chattanooga, Tenn.
R. G. Vieth, NEURO	Chattanooga, Tenn.
M. R. Seal, OPH	Chattanooga, Tenn.
B. W. Caughran, ORTHO	Chattanooga, Tenn.
H. A. Stone, GS	Chattanooga, Tenn.
G. Z. Seiters, ORTHO	Chattanooga, Tenn.
T. H. Roberson, Jr., GP	Church Hill, Tenn.
E. N. Duncan, OPH	Cleveland, Tenn.
W. D. Bowers, GS	Cleveland, Tenn.
H. Hedden, Jr., GP	Clinton, Tenn.
B. L. Shipp, OPH	Corinth, Miss.
L. Johnson, ORTHO	Florence, Ala.
N. G. Clement, ORTHO	Florence, Ala.
R. C. Diez d'aux, FP	Greeneville, Tenn.
J. T. Sharp, FP	Huntsville, Ala.
B. H. Moore, Jr., GP	Huntsville, Ala.
W. C. Walley, OM	Huntsville, Ala.
C. H. Wilkens, GS	Jellico, Tenn.
D. M. Larson, GP	Jackson, Tenn.
W. D. Hankins, RAD	Johnson City, Tenn.
R. D. Baker, OPH	Kingsport, Tenn.
H. T. Brock, SURG	Kingsport, Tenn.
A. J. Mosrie, OPH	Kingsport, Tenn.
Robert T. Strang, Sr., ORTHO	Kingsport, Tenn.
G. Edward Jeffries, ORTHO	Knoxville, Tenn.
J. C. DeFiore, Jr., SURG	Knoxville, Tenn.
F. A. Killeffer, NEURO	Knoxville, Tenn.
K. L. Raulston, Jr., OPH	Knoxville, Tenn.
R. L. Seals, OTO	Knoxville, Tenn.

13. PHYSICIANS' DIRECTORY (Cont'd)

R. Diechert, OM	Knoxville, Tenn.
J. M. Frere, P	Knoxville, Tenn.
J. R. Guyton, RAD	Knoxville, Tenn.
J. E. Campbell, Jr., OPH	Knoxville, Tenn.
D. F. Fardon, ORTHO	Knoxville, Tenn.
S. B. Soss, OTO	Knoxville, Tenn.
J. H. Dougherty, Jr., NEURO	Knoxville, Tenn.
R. J. Erickson, FP	Knoxville, Tenn.
H. L. Massengale, GP	Knoxville, Tenn.
J. S. Burrell, GP	Lake City, Tenn.
H. Francis, GS	Memphis, Tenn.
L. D. Wright, Jr., OTO	Memphis, Tenn.
D. J. Scott, Jr., ORS	Memphis, Tenn.
W. R. Mitchum, RAD	Memphis, Tenn.
D. L. Cunningham, NEURO	Memphis, Tenn.
P. H. Dirmeyer, GP	Memphis, Tenn.
P. G. Mintz, FP	Memphis, Tenn.
G. A. Passons, OPH	Memphis, Tenn.
M. J. Evans, GS	Middlesboro, Ky.
C. H. Helms, SURG	Morristown, Tenn.
D. W. McNeil, OPH	Morristown, Tenn.
C. H. Lindsey, OPH	Morristown, Tenn.
J. H. Kinser, GP	Morristown, Tenn.
T. T. Hart, GP	Muscle Shoals, Ala.
J. W. Meckes, G	Muscle Shoals, Ala.
J. C. Martin, ORS	Muscle Shoals, Ala.
J. E. Tittle, ORTHO	Oak Ridge, Tenn.
W. L. Harvey, GP	Sweetwater, Tenn.

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.

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

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
RAD	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

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

14. AUTHORIZED WATCHES (Cont'd)

Watches Authorized for use under Rule 2 are:

WRIST WATCHES (Cont'd)

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.
Knoxville District Bristol Line			
Bristol	Continuous	Continuous	Continuous
Greeneville	8:00am to 7:00pm	Same	Closed
Morristown	8:00am to 5:00pm	Same	Closed
Sevier Yard	Continuous	Continuous	Continuous
Knoxville District River Line			
Asheville	Continuous	Continuous	Continuous
Knoxville District West End			
Loudon	8:00am to 5:00pm	Same	Closed
Cleveland	7:00am to 11:30pm	7:00am to 3:00pm	
Chattanooga Terminal			
deButts Yd.	Continuous	Continuous	Continuous
Knoxville District Oakdale Line			
Clinton	8:00am to 6:00pm	Closed	Closed
Knoxville District Middlesboro Line			
Middlesboro	8:00am to 5:00pm	Same	Closed
Appalachia District			
Andover	Continuous	Continuous	Continuous
Frisco	Continuous	Continuous	Continuous
Memphis East End District			
Huntsville	7:00am to 11:00pm	7:00am to 3:00pm	Closed
Decatur	Continuous	Continuous	Continuous
Sheffield	Continuous	Continuous	Continuous
Memphis West End District			
Forrest Yard	Continuous	Continuous	Continuous
Jackson District			
Jackson	Continuous	Continuous	Continuous
Corinth	6:30am to 4:00pm	Same	Same

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.

16. COMMUNICATION & SIGNAL INFORMATION (Cont'd)

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:

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.

STAND-ALONE DETECTORS

1. Location of Detectors

Location	Milepost	Direction Activated	Dragging Equipment
Knoxville District Bristol Line			
Bluff City, Tn.	12.4A	Both	Yes
Johnson City, Tn.	27.2A	Both	Yes
Telford, Tn.	40.3A	Both	Yes
Afton, Tn.	52.9A	Both	Yes
Moshiem, Tn.	66.8A	Both	Yes
Whitesburg, Tn.	79.0A	Both	Yes
Morristown, Tn.	87.1A	Both	Yes
*Talbott, Tn.	98.9A	Both	Yes
Hodges, Tn.	111.2A	Both	Yes
Knoxville District River Line			
Alexander	S152.3	Both	Yes
Marshall	S163.8	Both	Yes
Hot Springs	S178.9	Both	Yes
*Wolf Creek	S191.1	Both	Yes
Bridgeport	S205.3	Both	Yes
Newport, Tn.	S210.8	Both	Yes
Roe Jct., Tn.	S223.8	Both	Yes
Knoxville District BL Line			
Susong, Tn.	8.8BL	Both	No
Knoxville District West End			
Bearden, Tn.	138.9A	Both	Yes
Concord, Tn.	145.1A	Both	Yes
Lenoir City, Tn.	154.8A	Both	Yes
*Sweetwater, Tn.	169.2A	Both	Yes
Niota, Tn.	179.2A	Both	Yes
Coile, Tn.	188.2A	Both	Yes
Calhoun, Tn.	198.4A	Both	Yes
Tasso, Tn.	209.8A	Both	Yes
McDonald, Tn.	219.3A	Both	Yes
Tyner, Tn.	232.3A	Both	Yes
Knoxville District Oakdale Line			
Inskip, Tn.	3.8C	Both	Yes
Chestnut Ridge, Tn.	15.3C	Both	Yes
Jarnigan, Tn.	22.9D	Both	No
*Poplar, Tn.	32.3D	Both	Yes
Truett, Tn.	45.4D	Both	No
Appalachia District			
Oreton, Va.	10.1T	Both	Yes
Sunbright, Va.	21.4T	Both	No
Gate City, Va.	35.2T	Both	Yes
Click, Tn.	48.3TC	Both	No
Stoney Point, Tn.	61.1TC	Both	No
Burem, Tn.	71.9TC	Both	Yes
Otes, Tn.	80.4TC	Both	Yes
Memphis East End District			
Wauhatchie, Tn.	248.1A	Both	Yes
Fackler, Al.	286.0A	Both	Yes
Scottsboro, Al.	300.9A	Both	Yes
Limrock, Al.	309.2A	Both	Yes

STAND-ALONE DETECTORS (Cont'd)

1. Location of Detectors

Location	Milepost	Direction Activated	Dragging Equipment
Memphis East End District (Cont'd)			
*Paint Rock, Al.	319.9A	Both	Yes
Ryland, Al.	329.3A	Both	Yes
Huntsville, Al.	338.0A	Both	Yes
$ Greenbrier, Al.	352.9A	Both	Yes
Irvington, Al.	358.5A	Both	Yes
Hillsboro, Al.	372.0A	Both	Yes
$ Courtland, Al.	385.0A	Both	Yes
Town Creek, Al.	393.2A	Both	Yes
Memphis West End District			
Scott, Al.	410.4A	Both	Yes
Cherokee, Al.	424.0A	Both	Yes
Oldham, Ms.	433.7A	Both	Yes
*Burnsville, Ms.	442.5A	Both	Yes
Oakland, Ms.	454.7A	Both	Yes
Wenasoga, Ms.	464.2A	Both	Yes
Pocahontas, Tn.	477.3A	Both	Yes
Candlewood Tn.	490.2A	Both	Yes
LaGrange, Tn.	502.9A	Both	Yes
Hays, Tn.	516.4A	Both	Yes
*Collierville, Tn.	525.4A	Both	Yes
Germantown, Tn.	536.3A	Both	Yes
Jackson District			
Martin, Tn.	IC414.9	Both	Yes
Sharon, Tn.	IC425.5	Both	Yes
Bradford, Tn.	IC439.0	Both	Yes
Sitka, Tn.	IC452.5	Both	Yes
Oakfield, Tn.	IC463.6	Both	Yes
Perry, Tn.	IC477.4	Both	Yes
Henderson, Tn.	IC487.1	Both	Yes
McNairy, Tn.	IC499.2	Both	Yes
Falcon, Tn.	IC509.8	Both	Yes
Guys, Tn.	IC519.8	Both	Yes

* Also has Hot Wheel Detector.
$ Also has Clearance Detector.

16b. DETECTORS

All defect detectors are Stand Alone Detectors and scan trains in both directions.

Trains passing these locations will be scanned for overheated journals, and at indicated locations for dragging equipment, or hot wheels or clearance. If no defects are detected, the detector's radio will announce the milepost and "NO DEFECTS" two (2) times after the train passes the detector.

If a defect is detected, the detector's radio will sound two (2) tone bursts and announce the milepost and "DETECTOR ALARM". After the train has passed the detector, the exact axle location of any defect will be announced three (3) times counting from the first locomotive axle.

If multiple defects are detected, 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, hot wheel, or overheight 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

16b. DETECTORS (Cont'd)

same procedure will be followed for dragging equipment, or hot wheel or clearance. 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 Communications Control Center in Atlanta, GA. The train should **not** be stopped.

If a train passes one of these detectors and no radio message is received, the crew must stop, the crew immediately notify the dispatcher, inspect the train and advise results to the dispatcher.

A train should maintain a minimum speed of 8 MPH 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.**

When notified that a malfunction has occurred at a hot box, hot wheel, dragging equipment or high-wide detector, arrangements must be made to inspect all trains passing that location until the detector is restored. This inspection must be done by either train crews or by other qualified employees. A roll-by inspection will be satisfactory.

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.

STAND-ALONE DRAGGING EQUIPMENT DETECTORS
Voice Alarm Only

Location of Dragging Equipment Detector	Direction Activated
Knoxville District Bristol Line	
M.P. 117.7A	Both
Knoxville District River Line	
M.P. S182.7	Both
M.P. S170.9	Both
Knoxville District West End	
M.P. 195.4A	Both

When the voice radio alarm is activated at a detector, the train must be stopped promptly for inspection. The dispatcher must be advised results of inspection and any correction made.

Trains and engines stopped for dragging equipment must be inspected in accordance to rules and instructions. If it is determined that a piece of equipment or object is dragging, the train **must not move** until dragging equipment/object is removed from cars or engines, or a division officer arrives to direct the move.

6c. ALL CHANNEL RADIOS

The following table shows the transmit (TX) and receive (RX) channels to be used by road trains of any railroad operating on NS tracks in accordance with NS rules, timetables, and instructions.

Channel Name	AAR Channel Transmit TX Channel	AAR Channel Receive RX Channel
SOU 1-Road	56	56
SOU 2-Dispatcher	48	09
**NW 1-East	72	72
**NW 2-Lake	76	76
**NW 3-West	22	22
CSXT 1-Road	84	84
CSXT 2 Dispatcher	94	94
**CSXT 3-Road	32	32
**CSXT 4-Road	66	66

Note: ** Requires signal tones to access Dispatcher

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

When operating on other railroads, it will be necessary to consult the governing foreign line timetable for 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.

16d. LOCATION OF DISPATCHER-CONTROLLED RADIO BASE STATIONS

Location	Frequency	Hours
Knoxville District Bristol Line		
Johnson City, Tn.	Road	Continuous
Bluff City, Tn.	Road	Continuous
Telford, Tn.	Road	Continuous
Bulls Gap, Tn.	Road	Continuous
Jefferson City, Tn.	Road & Dispatcher	Continuous

17. HAZARDOUS MATERIALS (Cont'd)

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.

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.

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).

17. HAZARDOUS MATERIALS (Cont'd)

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)
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 (4909156/4912081)
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 (4940573)
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

D. KEY TRAINS (Cont'd):

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, 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].

E. DOCUMENTATION (Cont'd):

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.

   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

17. HAZARDOUS MATERIALS (Cont'd)

F. INSPECTION (Cont'd):

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].

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

17. HAZARDOUS MATERIALS (Cont'd)

G. MARKING AND PLACARDING HAZARDOUS MATERIALS (Cont'd):

Hazard Class	Placard Notation	Placard Endorsement
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 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].

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.

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].

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.

I. HYDROCYANIC ACID (HCN) TANK CARS (Cont'd)

(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 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

L. INSTRUCTIONS TO EMPLOYEES IN THE EVENT OF A HAZARDOUS MATERIALS INCIDENT OR ACCIDENT (Cont'd):

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 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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20. INDEX TO SPECIAL INSTRUCTIONS

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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 TOP/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.

Effective October 1, 1994

NORFOLK SOUTHERN

HAZARDOUS MATERIALS SWITCHING CHART

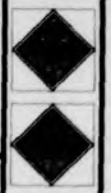
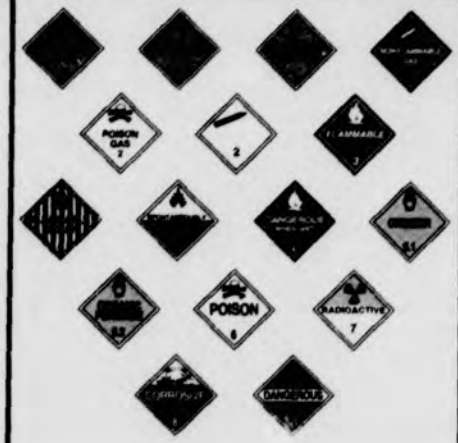
HOW TO USE THIS CHART

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.

GROUP 1	GROUP 2	GROUP 3	GROUP 4	GROUP 5	GROUP 6
 SEE NOTE (1)	Hazard Zone A; PG1 Hazard Zone A				

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

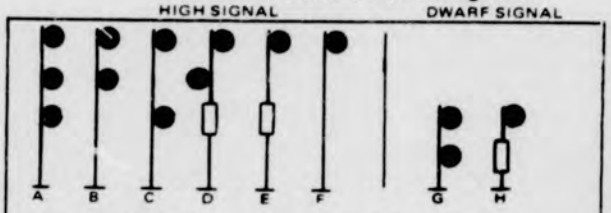
NOTES (1) A RAIL CAR PLACARDED AS IN GROUP 1, MUST NOT BE PLACED UNDER BRIDGES OR HIGHWAYS, NOR ALONGSIDE A PASSENGER SHED OR STATION EXCEPT DURING TRANSFERS.

(2) RESTRICTIONS GOVERNING SWITCHING OF LOADED PLACARDED FLAT CARS INCLUDE THOSE CARRYING TRAILERS, CONTAINERS AND/OR INTERMODAL TANK CONTAINERS (RESIDUE/EMPTY INTERMODAL CONTAINERS ARE NOT CONSIDERED TO BE LOADS).

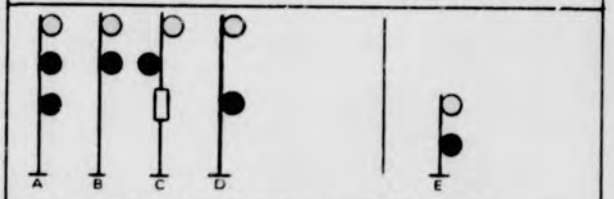
SOUTHERN RAILWAY

Automatic Block, Interlocking, TC and Remote Control Signals

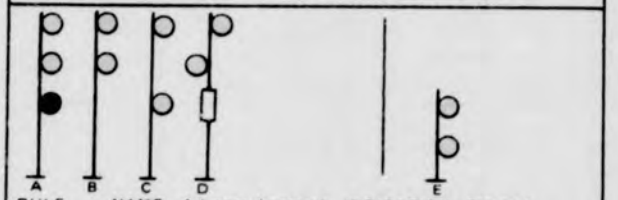
HIGH SIGNAL — DWARF SIGNAL



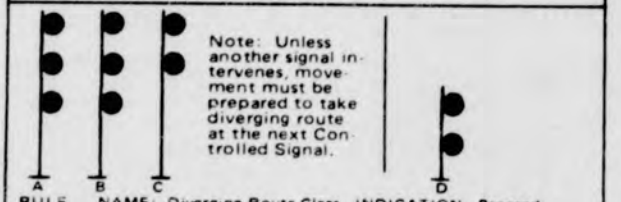
RULE 301 — NAME: Clear. INDICATION: Proceed.



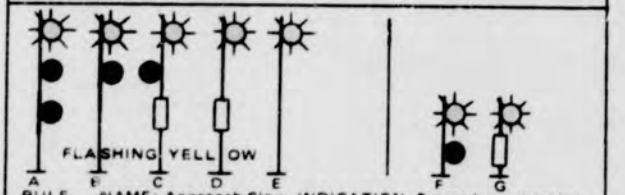
RULE 302 — NAME: Approach Diverging. INDICATION: Proceed, approaching next signal prepared to take diverging route.



RULE 303 — NAME: Advance Approach. INDICATION: Proceed, preparing to stop at second signal.



RULE 304 — NAME: Diverging Route Clear. INDICATION: Proceed through diverging route, observing authorized speed through turnout(s) or crossover(s).



RULE 306 — NAME: Approach Slow. INDICATION: Proceed, approaching next signal at Slow Speed. Train exceeding Medium Speed must at once reduce to that speed.

SPEED:

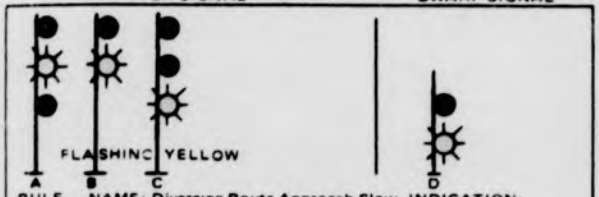
MEDIUM SPEED—A speed not exceeding 30 MPH.

REDUCED SPEED—A speed that will permit complying with flagging signals and stopping short of train or obstruction.

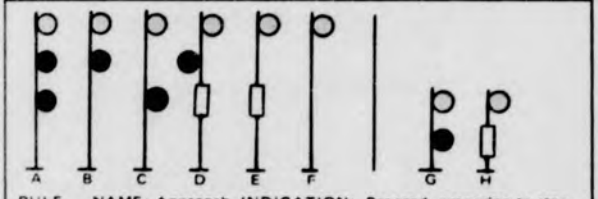
SOUTHERN RAILWAY

Automatic Block, Interlocking, TC and Remote Control Signals (Cont'd)

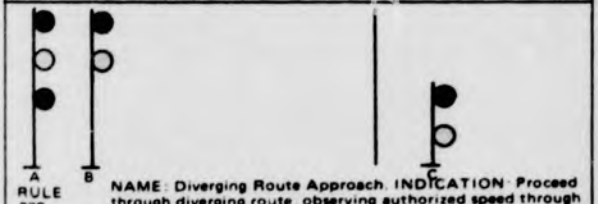
HIGH SIGNAL — DWARF SIGNAL



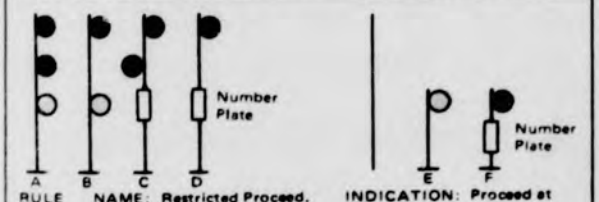
RULE 306.1 — NAME: Diverging Route Approach Slow. INDICATION: Proceed through diverging route, observing authorized speed through turnout(s) or crossover(s), then not exceeding Medium Speed, approach next signal at Slow Speed.



RULE 307 — NAME: Approach. INDICATION: Proceed, preparing to stop at next signal. Train exceeding Medium Speed must at once reduce to that speed.



RULE 308 — NAME: Diverging Route Approach. INDICATION: Proceed through diverging route, observing authorized speed through turnout(s) or crossover(s), preparing to stop at next signal. Train exceeding Medium Speed must at once reduce to that speed.



RULE 309 — NAME: Restricted Proceed. INDICATION: Proceed at Restricted Speed.

RULE 310 — NAME: Stop. INDICATION: Stop.

SPEED (CONT'D):

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.

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	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	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

180274TTS

NORFOLK SOUTHERN

KENTUCKY DIVISION

Western Region

Timetable Number

11

RECEIVED
JUN 23 1997
MAIL MANAGEMENT
STB

In Effect

At 12:01 AM

Sunday, February 16, 1997

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
CS	—	CONTROLLED SIDING
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
$	—	ALSO HAS CLEARANCE DETECTOR
#	—	ALSO HAS DRAGGING EQUIPMENT DETECTOR
N	—	NON-CONTROL POINT IN CTC
r	—	RADIO BASE STATION, WAYSIDE
R	—	RADIO BASE STATION, MONITORED CONTINUOUSLY
S	—	STOP SIGN
SC	—	STANDARD CLOCK
SS	—	SIGNALED SIDING
X	—	RAILROAD CROSSING AT GRADE
YL	—	YARD LIMIT
Y	—	WYE

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
5 = SD60, SD70, D39-8, D8-40C, D9-40C

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SOUTHWARD ↓ FIRST DISTRICT CNO&TP ↑ NORTHWARD

MILE POST	STATIONS RADIO CHANNELS TX = 56 RX = 56 TX = (48) RX = (09)		SIDINGS IN FEET
0.0	... Cincinnati ...	B SC C J j R S X Y	.....
3.0	.... Ludlow	B SC R	.....
9.8	.... Erlanger	R	.....
12.5	..... Rice		.....
22.0	.....Bracht.....		.....
24.5	.... Adams		.....
32.0	..... Reid		.....
38.1	..Williamstown..	R	.....
43.0	.....Mason.....		.....
46.8	....Blanchet....		.....
50.4	.....Rohan.....		.....
56.6	... Sadieville ...		.....
62.2	.. Rogers Gap ..	R	.....
65.4	... Delaplain ...	B SC r	.....
69.4	.. Georgetown ..		.....
72.2	.....Akers.....		.....
77.4	... Greendale ...		.....
79.6	.... Fayette		.....
81.7	... Lexington ...	B SC j r	.....
83.2	... Rosemont ...		.....
85.6	.... Bishop		.....
93.0	.. Nicholasville ..		.....
95.7	... Jessamine ...		.....
98.2	.... Wilmore	R	.....
102.5	.. High Bridge ..		.....
105.0	.....Brown.....		.....
109.0	.....Burgin.....		.....
110.7	....Faulkner....		.....
113.2	.. S. J. Tower ..	C Y J	.....
116.4	... DV Tower ...		.....
116.6	.... Danville	B SC R Y	.....

FIRST DISTRICT CNO&TP (Cont'd)

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
Gest Street	8th Street	Both	ABS	RC
8th Street	Ludlow M.P. 2.6	Both	ABS	TC
Ludlow M.P. 2.6	Rice M.P. 12.5	Both	ABS	TC
Rice M.P. 12.5	Bracht M.P. 22.0	Main	ABS	TC
Bracht M.P. 22.0	Reid M.P. 32.0	Both	ABS	TC
Reid M.P. 32.0	Mason M.P. 43.0	Main	ABS	TC
Mason M.P. 43.0	Rohan M.P. 50.4	Both	ABS	TC
Rohan M.P. 50.4	Rogers Gap M.P. 62.2	Main	ABS	TC
Rogers Gap M.P. 62.2	Akers M.P. 72.2	Both	ABS	TC
Akers M.P. 72.2	Greendale M.P. 77.4	Main	ABS	TC
Greendale M.P. 77.4	Bishop M.P. 85.6	Both	ABS	TC
Bishop M.P. 85.6	Jessamine M.P. 95.7	Main	ABS	TC
Jessamine M.P. 95.7	Brown M.P. 105.0	Both	ABS	TC
Brown M.P. 105.0	Faulkner M.P. 110.7	Main	ABS	TC
Faulkner M.P. 110.7	DV Tower M.P. 116.4	Both	ABS	TC

2. SPEED RESTRICTIONS

LOCATION AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
CSXT M.P. BE 6.7, Between Winton Place, and CSXT M.P. BE 5.0	35
CSXT M.P. BE 6.7, Thru turnout Winton Place	35
CSXT M.P. BE 5.0, and CSXT M.P. 4.1, Eckler	20
CSXT M.P. BE 4.1, Thru turnout Eckler	20
Interlocking Plant, Clare Yard	10
Between Clare and Red Bank	
#2 Track	25
#1 Track	10
Through interlocking at Red Bank	25
Between Red Bank and Valley	25
Between Red Bank and Rendcomb Jct.	10
Between Oakley and Penn	25
Between Penn and East Norwood	25
Old Main Line	
Between M.P. CT0.0 and M.P. CT9.0	10
All Yard Tracks and No. 1 and No. 2 main tracks to M.P. 2.6	10

2. SPEED RESTRICTIONS (Cont'd)

LOCATION AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines Rhwy.	Frt.
M.P. 2.6 and M.P. 116.4, Between Cincinnati, OH and Danville, KY	60	50
Except:		
M.P. 2.6, Thru turnout C.U.T. Switch	15	15
M.P. 2.7 to M.P. 3.0, Ohio River Bridge	20	20
M.P. 3.0, Thru turnout Ludlow	25	25
M.P. 3.0 to M.P. 8.0	25	25
M.P. 8.0 to M.P. 10 (Except for Triple Crown trains, northward trains having more than 60 cars)	25	25
M.P. 9.8, Thru crossover Erlanger	40	40
M.P. 11.1 to M.P. 11.8, Curves	55	50
M.P. 12.5 Thru turnout Rice	40	40
M.P. 12.9 to M.P. 13.5, Curves	55	50
M.P. 18.8 to M.P. 19.2, Curves	55	50
M.P. 20.6 to M.P. 20.8, Curves	55	50
M.P. 22.0, Thru turnout Bracht	40	40
M.P. 23.5 to M.P. 23.8, Curves	55	50
M.P. 29.2 to M.P. 29.8, Curves	55	50
M.P. 30.4 to M.P. 30.7, Curves	55	50
M.P. 31.5 to M.P. 31.8, Curves	55	50
M.P. 32.0 Thru turnout Reid	40	40
M.P. 34.0 to M.P. 34.7, Curves	55	50
M.P. 37.0 to M.P. 38.6, Curves	55	50
M.P. 38.6 to M.P. 38.9, Curves	50	45
M.P. 40.5 to M.P. 41.1, Curves	50	45
M.P. 41.4 to M.P. 41.6, Curves	50	50
M.P. 41.8 ro M.P. 42.1, Curves	50	45
M.P. 42.1 to M.P. 43.8, Curves	50	50
M.P. 43.0, Thru turnout Mason	40	40
M.P. 43.8 to M.P. 45.6, Curves	50	45
M.P. 46.8, Thru turnout Blanchet	40	40
M.P. 49.2 to M.P. 50.0, Curves	55	50
M.P. 50.4, Thru turnout Rohan	40	40
M.P. 51.5 to M.P. 52.2, Curves	50	45
M.P. 52.2 to M.P. 52.5, Curves	55	50
M.P. 55.0 to M.P. 55.3, Curves	50	45
M.P. 55.3 to M.P. 56.3, Curves	45	45
M.P. 56.7 to M.P. 59.1, Curves	55	50
M.P. 62.2, Thru turnout Rogers Gap	40	40
M.P. 65.4, Thru turnout Delaplain	40	40
M.P. 69.6, Thru turnout Georgetown	40	40
M.P. 72.2, Thru turnout Akers	40	40
M.P. 77.4, Thru turnout Greendale	40	40
M.P. 79.6, Thru turnout Fayette	40	40
M.P. 81.5 to M.P. 81.8, Curves	35	35
M.P. 81.8 to M.P. 82.0, Curves	40	40
M.P. 82.4 to M.P. 83.2, Over Street Crossing	40	40
M.P. 83.2, Thru turnout Rosemont	40	40
M.P. 85.6, Thru turnout Bishop	40	40
M.P. 95.8, Thru turnout Jessamine	40	40
M.P. 98.3, Thru turnout Wilmore	40	40
M.P. 101.6 to M.P. 102.7, Curves	55	50
M.P. 102.5, Thru turnout High Bridge	40	40
M.P. 102.7 to M.P. 103.2, Curves	45	45
M.P. 103.2 to M.P. 103.5, Curves	40	40
M.P. 103.5 to M.P. 103.7, Curves	45	45
M.P. 103.7 to M.P. 104.6, Curves	50	50
M.P. 105.0 Thru turnout Brown	40	40
M.P. 105.7 to M.P. 106.0, Curves	55	50

2. SPEED RESTRICTIONS (Cont'd)

LOCATION AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines Rhwy.	Frt.
M.P. 106.0 to M.P. 106.5, Curves	50	45
M.P. 108.3 to M.P. 108.6, Curves	55	50
M.P. 110.7, Thru turnout Faulkner	40	40
M.P. 113.3, Thru turnout SJ Tower	40	40
M.P. 113.3, Thru turnout SJ Tower (Louisville Dist. turnout)	40	40
M.P. 113.4 to M.P. 116.4, Curves	55	50
Auxilliary Tracks:		
M.P. 12.5, All Industry tracks Industrial Park Rice, KY	10	10
M.P. 65.4, All Yard tracks Delaplain Yard	15	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

SOUTHWARD	NORTHWARD
M.P. 17.0-M.P. 18.0	M.P. 108.0-M.P. 107.0
M.P. 21.0-M.P. 22.0	M.P. 76.0-M.P. 75.0
M.P. 30.0-M.P. 31.0	

4. DIESEL UNIT RATING IN TONS

	GROUP 1	GROUP 2	GROUP 3	GROUP 4	GROUP 5
Southward					
Cincinnati-Erlanger	1600	2150	2550	3150	3500
Erlanger-Danville	3700	4950	5900	7335	8150
Northward					
Danville-Cincinnatti	3550	4750	5650	7020	7800

5. DETECTORS

Location of Detectors

Location	Mile Post	Direction Activated	Type Detector
FIRST DISTRICT CNO&TP			
Crescent Springs, KY			
Main 1	8.0	Both	SADD
Main 2	8.0	Both	SADD
Devon, KY	14.2	Both	SAD #
Walton, KY	20.0	Both	SAD #
Dry Ridge, KY	33.2	Both	SAD #
Mason, KY	41.5	Both	SAD #
Hinton, KY	51.9	Both	SAD #
Rogers Gap, KY	60.0	Both	SAD*#
Akers, KY	72.9	Both	SAD #
Bishop, KY	87.8	Both	SAD #
Wilmore, KY			
Main 1	98.4	Both	SAD #
Main 2	98.4	Both	SAD #
Burgin, KY	109.0	Both	SAD #

6. LOCOMOTIVE AND CAR RESTRICTIONS

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

	GROSS WEIGHT IN POUNDS			
	UNIT		LOADED CAR	
BETWEEN	4-AXLE	6-AXLE	4-AXLE	6-AXLE
Cincinnati, OH & Danville, KY	245,000 (b)291,000	(b)420,000	220,000 (a)286,000 (c)315,000	(b)315,000

For notes see System Instruction 5b.

Maximum safe trailing tonnage behind Restricted equipment between **Cincinnati** and **Danville** is

Southward— 9000
Northward— 8200

See System Instructions 5.K.1.

SIX—AXLE DIESEL UNITS

These restrictions do not apply to main track.

Six-axle locomotives may operate over the following tracks at a speed not to exceed five (5) MPH:

M.P. 16.8	Duro Bag
M.P. 16.8	CTW
M.P. 70.3	Georgetown Yard (All tracks)
M.P. 81.3	Lexington Yard (Body of tracks only)

7. None.

8. SPECIAL INSTRUCTIONS:

CINCINNATI TERMINAL

Local No. 65 will not leave Cincinnati without written instructions on work to be done on line of road. Work message may be updated on line of road.

All trains with dimensional loads (high-wides) approaching Cincinnati must contact the yardmaster at Gest Street Yard. Northward trains must contact yardmaster before passing Erlanger, Kentucky, M.P. 9.8. Southward trains must contact yardmaster before passing Winton Place, M.P. BE 6.7, CSXT trackage.

Northward Triple Crown trains headed through Cincinnati Union Terminal, Cincinnati, Ohio, will exchange crews prior to reaching CSXT signal governing movement onto CSXT at the south end of Cincinnati Union Terminal.

Kentucky Division crews going to Sharonville, Ohio, or to points on the CSXT must have current CSXT and Conrail dispatchers' bulletins prior to departing Gest Street Yard.

LUDLOW

The following instructions are for crews pulling cuts of cars into Gest Street Yard which have been left at Ludlow, Kentucky.

It must be determined that sufficient hand brakes are applied before coupling air. After checking for handbrakes and coupling air, charge train line to 65 pounds minimum.

After determining that train line is properly charged, engineer will make a 25 pound reduction. After brakes have been set with a 25 pound reduction, brakes can be released and train line charged again.

After air brakes have been released and while waiting for train line to charge to 65 pounds, a crew member can release the hand brakes on the train and train can be held with independent brake. If independent brake is not sufficient to hold the train while train line pressure is being charged, leave a sufficient number of hand brakes applied on the train but not tight enough to slide the wheels when train is moved.

After train line is charged and hand brakes have been released or loosened, proceed to move the train with hands brakes applied if necessary.

It must be determined that the rear car is coupled when the train leaves Ludlow.

Do not ride side of car or engines on west side of West House Track and east side of Crane Spur, Ludlow Yard, M.P. 3.0, account close clearance.

Power switch, South End Running Lead, Ludlow Yard, must be lined for running lead at all times. Power must be off switch before throwing.

In an effort to expedite train consists leaving Ludlow Shop, a "GOLD CARD" will be applied on the lead unit's control stand, indicating that it is ready to go. The following information will be on the card.

Train Number (when applicable)
Lead Unit number
Date
Location of Inspection
A completed air brake test
Units loading ok
Units Loading Dynamic
Radio, Sand, Bell, Horn, Headlights, Speed indicator and HOTD have been checked & working ok

When this card is displayed on the control stand of the lead unit, the crew may leave without permission from the Ludlow Shop. The train number and unit numbers will continue to be shown on the board on the side of the phone booth (on service ramp), when possible.

RAILROAD CROSSING AT GRADE

Interlocked

MILE POST	LOCATION	LINE/RR
CT2.0	Bond Hill, (Note)	CSXT

NOTE: Bond Hill, Cincinnati, OH

Bond Hill is a remotely controlled interlocking, controlled from Jacksonville, FL. It is governed by CSXT rules, timetable and special instructions.

Permission must be secured from CSXT Dispatcher Jackonville, FL to occupy interlocking; crews must not operate or pass hand throw switch point derail at east end of Berry Yard until permission to occupy interlocking has been received from control station. When permission is received, locks may be removed from switch activating eight (8) minute time release. After eight minutes, electric lock light will illuminate and switches may be operated. It will not be necessary to wait an additional five (5) minutes after switches have been thrown (CSXT Rule 513, Exception 5). Crews moving from CSXT to NS approaching electrically locked switches must move onto the circuit near the switches to activate the electric locks before the locks are removed.

After the movement is completed, all switches and derails must be lined to normal position and the crew must report clear of CSXT tracks.

Non Interlocked

LOCATION	LINE/RR
Idlewild, (Note)	CR
Ivorydale, (Note)	CR
Loop Track and West Lead (Note)	CSXT

Note: All trains and movements must stop and not proceed until there are no conflicting movements evident.

JUNCTIONS

a. Interlocked

LOCATION	LINE/RR
Valley, Rendcomb Jct., (Note 1)	Lake Div.
Hopple St.-Loop Track Connector (Note 2)	CSXT
Clare Yard, Red Bank (Note 3)	Lake Div.

Note 1: Interlockings at Valley, and Rendcomb Jct., are controlled by Lake Division Dispatcher, Ft. Wayne, Indiana.

Note 2: Interlockings with CSXT at Hopple Street and at foot of loop-west lead track at Gest Street Yard are controlled by CSXT. Movements are governed by CSXT rules, timetable and special instructions.

Note 3: Clare and Red Bank interlockings are controlled by the Lake Division dispatcher at Ft. Wayne, Indiana.

METHOD OF OPERATION

INTERLOCKED SWITCHES

Interlocked switches are controlled as follows:

CINCINNATI TERMINAL

Mile Post	Location	By Operators
1.9	8th street	Gest Street
2.0	Intermodal	Gest Street
Mile Post	**Location**	**By Dispatchers**
3.0	Ludlow	North End-CNO&TP

JOINT TRACKAGE

(1) Trains and engines of the Kentucky Division will use track of other divisions, and foreign lines, in accordance with their timetables, rules and regulations as shown below:

Between Clare (M.P. CT 2.0) and Ancor (M.P. CT 13.7) ..... Lake Div.
Gest St. Yard and Sharonville ..... CR, CSXT.
Gest St. Yard and Queensgate Yard ..... CSXT.

(2) Trains and engines of other divisions and foreign lines will use Kentucky Division tracks as shown below:

Between Gest St. Yard (M.P. 0.0) and Ludlow (M.P. 3.5) ..... CR, CN, CSXT.
Between Gest St. Yard (M.P. 0.0) and Smith St. (Riverfront track) .... CR, GTW, CSXT, CIND, and Lake Div.

Main tracks between Clare Yard and Red Bank are designated as "Yard Tracks". All trains using these tracks between points designated will move at restricted speed.

All train and yard movements between Clare, Idlewild and Ivorydale will be governed by Rule 93.

FIRST DISTRICT CNO&TP

CRESCENT SPRINGS

While switching at M.P. 8, Crescent Springs, Ky., when coupling to any stub end track you must couple with the engines only. In addition, before coupling, all cars in the track must be inspected to ensure that they are properly secured and to ensure sufficient distance between the rear wheels of rear car and the end of the track to avoid car rolling off end of track during normal coupling. If sufficient distance is not available, the coupling must not be made and must be reported to D. I. Tower or the north end dispatcher.

Normal position of the Queen City Paper, Primesource switch is lined for movement from Arling Lumber to Queen City Paper, Sequoia.

ERLANGER

There is a FAX machine located in the crew room at Erlanger. This FAX is to be used to help the Cincinnati Agency keep up with the paperwork and track inventory. When Train K65 finishes putting their train away at Erlanger and before departing south, the Conductor must fax the paperwork to the Cincinnati Agency so the Agency can update the track inventories. In addition, K77 will not wait at Cincinnati for paperwork. They will get a line up to leave and have their paperwork faxed to Erlanger.

Stevenson Road crossing at Erlanger, Kentucky, M.P. 9.9, must not be blocked unnecessarily by trains and engines that activate the crossing signals and gates, then do not immediately occupy the crossing. These signals and gates are so arranged that they will not be activated by a southward movement until the dispatcher lines up for southward traffic at Erlanger. All southward trains or engines required to stop at Erlanger will advise the dispatcher when they are actually ready to move by the signal at Erlanger. Any movement over the crossing must be made as promptly as possible. In the event that an unexpected delay occurs before starting the movement over the crossing, or during the movement, the dispatcher must be notified immediately. Every effort must be made by all concerned to insure that this crossing is kept open for highway traffic. Before any train or engine makes a reverse move over Stevenson Road crossing, M.P. 9.9, Erlanger, Kentucky, the movement must be protected by a flagman.

Efforts must be made by Erlanger local's crew and north end dispatcher at Somerset to prevent gates from being in down position when switcher will not be on Stevenson Road Crossing.

Erlanger local must not ask for the southward signal at Erlanger until movement is ready to enter limits of interlocking, must clear limits of interlocking as soon as possible, and will notify dispatcher that signal will no longer be needed if movement stops short of signal or when movement clears interlocking after making switching move.

Switching should be arranged to prevent fouling interlocking limits unnecessarily.

Trains making set offs at Erlanger and/or Rice must set off at Erlanger if there is enough track space for the set off at Erlanger.

When cars are set off at Erlanger, conductor must inform DI Tower of the exact location.

Erlanger Local when switching cars on main track and in yard tracks at Erlanger must have a minimum of four (4) hand brakes applied on most northward cars when other cars are allowed to roll free to a coupling on these tracks.

Four (4) hand brakes are required due to severity of descending grade to the north.

Engineers on northward trains prior to passing Erlanger, M.P. 9.8, will contact yardmaster, DI Tower, Cincinnati, and determine if train will be held at Ludlow, then handle train accordingly.

RICE

While local crews are switching Rice, Kentucky, M.P. 12.5, trains approaching must sound whistle and ring the engine bell signal to warn ground crew members of approaching movements.

RICHWOOD

Trains and engines handling or switching cars on Richwood Lead or Richwood Runaround Track, M.P. 16.6, must have air coupled and cut in on all cars, and between locomotive and cars.

Any cars with defective air brakes must not be left standing on either track unless coupled to other cars that have brakes applied. In addition, notification of defective air brake must be made to the proper authority.

Air brakes on all cars must be fully charged prior to making any switching moves on either of these tracks.

Cars left standing on either of these tracks must have a hand brake applied on each car.

DELAPLAIN

Employees **must not** ride on east side of cars and/or engines on Thoroughfare Lead while passing PY-1 intermodal loading/unloading track account **close clearance** when intermodal stacker is loading/unloading trailers/containers at Delaplain M.P. 65.5.

Conductor must confer with the Delaplain Yard Office, during open hours, Chief Dispatcher's Office, Somerset, Ky., after hours, when setting cars off or picking cars up at Delaplain. This is to insure that there is a clear understanding as to where set off is to be made and what cars are to be picked up.

Trains picking up at Delaplain (Toyota) will arrange to do so as follows:

(a) Obtain a list of the traffic (cars) to be picked up. The list may be obtained from the clerical staff at Delaplain. The list may be obtained via radio or in writing.

(b) Crews picking up at Delaplain will check the pickup list with the cars being picked up.

Train will not leave Delaplain until all cars on pickup list have been added to their train unless otherwise instructed by proper authority. Any exceptions to the pickup list must be immediately called to the attention of the Delaplain Yard Office staff before leaving.

Trains or Engines performing work at Delaplain **must not** enter the north or south end of the yard without first getting permission from the Conductor of the job working the yard. If no crew is on duty permission must be received from the clerk on duty, if no crew or clerk is on duty permission must be received from the Dispatcher.

When Trains or Engines have work to do at Delaplain they must do what is on their work list. This means when told to set off in a yard track you **must not** set off on the East Lead or Thoroughfare.

LEXINGTON

Trains that are instructed to pick up the Lexington yard engine must leave the lock used to secure the engine in the waybill box in front of the Lexington Yard office. The conductor in charge of picking up the engine will be responsible to see that this is done.

Due to close clearance, employees **must not** ride on the side of equipment between Tracks #3, #4 and #5 when equipment is standing on adjacent track on CSXT interchange tracks, Lexington, Kentucky, M.P. 80.1.

CSXT locks have been installed on all switches on interchange tracks, Lexington, M.P. 80.1. CSXT switch keys are locked up in north end bill box. Return the CSXT keys to box when work is completed.

When delivering the empty coal train to the CSXT interchange, the rear car must be left a minimum of one car length from the CSXT derail protecting CSXT main line. Sufficient hand brakes must be applied on the south end.

NS trains or engines must not enter or foul the L&O main track at MP 22.5LL until permission has been obtained from the CNO&TP North End Train Dispatcher. Before authorizing the train or engine to occupy the L&O Main track between MP 24.0LL and MP 22.0LL, the North End Train Dispatcher must verify that the track segment is clear and no conflicting movements will be made until the NS train or engine clears the authorized limits. A crew member must report to the train dispatcher when the NS train or engine has cleared the designated limits of the L&O main track.

Movements will be made at Restricted Speed not exceeding 10 MPH, in compleance with Rule 105.

NICHOLASVILLE

Due to insufficient clearance for excessive dimension loads wider than 12 feet 10 inches, engines, cars or track equipment must not be left standing adjacent to the main track on the portion of the curve track between M.P. 92.5 and M.P. 92.8.

HIGH BRIDGE

All trains and engines will sound warning whistle in accordance to operating rule 14(L) approaching the following trestle:

HIGH BRIDGE, M.P. 102.5

BROWN

Trains working Brown, Kentucky, M.P. 105.0, will not put cars in No. 2 track, lower yard, without permission of chief dispatcher.

It will be the responsibility of crew members on the CSXT/NS unit coal trains operating between Lexington and Brown, Kentucky, to remove the CSXT end of train device at Brown, Kentucky, and place inside storage compartment on long hood end of CSXT locomotive when not used in train service between Brown and Danville.

Normal position of switch, north end of Lower Yard, Brown, to Brown Steam Plant, is lined and locked for movement to coal plant.

Main crossing at Kentucky Utilities must not be blocked unnecessarily. If the crossing will be blocked over ten (10) minutes, arrangements must be made to cut the train and clear the crossing.

METHOD OF OPERATION

TRAIN HANDLING INSTRUCTIONS

All northward trains except Triple Crown trains will stop between Delaplain, M.P. 65.4 and Erlanger, M.P. 9.8, and make a first service brake application, wait until exhaust completes exhausting, then, if air pressure on rear of train has been reduced, a full service brake application will be made and brakes released. When brake pressure reaches 65 pounds on rear and is still rising, begin to pull, watching for restoration of air and amperage level. Trains equipped with motion detector should watch for indication of rear end moving. Those not equipped must apply good train handling techniques to avoid separating train. If brake pressure does not continue to rise on rear, train must be stopped and inspected.

If train stops for any reason after making this initial brake test thence another brake test must be made prior to descending Erlanger M.P. 9.0. Trains will advise train dispatcher where brake test was made.

SOUTH-WARD ↓ SECOND DISTRICT CNO&TP ↑ NORTH-WARD

MILE POST	STATIONS RADIO CHANNELS TX = 56 RX = 56 TX = (48) RX = (09)		SIDINGS IN FEET
116.6	.... Danville	B SC R Y	.....
118.3	. South Danville .		.....
120.8	.. Junction City ..		.....
123.4	.... Bowen		.....
130.2	..... Palm		.....
132.4	.... Geneva		.....
134.8	... South Fork ...		.....
139.2	. Kings Mountain .	R	.....
142.1	.. Waynesburg ..		.....
148.7	.... Gradison		.....
154.8	.... Norwood		.....
160.9	... Somerset ...	B SC R	.....
161.9	.... Woods		.....
166.3	..... Grove		.....
167.5	.... Burnside		.....
169.8	.... Tateville		.....
177.5	... K.D. Tower ...		.....
181.5	Cumberland Falls	R	.....
190.4	.... Whitley		.....
192.5	.... Stearns	j	.....
194.7	..... Revilo		.....
202.4	..... Ratliff		.....
209.4	.... Oneida	B SC j r R Y	.....
211.5	... Pemberton ...		.....
215.3	... Helenwood ...	j	.....
215.4	.... Phillips		.....
221.9	.... Robbins		.....
225.8	... Glen Mary ...		.....
231.4	... Sunbright ...	R	.....
241.0	.... Lancing		.....
244.2	.. C.W. Tower ..		.....
249.0	.... Coleman		.....
251.2	.. Camp Austin ..		.....
252.7	. North Oakdale .		.....
254.4	.... Oakdale	B SC R	.....

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
D V Tower M.P. 116.4	South Danville M.P. 118.3	Both	ABS	YL
South Danville M.P. 118.3	Bowen M.P. 123.4	Both	ABS	TC
Bowen M.P. 123.4	Palm M.P. 130.2	Main	ABS	TC
Palm M.P. 130.2	South Fork M.P. 134.8	Both	ABS	TC
South Fork M.P. 134.8	Kings Mountain M.P. 139.2	Main	ABS	TC
Kings Mountain M.P. 139.2	Woods M.P. 161.9	Both	ABS	TC
Woods M.P. 161.9	Grove M.P. 166.3	Main	ABS	TC
Grove M.P. 166.3	Tateville M.P. 169.8	Both	ABS	TC
Tateville M.P. 169.8	KD Tower M.P. 177.5	Main	ABS	TC
KD Tower M.P. 177.5	Cumberland Falls M.P. 181.5	Both	ABS	TC
Cumberland Falls M.P. 181.5	Whitley M.P. 190.4	Main	ABS	TC
Whitley M.P. 190.4	Phillips M.P. 215.4	Both	ABS	TC
Phillips M.P. 215.4	Robbins M.P. 221.9	Main	ABS	TC
Robbins M.P. 221.9	CW Tower M.P. 244.2	Both	ABS	TC
CW Tower M.P. 244.2	Coleman M.P. 249.0	Main	ABS	TC
Coleman M.P. 249.0	Oakdale M.P. 254.4	Both	ABS	TC

2. SPEED RESTRICTIONS

LOCATION AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
DANVILLE YARD	
MP 116.4 and MP118.3	30
Except:	
MP 116.4 and MP 118.3 (Restricted speed entering, leaving, or using No. 1 and No. 2 tracks between the points designated until the leading end of the movement reaches the governing signal at DV Tower or South Danville)	20
Yard Tracks	10
West lead from Clarksrun Bridge to South Danville	20
All industry tracks	10

2. SPEED RESTRICTIONS (Cont'd)

LOCATION AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines	
	Rhwy.	Frt.
M.P. 118.3 and M.P. 254.4, Between Danville, KY and Oakdale, TN	60	50
Except:		
M.P. 118.8, to M.P. 119.0 Curves	50	50
M.P. 120.8, Thru turnout Junction City	40	40
M.P. 123.3, Thru turnout Bowen	40	40
M.P. 130.1, Thru turnout Palm	40	40
M.P. 130.1 to M.P. 130.5, Curves	55	50
M.P. 132.6, Thru turnout Geneva	40	40
M.P. 134.3 to M.P. 134.7, Curves	50	45
M.P. 134.8, Thru turnout South Fork	40	40
M.P. 135.0 to M.P. 135.2, Curves	55	50
M.P. 135.2 to M.P. 136, Curves	40	40
M.P. 136.0 to M.P. 137.1, Curves	50	45
M.P. 137.6 to M.P. 141.1, Curves	55	50
M.P. 139.2, Thru turnout Kings Mountain	40	40
M.P. 142.2, Thru turnout Waynesburg	40	40
M.P. 147.0 turnout M.P. 149.0 (All trains having more than 50 cars, except trains handling either TTX equipment or passenger equipment entirely)		40
M.P. 148.6, Thru turnout Gradison	40	40
M.P. 150.4 to M.P. 150.7, Curves	55	50
M.P. 152.5 to M.P. 156.9, Curves	50	45
M.P. 154.7, Thru turnout Norwood	40	40
M.P. 156.9 to M.P. 158.9, Curves	55	50
M.P. 158.9 to M.P. 159.2, Curves	50	45
M.P. 159.2 to M.P. 160.2, Curves	50	50
M.P. 160.2 to M.P. 160.5, Curves	40	40
M.P. 160.5 to M.P. 161.9, Curves	55	50
M.P. 161.9, Thru turnout Woods	40	40
M.P. 163.2 to M.P. 163.5, Curves	45	45
M.P. 163.5 to M.P. 163.7, Curves	40	40
M.P. 165.3 to M.P. 166.2, Curves	55	50
M.P. 166.3, Thru turnout Grove	40	40
M.P. 166.2 to M.P. 168.1, Curves	45	45
M.P. 166.8, Cumberland River Bridge (Rail Highway and Passenger trains only)	55	
M.P. 168.1 to M.P. 168.9, Curves	40	40
M.P. 169.8, Thru turnout Tateville	40	40
M.P. 177.5, Thru turnout KD turnoutwer	40	40
M.P. 179.5 to M.P. 180.0, Curves	35	35
M.P. 180.0 to M.P. 181.0, Curves	40	40
M.P. 181.5, Thru turnout Cumberland Falls	40	40
M.P. 186.5 to M.P. 187.3, Curves	55	50
M.P. 187.3 to M.P. 187.7, Curves	40	40
M.P. 187.7 to M.P. 188.2, Curves	55	50
M.P. 188.0, (Southward 5 or 6 unit radio trains)		40
M.P. 189.6 to M.P. 190.1, Curves	55	50
M.P. 190.6, Thru turnout Whitley	40	40
M.P. 192.0, (All southward radio trains)		40
M.P. 192.0 to M.P. 192.5, Curves	50	50
M.P. 192.5 to M.P. 193.0, Curves	50	45
M.P. 193.0 to M.P. 193.3, Curves	50	50
M.P. 193.3 to M.P. 194.4, Curves	40	40
M.P. 194.4 to M.P. 194.8, Curves	45	45
M.P. 194.8, Thru turnout Revilo	40	40
M.P. 194.8 to M.P. 195.2, Curves	50	50

2. SPEED RESTRICTIONS (Cont'd)

LOCATION AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines	
	Rhwy.	Frt.
M.P. 195.5 to M.P. 195.7, Curves	55	50
M.P. 202.5, Thru turnout Ratliff	40	40
M.P. 203.4 to M.P. 203.7, Curves	55	50
M.P. 204.0, (All northward radio trains)		45
M.P. 205.2 to M.P. 206.0, Curves	50	50
M.P. 206.1 to M.P. 206.4, Curves	45	40
M.P. 207.7 to M.P. 208.0, Curves	45	45
M.P. 211.9 to M.P. 212.3, Curves	55	50
M.P. 211.4, Thru turnout Pemberton	40	40
M.P. 215.3, Thru turnout Phillips	40	40
M.P. 217.7, New River Bridge	40	40
M.P. 221.9, Thru turnout Robbins	40	40
M.P. 222.0 to M.P. 222.7, Curves	40	40
M.P. 222.7 to M.P. 223.7, Curves	35	35
M.P. 223.7 to M.P. 226.5, Curves	40	40
M.P. 225.8, Thru turnout Glen Mary	40	40
M.P. 226.5 to M.P. 227.9, Cu ves	45	45
M.P. 227.9 to M.P. 229.5, Curves	40	40
M.P. 229.5 to M.P. 232.2, Curves	45	45
M.P. 231.4, Thru turnout Sunbright	40	40
M.P. 232.2 to M.P. 233.7, Curves	50	45
M.P. 233.7 to M.P. 235.2, Curves	50	50
M.P. 235.2, to M.P. 237.6, Curves	40	40
M.P. 237.6 to M.P. 238.8, Curves	45	45
M.P. 238.8 to M.P. 239.6, Curves	35	35
M.P. 239.6 to M.P. 240.4, Curves	45	45
M.P. 240.4 to M.P. 241.5, Curves	40	40
M.P. 241.5 to M.P. 244.3, Track No. 1	25	25
M.P. 241.5 to M.P. 244.3, Track No. 2	40	40
M.P. 241.6 Thru turnout Lancing	40	40
M.P. 244.3, Thru turnout CW Tower	40	40
M.P. 244.3 to M.P. 246.3, Curves	45	45
M.P. 246.8 to M.P. 248.2, Curves	55	50
M.P. 248.9, Thru turnout Coleman	40	40
M.P. 251.0 to M.P. 251.3, Curves	40	40
M.P. 251.2, Thru turnout Camp Austin	40	40
M.P. 251.3 to M.P. 252.1, Curves	35	35
M.P. 252.1 to M.P. 254.4, Curves	45	45

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

SOUTHWARD	NORTHWARD
M.P. 124.0-M.P. 125.0	M.P. 249.0-M.P. 248.0
M.P. 129.0-M.P. 130.0	M.P. 238.0-M.P. 237.0
M.P. 138.0-M.P. 139.0	M.P. 218.0-M.P. 217.0
M.P. 147.0-M.P. 148.0	M.P. 204.0-M.P. 203.0
M.P. 148.0-M.P. 149.0	
M.P. 203.0-M.P. 204.0	
M.P. 217.0-M.P. 218.0	

4. DIESEL UNIT RATING IN TONS

	GROUP 1	GROUP 2	GROUP 3	GROUP 4	GROUP 5
SOUTHWARD					
Danville-Stearns	2050	2750	3250	4050	4500
Stearns-Lancing	1900	2550	3050	3735	4150
Lancing-Oakdale	3200	4250	5100	6345	7050
NORTHWARD					
Oakdale-Helenwood	1550	2100	2450	3060	3400
Helenwood-Danville	2050	2750	3250	4050	4500

5. DETECTORS

Location of Detectors

Location	Mile Post	Direction Activated	Type Detector
SECOND DISTRICT CNO&TP			
Junction City, KY			
Main 1	120.8	Both	SAD#
Main 2	120.8	Both	SAD#
Moreland, KY	128.7	Both	SAD#
Kings Mountain	138.9	Both	SAD#
Science Hill, KY			
Main 1	151.8	Both	SAD#
Main 2	151.8	Both	SAD#
Elihu, KY	163.1	Both	SAD#
Greenwood, KY	175.5	Both	SAD*#
Flat Rock, KY	188.3	Both	SAD#
Silerville, KY			
Main 1	201.1	Both	SAD#
Main 2	201.1	Both	SAD#
Pemberton, TN			
Main 1	211.8	Both	SAD#
Main 2	211.8	Both	SAD#
Glen Mary			
Main 1	226.0	Both	SAD#
Main 2	226.0	Both	SAD#
Pilot Mountain			
Main 1	234.9	Both	SAD#
Main 2	234.9	Both	SAD#
Lancing, TN			
Main 1	241.8	Both	SAD#
Main 2	241.8	Both	SAD#
Camp Austin, TN			
Main 1	251.3	Both	SAD#
Main 2	251.3	Both	SAD#

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
Danville, KY & Oakdale, TN	245,000 (b)291,000	(b)420,000	220,000 (a)286,000 (c)315,000	(b)315,000

For notes see System Instruction 5b.

Maximum safe trailing tonnage behind Restricted Equipment between **Danville** and **Oakdale** is

Southward - 8500
Northward - Unrestricted

See system Instruction 5.K.1

7. NONE

8. SPECIAL INSTRUCTIONS

DANVILLE YARD

Main tracks No. 1 and 2 between DV Tower, M.P. 116.4 and South Danville, M.P. 118.3 are designated as "Yard Tracks". **All Trains** using the above tracks between points designated will move at **RESTRICTED SPEED.**

Derailing device boxes controlling blue flag derails are located at clearance points, south end of West No. 1 through West No. 10 yard tracks, Danville Yard. These devices will be controlled by the Mechanical Department in accordance with Rule 26. The normal position will be in **non-derailing** position, the indication is yellow target by day and yellow light by night. Be careful mounting and dismounting equipment and walking in these areas where the derailing device boxes are located.

Normal position for main line switches (including crossover switches) Danville Yard is lined and latched for main line movement.

Switches must be left in normal position after use, except on authority of yardmaster.

Conductors on southward trains arriving Danville **must notify** yardmaster prior to arrival at Danville Tower if train supplies, i.e., ice, water, stationery, etc., are needed in order for train to complete run to Chattanooga or Knoxville.

Train crews operating CSXT locomotives from Danville to pick up empty CSXT/NS unit coal train at Brown, KY, must check to be sure CSXT end of train device is on locomotive or in service on rear of train leaving Danville.

Southward trains handling high and wide shipments must contact the yardmaster at Danville Yard prior to passing SJ Tower, M.P. 113.0, for clearance route into and through Danville Yard.

Northward trains handling high and wide shipments must contact the yardmaster at Danville Yard prior to passing South Danville, M.P. 118.3, for clearance route into and through Danville Yard.

Northward trains, prior to passing Bowen, M.P. 123.0, will contact the Danville yardmaster for instructions to determine if train should be stopped south of Stewart's Lane crossing, M.P. 119.1.

Crew members on trains or engines being fueled on No. 2 track at Stewart's Lane, Danville, Kentucky, M.P. 119.1 will comply with the following procedures:

Yardmaster will inform contractor of trains or engines to be fueled and whether to anticipate train movements on No. 1 track.

Crew members on train being fueled will need to protect the crossing for trains moving on No. 1 track, and notify contractor of an approaching movement.

Trains approaching Stewart's Lane on No. 1 track from either direction will notify the crew of trains sitting on No. 2 track of their approach.

8. SPECIAL INSTRUCTIONS:

SECOND DISTRICT CNO&TP

SOMERSET

Trains that are instructed to pick up the Somerset yard engine must leave the lock used to secure this engine in the bill box at the Somerset switchmen's shanty. The conductor in charge of picking up the engine will be responsible to see that this is done.

ELIHU

Permanent markers indicating bad footing have been installed on west side of Main Track, Elihu, Kentucky, between M.P. 163.4 and M.P. 163.5. **Do not walk in this area.**

CUMBERLAND RIVER

All trains and engines will sound warning whistle in accordance to operating rule 14 (L) approaching the following trestle:

CUMBERLAND RIVER, M.P. 167.5

ONEIDA

Due to car inspectors and trainmen working on adjacent tracks, trains passing through Oneida, Tennessee, will ring the engine bell to warn employees working on adjacent tracks.

LANCING

Dual lock capability has been installed on derail in siding at Lancing, Tennessee, M.P. 240.5. This will enable the customer, as well as train crews, to utilize derail.

To ensure extra protection, any crew member spotting cars on Lancing siding must apply sufficient hand brakes on both ends of cut of cars left standing.

OAKDALE

Crews taking charge of trains at Oakdale will receive their Dispatcher Bulletins via crew they are relieving or other means. Conductors or engineers will check order numbers with train dispatcher prior to leaving Oakdale.

Southward trains **must not** block Main Street crossing at Oakdale prior to receiving permission from dispatcher to depart Oakdale. Northward trains **must not** pass North Oakdale prior to receiving permission from dispatcher to depart Oakdale. Main street crossing at Oakdale **must not** be blocked by standing train except in case of emergency.

TRAIN HANDLING INSTRUCTIONS

Southward freight trains having a length in excess of 6,500 feet will be handled by the following method between M.P. 146.0 and M.P. 148.0:

Dynamic brake must be used to control train speed on descending grade, however, it must be released as locomotives ascend grade at M.P. 147.2, and throttle placed in No. 1 position until rear of train crests grade at M.P. 146.3 and slack is completely in.

After these conditions have been met, throttle may be advanced as necessary.

These instructions do not apply to rail highway trains.

TRAIN HANDLING INSTRUCTIONS

These instructions do not supersede 40 MPH train handling restriction between M.P. 147.0 and M.P. 149.0.

Reference Rule L-205, Form NS-1, Rules for Equipment Operation and Handling.

Northward radio trains will have throttle shut off and in idle before passing M.P. 189.0. The dynamic brake will be applied to a minimum of 500 amps prior to the slack running out at M.P. 190.2. These instructions do not apply when leaving Whitley after stopping, or if observing slow order between M.P. 191.0 and M.P. 188.0.

Southward freight trains having a length in excess of 6,500 feet will be handled by the following method between M.P. 230.0 and M.P. 233.0:

As the locomotive consist crests grade at M.P. 230.0, throttle will be gradually reduced to throttle No. 1 as dictated by proper cresting procedures, (NS-1, Rule L-241), and remain in throttle No. 1 until rear of train crests grade at M.P. 230.0 and slack is completely in.

Dynamic brake may be used to control train speed, as necessary on descending grade; however, it must be released as locomotives ascend grade at M.P. 231.5, and throttle placed in No. 1 position until rear of train crests grade at M.P. 230.0 and slack is completely in.

After these conditions have been met, throttle may be advanced as necessary.

These instructions do not apply to rail highway trains.

Northward freight trains having a length in excess of 6,500 feet will be handled by the following method between M.P. 234.0 and M.P. 230.0:

As the locomotive consist crests grade at M.P. 233.2, throttle will be gradually reduced to throttle No. 1 as dictated by proper cresting procedures, (NS-1, Rule L-241), and remain in throttle No. 1 until rear of train crests grade at M.P. 233.2 and slack is completely in.

Dynamic brake may be used to control train speed, as necessary on descending grade, however, it must be released as locomotives ascend grade at M.P. 231.5, and throttle placed in No. 1 position until rear of train crests grade at M.P. 233.2 and slack is completely in.

After these conditions have been met, throttle may be advanced as necessary.

These instructions do not apply to rail highway trains.

EAST-WARD ↓	TENNESSEE RAILWAY		↑ WEST-WARD
MILE POST	STATIONS RADIO CHANNELS TX = 56 TX = (48)	RX = 56 RX = (09)	SIDINGS IN FEET
TE 0.0	.... Oneida	B SC R YL Y	
TE 4.2	.... Stanley		
TE 9.0	... Newtown ...		
TE 12.9	.... Winona		
TE 21.0	.... Norma		
TE 24.0	.... Laco		
TE 26.4	Smokey Junction		
TE 32.0	... Beech Fork ...		
TE 34.0	.... Swisher		
TE 38.4	... Rosedale ...		
TE 40.0	. Marco Junction .		
TE 41.5	.... Devonia	YL	

TENNESSEE RAILWAY (Cont'd)

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
Oneida M.P. TE0.0	Oneida M.P. TE1.0	Main		YL
Oneida M.P. TE1.0	Devonia M.P. TE40.0	Main		TWC
Devonia M.P. TE40.0	Devonia M.P. TE42.0	Main		YL

2. SPEED RESTRICTIONS

LOCATION AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
M.P. TE 0.0 to M.P. TE 3.6	15
M.P. TE 3.6 to M.P. TE 5.8	20
M.P. TE 5.8 to M.P. TE 12.3	15
M.P. TE 12.3 to M.P. TE 15.5	20
M.P. TE 15.5 to M.P. TE 20.7	15
M.P. TE 20.7 to M.P. TE 23.1	20
M.P. TE 23.1 to M.P. TE 41.5	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

EASTWARD	WESTWARD
M.P. TE 4.0-M.P. TE 5.0	M.P. TE 36.0-M.P. TE35.0
M.P. TE 13.0-M.P. TE14.0	M.P. TE 7.0-M.P. TE 6.0

4. DIESEL UNIT RATING IN TONS

	GROUP 1	GROUP 2	GROUP 3	GROUP 4	GROUP 5
EASTWARD					
Oneida-Devonia	2300	3100	*	*	*
WESTWARD					
Devonia-Newtown	2300	3100	*	*	*
Newtown-Oneida	700	950	*	*	*

5. NONE

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
Oneida, TN & Devonia, TN	245,000 (b)281,000	(b)420,000	220,000 (a)286,000	(b)315,000
Barnes Stub Branch	245,000	Not	220,000	
Morco Branch	(b)281,000	Authorized	(a)286,000	(b)300,000

7. NONE

8. SPECIAL INSTRUCTIONS

No Items

SOUTHWARD ↓ NEW RIVER RAILWAY ↑ NORTHWARD

MILE POST		STATIONS RADIO CHANNELS TX = 56 TX = (48) RX = 56 RX = (09)		SIDINGS IN FEET
215.3		...Helenwood...		
NR 0.0		...New River...		
NR 0.5		..Highway Jct...		
NR 3.5		...Pemberton...		
NR 7.1		.... Hunter		
NR 9.1		...Slick Rock...		
NR11.0		.... Sterling		

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
Helenwood M.P. 215.3	Sterling M.P. NR11.0	Main		TWC

2. SPEED RESTRICTIONS (Cont'd)

LOCATION AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
M.P. 215.3 and M.P. NR 0.0, Between Helenwood and New River	25
M.P. NR 0.0 and M.P. NR 11.0, Between New River and Sterling	10

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		LOADED CAR	
	4-AXLE	6-AXLE	4-AXLE	6-AXLE
Helenwood, TN & Sterling, TN	245,000 (b)281,000	Not Authorized	220,000 (a)286,000	(b)315,000

For notes see System Instruction 5b.

7. NONE.

8. SPECIAL INSTRUCTIONS:

No Items.

SOUTHWARD ↓ THIRD DISTRICT CNO&TP ↑ NORTHWARD

MILE POST	STATIONS	RADIO CHANNELS TX = 56 TX = (48)	RX = 56 RX = (09)	SIDINGS IN FEET
254.4	....Oakdale	B SC R		.....
254.8	...Tunnel 25 ...			.....
255.5	...Tunnel 26 ...			.....
258.2	..Harriman Jct...	C J		.....
260.5	..Emory Gap ..	B SC j		.....
261.4	..E. G. Tower ..			.....
267.7	North Rockwood	CS R		7393
269.1	South Rockwood			
275.4	..North Roddy ..	CS		10082
277.3	..South Roddy ..			
283.2	North Spring City	CS R		9381
285.1	South Spring City			
292.2	North Evansville	SS		14186
295.0	South Evansville			
299.2	..North Dayton ..	CS R		7721
300.7	..South Dayton ..			
309.7	North Sale Creek	CS		10550
311.8	South Sale Creek			
321.0	.....Daisy	R		.....
325.0	..Cave Springs ..			.....
328.7	....Hixson			.....
331.3	...Tenbridge ...	DB Y		.....
331.7	.....Boyce	J		.....
332.4	...Citico Jct. ...	J Y		.....
334.6	..debutts Yard ..	B SC YL		.....
338.0	..Chattanooga ..	R YL		.....

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
Oakdale M.P. 254.4	NE Tunnel 25 M.P. 254.8	Both	ABS	TC
NE Tunnel 25 M.P. 254.8	SE Tunnel 26 M.P. 255.5	Main	ABS	TC
SE Tunnel 26 M.P. 255.5	E.G. Tower M.P. 260.5	Both	ABS	TC
E. G. Tower M.P. 260.5	Daisy M.P. 321.0	Main	ABS	TC
Daisy M.P. 321.0	Cave Springs M.P. 325.0	Both	ABS	TC
Cave Springs M.P. 325.0	Hixon M.P. 328.7	Main	ABS	TC
Hixon M.P. 328.7	Tenbridge M.P. 331.2	Both	ABS	TC

2. SPEED RESTRICTIONS

LOCATION AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines Rhwy.	Frt.
M.P. 254.4 and M.P. 331.2, Between Oakdale, TN and Tenbridge	60	50
Except:		
M.P. 254.4, to M.P. 254.8 Curves	25	25
M.P. 254.8, Thru turnout (No. 2 Track) Tunnel No. 25	20	20
M.P. 254.8, to M.P. 255.2, Curves	40	40
M.P. 255.2, to M.P. 255.5, Curves	50	50
M.P. 255.5, Thru turnout Tunnel No. 26	40	40
M.P. 257.8 to M.P. 258.7, Curves	40	40
M.P. 258.2, Thru turnout Harriman Jct. (To Tennessee Division)	20	20
M.P. 258.2, Thru crossover Harriman Jct.	25	25
M.P. 258.7 to M.P. 259.5, Curves	35	35
M.P. 259.5 to M.P. 260.6, Curves	45	45
M.P. 260.6 to M.P. 262.9, Curves	45	40
M.P. 261.4, Thru turnout E.G. Tower	40	40
M.P. 262.9 to M.P. 263.4, Curves	55	50
M.P. 264.6 to M.P. 265.0, Curves	55	50
M.P. 267.7, Thru turnout North Rockwood Siding	20	20
M.P. 267.7 to M.P. 269.2, Thru Rockwood Siding	20	20
M.P. 269.2, Thru turnout South Rockwood Siding	20	20
M.P. 269.2 to M.P. 270.3, Curves	45	45
M.P. 273.7 to M.P. 274.0, Curves	50	50
M.P. 274.0 to M.P. 274.8, Curves	55	50
M.P. 275.4, Thru turnout North Roddy Siding	20	20
M.P. 275.4 to M.P. 277.4, Thru Roddy Siding	20	20
M.P. 277.4, Thru turnout South Roddy Siding	20	20
M.P. 277.9 to M.P. 278.6, Curves	55	50
M.P. 278.6 to M.P. 278.9, Curves	50	45
M.P. 283.2, Thru turnout North Spring City Siding	20	20
M.P. 283.2 to M.P. 285.0, Thru Spring City Siding	20	20
M.P. 285.0, Thru turnout South Spring City Siding	20	20
M.P. 286.9 to M.P. 288.0, Curves	50	50
M.P. 288.0 to M.P. 289.8, Curves	55	50
M.P. 290.5 to M.P. 290.7, Curves	50	45

2. SPEED RESTRICTIONS

LOCATION AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines	
	Rhwy.	Frt.
M.P. 290.7 to M.P. 290.9, Curves	45	45
M.P. 291.6 to M.P. 292.2, Curves	55	50
M.P. 292.3, Thru turnout North Evensville Siding	40	40
M.P. 292.3 to M.P. 295.1 Thru South Evansville Siding	40	40
M.P. 295.1, Thru turnout South Evansville Siding	40	40
M.P. 297.5 to M.P. 300.6, Over street crossings Dayton	50	50
M.P. 299.2, Thru turnout North Dayton Siding	20	20
M.P. 299.2 to M.P. 300.7, Thru Dayton Siding	20	20
M.P. 300.7, Thru turnout South Dayton Siding	20	20
M.P. 304.2 to M.P. 304.5, Curves	45	40
M.P. 304.5 to M.P. 304.9, Curves	45	45
M.P. 309.7, Thru turnout North Sale Creek Siding	20	20
M.P. 309.7 to M.P. 311.7, Thru Sale Creek Siding	20	20
M.P. 310.9 to M.P. 311.4, Curves	50	45
M.P. 311.7, Thru turnout South Sale Creek Siding	20	20
M.P. 313.5 to M.P. 313.9, Curves	55	50
M.P. 314.5 to M.P. 314.8, Curves	55	50
M.P. 316.1 to M.P. 318.8, Curves	55	50
M.P. 319.1 to M.P. 323.3, Over street crossings Soddy Daisy	40	40
M.P. 321.0, Thru turnout Daisy	40	40
M.P. 321.0 to M.P. 325.0, Track No. 2	40	40
M.P. 322.5 to M.P. 322.7, Track No. 1, Curves	40	40
M.P. 322.7 to M.P. 323.7, Track No. 1, Curves	35	35
M.P. 322.7 to M.P. 323.7, Track No. 2, Curves	30	30
M.P. 323.7 to M.P. 325.0, Track No. 1, Curves	45	45
M.P. 325.0, Thru turnout Cave Springs	40	40
M.P. 325.0 to M.P. 325.4, Curves	45	45
M.P. 325.4 to M.P. 325.6, Curves	40	40
M.P. 325.6 to M.P. 326.0, Curves	40	35
M.P. 326.0 to M.P. 326.6, Curves	40	40
M.P. 326.6 to M.P. 327.4, Curves	35	35
M.P. 327.4, to M.P. 328.2, Curves	45	45
M.P. 328.2 to M.P. 328.4, Curves	45	40
M.P. 328.7, Thru turnout Hixon	40	40
M.P. 331.2, Thru turnout Tenbridge	40	40

CHATTANOOGA TERMINAL	
M.P. 235.1 to M.P. 238.0A	40
M.P. 331.1, Over Tennessee River Bridge	35
M.P. 331.2 to M.P. 337.0, CNO&TP Main Track TenBridge to East End Avenue	35
Except:	
M.P. 331.7, Thru turnout Hulsey	35
M.P. 331.9, Thru turnout Boyce	15
No. 1 Wye Track	15
No. 2 Wye Track	15
M.P. 332.4 to M.P. 333.3, CNO&TP No. 2 Main Track	20
M.P. 334.7 to M.P. 337.0 CNO&TP Zero Track Webb to East End Avenue	20
M.P. 236.0A, Thru turnout Williams	25
M.P. 238.0A, Thru turnout Citico Jct.	40

CHATTANOOGA TERMINAL	
M.P. 238.7A, Thru turnout Pierce	25
M.P. 337.0 to M.P. 0.0, AGS Main between East End Avenue and Ship Yard	15
M.P. 0.0 to M.P. 3.2, AGS Main between Ship Yard and Wauhatchie	25
M.P. 3.2 to M.P. 5.5	50
Except:	
M.P. 2.2, Thru N.E. Lookout Mtn. Tunnel	25
M.P. 3.1, Thru S.E. Lookout Mtn. Tunnel	25
M.P. 3.2 to M.P. 3.9, Track No. 1, Curves	35
M.P. 3.2 to M.P. 3.9, Track No. 2, Curves	25
M.P. 5.3, Thru crossover Wauhatchie	25
M.P. 5.4, CSXT connection Wauhatchie	25
M.P. 5.5, Thru turnout Wauhatchie	40
M.P. 1.3V tp ,M.P. 1.5V, Chattanooga Traction Company	5
M.P. 2.8V to M.P. 2.9V, Chattanooga Traction Company	5
Carnet Lead between Hauthorne and Lawyers Crossing	5
Over Scales - Bungee Edible Oil Company	3
C of G Curtoff between Wilson Road and Central Avenue	5
River Belt between Wilson Road and Central Avenue	5
CXST Wauhatchie Yard	10
All tracks other than Main Track and Sidings, unless otherwise provided	10
Note: Over all switches in and out of Receiving Yard, Classification Yard, Forwarding Yarding and over Alternate Inbound Bridge (Hop Skip Bridge) at deButts Yard	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

SOUTHWARD	NORTHWARD
M.P. 257.0-M.P. 258.0	M.P. 328.0-M.P. 327.0
M.P. 263.0-M.P. 264.0	M.P. 327.0-M.P. 326.0
M.P. 270.0-M.P. 271.0	M.P. 326.0-M.P. 325.0

4. DIESEL UNIT RATING IN TONS

	GROUP 1	GROUP 2	GROUP 3	GROUP 4	GROUP 5
Southward					
Oakdale-Harriman Jct.	3200	4250	5100	6345	7050
Harriman Jct. Emory Gap	2550	3400	4050	5040	5600
Emory Gap-deButts	3100	4150	4950	6120	6800
Northward					
deButts-Oakdale	3200	4250	5100	6345	7050

5. DETECTORS

Location of Detectors

Location	Mile Post	Direction Activated	Type Detector
THIRD DISTRICT CNO&TP			
Emory Gap, TN	261.9	Both	SAD*#
Rockwood, TN	270.8	Both	SAD #
Spring City, TN	279.2	Both	SAD #
Clear Creek, TN	289.8	Both	SAD #
Dayton, TN	302.7	Both	SAD #
Bakewell, TN	312.6	Both	SAD #
Daisy, TN	319.6	Both	SAD #
Hixon, TN	327.1	Both	SAD #

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
Oakdale, TN & Chattanooga, TN	245,000 (b)291,000	(b)420,000	220,000 (a)286,000 (c)315,000	(b)315,000

For notes see System Instruction 5b.

Maximum safe trailing tonnage behind Restricted Equipment between **Oakdale** and **Chattanooga** is:

Southward - 12000
Northward - 14200

See system Instruction 5.K.1.

SIX—AXLE DIESEL UNITS

These restrictions do not apply to main track.

Six-axle locomotives may operate over the following tracks at a speed not to exceed five (5) MPH:

M.P. 298.4 Polyloom-Dayton
M.P. 309.8 Runaround Track-Sale Creek

7. SWITCHES

MAIN TRACK SWITCHES NOT EQUIPPED WITH ELECTRIC LOCKS:

M.P. 254.5, Oakdale Yard South End Lead

8. SPECIAL INSTRUCTIONS

THIRD DISTRICT CNO&TP

OAKDALE

Crews taking charge of trains at Oakdale will receive their Dispatcher Bulletins via crew they are relieving or other means. Conductors or engineers will check order numbers with train dispatcher prior to leaving Oakdale.

Southward trains **must not** block Main Street crossing at Oakdale prior to receiving permission from dispatcher to depart Oakdale. Northward trains **must not** pass North Oakdale prior to receiving permission from dispatcher to depart Oakdale. Main street crossing at Oakdale **must not** be blocked by standing train except in case of emergency.

JOINT TRACKAGE

Trains and engines of the Kentucky Division will use track of other divisions, and foreign lines, in accordance with their timetables, rules and regulations as shown below:

Harriman Yard (M.P. 50.8D) . . . . . Tennessee Div.

CHATTANOOGA TERMINAL

Between Tenbridge (M.P. 331.2) and deButts Yard, Tennessee Division.

Trains and engines of other divisions and foreign lines will use Kentucky Division tracks as shown below:

Between Harriman Jct. (M.P. 51.3D) and Oakdale (M.P. 254.5) . . . . . Tennessee Div.

JOINT PERMISSION

When a stop signal will not clear, it will be necessary to have the Operator and Dispatcher give verbal permission before allowing a train to pass the signal at the following locations:

Location	Direction	Dispatcher	Operator
M.P. 331.2	Northward	South End-Somerset	deButts-Chattanooga

CHATTANOOGA TERMINAL

TENNESSEE RIVER BRIDGE - When a train or engine receives a stop signal at either end of the Tennessee River Bridge, M.P. 331.2, the cause for which is not known, the deButts operator will be immediately contacted, and if conditions permit, he may orally authorize that train or engine to proceed. After being authorized to proceed such train or engine must be preceded by a flagman, who will determine whether or not the draw span and the mitered rail ends are in proper position for passage. Flagman will remain at the first end of draw span and observe mitered rail ends until the leading truck of an engine or car has passed the protecting signal. After this movement, flagman will proceed to the other end of draw span and examine the mitered rail ends to determine that they are properly matched. Such train or engine may then proceed in accordance with Rule 423. Trains or engines authorized to proceed in this manner will not exceed restricted speed until the rear of the train has cleared the bridge.

Whistle will be blown and bells will be rung at ALL CROSSINGS in deButts Yard.

Due to the amount of traffic at the road crossing by the Power House, which leads into the north end of the Fuel Rack, deButts Yard, movements over this crossing must be preceded by a flagman.

All trains entering yard limits, deButts Yard, via CS #1 or #2 main lines, must ascertain if any trains are standing on adjacent tracks on the Wye by contacting deButts operator or Wye trainmaster.

If trains are being worked on Wye, or standing awaiting departure, speed must be reduced to 25 MPH and engine bell must be rung while passing these trains.

Kentucky Division trains arriving Chattanooga on Wye will confirm with the trainmaster on Wye, the "cut number" (car initial and number) of cars to be set out at Chattanooga. Confirmation must be made prior to Kentucky Division crews making "cuts" on Wye.

Due to overhead clearance restrictions, cars exceeding Plate C, which are excessive height cars, must not be spotted at Dixie Yarn, M.P. 2.0 CD, Chattanooga, Tennessee.

Northward and Westward trains approaching Jersey, and Southward trains approaching Tenbridge, must contact Chattanooga Wye Trainmaster before passing to ascertain work to be performed on Wye, Boyce/Cifico Junction to Jersey.

All trains approaching deButts Yard via Georgia #1 and #2 Main Tracks, and CS #1 and #2 Main Tracks, must ascertain if any trains are standing on adjacent tracks on Wye by contacting Chattanooga Wye Trainmaster or deButts Yard Operator.

All trains entering deButts Receiving yard must have oral permission from Main Tower Yardmaster and also correct tracking indicator light before entering Receiving Yard.

Conductors of inbound trains to be yarded at deButts Yard must contact Main Tower Yardmaster as to disposition of waybills prior to yarding their train.

Stop sign is located on east side of Outbound Freight Lead, 250 feet north of the No. 5 "P" Signal governing southward movements, deButts Yard.

A train or engine moving southward on Outbound Freight Lead must stop at the Stop Board and must receive permission from the North Tower Yardmaster, who will authorize train or engine to pass from the Stop Board. Permission must be received from the North Tower Yardmaster before movement in any direction is made through electric switches at the north end of Forwarding Yard.

Crews on engine consists making extended moves to and from Diesel Shop, deButts Yard, are to be operated from lead engine in the consist from the direction of movement.

Before leaving the Diesel Shop, deButts Yard, it will be necesary for engines to notify the Main Tower. When moving northward from the Diesel Shop, engines will use the middle engine lead. Dwarf signals governing train movements are located on the Engine Thoroughfare Track. Northward movements are governed by three signals. Southward movements are governed by two signals. Rules governing are 309 and 310.

The fuel rack and diesel shop area at deButts Yard are protected by outreach derails and blue lights. The purpose of these is to prevent unauthorized movements of locomotives and cars into the shop facility. Outreach derails are remotely controlled by the fuel rack supervisor in the Diesel Shop, deButts Yard.

The north set of derails and lights are located on the inbound and outbound leads just north of the Citico Creek Bridge. Two reflective signs, one located on the west side of the outbound lead, provide warning for consists leaving and ariving the shop facility. The signs state:

STOP
NOTIFY FUEL RACK SUPERVISOR BEFORE
PROCEEDING BEYOND THIS POINT AND NOTIFY
FUEL RACK SUPERVISOR
WHEN MOVEMENT HAS CLEARED DERAIL

The south set of derails and blue lights are located on the inbound Lead and Norris Lead halfway between Third Street Bridge and McCallie Avenue Bridge. One lighted sign located on the west side of the Norris Lead.

All movements into and out of deButts Yard Diesel Shop Facility must stop clear of these derails and comply with instructions posted.

All trains and yard cuts arriving and leaving cars in the receiving yard, deButts Yard, Chattanooga, Tennessee, will be governed by the following:

Before cutting away from cars:

1. Brake Pipe pressure shall be reduced to 20 PSI above zero as indicated by the equalizing reservoir gauge.
2. Wait until all air has exhausted from the reduction.
3. Close angle cock on locomotive and uncouple from the cars.

The above instructions do not change the requirements for securement of cars in east or west thoroughfares and receiving tracks 1, 2, 11, or 12 at Chattanooga deButts Yard.

SOUTH-WARD ↓ HARRIMAN & NORTHEASTERN RWY. ↑ NORTH-WARD

MILE POST		STATIONS	RADIO CHANNELS TX = 56 TX = (48)	RADIO CHANNELS RX = 56 RX = (09)	SIDINGS IN FEET
165.8H		... Harriman....	j Y YL		.....
163.5H		...Emory Gap...	B SC J YL Y		.....
156.9H		...Rockwood...			.....
149.4H		....Daysville....			.....
146.0H		.....Ozone.....			.....
141.6H		..Crab Orchard..			.....

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
Harriman M.P. 166.3H	Emory Gap M.P. 162.OH	Main		YL
Emory Gap M.P. 162.OH	Crab Orchard M.P. 141.6H	Main		TWC

2. SPEED RESTRICTIONS

LOCATION AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
HARRIMAN & NORTHEASTERN RAILROAD	
M.P. 166.3H and M.P. 141.6H, Between Harriman, TN and Crab Orchard, TN	25
Except:	
M.P. 166.0H to M.P. 164.6H, Curves	15
M.P. 164.6H to M.P. 163.1H, Curves	10
M.P. 157.0H to M.P. 150.4H, Trains with one or more loads Bridges	10
M.P. 156.4H to M.P. 154.0H, Curves & Bridges	10
M.P. 152.6H, Bridge	10
M.P. 149.OH to M.P. 146.5H, Curves & Bridges	10
M.P. 145.7H to M.P. 145.2H, Curves	10
M.P. 144.9H, Bridge	10
M.P. 142.1H, Road Crossings	Reduced Speed

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

SOUTHWARD	NORTHWARD
M.P. 160.OH-M.P. 159.OH	M.P. 151.OH-M.P. 152.OH

4. DIESEL UNIT RATING IN TONS

	GROUP 1	GROUP 2	GROUP 3	GROUP 4	GROUP 5
SOUTHWARD					
Harriman-Daysville	700	900	*	*	*
Daysville-Crab Orchard	1500	2000	*	*	*
NORTHWARD					
Crab Orchard-Harriman	1400	1850	*	*	*

5. NONE

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
Harriman, TN & Crab Orchard, TN	245,000 (b)(k) 281,000	Not Authorized	220,000 (a) (k)286,000	(b) (k)315,000

SIX—AXLE DIESEL UNITS

May operate on H&NE Main Between Devonia Street, M.P. 166.OH, and North Leg of Wye M.P. 164.4, including Caney Creek Lead.

May not operate on Old H&NE Main Track between Ladd Feed Store Crossing M.P. 1.2H and Flour Mill Flats M.P. 0.3H, or M.P. 141.5H to M.P. 162.5H.

7. NONE

8. SPECIAL INSTRUCTIONS

When engines are to be set out for the H&NE at Emory Gap, Tennessee, it must be known that all engines have operating radios and speed indicators. Additionally, any malfunctions of the engines must be reported to the chief dispatcher prior to setting out the engines.

All trains approach grade crossings, Frankling Limestone Company, M.P. 142.1H, at **Reduced Speed** account heavy machinery and trucks crossing.

Norfolk Southern train crews are not authorized to use the TVA main track between Caney Creek Yard and Kingston Steam Plant.

EAST-WARD ↓ ST. LOUIS DISTRICT (WEST) ↑ WEST-WARD

MILE POST	STATIONS	RADIO CHANNELS TX = 56 TX = (48) RX = 56 RX = (09)	SIDINGS IN FEET
.....	.. Luther Yard ..	B SC R YL	.....
.....	. A. O. Smith Yd. .	B SC R YL	.....
.....	. . V&C Junction . .	C (TRAA) X YL	.....
6.3W	. . A&S Junction . .	A (A&S) j X YL	.....
8.3W	. . . Coapman . . .	YL	8969
15.8W	. . . . Belleville	R	.....
25.2W	. . . Scott AFB . . .		.....
34.5W	. . . New Baden . . .		10299
37.8W	. . . . . Albers	R	.....
38.6W	. Monterey Mine .		.....
46.2W	. . . . Bartelso		.....
52.9W	. . . . . Posey		.....
57.6W	. . . . Hoffman		.....
64.2W	. . . . Centralia	B SC YL j	6980
64.4W	. . . . BN Jct.	J YL	.....
66.1W	. . IC Crossing . .	C (IC) J R X YL	.....
72.1W	. . . Walnut Hill . . .		.....
78.2W	. . . . . Dix	R	.....
86.1W	. . . Mt. Vernon . . .		10687
87.7W	. . UP Crossing . .	C (UP) j R	.....
93.1W	. . . . Marlow		.....
95.6W	. . . . Bluford		.....
101.8W	. . . . Keenes		.....
104.7W	. . . Wayne City . . .	R	.....
107.8W	. . . . . Sims		.....
111.7W	. . . . . Moon		12722
117.6W	. . . . Fairfield		.....
126.1W	. . Golden Gate . .		10958
134.4W	. . . . . Albion	R	.....
138.3W	. . . . Browns	A (IHRC) j X	.....
140.7W	. . . . Simpson		10468
148.9W	. . . . . Lee		.....
150.1W	. . . . CB Jct.	j Y	.....
150.9W	. . . Mt. Carmel . . .		.....
152.2W	. . . . Gibson	Y	.....
162.4W	. CSXT Crossing .	A (CSXT) j X YL	.....
162.8W	. . . Princeton . . .	B SC R YL	7510

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
A&S Jct. 5.0W	Coapman Yd. 8.3W	Main	ABS	YL*
Coapman 8.3W	Centralia West 62.2W	Main	ABS	TWC
Centralia 62.2W	BN Junction 64.8W	Main	ABS	YL**
BN Junction 64.8W	IC Crossing 66.0W	Main	ABS	TC
IC Crossing 66.0W	Centralia East 66.2W	Main	ABS	YL**
Centralia East 66.2W	Princeton West 159.8W	Main	ABS	TWC
Princeton West 159.8W	Princeton East 166.0W	Main	ABS	YL***

*Before entering Coapman Yard authority must be obtained from the St. Louis Luther operator.

**Before entering Centralia Yard limits authority must be obtained from NS West End Somerset Dispatcher.

***Before entering Princeton Yard authority must be obtained from the Princeton operator.

2. SPEED RESTRICTIONS

LOCATION AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
ST. LOUIS TERMINAL	
MP SL1.4 and M.P. SL 3.1, Between end of track east end of Branch Street and TRRA May Street Interlock	10
M.P. SL3.1 and M.P. SL4.2, River track and Broadway track between TRRA May Street Interlock and Carrie Ave.	10
M.P. D480.6 and M.P. 483.5, Between Brooklyn Main, WR Tower and North End of Brooklyn Yard	10
M.P. D483.5 and M.P. 4.6W, V&C Belt between North End Brooklyn Yard and Coapman Yard	20
Except:	
Through "W" line turnout and around first curve on Wye at Coapman M. P. VC0.1	15
M.P. 3.6W and M.P. 4.6W, Between "W" line 10th Street and East St. Louis	10
M.P. 4.6W and M.P. 6.3W, Between V&C turnout and A&S Crossing	20
M.P. 6.3W and M. P. 8.3W, Between A&S Crossing and East Yard limit sign	30
M.P. 4.6W, Thru V&C Belt turnout, Coapman Yard	15
M.P. 5.0W and M. P. 8.2W, Outbound Track, Coapman Yard	10
Auxiliary Tracks:	
All yard and industrial tracks other than main track unless otherwise provided	10

2. SPEED RESTRICTIONS (Cont'd)

LOCATION AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
ST. LOUIS TERMINAL ALTON DISTRICT A&E LINE	
M.P. AE13.4 and AE 11.3, Between Shaffer Road and Switch to AO Smith old yard	25
M.P. AE 13.4 and M.P. AE9.6, Between Shaffer Road and Northbound signal at WR Tower	15
Except:	
M.P. AE10.1 over 20th Street crossing	10
Southbound trains and engines approaching 22nd Street crossing from yard tracks No. 11 thru No. 15, proceeding on to yard track No. 10 from start of crossing signal circuit until leading end of movement occupies crossing	5
Auxiliary tracks:	
All yard and industrial tracks other than main track unless otherwise provided	10

LOCATION AND CONDITIONS	Rhwy.	Frt.
ST. LOUIS DISTRICT (WEST)		
M.P. 8.3W to M.P. 66.2W, Between East yard limit sign Coapman, IL and Centralia, IL	60	50
Except:		
M.P. 8.3W to M.P. 9.0W, Curves	35	35
M.P. 9.0W to M.P. 9.9W, Curves	40	40
M.P. 9.9W to M.P. 11.7W, Curves	45	45
M.P. 11.7W to M.P. 15.8W, Curves	50	45
M.P. 15.8W to M.P. 17.9W, Curves	40	40
M.P. 17.9W to M.P. 18.2W, Curves	40	35
M.P. 18.2W to M.P. 18.5W, Curves	50	45
M.P. 33.5W, Thru turnout New Baden Siding	15	15
M.P. 33.5W to M.P. 35.5W, Thru New Baden Siding	15	15
M.P. 35.5W, Thru turnout New Baden Siding	15	15
M.P. 36.2W to M.P. 36.8W, Curves	45	45
M.P. 36.8W to M.P. 37.1W, Curves	55	50
M.P. 42.0W to M.P. 43.8W, Curves	55	50
M.P. 43.8W to M.P. 44.0W, Curves	45	45
M.P. 47.5W to M.P. 48.0W, Curves	45	45
M.P. 52.1W to M.P. 56.8W, Curves	55	50
M.P. 64.0W to M.P. 64.4W, Curves	20	20

2. SPEED RESTRICTIONS

LOCATION AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
M.P. 62.6W, Thru turnout New Pass	15
M.P. 62.6W to M.P. 64.0W, Thru New Pass Centralia	15
M.P. 64.0W, Thru turnout New Pass	15
M.P. 64.4W to M.P. 66.2W, BNCTC Crossover, BN Main, and over IC Crossing	10
M.P. 66.2W to M.P. 166.0W, Between East yard limit sign Centralia, IL and East yard limit sign Princeton, IN	50
Except:	
M.P. 66.2W to M.P. 66.4W, Curves	20
M.P. 66.4W to M.P. 66.6W, Curves	35
M.P. 66.6W to M.P. 67.2W, Curves	40
M.P. 67.2W to M.P. 67.7W, Curves	45
M.P. 77.9W to m.P. 78.2W, Curves	45
M.P. 81.3W to M.P. 82.6W, Curves	45
M.P. 84.1W, Thru turnout Mt. Vernon Siding	15
M.P. 84.1W to M.P. 86.1W, Thru Mt. Vernon Siding	15
M.P. 86.1W, Thru turnout Mt. Vernon Siding	15
M.P. 85.6W to M.P. 87.3W, Curves	45
M.P. 87.3W to M.P. 88.2W, Curves	25
M.P. 87.7W, Over UP Crossing Mt. Vernon	25
M.P. 88.2W to M.P. 89.2W, Curves	45
M.P. 96.8W to M.P. 97.1W, Curves	45
M.P. 98.0W, Eastward train with more than 75 cars (engines only)	25
M.P. 110.2W, Thru turnout Moon Siding	20
M.P. 110.2W to M.P. 112.6W, Thru Moon Siding	20
M.P. 112.6W, Thru turnout Moon Siding	20
M.P. 116.6W to M.P. 116.8W, Curves	45
M.P. 119.0W, Eastward trains with more than 75 cars (entire train)	30
M.P. 126.0W, Thru turnout Golden Gate Siding	20
M.P. 126.0W to M.P. 128.1W, Thru Golden Gate Siding	20
M.P. 128.1W, Thru turnout Golden Gate Siding	20
M.P. 134.1W to M.P. 134.6W, Curves	45
M.P. 138.3W, Over IHRC Crossing Browns	35
M.P. 139.9W, Thru turnout Simpson Siding	15
M.P. 139.9W to M.P. 142.0W, Thru Simpson Siding	15
M.P. 142.0W, Thru turnout Simpson Siding	15
M.P. 149.9W to M.P. 151.0W, Curves	35
M.P. 151.0W to M.P. 151.9W, Wabash River Bridge	40
M.P. 160.7W to M.P. 161.8W, Curves	45
M.P. 161.8W to M.P. 162.3W, Curves	35
M.P. 162.4W, Over CSXT Crossing Princeton	15
M.P. 162.3W to M.P. 162.7W, Curves	15
M.P. 162.7W to M.P. 164.6W, Curves	45
M.P. 164.6W to M.P. 164.9W, Curves	40
M.P. 164.9W to M.P. 165.4W, Curves	45

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

EASTWARD	WESTWARD
M.P. 20.0W-M.P. 21.0W	M.P. 157.0W-M.P. 156.0W
M.P. 23.0W-M.P. 24.0W	M.P. 91.0W-M.P. 90.0W
M.P. 57.0W-M.P. 58.0W	M.P. 71.0W-M.P. 70.0W
M.P. 70.0W-M.P. 71.0W	M.P. 58.0W-M.P. 57.0W
M.P. 90.0W-M.P. 91.0W	M.P. 24.0W-M.P. 23.0W
M.P. 156.0W-M.P. 157.0W	M.P. 21.0W-M.P. 20.0W

4. DIESEL UNIT RATING IN TONS

	GROUP 1	GROUP 2	GROUP 3	GROUP 4	GROUP 5
Eastward					
Coapman-Cooper	2300	3100	3650	4545	5050
Cooper-Mt. Carmel	3600	4800	5750	7110	7900
Mt. Carmel-Princeton	2900	3850	4650	5715	6350
Westward					
Princeton-Coapman	2650	3550	4250	5220	5800

5. DETECTORS

Location of Detectors

Location	Mile Post	Direction Activated	Type Detector
ST. LOUIS DISTRICT (WEST)			
Belleville, IL	13.2W	Both	SAD#
Scott Air Force Base, IL	24.9W	Both	SAD*#
Albers, IL	37.9W	Both	SAD#
Bartelso, IL	48.8W	Both	SAD#
Centralia, IL	60.9W	Both	SAD#
Walnut Hill, IL	71.3W	Both	SAD#
Mt. Vernon, IL	81.0W	Both	SAD#
Marlow, IL	93.2W	Both	SAD#
Wayne City, IL	103.6W	Both	SAD#
Fairfield, IL	116.0W	Both	SAD#
Ellery, IL	131.0W	Both	SAD#
Bellmont, IL	143.8W	Both	SAD#
Lyle, IL	157.8W	Both	SAD#

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
Coapman, IL & Princeton, IN	245,000 (b)291,000	(b)420,000	220,000 (a)286,000	(b)315,000

For notes see System Instruction 5b.

Maximum safe trailing tonnage behind Restricted equipment between **Centralia** and **Gibson** is

Eastward — 13,000
Westward — 13,000

Gibson and **Princeton**
Eastward — 11,000
Westward — 9,500

See System Instructions 5.K.1.

SIX—AXLE DIESEL UNITS

These restrictions do not apply to main track.

Six-axle engines may not operate over the following tracks:

M.P. 14.9W	Weyerhauser.
M.P. 18.8W	Illinois. Power
M.P. 66.8W	Illinois Power
M.P. 87.5W	Shapiro Brothers Scrap Company
M.P. 133.3W	Illinois Power
M.P. 163.0W	Brass Track

7. SWITCHES
SPRING SWITCHES

Spring switches are located as follows:

Mile Post	Location	Normal Position
8.3W	East End, Coapman Siding	Main track
33.5W	West End, New Baden Siding	Main track
35.5W	East End, New Baden Siding	Main track
38.6W	Monterey Mine	Main track
84.1W	West End, Mt. Vernon Siding	Main track
86.1W	East End, Mt. Vernon Siding	Main track
110.2W	West End, Moon Siding	Main track
112.6W	East End, Moon Siding	Main track
126.0W	West End, Golden Gate Siding	Main track
128.1W	East End, Golden Gate Siding	Main track
139.9W	West End, Simpson Siding	Main track
141.9W	East End, Simpson Siding	Main track
148.9W	PSI Lead, Lee	Main track
152.1W	West Wye, Gibson	Main track
152.4W	East Wye, Gibson	Main track

8. SPECIAL INSTRUCTIONS

ST. LOUIS TERMINAL

Track on Alton District A&E Line between M.P. AE 9.8 and M.P. AE 13.4 (A.O. Smith Yard) is designated as the A.O. Smith Thoroughfare, and is not considered a main track. Rule 105 governs.

Authority to occupy the Thoroughfare at A.O. Smith Yard may be granted by the supervisor at A.O. Smith, or in his absence, the Luther operator.

The following Thoroughfare switches may be left lined and locked as last used:

Alton District - A&E Line:
Switches at north and south ends of A.O. Smith New Yard.
Lead Switch off A&E Line to A.O. Smith Old Yard.

The Brooklyn Main between WR Tower Interlocking, M.P. D480.63, and V&C 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 a speed that will permit stopping within one-half the range of vision but not exceeding 10 MPH. Operation of trains, engines and on-track equipment between WR Tower Interlocking, M.P. D480.63, and the V&C 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.

The V&C Belt between the north end of Brooklyn Yard, M.P. D483.55 and the W Line switch Coapman Yard, M.P. 4.5W, is within yard limits and all train and engine movements must be made at a speed that will permit stopping within one-half the range of vision but 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 switch Coapman Yard, M.P. 4.5W 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.

All train and engine movements and all movements of on-track equipment between Yard Limit sign, M.P. 8.3W, and 10th Street, East St. Louis, M.P. 3.6W, must be authorized by the operator at Luther Yard.

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. Kentucky Division trains will not have track warrant authority within Coapman Yard limits.

Within yard limits between M.P. 8.3W, and A&S crossing, all trains and engines operating on the main track must move prepared to stop within one-half the range of vision but 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.

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-14, prior to doubling the pickup to the body of their train.

Hand held 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 hand held 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-15. However, all effort to minimize the blocking of the A&S crossing during operations at Coapman Yard are required.

All northward/westward trains working at Coapman Yard must clear the A&S interlocking while making setoffs.

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.

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, the 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.

Dyke Branch in service between 10th Street, East St. Louis, Illinois, M.P. 3.65W, for a distance of 1,200 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.

Locomotives, cabooses, EOT devices and other "high risk" equipment must not be left at Coapman without permission from proper authority.

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.

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.

Conductors on trains operating between St. Louis and Centralia will show the following information:

Blocks picked up at Coapman (A&S), including loads, empties and tonnage in each station block.

Train crews departing Luther shall either stop their train short of Prairie Avenue, or pull it to the clearance point at the end of double track at Grand Avenue when instructed to either pull down for an air test or when waiting for a signal from the TRRA at May Street.

Cars being delivered to the A&S at Coapman Yard are to have the angle cock at the west end of the delivery closed after full compliance with Rule A-18 from NS-1 has been achieved. This is regardless of the track to which the cars are being delivered.

RAILROAD CROSSING AT GRADE

Mile Post	Interlocked LOCATION	LINE/RR
	ST. LOUIS TERMINAL	
M.P. 4.4W	V&C Junction	TRRA
M.P. 6.3W	Coapman (Note)	A&S R.R.

NOTE: E. ST. LOUIS, IL, A&S Railroad Crossing, M.P. 6.3W

Push button and indicator lights are located in small box on side of signal bungalow on northeast quadrant of A&S crossing.

If signals do not clear automatically and there is no conflicting movement, crew member will follow instructions posted in push button control box, as follows:

(a) If indicator light is illuminated, this indicates block is **clear**. Operate push button and hold 5 seconds before releasing.

(b) If indicator is not illuminated, this indicates block **occupied**. Wait 2 minutes and if no conflicting movement is evident, then operate push button and hold 5 seconds before releasing.

(c) If home signal continues to display stop after 1 minute 30 seconds and indicator light is not illuminated, train may proceed in accordance with Rule 462.

ST. LOUIS DISTRICT (WEST)
BELLEVILLE

Portable/permanent wheel chocks have been installed along south rail at outside unloading dock, Weyerhauser Corporation, Belleville, Illinois, M.P. 14.9W.

When spotting cars at outside dock, Weyerhauser Corporation, prior to making cut on car, engineer will apply automatic brake, then hand brake will be applied. After hand brake has been applied and locomotive has been separated from car, crew member will install wheel chocks on each side of a wheel on the east trucks. The excess chain for wheel chocks will be placed adjacent to and outside south rail.

Prior to coupling to cars spotted at unloading dock, movement must be stopped and wheel chocks removed, then coupling made in accordance to applicable rules.

Wheel chocks are permanently attached to heads of crossties to prevent theft. In addition, wheel chocks are equipped with handles for safety of operation.

NEW BADEN

All westward trains will notify the West End Dispatcher at Somerset via radio when their train passes New Baden, Illinois.

BARTELSO

In addition to Rule 103(d), the private crossing, Bartelso, Illinois, M.P. 45.8W, must not be blocked, and equipment left at Bartelso must clear crossing by 200 feet.

HOFFMAN

Do not block Koeling Road crossing MP 56.6W. Trains will stop short of the crossing, if possible, or cut the crossing if necessary.

CENTRALIA

The following instructions will govern NS train and engine movements to occupy BN main track:

All NS trains must contact the BN train dispatcher at Ft. Worth, Texas, via radio, by selecting channel 66-66 (thence push tone 4,7, and 1 in order on key pad) and wait for BN dispatcher to answer, or by Bell phone, area code (817) 234-6026, to obtain authority and route instructions to occupy BN main track. It will be permissible for NS train dispatcher to obtain track authority and route from BN dispatcher.

Before attempting to move through Centralia, al NS trains, regardless of direction, must contact BN dispatcher.

Upon contacting BN dispatcher, NS train should properly identify itself, state the number of cars in train, state train direction and approximate arrival time, and ask for direct permission to occupy the BN main line at Centralia. For example:

> 'NS Train 168 west, with 78 cars, will be at Centralia in approximately 20 minutes and requests authority to occupy the BN main at Centralia.
>
> BN reply:
>
> 'NS westbound Train 168 has authority to occupy the BN main line at Centralia at 2:40 a.m. and be governed by signal indication at CTC.
>
> Response:
>
> 'NS Train 168 west understands that we have BN dispatcher's authority to occupy the BN main at Centralia at 2:40 a.m. and be governed by signal indication at the BN CTC.'

If it is necessary for the NS dispatcher in Somerset to contact the BN dispatcher for the NS train involved, then he must converse in the same language as the crew used in the above example and relay to the NS crew exactly as outlined above. NS dispatcher would say:

'NS train 168 west, the BN dispatcher grants you authority to occupy the BN main at Centralia at 2:40 a.m. and be governed by signal indication at the BN CTC.'

The NS train crew would then repeat these instructions back exactly as issued.

In the event an NS train is unable to secure immediate authority, the NS train involved should stop short of any road crossings and call the BN dispatcher back within the amount of time specified by BN dispatcher and request authority again.

The same language will be used to deal with the IC "B" Yard operator to use the IC interlocking. For example:

"NS Train 112 west, with 84 cars, will be at Centralia in 15 minutes and the BN dispatcher has given us permission to occupy the BN main at 2:50 a.m. We are requesting permission to occupy the IC interlocking at Centralia."

If the IC can run our train, then the crew should repeat the authority and the time received, as outlined below:

"NS Train 112 understands that we have permission to occupy the IC interlocking at Centralia at 2:50 a.m."

If the NS train cannot be handled at this time by the IC, then the crew should stop the train so as not to foul any public crossings, and contact the BN dispatcher by radio or through the NS Somerset dispatcher and notify them of the duration specified and indicate NS train will call back when the IC can run them and obtain a new authority to occupy the BN main at Centralia.

Any NS crew that is denied immediate authority on the BN main or the IC interlocking must always obtain new permission from both railroads before attempting to move through Centralia. Once permission is received and the train or engine is delayed, the conductor must promptly notify the BN and IC, and the train or engine must not be moved until permission is obtained.

CENTRALIA

The Burlington Northern Railroad has installed signals displaying "Distant Signal Approach" aspects at M.P. 65.5W, Centralia, Illinois, adjacent Broadway Street.

This double signal will govern westward trains approaching the Burlington Northern Railroad Centralized Traffic Control territory for westward trains at McCord Street. Also, this signal will be a left hand signal governing eastward trains approaching Illinois Central Railroad interlocking at M.P. 66.2W.

Burlington Northern signal rule 229, name "Distant Signal Approach" indication "Approach Next Signal Prepared To Stop Short Of Signal" will govern.

The signal is located on a tall mast displaying a single yellow aspect with the letter "D" posted below on mast.

This signal does not afford automatic block protection.

Should the yellow aspect be burned out, the day time signal will govern and trains may pass at restricted speed.

Cars set out on the west end of the Old Pass Track must be left 20 feet from derail.

Crews making set outs and/or pickups at Centralia, Illinois, must ensure that A. C. Mann and Beech Street road crossings are left open for vehicular traffic.

When necessary to leave engines running with ambient temperature below 40 degrees Fahrenheit at Centralia, Illinois, during layovers, the engines will be tied up on Coach Track instead of the Old Pass Track.

High and wide shipments received in interchange or set out at Centralia, Illinois, must be left on the west end of Team Track, M.P. 65.0W, until cleared for release and instructions received from chief dispatcher for movement.

Conductors on trains operating between St. Louis and Centralia will show the following information:

Blocks set off and/or picked up at Centralia including loads, empties and tonnage in each station block.

Within yard limits of Centralia, Il., all trains and engines will be governed by Rule 93.

FAIRFIELD

Trains leaving cars on siding, Fairfield, Illinois, will leave cars clear of street crossings in accordance with operating rules. In addition the pedestrian crossing located at Southwest 5th Street, M.P. 116.9W, must also be cut.

PRINCETON

Westward road crews arriving Princeton must initiate radio contact with Princeton Yard Office starting at Francisco to determine the disposition of train and to receive authority to pass Yard Limit sign, M.P. 166.0W.

Eastward road crews arriving Princeton must initiate radio contact with Princeton Yard Office starting at Gibson to determine disposition of train and must not pass Yard Limit sign, M.P. 159.8W, until authorized.

On both Old Track and New Track, James Co-Op, Princeton Yard, M.P. 162.3W, the normal position of switch is lined and locked toward West #2 track.

RAILROAD CROSSING AT GRADE

Interlocked

Mile Post	LOCATION	LINE/RR
	ST. LOUIS DISTRICT	
M.P. 66.1W	Centralia (Note 1)	IC R.R.
M.P. 87.7W	Mt. Vernon	UP R.R.
M.P. 138.3W	Browns (Note 2)	IHRC R.R.
M.P. 162.4W	Princeton (Note 3)	CSXT R.R.

NOTE 1: CENTRALIA, IL, IC Railroad Crossing, M.P. 66.1W

The following instructions will govern train and engine movements that encounter a stop signal at the IC Railroad crossing.

(a) All NS trains must contact the BN train dispatcher at Ft. Worth, Texas, via radio, by selecting channel 66-66 (then push tone 4,7, and 1 in order on key pad) and wait for BN dispatcher to answer, or by Bell phone, area code (817) 234-6026, to obtain authority and route instructions to occupy BN main track. After receiving track authority from BN dispatcher, NS crews must then contact the Illinois Central "B" yard operator via radio on channel 72-72, or Bell phone 533-3344, and inform the IC operator of the intended move and BN dispatcher's authorization and that you are ready to proceed upon IC operator's authority and route instructions. It will be permissible for NS train dispatcher to obtain track authority and route from BN dispatcher and IC operator prior to arrival of train and relay this information to the NS train crew.

(b) All train and engine movements must stop and not proceed until there are no conflicting movements evident.

(c) After stopping, authority to proceed past the stop signal must be secured from the IC Railroad "B" Yard Operator.

(d) If the IC Railroad "B" Yard Operator advises via radio, instructions enabling the train to pass the signal after stopping, the train or engine may proceed after a member of the crew has walked through the entire route, checking the position of all switches. After checking the route, a member of the crew must stand at the facing point switches involved in the movement until the lead wheel moves onto the first facing point switch. If instructions are given that the train may proceed after taking switches off power and lining by hand, a member of the crew must take all switches off power, hand line each switch for the route, and then check the route. If no exceptions are taken to the switches, and all switches are fitting up properly, the movement may then proceed until clear of the IC interlocking. A member of the crew must then reline the switches and place all switches back on power.

(e) After stopping and receiving permission to proceed, all train and engine movements must proceed at restricted speed, unless or until a more favorable signal indication is received.

NOTE 2: BROWNS, IL, IHRC Railroad Crossing, M.P. 138.3W

Interlocking signals at Browns, IL, over the IHRC crossing, M.P. 138.3W are also Automatic Block Signals. Rules 400 through 465 apply. Waiting time on pushbutton for NS trains is 3 minutes. Be governed by the following instructions:

(a) If no train is approaching on the IHRC R.R. at Browns, push E.B. or W.B. pushbutton, depending upon direction. Hold 5 seconds and release. After 3 minutes, signal should clear.

(b) If the Home Signal continues to indicate "stop" after waiting 3 minutes, train movement shall be governed by application of Rule 462.

NOTE 3: PRINCETON, IN, CSXT Railroad Crossing, M.P. 162.4W

Instructions to NS trains stopped by home signals, eastward or westward, at CSXT — NS interlocking, Princeton, Indiana:

(a) Indicator illuminated indicates that signals for the conflicting route display STOP. Push release button and hold for 5 seconds. Home signal should indicate proceed within 5 minutes.

(b) If indicator is not illuminated, consult CSXT dispatcher concerning conflicting movements before operating release button.

(c) If CSXT dispatcher advises there are no conflicting movements, then operate release button and hold for 5 seconds.

(d) If signal continues to display stop after 5 minutes, crew member must protect in accordance with Rule 462 against conflicting movements before signaling train to proceed over crossing.

(e) If necessary to make reverse movements after train has passed through plant, push NS release button to set home signal at proceed.

Trains must **not** stop on the CSXT Crossing at Princeton **unless it is necessary**.

Trains stopping on this crossing must not move until a member of the crew is at the crossing with a walkie-talkie to observe train move over the crossing.

A time-out circuit has been installed on the West approach to CSXT Interlocking at Princeton, Indiana, M.P. 162.4W. The time-out circuit allows CSXT train movements to pass through interlocking without flagging when Princeton Yard Engine or other trains are occupying westward approach to the CSXT crossing.

When it is necessary to protect train movement through CSXT Interlocking at M.P. 162.4W in a westward move, procedures as provided for in box at CSXT crossing must not be commenced until engine has passed the approach signal located at M.P. 162.5W (140 feet east of Main Street overpass).

METHOD OF OPERATION

WAITING TIMES

For the purpose of Rule 404 at the following locations, waiting times shown must be observed.

Mile Post	Location	Time
38.6W	Monterey Mine	7 minutes 30 seconds
148.9W	PSI Lead, Lee	12 minutes
150.1W	CB Junction	5 minutes
152.1W	West Wye, Gibson	5 minutes 30 seconds
152.4W	East Wye, Gibson	5 minutes 30 seconds
156.8W	Lyles	12 minutes
160.3W	Indiana Grain	12 minutes
161.0W } 164.8W }	Princeton (Within yard limits)	6 minutes

ENTERING MAIN TRACK

1. Listed below are instructions for trains to enter the main track at MONTEREY MINE, M.P. 38.6W.

Permission must be obtained from the West End Dispatcher prior to operating push button panel board.

Push buttons and indicator lights are located in small box on pedestal near dwarf signal.

(a) If both eastward and westward indicator lights are illuminated, this indicates block is **clear**. Operate push button marked "start." Dwarf signals should clear within 1 minute and 30 seconds. If signal does not clear, then movement should be made in accordance to Rule 404, requiring a waiting period of 7 minutes 30 seconds prior to lead wheels of movement reaching frog.

(b) If eastward or westward indicator lights are **not** illuminated, this indicates block is **occupied**. If dispatcher gives permission to occupy main track, then movement must be made in accordance with Rule 404, with a required waiting period of 7 minutes 30 seconds prior to lead wheels fouling frog.

(c) If movement is not made, operate push button marked "cancel."

2. Listed below are instructions for trains entering the main track at LEE, M.P. 148.9W.

Prior to operating push buttons on panel board, permission must be obtained from the West End Dispatcher.

Push buttons and indicator lights are located in small box on side of signal case near dwarf signal.

(a) If both eastward and westward indicator lights are illuminated, this indicates block is **clear**. Operate push button marked "start." Dwarf signal should clear within 12 minutes. If signal does not clear, then movement must be made in accordance to Rule 404 with an additional waiting time of 5 minutes prior to lead wheels fouling frog.

(b) If eastward or westward indicator lights are **not** illuminated, this indicates block is **occupied**. If dispatcher gives permission to occupy main track, then movement must be made in accordance to Rule 404, with a waiting time of 12 minutes prior to leading wheels fouling frog.

(c) If movement is not made, operate push button marked "cancel."

3. Listed below are instructions for trains entering main track at GIBSON, M.P. 152.1W and M.P. 152.4W.

Prior to operating push buttons on panel board, permission must be obtained from the West End Dispatcher.

Push buttons and indicator lights are located in small box on side of signal case near dwarf signal.

(a) If both eastward and westward indicator lights are illuminated, this indicates block is **clear**. Operate push button marked "clear." Dwarf signal should clear within 5 minutes and 30 seconds. If signal does not clear, then movement onto main track must be made in accordance with Rule 404 with an additional waiting time of 5 minutes prior to lead wheels fouling frog.

(b) If eastward or westward indicator lights **are not** illuminated, this indicates block is **occupied**. If train dispatcher gives permission to occupy main track, then movement must be made in accordance with Rule 404 requiring a waiting period of 5 minutes 30 seconds prior to leading wheels fouling frog.

(c) If movement is not made, operate push button marked "cancel."

PASSING TRAINS

When necessary for a train to pass another train standing on the main track, pushbutton devices will be activated on bungalow at locations with waiting period as listed:

Mile Post	Location	Waiting Period
6.3W	East End, Coapman Siding	8 minutes
33.5W	West End, New Baden Siding	8 minutes
35.5W	East End, New Baden Siding	8 minutes
84.1W	West End, Mt. Vernon Siding	5 minutes
86.1W	East End, Mt. Vernon Siding	8 minutes
110.2W	West End, Moon Siding	5 minutes
112.6W	East End, Moon Siding	8 minutes
126.0W	West End, Golden Gate Siding	5 minutes
128.1W	East End, Golden Gate Siding	5 minutes
139.9W	West End Simpson Siding	8 minutes
141.9W	East End, Simpson Siding	8 minutes

JOINT TRACKAGE

Trains and engines of the Kentucky Division will use track of other divisions, and foreign lines, in accordance with their timetables, rules and regulations as shown below:

ST. LOUIS TERMINAL

V&C Belt at Coapman ..... Illinois Div
Coapman to Luther (via TRRA) ..... TRRA

ST. LOUIS DISTRICT

BN Jct. (M.P. 64.4W to M.P. 66.5W) ..... BN R.R.

WEST-WARD ↓ C B BRANCH ↑ EAST-WARD

MILE POST		STATIONS RADIO CHANNELS TX = 56 TX = (48)	RX = 56 RX = (09)	SIDINGS IN FEET
150.1W		..CB Junction ..	YL Y j	.....
CB127.5		PSI Lead (East Leg)	YL Y	.....
CB128.2		PSI Lead(West Leg)	YL Y	.....
CB132.0		..AMAX Lead ..	YL	.....
CB132.6		...Keensburg ...	YL	.....

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
CB Junction M.P. 150.1W	Keensburg M.P. CB132.6	Main	None	YL*
Lee M.P. 148.9W	Carol(Tail Track) M.P. MS130.6	Main	None	YL*

*Before entering any of these limits, authority must be obtained form the Princeton Yard Operator.

2. SPEED RESTRICTIONS

LOCATION AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
M.P. 150.1W-M.P. CB132.6, Between CB Jct. and Keensburg, IL	10
M.P. 148.9W-M.P. MS130.6, Between Lee and Carol (TailTrack), IN	15

3. NONE

4. DIESEL UNIT RATING IN TONS

	GROUP 1	GROUP 2	GROUP 3	GROUP 4	GROUP 5
CB Jct.-Keensburg	3600	4800	5750	7110	7900
Lee-Carol	3600	4800	5750	7110	7900

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
Mt. Carmel, IL & Keensburg, IL	245,000		220,000	
Mt. Carmel, IL & Carol (PSI), IN	(b)281,000	(b)420,000	(a)286,000	(b)315,000

For notes see System Instruction 5b.

7. SWITCHES

SPRING SWITCHES

Spring switches are located as follows:

Mile Post	Location	Normal Position
148.9W	PSI Lead, Lee	Main Track
152.1W	West Wye, Gibson	Main Track
152.4W	East Wye, Gibson	Main Track

8. SPECIAL INSTRUCTIONS

CAIRO BRANCH

Three manual blocks are established governing movements (including train, engine and Maintenance of Way) between CB Jct. and Keensburg, Lee and Carol (PSI) under the authority of the Princeton Yard Operator, as follows:

(a) NORTH KEENSBURG BLOCK-Between M.P. CB128.3 and M.P. CB129.5

(b) SOUTH KEENSBURG BLOCK - Between M.P. CB129.5 and M.P. CB132.0

(c) PSI Block-Between M.P. MS128.1 and M.P. MS130.6

All train, engine and Maintenance of Way movements within these limits will be made on manual voice block authority of the Princeton Yard Operator via radio communications. Trains will move only in the direction specified. Stationary block signs are erected designating block limits.

Speed is restricted as follows:

(a) Between Lee, M.P. 148.9W and Carol, M.P. MS130.6, restricted speed not exceeding 15 MPH, including the East leg of the Wye. Rules 93 and 105 will govern.

(b) Between CB Jct. M.P. 150.1W and Keensburg, M.P. CB132.0, restricted speed not exceeding 10 MPH, including the West leg of the Wye. Rules 93 and 105 will govern.

(c) All tracks other than main track, including tracks within Public Service Indiana are governed by Rules 93 and 105 not exceeding 10 MPH.

Main line switches normal position will be lined and locked for the main line except:

(a) PSI Block Wye divide switch, M.P. MS128.1 may be left as last used.

(b) East leg of Wye switch, M.P. CB127.5 may be left as last used.

(c) West leg of Wye switch, M.P. CB128.2 may be left as last used.

(d) Route 1 lead switch M.P. CB127.4 from CB main to Lee may be left as last used.

Train, engine, and Maintenance of Way must report clear of blocks and limits promptly to the Princeton Yard Operator.

KEENSBURG

Be governed by the following requirements and procedures for NS employees handling coal train on AMAX property, Keensburg, Illinois.

AMAX safety rules require that anyone on AMAX mine property be given a ten minute training course in Mine Area Hazard Training Specific. When completed, you will be issued a signed card, good for one year, and must be available at all times while on AMAX property. If approached by Federal Mining Inspectors or AMAX supervision to produce your training card, you must do so.

The course and card can be obtained across from the coal loading silo in the prep plant office. If you are working the asignment for the first time you are to notify the Princeton operator after going on duty. The operator will call the prep plant and inform the AMAX plant manager in order that someone at the prep plant office can give you the course and Hazard Training card.

NS employees will also be required to wear hard hats while on AMAX property unless within the confines of the locomotives. Your personally assigned hard hat and winter liner can be obtained from the Princeton operator. NS rules concerning proper foot, eye, and hearing protection remain in full force.

When moving AMAX empties to Keensburg, it will be necessary to contact the Princeton operator not less than 30 minutes prior to entering Loop track at Maud Road so AMAX personnel can be in position to inspect car doors as you move onto the Loop track. If AMAX personnel are not at Maud Road when you arrive, stop the movement and wait until they arrive. Notify Princeton operator if this occurs.

After entering Loop track, movement over the scale must be made not to exceed 3 MPH. There are no color signals to indicate speed over the scale so the hump control on the AMAX locomotives should be used to keep speed at 3 MPH or under. This speed applies to both loaded and empty scale movement.

Upon arrival at loading silo, movement must stop and not enter building until AMAX loader personnel meet train and give okay to proceed into the building for loading.

When entering AMAX at Keensburg, Illinois, **DO NOT** allow the **ENGINES** to stop on the scale. Movement must continue over scale with engines only, or if stop must be made, stop must be made short of the scale. The rail cars may be stopped on the scale as necessary.

METHOD OF OPERATION

WAITING TIMES

For the purpose of Rule 404 at the following locations, waiting times shown must be observed.

Mile Post	Location	Time
148.9W	PSI Lead, Lee	12 minutes
150.1W	CB Junction	5 minutes
152.1W	West Wye, Gibson	5 minutes 30 seconds
152.4W	East Wye, Gibson	5 minutes 30 seconds

ENTERING MAIN TRACK

1. Listed below are instructions for trains to enter the main track at Lee, M.P. 148.9W.

Prior to operating push buttons on panel board, permission must be obtained from the West End Dispatcher.

Push buttons and indicator lights are located in small box on side of signal case near dwarf signal.

(a) If both eastward and westward indicator lights are illuminated, this indicates block is **clear**. Operate push button marked "start." Dwarf signals should clear within 12 minutes. If signal does not clear, then movement should be made in accordance to Rule 404, requiring a waiting period of 5 minutes prior to lead wheels fouling frog.

(b) If eastward or westward indicator lights are **not** illuminated, this indicates block is **occupied**. If dispatcher gives permission to occupy main track, then movement must be made in accordance with Rule 404, with a required waiting time of 12 minutes prior to leading wheels fouling frog.

(c) If movement is not made, operate push button marked "cancel."

2. Listed below are instructions for trains entering the main track at Gibson, M.P. 152.1W and M.P. 152.4W.

Prior to operating push buttons on panel board, permission must be obtained from the West End Dispatcher.

Push buttons and indicator lights are located in small box on side of signal case near dwarf signal.

(a) If both eastward and westward indicator lights are illuminated, this indicates block is **clear**. Operate push button marked "clear." Dwarf signal should clear within 5 minutes and 30 seconds. If signal does not clear, then movement onto main track must be made in accordance with Rule 404 with an additional waiting time of 5 minutes prior to lead wheels fouling frog.

(b) If eastward or westward indicator lights are **not** illuminated, this indicates block is **occupied**. If train dispatcher gives permission to occupy main track, then movement must be made in accordance to Rule 404 requiring a waiting period of 5 minutes 30 seconds prior to leading wheels fouling frog.

(c) If movement is not made, operate push button marked "cancel."

EAST-WARD ↓	ST. LOUIS DISTRICT (MIDDLE)	↑ WEST-WARD

MILE POST	STATIONS RADIO CHANNELS TX = 56 TX = (48)	RX = 56 RX = (09)	SIDINGS IN FEET
162.8W	. . . Princeton . . .	B SC R YL	7510
164.8W	. . East Junction . .		
169.4W	. . . Francisco . . .		
175.1W	. . Oakland City . .	A (IS) j r X	
176.6W	Oakland City Jct.	j	
181.5W	. . . . Ayshire	j	10505
183.3W	. . . . Winslow		
199.1W	. . Huntingburg . .	B SC r YL Y j	12463
206.3W	. . St. Anthony . .		
213.9W	. . . . Birdseye	R	2466
222.3W	. . . . Taswell		10325
228.4W	. . . . English		
231.7W	. . . . Temple		
235.8W	. . . . Marengo	R	
240.0W	. . . . Milltown		2195
243.8W	. . . . Depauw		
247.5W	. . . . Ramsey		
250.7W	. . Corydon Jct. . .	j	
253.0W	. . . . Crandall		
261.9W	. . . . Duncan	R	
266.9W	. . . . Publico		
267.6W	. . New Albany . .		
268.3W	. . . . . Tatem		
268.9W	. . . . K&I Jct.		
270.2W	. . . . DI Tower		
270.4W	. . . Louisville . . .	B SC j R YL Y	

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
Princeton West M.P. 159.8W	Princeton East M.P. 166.0W	Main	ABS	YL**
Princeton East M.P. 166.0W	West Huntingburg M.P. 197.0W	Main	ABS	TWC
West Huntingburg M.P. 197.0W	East Huntingburg M.P. 202.0W	Main	ABS	YL*
East Huntingburg M.P. 202.0W	Tatem M.P. 268.3W	Main	ABS	TWC
Tatem M.P. 268.3W	K&I Jct M.P. 268.9W	Both	ABS	TC
K&I Jct M.P. 268.9W	Louisville M.P. 270.4W	Both		YL

*Permission must be obtained from West End Dispatcher before any train or movement may enter Huntingburg Yard Limits.

**Permission must be obtained from Princeton operator before any train or movement may enter Princeton Yard limits.

2. SPEED RESTRICTIONS

LOCATION AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
ST. LOUIS DISTRICT (MIDDLE)	
MP 162.8W and M.P. 209.0W, Between Princeton, IN and Kyana, IN	50
Except:	
M.P. 162.7W to M.P. 164.6W, Curves	45
M.P. 164.6W to M.P. 164.9W, Curves	40
M.P. 164.9W to M.P. 165.4W, Curves	45
M.P. 171.5W to M.P. 171.7W, Curves	45
M.P. 172.5W to M.P. 172.7W, Curves	45
M.P. 175.1W, Indiana Southern Crossing	25
M.P. 181.5W, to M.P. 181.7W, Curves	45
M.P. 186.4W to M.P. 187.7W, Curves	40
M.P. 198.5W, to M.P. 199.6W, Curves	30
M.P. 203.0W, to M.P. 204.5W, Curves	30
M.P. 209.0W to M.P. 268.3W, Between Kyana, IN and Tatum	45
Except:	
M.P. 209.9W to M.P. 215.1W, Curves	40
M.P. 213.4W, Thru turnout Birdseye Siding	10
M.P. 213.4W to M.P. 213.9W, Thru Birdseye Siding	10
M.P. 213.9W, Thru turnout Birdseye Siding	10
M.P. 215.1W to M.P. 223.7W, Curves	35
M.P. 223.7W to M.P. 228.0W, Curves	25
M.P. 228.0W to M.P. 234.1W, Curves	30
M.P. 234.1W to M.P. 238.8W, Curves	35
M.P. 239.6W, Thru tunout Milltown Siding	10
M.P. 239.6W, to M.P. 240.0W, Thru Milltown Siding	10
M.P. 240.0W, Thru turnout Milltown Siding	10
M.P. 241.7W, Thru turnout Depauw Siding	20
M.P. 241.7W, to M.P. 243.8W, Thru Depauw Siding	20
M.P. 243.8W, Thru turnout Depauw Siding	20
M.P. 246.0W, to M.P. 249.0W, Eastward Radio Trains	30
M.P. 253.0W, Thru turnout Crandall Siding	15
M.P. 253.0W to M.P. 255.1W, Thru Crandall Siding	20
M.P. 255.1W, Thru turnout Crandall Siding	20
M.P. 255.8W, to M.P. 258.7W, Curves	35
M.P. 258.7W, to M.P. 262.1W, Curves	40
M.P. 262.1W, to M.P. 263.7W, Curves	25
M.P. 263.7W, to M.P. 266.7W, Curves	30
M.P. 266.7W, to M.P. 268.3W, Curves	25
Auxiliary Track:	
M.P. 177.2W, Through East Leg Wye, Oakland City Jct	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

EASTWARD	WESTWARD
M.P. 169.0W-M.P. 170.0W	M.P. 259.0W-M.P. 258.0W
M.P. 180.0W-M.P. 181.0W	M.P. 255.0W-M.P. 254.0W
M.P. 195.0W-M.P. 196.0W	
M.P. 207.0W-M.P. 208.0W	

4. DIESEL UNIT RATING IN TONS

	GROUP 1	GROUP 2	GROUP 3	GROUP 4	GROUP 5
EASTWARD					
Princeton—Huntingburg	2900	3850	4650	5715	6350
Huntingburg-Louisville	1550	2050	2450	3060	3400
WESTWARD					
Louisville-Duncan	900	1200	1450	1755	1950
Duncan-Huntingburg	1500	2000	2400	2970	3300
Huntingburg-Princeton	2650	3550	4250	5220	5800

5. DETECTORS

Location of Detectors

Location	Mile Post	Direction Activated	Type Detector
Francisco, IN	166.2W	Both	SAD#
Ayshire, IN	178.3W	Both	SAD*#
Velpen, IN	190.6W	Both	SAD#
St. Anthony, IN	204.8W	Both	SAD#
Riceville, IN	216.3W	Both	SAD#
Temple, IN	231.0W	Both	SAD#
Milltown, IN	239.1W	Both	SAD#
Ramsey, IN	247.4W	Both	SAD#
Georgetown, IN	257.3W	Both	SAD#
New Albany, IN	265.9W	East	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
Princeton, IN & New Albany, IN &	245,000 (b)291,000	(b)420,000	220,000 (a)286,000	(b)315,000
New Albany, IN & Louisville, KY	245,000 (b)(h)291,000	(b)(h)420,000	220,000 (a)(h)263,000 (a)(h)(i)286,000	(b)(h)315,000

For notes see System Instruction 5b.

Maximum safe trailing tonnage behind Restricted Equipment between **Princeton** and **Huntingburg** is:

Eastward - 11100
Westward - 9500

Huntingburg and **Louisville** is:

Eastward - 3500
Westward - 4800

See system Instruction 5.K.1.

SIX—AXLE DIESEL UNITS

These restrictions do not apply to main track.

(a) Six-axle engines may not operate over the following track at a speed not to exceed ten (10) MPH:

Algers, Winslow & Western Railroad, except on Shy Siding and Scale Track

(b) Six-axle locomotive may operate over the following tracks at a speed not to exceed five (5) MPH:

Algers, Winslow & Western Railroad, Shy Siding
Huntingburg Wye
Birdseye Siding, M.P. 213.5W
Temple (All Tracks)
House Track-Marengo, M.P. 235.9W
House Track Depauw, M.P. 243.9W
Ramsey Spur, M.P. 247.5W
Connection Track-Corydon, M.P. 250.8W
House Track Duncan, M.P. 261.5W
New Albany-Not to go into yard beyond 5th Street

7. SWITCHES

SPRING SWITCHES

Spring switches are located as follows:

Mile Post	Location	Normal Position
176.6W	East Wye Switch Oakland City Jct.	Main Track
180.7W	West End, Ayrshire Siding	Main Track
181.5W	AW&W R.R. Connection	Main Track
182.7W	East End, Ayrshire Siding	Main Track
199.3W	West End, Huntingburg Siding	Main Track
201.6W	East End, Huntingburg Siding	Main Track
220.4W	West End, Taswell Siding	Main Track
222.1W	East End, Taswell Siding	Main Track
241.5W	West End, Depauw Siding	Main Track
243.9W	East End, Depauw Siding	Main Track
253.1W	West End, Crandall Siding	Main Track
255.1W	East End, Crandall Siding	Main Track
259.8W	West End, Duncan Siding	Main Track
261.9W	East End, Duncan Siding	Main Track

8. SPECIAL INSTRUCTIONS

OAKLAND CITY JUNCTION AND AYRSHIRE
(ALGERS, WINSLOW & WESTERN RAILWAY)

1. The following instructions apply to Norfolk Southern trains and engines when using Algers, Winslow & Western Railway Company tracks at Oakland City Junction and Ayrshire:

(a) All movements on AW&W are to be at restricted speed.

(b) All trains or engines entering the AW&W Railroad at Oakland City Junction or at Ayrshire must receive permission from the AW&W by radio or other means of communication before occupying tracks.

(c) Maximum Speed on AW&W Railway is 10 MPH.

(d) Maximum Speed when diverging through any Turnout on AW&W Railway is 10 MPH.

(e) Maximum Speed on Scale Track is 5 MPH.

2. A mailbox is located northeast of the connecting switch to AW&W main line and the Norfolk Southern eastward connection track at Oakland City Junction, Indiana. All waybills, switchlists, manifests, or Company mail for AW&W are to be placed in this box.

Trains or engines entering or leaving the AW&W Railway via the west leg of the Wye at Oakland City Junction, M.P. 176.6W, must approach Indiana State Highway 64 crossing prepared to stop; be sure that the crossing signals have been operating at least **twenty (20) seconds** before proceeding over the crossing. The insulated joints for the crossing are painted yellow.

Clearance post sign has been installed on north side of main track at west end of Ayrshire siding, M.P. 180.65W, to indicate clearance point westward trains should stop clear of to prevent setting signals against eastward movements between west end of Ayrshire, M.P. 180.6W, and Oakland City, M.P. 174.1W.

This will allow eastward opposing movements to enter the AW&W Railroad connections at either Oakland City Junction, M.P. 177.3W or M.P. 176.6W on favorable signals when westward train is standing on main track or siding at Ayrshire. In addition, if westward train is standing in siding at Ayrshire, eastward movements from Oakland City will be able to proceed on favorable signal to Ayrshire.

HUNTINGBURG

Eastward trains setting off and picking up at Huntingburg must not block Washington Street crossing, M.P. 199.1W.

The county crossing at Huntingburg, Indiana, M.P. 200.7W, must not be blocked for more than 10 minutes, except under the following conditions:

(a) By a moving train.

(b) By equipment while performing switching movement at or near the crossing.

(c) To perform required air brake tests.

(d) When air brakes are applied in emergency or when other mechanical failure prevents clearing the crossing.

When de-radioing at the county crossing, standing equipment must be left clear of the crossing. When the train has been recoupled, an employee must be in position to open the crossing if the rear of the train does not clear the crossing. The train must be cut and the crossing cleared before starting work on the head end of the train.

When it is necessary to block this crossing, the conductor must record on Form 733, the time the equipment stops on the crossing and the time the equipment finally moves off of the crossing, stating the reason for blocking the crossing.

Close Clearance Locations:

All yard tracks.

Shove movements must be made with an employee stationed ahead of movement to comply with Operating Rule 103.

DUNCAN HILL

Except a light locomotive consist, eastward trains will not exceed 15 MPH at M.P. 262.0W, maintaining this speed or less with throttle and dynamic brake if possible, to road crossing M.P. 263.3W. At any time between these two points if speed exceeds 18 MPH, train air brake will be applied. All trains must apply air brake if needed no later than road crossing M.P. 263.3W. Train speed will then be controlled by use of dynamic and air brake not to exceed 25 MPH until rear of train reaches M.P. 263.7W.

Westward trains doubling Duncan Hill must change ends on locomotive consist and operate from east unit when returning down Duncan Hill to pick up rear portion of train.

Westward freight trains must not back out of Duncan Siding, M.P. 262.0W.

When trains double Duncan Hill, east end of first cut MUST be left west of private crossing, M.P. 261.9W. Also, west end of second cut MUST be left east of main line signal location at east end Duncan Siding.

Engines engaged in pusher service, after having assisted a train over Duncan Hill must, in addition to Track Warrant authority, recieve oral permission from the East End Dispatcher at Somerset, prior to departing Duncan in an eastward direction.

When necessary for train to double Duncan Hill, or assisted by pushers on second cut, in order to move majority of train over crest of hill, first cut must be left west of crossover, M.P. 261.0W.

All eastward trains not using trainline air brake within previous hour must stop and apply the automatic brake prior to descending Duncan Hill.

RAILROAD CROSSING AT GRADE

Interlocked

MILE POST	LOCATION	LINE/RR
175.1W(Note)	Oakland City	IS R.R.

NOTE: OAKLAND CITY, IN, Indiana Southern R.R. Crossing, M.P. 175.1W

— EASTWARD TRAINS

Eastward signal, M.P. 174.2W. Rules 301(b), 307(b) and 310(b) govern. When this signal displays Stop, Rule 310(b), a member of the crew must go to the pushbutton box located on the west side of signal case at M.P. 174.2W and must be governed by the following instructions:

(a) Open pushbutton box and depress pushbutton marked No. 1;

(b) If green pushbutton light is illuminated, depress pushbutton marked No. 2 immediately;

(c) If red pushbutton light is illuminated, wait eight (8) minutes, then depress pushbutton marked No. 2;

(d) If signal does not clear, proceed governed by Rule 402 to interlocking signal at Oakland City, M.P. 175.1W;

(e) After stopping at Interlocking signal at Oakland City, train or engine may proceed after complying with Rules 462 and 402.

— WESTWARD TRAINS

The westward interlocking signal will display indications governed by Rules 301(c), 307(c), 309(b) and 310(c). When this signal displays Stop, Rule 310(c), and there are no conflicting movements, a member of the crew must go to the pushbutton box located in telephone box on west end of signal case at crossing and must be governed by the following posted instructions:

(f) If red pushbutton light is dark, Indiana Southern signals may be indicating proceed. No action must be taken until after waiting eight (8) minutes. If no Indiana Southern movement is then evident, proceed with instruction (h).

(g) If red pushbutton light is illuminated, Indiana Southern signals are in Stop position.

(h) Operate pushbutton and hold for five (5) seconds. White pushbutton light should illuminate and signal display proceed.

(i) If white pushbutton light does not illuminate, wait an additional eight (8) minutes. White pushbutton light should illuminate and signal should indicate proceed.

(j) If white pushbutton light does not illuminate or signal does not display a more favorable indication than Stop after complying with instruction (i), be governed by Rules 462 and 402.

Whenever it is necessary for an eastward train to work the interchange track at Oakland City, and must return to train, the same procedures must be followed as stated in instructions Numbers (f), (g), (h), (i), and (j).

JUNCTIONS

Interlocked

MILE POST	LOCATION	LINE/RR
177.3W(Note)	Oakland City Jct. (East Leg Wye)	AW&W R.R.

Note: OAKLAND CITY JUNCTION, AW&W R.R., M.P. 177.3W —

1. When movement is to be made with track warrant authority onto mainline via the east leg of Wye at Oakland City Junction, M.P. 177.3W, after train movement is stopped clear of low home signal just west of Highway 64, be governed by the following:

If light inside NS box is illuminated:

(a) Actuate pushbutton labeled "start".

(b) After approximately 6 minutes, signal indication should change from stop to diverging route clear, Rule 304(d) or diverging route approach, Rule 308(c). Before proceeding onto Highway 64, warn highway traffic by hand protection.

(c) If, after complying with (a) and (b) above, signal remains in stop indication, obtain authority from Dispatcher, proceed at restricted speed to the power-operated switch located near the clearance point of mainline, stop, and hand line for movement onto mainline. After complete movement is on mainline, restore power-operated switch for movement toward the AW&W connection track with both hand and power levers left pointing westward.

2. When movement is to be made from mainline onto the east leg of wye at Oakland City Jct., M.P. 177.3W, after circuit between eastward and westward signal locations is left clear, be governed by the following:

(a) Stop movement just east of westward mainline signal.

(b) Actuate pushbutton located on post near westward mainline signal.

(c) Line spring switch for movement onto east leg of wye. Mainline signal will indicate restricted proceed, Rule 309(b), for movement onto east leg of wye toward the AW&W. Note: In order to receive signal indication when returning to mainline, restore spring switch to normal position.

(d) If, after complying with steps (a), (b) and (c), mainline signal displays Stop, Rule 310(c), obtain authority from Dispatcher and hand line the power operated switch for movement. Movement may then be made onto the east leg of the wye.

(e) When a train or engine enters the Main Line from the east Wye at Oakland City Junction and it is necessary to proceed west, prior to passing signal located at M.P. 177.3W, crew members must operate the pushbutton located on the east end of signal case at M.P. 177.3W. After doing so, if signal displays Restricted Proceed, Rule 309(d), train or engine must wait five (5) minutes before proceeding west.

When it is necessary to use the Emergency Release Box, crew member must lock box after use and notify Dispatcher by the first available means of communication.

METHOD OF OPERATION

WAITING TIMES

For the purpose of Rule 404 at the following locations, waiting times shown must be observed.

Mile Post	Location	Time
176.6W	Oakland City, Jct. (East Leg Wye, West Leg Wye and Connection track)	6 minutes
189.7W	Velpen	8 minutes
198.0W } 201.9W }	Huntingburg (yard limits)	6 minutes
220.4W	Taswell, West End	8 minutes
222.3W	Taswell, East End	8 minutes
228.3W	English	8 minutes
231.3W	Temple	6 minutes
247.3W	Ramsey	12 minutes
250.8W	Corydon Jct.	12 minutes

METHOD OF OPERATION

PASSING TRAINS

When necessary for a train to pass another train standing on the main track, pushbutton devices will be activated on bungalow at locations with waiting period as listed:

Mile Post	Location	Waiting Period
180.7W	West End, Ayshire Siding	5 minutes
181.5W	AW&W R.R. Connection	8 minutes
182.7W	East End, Ayrshire Siding	8 minutes
199.3W	West End, Huntingburg Siding	8 minutes
201.6W	East End, Huntingburg Siding	7 minutes
220.4W	West End, Taswell Siding	12 minutes
222.3W	East End, Taswell Siding	8 minutes
241.6W	West End, Depauw Siding	8 minutes
243.9W	East End, Depauw Siding	11 minutes
253.1W	West End, Crandall Siding	10 minutes
255.1W	East End, Crandall Siding	6 minutes
259.8W	West End, Duncan Siding	6 minutes
261.9W	East End, Duncan Siding	8 minutes

EAST-WARD ↓	EVANSVILLE BRANCH		↑ WEST-WARD
MILE POST	STATIONS RADIO CHANNELS TX = 56 TX = (48)	RX = 56 RX = (09)	SIDINGS IN FEET
0.0EB	. . . Evansville . . .	j X YL	
3.2EB	. Stockwell Park .		
11.4EB	. . . Chandler		
15.8EB	. Boonville Wye .	j X Y	
16.6EB	. . . Boonville . . .		
18.2EB	. . . . . Nestor		
21.6EB	. . . De Gonia . . .	R	
32.1EB	. . Rockport Jct. . .	j	
33.2EB	. . Lincoln City . .	j	
36.6EB	. . . . . Dale		
39.2EB	. . . . Hill Top		
46.9EB	. . Huntingburg . .	B SC j YL Y	

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
Evansville M.P. 0.0EB	Evansville M.P. 2.0EB	Main		YL
Evansville M.P. 2.0EB	Huntingburg M.P. 46.0EB	Main		TWC
Huntingburg M.P. 46.0EB	Huntingburg M.P. 46.9EB	Main		YL*

*Permission must be obtained from West End Dispatcher before any train or movement may enter Huntingburg Yard Limits.

2. SPEED RESTRICTIONS

LOCATION AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
EVANSVILLE BRANCH	
MP 0.0EB and M.P. 4.9EB	10
Except:	
M.P. 0.9EB, Crossing U.S. Highway 41	5
M.P. 1.1EB, Crossing Willow Rd. (Engine only)	5
M.P. 3.2EB, Asylum Lead	10
M.P. 3.5EB, Crossing Green River Rd. (Engine only)	5
M.P. 4.9EB and M.P. 16.6EB	25
M.P. 16.6EB and M.P. 46.9EB	35
Except:	
M.P. 30.7EB - U.S. 231/S.R. 45, Crossing Note 1	
M.P. 36.8EB - S.R. 62, Crossing Note 1	
Note 1: A train with less than five cars must approach grade crossings prepared to stop, unless it is known that crossing signals are working properly. Protection must be afforded highway traffic.	

LOCATION AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
YANKEETOWN DOCK CORPORATION AND PEABODY COAL COMPANY	
M.P. 0.0BY and M.P. 1.1BY	10
M.P. 1.1BY and M.P. 5.2BY	20
M.P. 5.2BY and M.P. 5.9BY	10
M.P. 5.9BY and M.P. 10.0BY	20
M.P. 10.0BY and M.P. 10.3BY	5
M.P. 10.3BY and M.P. 11.5BY	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

EASTWARD	WESTWARD
M.P. 2.0EB to M.P. 3.0EB	M.P. 44.0EB to M.P. 43.0EB
M.P. 5.0EB to M.P. 6.0EB	M.P. 21.0EB to M.P. 20.0EB
M.P. 20.0EB to M.P. 21.0EB	M.P. 15.0EB to M.P. 14.0EB

Yankeetown Dock

M.P. 2.0BY to M.P. 3.0BY	M.P. 9.0BY to M.P. 8.0BY

4. DIESEL UNIT RATING IN TONS

	GROUP 1	GROUP 2	GROUP 3	GROUP 4	GROUP 5
Eastward					
Evansville-Boonville	2500	3350	*	*	*
Boonville-Huntingburg	2500	3350	*	*	*
Westward					
Huntingburg-Boonville	3700	4950	*	*	*
Boonville-Evansville	2650	3550	*	*	*

5. NONE

6. LOCOMOTIVE AND CAR RESTRICTIONS

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

	GROSS WEIGHT IN POUNDS			
	UNIT		LOADED CAR	
BETWEEN	4-AXLE	6-AXLE	4-AXLE	6-AXLE
Evansville, IN & Boonville, IN	245,000 (b)281,000	Not Authorized	220,000 (a)286,000	(b)315,000
Boonville, IN & Huntingburg, IN	245,000 (b)281,000	(b)(j)420,000	220,000 (a)286,000	(b)315,000

For notes see System Instruction 5b.

7. NONE

8. SPECIAL INSTRUCTIONS

EVANSVILLE

All tracks west of U.S. 41 Highway crossing, M.P. 0.9EB, are yard tracks. Rule 105 applies. All switches between M.P. 0.0EB and M.P. 0.9EB do not have a normal position. Crews handling any cars for the first time during a particular tour of duty must examine any switches under these cars for proper alignment before moving the cars.

Crews are cautioned to be aware of bad footing and close clearances throughout the Evansville Yard Limits.

EASTWARD TRAINS

Main Track

Eastward trains operating on main track must **STOP** at least two (2) feet east of yellow post located 50 feet west of Highway 41 on **south side** of main track until lights are flashing and gates are down on both Highway 41 and Franklin Street. The train may then proceed east.

Industrial Spur

Eastward trains operating on spur track must STOP at least two (2) feet east of yellow post located 25 feet west of Highway 41 on south side of spur track until lights are flashing and gates down on both Highway 41 and Franklin Street. The train may then proceed east.

WESTWARD TRAINS

Main Track

Westward trains operating on main track must **STOP** at least two (2) feet west of yellow post located 30 feet east of Franklin Street on **south side** of main track until lights are flashing and gates are down on both Franklin Street and Highway 41. Then train may proceed west.

Industrial Spur

Westward trains operating on industrial spur must **STOP** at least two (2) feet west of yellow post located 40 feet east of Franklin Street on North Side of spur track until lights are flasing and gates are down on both Franklin Street and Highway 41. The train may then proceed west.

All eastward and westward NS Railway movements over Yankeetown Railroad, non-interlocked railroad crossing at Boonville Wye, M.P. 15.8EB, must stop at the designated stop boards and not proceed across until verbal information is received via radio from Yankeetown operator that no conflicting movements are approaching from either direction. Any southward or northward movement at this location has first priority for movement and must not be stopped unless absolutely necessary in order to minimize traffic delay on Indiana State Route 62. Conflicting movements at this location will approach 10 MPH. They are NOT REQUIRED TO STOP PRIOR TO FOULING THE RAILROAD CROSSING UNLESS SUCH CROSSING IS FOULED BY NS RAILWAY MOVEMENT.

In the event of communication failure eastward and westward, NS Railway movements must stop, as required by Operating Rule 98. A crew member will then place a lighted fusee a minimum of 100 feet north and south of the railroad crossing between the Yankeetown rails, wait five minutes and then proceed across if there are no conflicting movements. This procedure is in addition to other instructions and does not modify or change any other instructions.

WARRICK

All tracks serving Alcoa's Warrick Works are yard tracks. Rule 105 applies. Unless otherwise provided, the maximum speed for all tracks at Warrick is 10 miles per hour.

NS crews serving Warrick are cautioned to look out for trackmobiles and track machinery on any track at any time. If notified that a trackmobile or track machinery is working at any location, NS movements are not to use the track involved until notified by Warrick Yard Office Personnel or by the Alcoa supervisor handling the trackmobile/track machinery movement that such equipment is in the clear or protected by flag.

NS crews must keep a constant lookout for substandard clearances on all tracks and in all buildings. When substandard clearance is encountered, apply Rule GR-13(a).

All tracks that are, at any time, used for the loading or unloading of rail shipments are protected by derails. These derails are handled by Alcoa personnel, only. Before entering or leaving any of these tracks, NS crews must arrange for the proper Alcoa employee to handle the derail in question. This may be accomplished, via radio, in conjunction with Warrick Yard office personnel. NS crews must observe the position of these derails before allowing their movement to pass over any such derail.

NS crews switching or handling cars within Alcoa must have the air hoses coupled between all cars and the angle cocks properly positioned. Cars are not to be cut off in motion.

A coupled, in-motion track scale is located adjacent to the North Alcoa Spring Switch at M.P. 0.6BY of the Yankeetown Dock Corporation main line. All inbound and outbound NS trains or engines must pass over this scale enroute to or from the Yankeetown Dock main line unless relieved of this requirement by Warrick Yard Office personnel. From either direction, the scale must be approached at a speed of less than three miles per hour and weighing must be handled at a speed of less than two miles per hour. After crossing the scale with the lead engine, the signals located adjacent to the scale will give the following indications: Green = Normal Speed-Proceed; Amber = Caution-Slow to Normal Speed; Red = Excess Speed-Slow to Normal Speed. When practicable, a crew member must be in position to observe these signal indications or arrange for communication of their indications, via radio, by another competent employee. Stopping or braking on the scale should occur only in the event of an emergency. Movement in one direction must clear the scale prior to making a reverse movement.

ROCKPORT JUNCTION

The following will govern movement of trains and engines.

Switch connecting Rockport Branch to Evansville Branch will no longer be designated as a junction and Rule 98 will not apply. Normal position for switch will be lined and locked for movement on Evansville Branch and shall be left in this position after use.

Movements entering and leaving Rockport Branch must line switch for their movement and restore it to normal position after use. Movements leaving Rockport Branch must stop clear of Evansville Branch until departure switch is lined for their movement.

YANKEETOWN DOCK CORPORATION

Use of Yankeetown Dock Corp. tracks from Boonville Wye, M.P. 10.1BY to Yankeetown Dock, M.P. 0.0BY, and from Boonville Wye, M.P. 10.1BY to Eby, M.P. 17.2BY is controlled by Yankeetown Dock Dispatcher.

Before entering or fouling Yankeetown Dock Corp. tracks at any point authority must be received by radio, telephone, or other means of communication from Yankeetown Dock Dispatcher. Bell phone No (812) 853-3387. All movements will be reported clear to the Yankeetown Dock dispatcher by similar means of communication when use of their main line has ended and movement is in clear.

NS crews will be governed by the "Rules and Instructions of Yankeetown Dock Corporation and Peabody Coal Company."

The Yankeetown Dispatchers will be on duty from 8:01 A.M. to 11:59 P.M., E.S.T. (RAILROAD TIME), Monday through Friday. During all other hours of operation and all holiday periods, track warrant control will be authorized for the movement of trains and engines on the main track of the Yankeetown Dock between Warrick, Indiana, M.P. 0.0BY, and Eby Depot, Indiana, MP 17.2BY.

At 11:59 P.M., E.S.T., Monday through Friday, the Yankeetown Dock dispatcher will notify Norfolk Southern's Dispatcher at Somerset Kentucky (606-678-6147) that all Yankeetown Dock movements have cleared. The designated limit between Warrick and Eby Depot and Norfolk Southern has track warrant control authority for the trackage. With commencement of the first shift, the Yankeetown dispatcher on duty at 8:01 A.M., E.S.T., Monday through Friday will not authorize any movement to occupy the main track between Warrick and Eby Depot before communicating with the NS Dispatcher at Somerset to ascertain whether or not all previously authorized NS movements have reported clear of the specified limits.

In the event that an NS movement has not reported clear by 8:01 A.M., the NS conductor must personally report clear to both the NS dispatcher and the Yankeetown Dock Dispatcher. Until this report has been received, or it has otherwise been positively determined that all NS movements are clear, the Yankeetown Dock dispatcher must not authorize any Yankeetown dock movement to enter the main track.

Train and engine movements on main track between Warrick and Eby Depot will be governed by track warrant control rules in addition to other applicable rules and special instructions.

It is understood that a supervisor for Yankeetown Dock Corporation will be on call nights, weekends, and holidays should assistance be needed by Norfolk Southern. The supervisor's telephone number will be furnished by Yankeetown Dock Corporation to the Norfolk Southern Dispatcher's office at Somerset, Kentucky.

JOINT TRACKAGE

Trains and engines of the Kentucky Division will use track of other divisions, and foreign lines, in accordance with their timetables, rules and regulations as shown below:

EVANSVILLE BRANCH

Yankeetown Dock (M.P. 0.0BY) - Eby (M.P. 17.0BY) ..... Yankeetown Dock Corp.
Evansville (CSXT RR lead to Wansford Yard) ..... CSXT RR

Trains and engines of other divisions and foreign lines will use Kentucky Division tracks as shown below:

EVANSVILLE BRANCH

Between Rockport Jct. (M.P. 32.2EB) and Huntingburg (M.P. 46.9EB) ..... IHRC

EAST-WARD ↓ LOUISVILLE DISTRICT ↑ WEST-WARD

MILE POST	STATIONS	RADIO CHANNELS TX = 56 TX = (48) RX = 56 RX = (09)	SIDINGS IN FEET
268.3W	Tatem		
268.9W	K&I Jct.	J	
270.2W	DI Tower		
270.4W	Louisville	B SC j R YL Y	
271.6W	Madison St.	YL	
272.3W	Garland Ave.	YL	
272.8W	Virginia Ave.	YL	
274.8W	Fourteenth St.	A (PAL) J YL	
274.9W	L.S. Junction	C (CSXT) J YL	
276.2W	Fourth Street	A (CSXT) J	
276.7W	Floyd Street	C (CSXT)	
278.2W	Prestonia		
279.6W	Dumesnil	YL	6934
280.9W	Whitner	B SC R YL	
282.5W	Appliance Park	YL	
283.0W	Buechel	YL	
287.2W	Jeffersontown		
287.7W	Bluegrass		
289.7W	Tucker		10472
293.8W	Fisherville		
300.7W	Veechdale	R	
303.9W	Joyes		9998
308.4W	Shelbyville	G (CSXT)	
318.1W	Waddy		11632
323.0W	Avenstoke		
330.5W	Coal Chute	R	10266
331.0W	Lawrenceburg	B j SC	
335.4W	McBrayer		
337.8W	Nevin		
342.3W	West Talmage		10426
344.3W	East Talmage		
351.6W	Harrodsburg	R	
357.8W	S.J. Tower	Y	
116.4	D.V. Tower		
116.6	Danville	B SC R Y	

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
Tatem M.P. 268.3W	K&I Jct. M.P. 268.9W	Both	ABS	TC
K&I Jct. M.P. 268.9W	L.S. Jct. M.P. 274.9W	Both		YL
L.S. Jct. M.P. 274.9W	Fourth Street M.P. 276.2W	Both	ABS	TC
Fourth Street M.P. 276.2W	Dumesnil M.P. 279.8W	Main	ABS	TC
Dumesnil M.P. 279.8W	Buechel M.P. 283.1W	Main	ABS	YL*
Buechel M.P. 283.1W	West Talmage M.P. 342.3W	Main	ABS	TW
West Talmage M.P. 342.3W	S.J. Tower M.P. 357.8W	Main	ABS	TC**
S.J. Tower M.P. 357.8W	DV Tower M.P. 116.4	Both	ABS	TC
DV Tower M.P. 116.4	Danville M.P. 116.6	Both	ABS	TC

*All trains and engines must receive permission from East End Western District dispatcher before entering or fouling main track in yard limits, Buechel, KY., between M.P. 279.5W and M.P. 283.2W, and will report clearing time to dispatcher when work is completed and main track is clear.

For eastward movements, the eastward signal, Dumensil, KY., M.P. 279.6W, displaying indication other than "STOP" will serve as permission to enter yard limits, Buechel, Ky., in eastward direction. Verbal permission from East End train dispatcher is not necessary in these instances.

**Before entering or fouling the main track authority must be obtained from the North End dispatcher at Somerset.

2. SPEED RESTRICTIONS

LOCATION AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
LOUISVILLE TERMINAL	
M.P. 268.3W and M.P. 275.2W	15
Except:	
M.P. 268.7W and M.P. 269.0W, Curve	10
M.P. 275.2W and M.P. 277.4W	20
M.P. 276.1W, Thru turnout Fourth Street	20
M.P. 277.4W and M.P. 279.8W	45
Except:	
M.P. 278.0W and M.P. 279.6W, Curves	35
Auxiliary Track:	
M.P. 271.7W and M.P. 272.3W, Between Madison Street and Garland Avenue	15

2. SPEED RESTRICTIONS (Cont'd)

LOCATION AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
LOUISVILLE DISTRICT	
M.P. 279.8W and M.P. 357.8W, Between Dumesnil, KY and S.J. Tower	45
Except:	
M.P. 279.6W to M.P. 279.8W, Curves	35
M.P. 284.9W to M.P. 287.7W, Curves	40
M.P. 287.7W to M.P. 292.7W, Curves	35
M.P. 292.7W to M.P. 299.8W, Curves	40
M.P. 299.8W to M.P. 303.1W, Curves	35
M.P. 303.1W to M.P. 307.5W, Curves	40
M.P. 307.2W, CSXT Crossing	35
M.P. 307.5W to M.P. 308.1W, Curves	35
M.P. 308.1W to M.P. 308.6W, Curves	30
M.P. 308.6W to M.P. 324.2W, Curves	35
M.P. 311.6W (West End of Guist Creek Trestle and M.P. 312.0W, Radio Controlled Grain Trains 6 units or less)	25
M.P. 318.0W, Thru turnout Waddy Siding	20
M.P. 318.0W to M.P. 320.4W, Thru Waddy Siding	20
M.P. 320.4W, Thru turnout Waddy Siding	20
M.P. 324.2W to M.P. 328.3W, Curves	40
M.P. 327.3W to M.P. 350.6W, Radio Controlled Trains	30
M.P. 328.3W to M.P. 328.6W, Curves	35
M.P. 328.6W to M.P. 338.9W, Curves	40
M.P. 338.9W to M.P. 341.4W, Curves	35
M.P. 341.4W to M.P. 350.4W, Curves	40
M.P. 350.4W to M.P. 350.8W, Curves	35
M.P. 350.8W to M.P. 351.1W, Curves	25
M.P. 351.1W to M.P. 351.4W, Curves	20
M.P. 351.4W to M.P. 351.5W, Curves	15
M.P. 351.5W to M.P. 351.8W, Curves	20
M.P. 351.8W to M.P. 352.6W, Curves	25
M.P. 352.6W to M.P. 353.1W, Curves	40
M.P. 353.1W to M.P. 357.6W, Curves	45
Auxiliary Track:	
Extension track between Woods Track switch and Old Sheperdsville Road	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

EASTWARD	WESTWARD
M.P. 278.0W-M.P. 279.0W	M.P. 357.0W-M.P. 356.0W
M.P. 279.0W-M.P. 280.0W	
M.P. 281.0W-M.P. 282.0W	
M.P. 283.0W-M.P. 284.0W	
M.P. 291.0W-M.P. 292.0W	
M.P. 293.0W-M.P. 294.0W	
M.P. 315.0W-M.P. 316.0W	
M.P. 329.0W-M.P. 330.0W	
M.P. 333.0W-M.P. 334.0W	

4. DIESEL UNIT RATING IN TONS

	GROUP 1	GROUP 2	GROUP 3	GROUP 4	GROUP 5
EASTWARD					
Louisville-Lawrenceburg	1650	2200	2650	3240	3600
Lawrenceburg-Danville	2750	3650	4400	5445	6050
WESTWARD					
Danville-Lawrenceburg	2600	3450	4150	5130	5700
Lawrenceburg-Louisville	1750	2350	2800	3465	3850

5. DETECTORS

Location of Detectors

Location	Mile Post	Direction Activated	Type Detector
LOUISVILLE DISTRICT			
Jeffersontown, KY	286.1W	Both	SAD#
Fisherville, KY	293.4W	Both	SAD*#
Veechdale, KY	301.2W	Both	*SAD #*
Hooper Station, KY	312.4W	Both	*SAD*
Avenstoke, KY	323.0W	Both	*SAD #*
Nevin, KY	337.5W	Both	*SAD*
Harrodsburg, KY	348.4W	Both	*SAD #*

6. LOCOMOTIVE AND CAR RESTRICTIONS

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

	GROSS WEIGHT IN POUNDS			
	UNIT		LOADED CAR	
BETWEEN	4-AXLE	6-AXLE	4-AXLE	6-AXLE
Louisville, KY & Danville, KY	245,000 (b)291,000	(b)420,000	220,000 (a)286,000	(b)315,000

For notes see System Instruction 5b.

Maximum safe trailing tonnage behind Restricted equipment between **Louisville** and **Danville** is

Eastward—6400 (5600 behind empty TTOX flat cars)
Westward—7800

See System Instructions 5.K.1.

SIX—AXLE DIESEL UNITS

These restrictions do not apply to main track.

Six-axle engines may not operate over the following track:

LOUISVILLE TERMINAL

M.P. 270.0W Conrail Connection (Panama)
M.P. 272.9W Fairground Lead

Six-axle locomotives may operate over the following tracks at a speed not to exceed five (5) MPH:

LOUISVILLE DISTRICT

M.P. 282.5W Appliance Park - Yard tracks, Wye, GE Main, Runaround Track except South end of GE Runarounds

7. SWITCHES

Spring switches are located as follows:

Mile Post	Location	Normal Position
288.0W	West End, Tucker Siding	Main Track
290.0W	East End, Tucker Siding	Main Track
303.9W	West End, Joyes Siding	Main Track
305.9W	East End, Joyes Siding	Main Track
318.0W	West End, Waddy Siding	Main Track
320.4W	East End, Waddy Siding	Main Track
328.4W	West End, Coal Chute Siding	Main Track
330.6W	East End, Coal Chute Siding	Main Track

8. SPECIAL INSTRUCTIONS:

LOUISVILLE TERMINAL

Between M.P. 268.9W (K&I Jct) and M.P. 274.9W (LS Jct.) Interlocking Signals govern movement over power operated switches only; signals do not convey any information concerning condition of block ahead. Interlocking home signals govern movement only within the limits of each interlocking. The normal indication of the interlocking signals is stop, and the most favorable indication these signals can display is proceed at restricted speed not exceeding 15 MPH, except where otherwise restricted.

Interlocking signals and power operated switches within Louisville Terminal are controlled by the East End Dispatcher at Somerset, Kentucky. Permission to pass a stop signal may be given orally by the East End Dispatcher at Somerset after the movement has stopped and a crew member has examined the route.

Double main tracks extend through Louisville Terminals. Trains and engines must keep to the right unless otherwise instructed and must not change directions or make a reverse movement on main track without authority from East End Dispatcher.

In addition to marked CLOSE CLEARANCE locations, the following locations will not clear a person on side of a car or engine on LOUISVILLE TERMINAL.

(1) All F Yard turnouts on west end of F Yard.

(2) All curves in the following tracks:

GY02	HY02
GY03	HY03
GY04	HY04
GY06	HY07
RP02	HY08
IY01	IY02
IY03	IY04

(3) Inbound engine track.

(4) Outside and inside tracks - PAL Yard.

(5) Eastward main and the switching lead, M.P. 271.2W

(6) West End of EY-1 through E4-16.

Shove movements at all above listed locations must be made with an employee stationed ahead of movement.

Inbound crews will secure trains, protect shoves, and handle waybills in accordance with instructions received by tower personnel.

Prior to passing Buechel, M.P. 283.0W, all westward trains with excessive dimensional loads (high/wides) approaching Louisville Terminal must advise Louisville Tower of high/wide shipment(s) in their train.

Prior to passing Budd Road, M.P. 266.8W, all eastward trains with excessive dimensional loads (high/wides) approaching Louisville Terminal must advise Louisville Tower of High/wide shipments(s) in their train.

All NS, CSXT, LIRC, and PAL Yard and transfer movements must notify Louisville Tower of excessive loads (high/wides) prior to entering NS tracks.

In order to make an accurate check of locomotives and/or cars passing the yard cameras, Louisville Terminal, all road and yard assignments must notify Louisville Tower via radio of the following:

Main Track on which movement is being made:
Number of cars being handled.
Movement must not exceed 8 MPH by yard cameras.

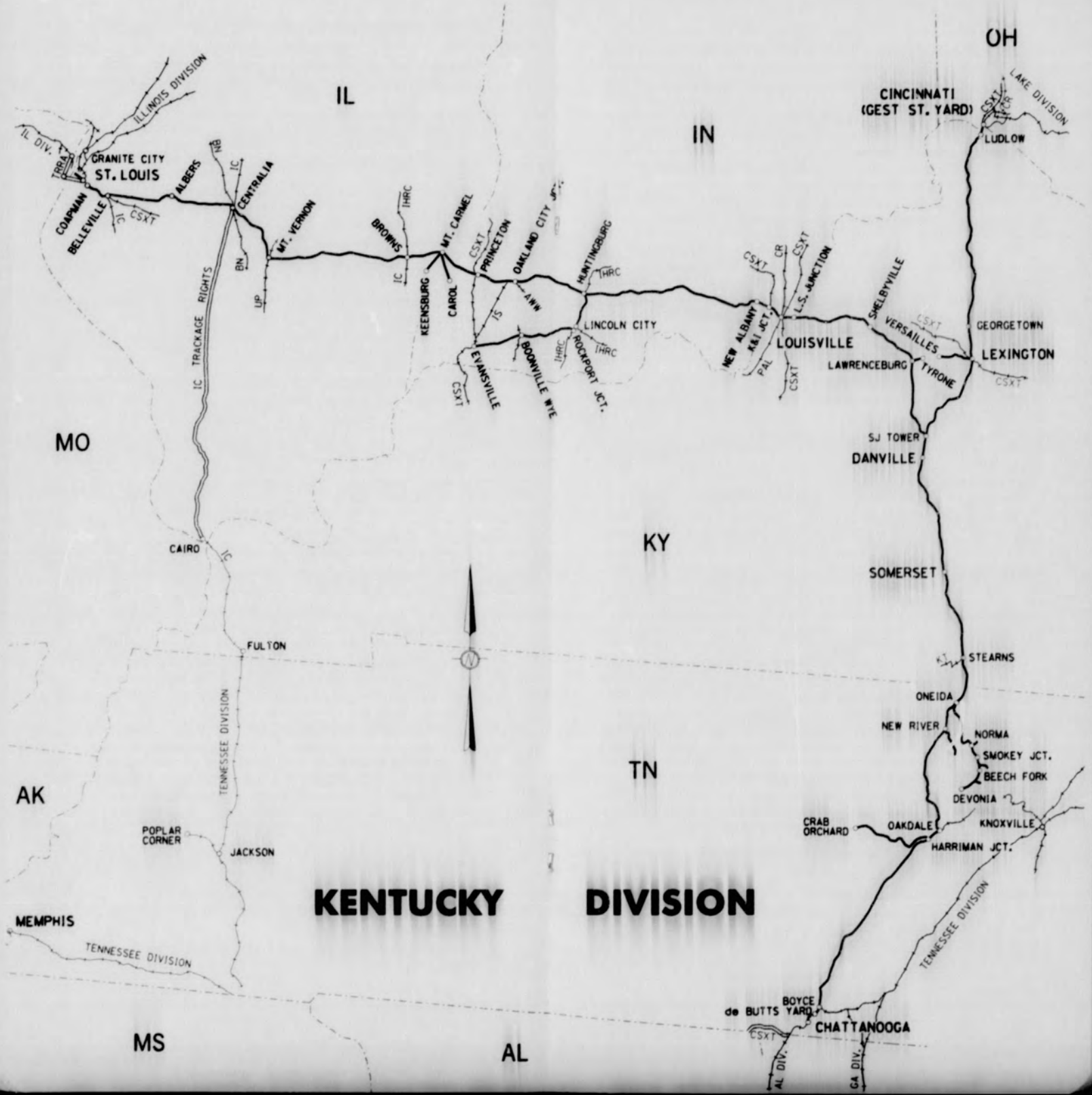
EASTWARD

When the leading end of the movement reaches K&I Jct., M.P. 268.9W

WESTWARD

When the leading end of the movement passes over Garland Avenue, M.P. 272.3W.

Movement must not exceed 8 MPH pass the yard cameras.


KENTUCKY DIVISION
IL
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IL DIV.
TRRA
GRANITE CITY
ST. LOUIS
COAPMAN
BELLEVILLE
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CSXT
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BN
UP
MT. VERNON
IC TRACKAGE RIGHTS
BROWNS
IHRC
IC
KEENSBURG
MT. CARMEL
CAROL
CSXT
PRINCETON
OAKLAND CITY JCT.
AWN
JS
EVANSVILLE
CSXT
BOONVILLE WYE
IHRC
HUNTINGBURG
IHRC
LINCOLN CITY
ROCKPORT JCT.
IHRC
CSXT
CR
CSXT
L.S. JUNCTION
NEW ALBANY
K&I JCT.
PAL
CSXT
LOUISVILLE
SHELBYVILLE
VERSAILLES
CSXT
LAWRENCEBURG
TYRONE
CSXT
GEORGETOWN
LEXINGTON
CSXT
CINCINNATI
(GEST ST. YARD)
CSXT
LAKE DIVISION
LUDLOW
SJ TOWER
DANVILLE
SOMERSET
STEARNS
ONEIDA
NEW RIVER
NORMA
SMOKEY JCT.
BEECH FORK
DEVONIA
KNOXVILLE
CRAB ORCHARD
OAKDALE
HARRIMAN JCT.
TENNESSEE DIVISION
BOYCE
de BUTTS YARD
CSXT
CHATTANOOGA
AL DIV.
GA DIV.
CAIRO
IC
FULTON
TENNESSEE DIVISION
POPLAR CORNER
JACKSON
MEMPHIS
TENNESSEE DIVISION
N

All trains and engines will sound warning whistle in accordance to operating Rule 14 (L) approaching the following trestle.

OHIO RIVER, M.P. 270.0W

Clearance points are painted on the rail for yard tracks. Rail equipment must be behind these clearance points (In Clear) before movement is made into an adjacent track. If these clearance points are fouled, movement to an adjacent track cannot be made until clearance is corrected.

Actuate engine bell when proceeding within yard tracks in order to warn employees working near live rail, particularly passing Market St. area, both directions.

The East End of the Engine Service tracks located off the West End of the Plywood Lead will have electric blue signal protection and switch lockout in operation.

The West End of the Engine Service tracks located off the West End of the Plywood Lead will have electric blue signal protection and switch lockout in operation.

The West End of the Engine Ready tracks, in front of Louisville Tower, Louisville, Kentucky, M.P. 270.4W, will have electric blue signal(s) protection and switch lockout in operation.

The signal indication and switch lockout will be controlled from the Roundhouses by mechanical forces.

There are two signals, one governing the Outside and Middle House tracks to the I-Yard Runaround track, West End, and one governing the Inside track to the West End of the No. 5 Lead.

Normal position for the West End of the House track switch is lined for the I-Yard Runaround track, return to normal position after use. Normal position for the Inside Engine Ready track is lined for the DY17 lead, return to normal position after use.

Procedure for movement to or from these tracks:

If governing signal displayed is yellow, open box at switch, move the locked/unlocked lever to the unlocked position, then line switch as needed. After use, return switch to normal position and lever to locked position.

If governing signal displayed is blue, contact the Roundhouse supervisor via radio for yellow signal and permission to use track. If unable to contact Roundhouse supervisor, notify Louisville Tower. Once yellow signal is received, move locked/unlocked lever to the unlocked position, then line as needed. After use, return switch to normal position and lever to the locked position.

Train and yard movements departing the east end of Louisville Terminal may move on signal indication provided there are no intervening tracks between their movement and the signal. It will no longer be necessary to contact the East End Dispatcher for permission to move on the signal.

Train and yard movements departing the west end of Louisville Terminal from the Westward main line, Eastward main line, B1, B2 and 4 Lead may move on signal indication provided there are no intervening tracks between their movements and signal. It will no longer be necessary to contact the East End Dispatcher for permission to move on the signal.

It will still be necessary to obtain the dispatcher's or Yardmaster's permission to depart Track B3 and 5 Lead at the west end of Louisville Terminal.

RAILROAD CROSSING AT GRADE

Interlocked

MILE POST	LOCATION	LINE/RR
M.P. 274.8W	Fourteenth Street (Note 1)	PAL R.R.
M.P. 276.2W	Fourth Street (Note 2)	CXST R.R.
M.P. 276.7W	Floyd Street	CXST R.R.

NOTE 1: FOURTEENTH STREET, LOUISVILLE, KY, PAL Railroad Crossing, M.P. 274.8W

(a) Must have authorization from East End Dispatcher, Somerset, Kentucky, to operate push button release.

(b) Indicator light in box will be illuminated if PAL signals indicate stop. The button marked "clear" may be pushed immediately if indication light is illuminated. When depressed PUSH BUTTON shall be held for 5 seconds.

(c) If indicator is not illuminated, check all PAL tracks for approaching trains or engines.

(d) Pushbutton may now be operated only if no PAL trains or engines are approaching crossing.

(e) After three (3) minutes have elapsed if NS signal does not clear, movement may be made in accordance with Rule 462.

NOTE 2: FOURTH STREET, LOUISVILLE, KY, CSXT Railroad Crossing, M.P. 276.2W

When operating on NS tracks, all interlocking home signals are approach cleared with supervisory control by NS East End Dispatcher, Somerset, Kentucky, to hold trains at that point when necessary. Train or engine crews should contact East End Dispatcher by radio when they receive a "STOP" indication in either direction, to secure permission to operate push button release.

The following are detailed instructions for operation of emergency release. "PUSH BUTTON" is located above push button box on signal bungalow.

(a) Must have authorization from NS East End Dispatcher, Somerset, Kentucky, to operate push button release.

(b) Open push button box marked "NS" on east side of signal bungalow.

(c) Green indicator light in box will be illuminated if CSXT signals indicate stop. The button marked "CLEAR" may be pushed immediately if green indication is illuminated.

(d) If indicator is not illuminated, check all CSXT tracks for aproaching trains or engines.

(e) Pushbutton may now be operated **only** if no CSXT engines or trains are approaching crossing.

(f) After four (4) minutes have elapsed if NS signal does not clear, movement may be made in accordance with Rule 462.

METHOD OF OPERATION

INTERLOCKED SWITCHES

Interlocked switches are controlled as follows:

LOUISVILLE TERMINAL

Mile Post	Location	By Dispatcher
268.3W	Tatem	East End
268.9W	K&I Jct.	East End
270.2W	DI Tower	East End
271.6W	Madison St.	East End
272.3W	Garland Ave.	East End
272.8W	Virginia Ave.	East End
274.9W	LS Jct.	East End
276.2W	4th Street	East End
278.2W	Prestonia	East End
279.6W	Dumesnil	East End

JOINT TRACKAGE

Trains and engines of other divisions and foreign lines will use Kentucky Division tracks as shown below:

LOUISVILLE TERMINAL

Vincennes St. (M.P. 268.9W) to L.S. Jct.
(M.P. 274.9W) .....CP R.R., CSXT R.R.

LOUISVILLE DISTRICT

WHITNER

When shoving or pulling cars across Produce Road (Whitner, Kentucky, M.P. 281.3W) between sunset and sunrise, a member of the crew must be stationed on both sides of movement at crossing, displaying lighted fusees until entire movement has cleared the crossing.

In the event two employees cannot protect both sides of crossing, burning fusees will be placed on one side of crossing and crew member will protect the other side, making certain movement completely clears the crossing.

These instructions do not apply to grade crossing with automatic warning devices.

BUECHEL

When Buechel locals are assisting through trains in picking up and setting out at Whitner/Buechel, Kentucky, in addition to compliance with Operating Rule 103(e) and other operating rules, switching moves on opposite ends of trains must not be made simultaneously. One move must be stopped and crew members in clear of train before switching moves are made on opposite end of train.

For safety reasons, switching moves must not be made on opposite end of trains simultaneously.

Good communication between crews is necessary to prevent injuries/accidents.

Before a train or engine passes over facing point switch in Appliance Park Yard, Buechel, or Whitner Yard, it must be known that switches are properly lined for the movement to be made and that switches having latches are securely latched.

BLUEGRASS

Long (73' or more) cars, or cars equipped with super cushion underframes, are not permitted in Universal Woods, Bluegrass Industrial Park, MP 287.7W.

TUCKER

Westward trains or engines must initiate radio contact with the East End Dispatcher, Somerset, Kentucky, starting at the west switch at Tucker, M.P. 288.0W, to obtain permission to pass the East Yard Limit sign at Buechel, M.P. 283.2W.

JOYES

The normal position for Aaper Chemical Company switch is linec for LEDCO Lead.

LAWRENCEBURG

The switch connecting the west leg of wye and east leg of wye, located at M.P. 0.2LL, Lawrenceburg, Kentucky, will be lined and locked for movement on the west leg of wye.

After using this switch, the switch will be lined and locked for west leg of wye.

TRESTLES

All trains and engines will sound warning whistle in accordance to operating Rule 14 (L) approaching the following trestles:

Floyds Fork Creek, M.P. 294.0W
Pope Lick, M.P. 292.5W

Whistle Posts have been erected at these locations.

METHOD OF OPERATION

WAITING TIMES

For the purpose of Rule 404 at the following locations, waiting times shown must be observed.

Mile Post	Location	Time
287.6W	West End Bluegrass Runaround	8 minutes
293.9W	Fisherville	10 minutes
300.6W	Veechdale	10 minutes

PASSING TRAINS

When necessary for a train to pass another train standing on the main track, pushbutton devices will be activated on bungalow at locations with waiting period as listed:

Mile Post	Location	Waiting Period
288.0W	West End, Tucker Siding	8 minutes
290.0W	East End, Tucker Siding	5 minutes
303.9W	West End, Joyes Siding	6 minutes
305.9W	East End, Joyes Siding	8 minutes
318.0W	West End, Waddy Siding	6 minutes
320.4W	East End, Waddy Siding	7 minutes
328.4W	West End, Coal Chute Siding	8 minutes
330.6W	East End, Coal Chute Siding	5 minutes

JOINT PERMISSION

When a stop signal will not clear, it will be necessary to have joint Dispatcher's authority before passing the signal at the following location:

Location	Direction	Dispatcher	Dispatcher
M.P. 342.3W West Talmage	Westward	North End-Somerset	East End-Somerset

TRAIN HANDLING INSTRUCTIONS

In addition to Rule L-241, NS-1 "Rule for Equipment Operation and Handling", the following instructions will apply for trains operating between Louisville and Danville:

When cresting hills, the dynamic brake will be applied to the fullest at a speed of 25 MPH or less. After rear of train has crested the grade, the dynamic brake may be adjusted to increase speed of train so designated by timetable speed restrictions at that location.

Heavy grades, as referred to in Rule L-241, between Louisville and Danville, are as follows:

Eastward	Westward
M.P. 290.0W to M.P. 293.0W	M.P. 318.0W to M.P. 316.0W
M.P. 320.1W to M.P. 322.3W	M.P. 298.0W to M.P. 294.0W
	M.P. 290.0W to M.P. 288.0W
	M.P. 286.4W to M.P. 283.0W

EAST-WARD ↓		L L BRANCH		↑ WEST-WARD
MILE POST		STATIONS RADIO CHANNELS TX = 56 TX = (48)	RX = 56 RX = (09)	SIDINGS IN FEET
0.0LL		. . Lawrenceville . .	B SC j Y	
3.2LL		. . . . Tyrone		

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
Lawrenceburg M.P. 0.0LL	Tyronne M.P. 3.2LL	Main		TW

2. SPEED RESTRICTIONS

LOCATION AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
M.P. 0.0LL and M.P. 3.2LL, Between Lawrenceburg, KY and Tyrone, KY	10

3.—5. NONE

6. LOCOMOTIVE AND CAR RESTRICTIONS

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

BETWEEN	GROSS WEIGHT IN POUNDS UNIT 4-AXLE	UNIT 6-AXLE	LOADED CAR 4-AXLE	LOADED CAR 6-AXLE
Lawrenceburg, KY & Tyrone, KY	200,000 (b)(g)281,000	Not Authorized	140,000 (d)177,000 (a)(g)263,000	Not Authorized

For notes see System Instruction 5b.

7.—8. NONE

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 ..... 10 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 southward train is Main 2, and the track to the left is Main 1. In Louisville Terminal between Tatem, M.P. 268.3W and Fourth Street, M.P. 276.2W, the Eastward track is located on the right hand side when headed toward Fourth Street and the Westward track is located on the left hand side when headed toward Fourth Street.
4. Locations where **running switches** are authorized.

   Running switches in accordance with Rule 103(c) are permitted at:

FIRST DISTRICT CNO&TP	Natico lead at Northern Kentucky Industrial Park. Phillips Driscopipe - M.P. 36.9	
DANVILLE YARD	North end of east and west yards and at the south end of Tracks No. 3, 4, 5, 6, 7 and 8 in the east yard.	
SECOND DISTRICT CNO&TP	Science Hill	- West Side
	Somerset	- General Electric
	Somerset	- Cumberland Chair
	Somerset	- Southern States
	Burnside	- Kingsford Charcoal Plant
	Greenwood	- With car in runaround track
TENN. RAILWAY	Newtown	- Yard track
LOUISVILLE DIST.	Bluegrass	- Siding
	Fisherville	- Spur Track
	Lawrenceburg	- Long Track

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
TRRA-Dispatcher	26		26
GWE-Dispatcher	61		61
CR-Dispatcher	64		64
UP-Dispatcher	20		20
BN-Dispatcher	66	(tone 471)	66
IC-Dispatcher	72		72

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. In Automatic Block Signal or Traffic Control territory whenever cars are pulled or switched from storage tracks and the wheels on these cars show an accumulation of rust, they are not to be cut off and left standing on a signaled track without another car, or cars, attached to them that do not have rusty wheels.
7. Cabooses left unoccupied/unattended on line of road for any reason (i.e., switching, inspecting train, etc.) must be locked to protect personal and company property.
8. Crews relieved on line of road must leave waybills in possession of relief crew or on the lead locomotive 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 line of road. Cars should not be delivered into final terminal without waybills.
9. Work train conductors going off duty at outlying points must contact the Dispatcher and report their off duty time.