10. 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.

11. (a) Engineers receiving trains on the Kentucky 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 quantative value displayed on the HOT device with the quantative 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.

12. When using radio communication to make non-continuous switching moves, shove moves, set-outs, pickups, 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, who will acknowledge the information, will advise the employee directing the movement to double check the alignment of the switches and/or derails. Until notified again that the switches and derails are properly lined, the engineer must not make a movement. 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.

13. Engineers arriving final terminal at Gest Street, Danville and 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 Dispatcher, 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.

14. 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.

15. 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.

16. When making a shoving move by trailers parked in a intermodal facility or other facilities, the containers 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.

17. 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.

18. 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.

19. Partial loads are not to be pulled from industries and placed in trains, except on instructions from proper authority.

20. 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, advising why the crossing cannot be cut, and approximately how long it will be blocked.

21. Provisions of the Federal Hours of Service Act will be complied with completely:

Two (2) hours prior to the Hours of Service Law affecting a crew member of a train operating on line of road on the Kentucky 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 the 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.

22. 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.

23. 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 coupling to rear of train or assisting 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 Kentucky Division timetable.

24. (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 a mechanical 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.

25. 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.

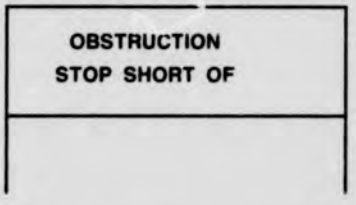
26. When a Mechanical Department employee requests Blue Signal protection that will involve a control operator lining a remotely-controlled switch away from the track(s) where work will be done, the employee requesting the protection will state the identification of the track(s) involved as follows:

*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.

27. Throughout the Kentucky 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.

28. 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.

29. Before leaving initial station, Conductor must determine whether or not Train Consist includes restricted cars and advise other crew members.

30. Engineers will announce by radio as to which track their train will travel on double track segments.

31. 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.

32. 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.

33. 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.

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.

Attention is called to Safety Rule 1013, which remains in full force.

34. 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.

35. 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.

36. In TWC territory a crew member on the controlling locomotive will communicate by radio at least two miles in advance of reaching the end of their track warrant authority that the train's authority ends at milepost or station named in the Track Warrant.

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.

37. A low battery reading on a **deadhead** end-of-train device (EOT) will interfere with the signal from active EOT on rear of train. Therefore, battery cable should be disconnected on deadhead end-of-train devices when transporting on locomotives with head-end train device (HOT) and end-of-train device (EOT) in service.

38. All empty hopper trains must be operated with the minimum number of units on line needed to move tonnage. All other units in consist must be shut down when weather permits, unless engines are tagged not to shut down, in which case engines will be taken off line.

39. When complying with instructions in regard to placement in a 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 car wheels are to be considered as a loaded flat car and therefore are not to be placed next to a loaded placarded tank car.

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

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

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

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

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

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

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

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

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

(a) The work being performed must be limited to one or more of the following functions: couple or uncouple air hoses and other electrical or mechanical connections; prepare rail cars for coupling; set wheel blocks or wheel chains; conduct air brake tests to include cutting air brake components in or out; inspect, test, install, remove or replace a rear end marking device or end-of-train device.

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

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

(d) Before picking up or setting off locomotives, a 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-236(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.

42. **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.

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

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

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

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

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

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

46. Whenever there is a case of drawbars by-passing, the cars involved must be inspected by the Mechanical Department prior to cars being forwarded in a train. When switching and/or coupling cars, care should be exercised to prevent bypassed couplers.

47. When a hot box is indicated for the same journal by two consecutive detectors (DED's, TSA's, or a combination thereof), or by any two of three successive detectors, the car is to be set out. Additionally, any time a car has a high reading over three (3) TSA's over the division, the car is to be set out.

A malfunctioning detector will not be considered as one of the consecutive or successive detectors, except for any cars known to have been correctly scanned by that detector. A car will not be set out if it can be determined, positively, that sticking brakes caused the high readings and it is known that the car can be move safely.

The foregoing instructions do not override existing procedures requiring that a car be set out when, in the judgment of the crew member making the inspection, the suspect journal is overheated and the car cannot be moved safely.

48. Except when necessary to spot cars for a revenue customer, do not place cars on stub tracks within 25 feet of end of track, wheel stops or bumping post. This will allow a small margin of space for slight movement of cars during switching operations or coupling of tracks.

Except when necessary to spot cars for revenue customers, do not spot or leave cars closer than 50 feet to a derail. This will allow better visibility of derail by employees and allow a small margin of space for slight movement of cars.

NS employees must not chock cars to control movement of cars or to hold cars in place. Hand brakes must be used. Crews switching industries should expect to find chocks placed by industry personnel.

49. Unless relieved of responsibility under the Hours of Service Law, inbound train crews arriving Cincinnati, Danville and Louisville will contact a representative of the Mechanical Department via radio or telephone and inform them of any mechanical problems encountered with their train on line of road, such as:

Hot box detector stops
Dragging equipment detector stops
Locomotive failures
Bad order equipment set out

50. Trains departing terminals with auto parts on the head end of their train will hold onto the parts when picking up on line of road unless otherwise instructed.

51. If the switches of an unattended crossover are observed to be out of correspondence, they will, when practical, be placed in corresponding position, or the dispatcher, yardmaster, or other proper authority must be promptly notified. When notified, the dispatcher, yardmaster, or other proper authority must make immediate arrangements to have the switches restored to their proper position.

52. Due to grab-iron configuration, caution must be used when riding the side of flat car series SOU 150800-150860. When cars are under load, hand brakes may be applied only when movement is stopped.

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

When a train has been stopped while descending a heavy grade with a service brake application, and another brake application will be required to further descend the grade, additional applications must be reduced below that of previous reductions to ensure that brakes apply.

When a train has been stopped while descending a heavy grade with a brake application of 25 lbs. or more (including an emergency brake application), and another brake application will be required to further descend the grade, sufficient hand brakes must be applied to secure train before air brakes are released and train is fully recharged. It is permissible to proceed with handbrakes applied until the train safely descends the grade.

Trains operating with pusher consist not equipped with a cut-on-the-fly device and operating a locations where train cannot be draped and held with the independent brakes so the automatic brake can remain fully charged, will not stop to remove pusher consist until train has reached the bottom of the grade.

SYSTEM WIDE INSTRUCTIONS

1. CLEARANCE CARDS/DISPATCHER'S BULLETINS

A. Clearance Cards

Not Applicable

B. Dispatcher's Bulletins

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

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

Before departing initial station, the conductor will verify receipt of the proper Dispatcher's Bulletin(s) with the dispatcher.

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

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

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

When Dispatcher is relieved, the Dispatcher must see that the relieving Dispatcher has a clear understanding of changes needed for updating of Dispatcher's Bulletins. Any additons or deletions that have not been provided to trains enroute must be clearly conveyed. This information must also be included in Dispatcher's written transfer, as provided in the Operating Rules.

Dispatcher's Bulletins will be issued at:

Cincinnati	St. Louis-Luther Yard
Delaplain	Granite City-A.O. Smith Yard
Lexington	Centralia
Danville	Princeton
Somerset	Huntingburg
Oneida	Warrick
Oakdale	Louisville
Knoxville	Whitner
Emory Gap	Lawrenceburg
deButts Yard	

Originating trains operating over the Kentucky 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. Tennessee Division trains must not leave Oakdale without dispatcher's bulletin. At Oakdale, crews reporting for duty will receive dispatcher's bulletins for their train from crews being relieved. These bulletins will contain current operating instructions, including temporary speed restrictions and other restrictive conditions.

C. Direct Train Control

For movements requiring their use, the train dispatcher will issue Dispatcher Bulletins to Direct Train Control Points via electronic data systems over the signature of the chief dispatcher, subject to applicable rules governing train order.

When additions, deletions and/or changes are made to Dispatcher Bulletins, the train dispatcher must compare the new Dispatcher Bulletins to the previous Dispatcher Bulletins with another qualified employee to insure the new Train Dispatcher Bulletins are correct.

2. OTHER TRAIN MOVEMENT INSTRUCTIONS

1. When cars moving on Government bills of lading annotated

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

   are set off between terminals other than at final destination, seals protecting must be inspected and seal numbers recorded on the waybill. Also, the Chief Dispatcher must be notified by the quickest available means of communication, furnishing car number, location set off, and seal numbers.

   Any exceptions such as broken or missing seals must be reported in the same manner. Chief Dispatcher must immediately notify NS Police Department officer for further handling.

2. 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 NS 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.
3. Enginemen and trainmen will report changes in highway traffic on specific crossings.

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

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

4. 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.

   Engineers must work a minimum of 1 trip every 6 months to remain qualified on a particular district or terminal. Engineers whose seniority allows them to work on multiple districts and/or divisions must make a qualifying trip prior to accepting assignment on a district or terminal over which they have not operated in over 6 months. It is the responsibility of each Engineer to contact the Division Road Foreman of Engines or District Road Foreman of Engines to make arrangements for qualifying trip prior to taking assignment on district or terminal for 6-month qualification.

5. 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.

6. At any time a train separates twice or has an air hose parture 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 parture, this information must be passed on to the relieving crew and Dispatcher.

7. 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.

8. 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.

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

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

10. 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.

11. When Rail Gangs, Timbering and Surfacing Gangs, Surfacing Gangs, or Program Ballast trains (while continously unloading) 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.

12. 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.

13. 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.

14. 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.

15. **FLAGGING DISTANCES**

(a) Flagging Distances - Trains

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

At least one (1) mile where maximum authorized speed is 30 MPH or less.

At least two (2) miles where maximum authorized speed is more than 30 MPH.

(b) The following will be observed by Engineering Department employees when providing flag protection:

Maximum Authorized Speed	Minimum Flagging Distance
0 - 10 MPH	1/4 Mile
11 - 20 MPH	1/2 Mile
21 - 30 MPH	3/4 Mile
31 - 40 MPH	1 Mile
41 - 50 MPH	1 1/4 Miles
51 - 60 MPH	1 1/2 Miles
61 - 70 MPH	1 3/4 Miles
71 - 80 MPH	2 Miles

Torpedoes will be placed the same distance in advance of the flagman, but not exceeding one (1) mile.

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

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

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

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

On an operating locomotive.

In an open area within 100 feet of working retarders;

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

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

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

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

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

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

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

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

19. 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.

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

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

(a) Reverse movement may be for a short distance only and at a speed not exceeding 10 MPH.

(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.

22. 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.

23. 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.

24. **END—OF—TRAIN DEVICE:**

(a) The engineer will follow this procedure to insure continuous train line pressure when the train has stopped at other than crew change points.

1. Make a full service brake pipe reduction. (Note: **IF** (a) the train has stopped on a grade where train air brakes will be required to safely control the movement and (b) where authorized by special instructions, **THEN** the engineer will make a 10 PSI brake pipe reduction instead of a full service brake pipe reduction).
2. Determine that the train line pressure is being reduced as indicated on the head-of-train unit (HOT).
3. When the train is ready to proceed, release brakes and determine that the brake pipe pressure is increasing by indication on the HOT display.
4. After the train has started, observe for an end-of-train unit (EOT) signal loss or pressure reduction of 5 PSI or more on the HOT display.

(b) If EOT signal is lost or a loss of brake pipe pressure of 5 PSI or more is observed on the HOT display, the engineer or train crew will:

1. Inspect the train to insure continuous train line pressure through the rear car.
2. Determine that the rear-of-train unit is in place.

(c) Inspection as outlined in [b] is not necessary if EOT or HOT fails and:

1. The train is a *Triple Crown* train operating in any type of territory.
2. The train is operating in Traffic Control or Remote Control territory, single track ABS territory, on a signaled siding, or on a yard track.

(d) A train may continue with an inoperative EOT device. The engineer and train crew will observe all requirements for:

1. Displaying and inspecting the rear-end marker. (Note: Full compliance with Operating Rules 19 and 19(a) through 19(f) inclusive is required)
2. Conducting air brake tests.
3. Insuring train line continuity when stopped at other than a crew change point.

NOTE

The engineer will promptly report any end-of-train device malfunction to the Chief Dispatcher.

(e) All employees will be governed by the following intructions when lifting and carrying the new two-way end-of-train devices (EOTD).

1. Only the two handles provided on the EOTD should be used to lift and carry the Device:
   1. One handle is a rubber hand grip located around the bottom part of the antenna, and
   2. The other handle is located in front of the device below the light lens.
2. Never use the device as a handle.
3. Avoid sudden movement or twisted position.
4. Have secure footing, bend knees, and keep back erect.
5. Use both hands:
   1. Place either hand onthe rubber hand grip at the base of the antenna.
   2. Place the opposite hand on the handle in front of the EOTD below the light lens.
6. Lift maintaining a firm grip on the EOTD keeping the load as close to the body as possible.

25. 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.

26. 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.

27. **Movement of Defective Cars for Repair**

1. A freight car with one or more defective components may be moved to another location for repair after the following procedure has been complied with:
   (a) A qualified person has determined: (1) that moving the car is safe and (2) the maximum speed and other restrictions necessary for safe movement.
   (b) The person in charge of the train in which the car is to be moved will be notified by a copy of the "HOME SHOP" tag (NS Form ME 613). The person in charge of the train will notify all other crew members of the presence of the defective car. All crew members will be informed of the maximum speed and other restrictions determined under 1 (a).

NOTE

If the person in charge of a train in which the car is being moved is relieved before the completion of a trip, then that person must arrange to deliver the copy of the "HOME SHOP" tag to the person relieving him. If the copy of the "HOME SHOP" tag cannot be personally delivered, then the person in charge will leave the copy of the "HOME SHOP" tag in an envelope at a location specified by the dispatcher. The designation of the train, date, location, and signature of the person leaving the "HOME SHOP" tag will be shown on the envelope.

2. A copy of the "HOME SHOP" tag will be attached to each side of the defective car and must contain the following information.
   (a) The car initial and number.
   (b) The name of the inspecting railroad.
   (c) The inspection location and date.
   (d) The nature of each defect.
   (e) Movement Restrictions.
   (f) The destination for shopping or repair.
   (g) The signature of the person making the inspection under 1 (a).

3. Handling of "HOME SHOP" tags.
   (a) Only a Mechanical Department employee may remove a "HOME SHOP" tag.
   (b) A record or copy of each tag attached to or removed from a freight car will be retained for 90 days.
   (c) Each tag removed from a car will contain a notation stating the date, location reason for its removal, and the signature of the person who removed it from the car.

   NOTE: "HOME SHOP" tags are not required for cars moving within a terminal for repairs.

28. The use of contact orders is authorized for maintenance forces working in multiple track territory and engaged only in the work activities indicated below:
   - Production Gangs;
   - Unit Ballast trains (Continous unloading only).
   - Other work involving special circumstances and not listed above when specifically approved by the Vice Presidents - Transportation & Mechanical and Engineering.

   NOTE: Contact orders are intended to provide advance notice of approaching movements for protection of Roadway workers in the foul of adjacent tracks, but do not convey authority for equipment to foul adjacent tracks.

Attention is called to third paragraph of General Rule M, Safety Rules 1050 and 1051, which remain in full force.

3. GENERAL SPEED RESTRICTIONS

CONDITIONS	MAXIMUM Miles Per Hour All Trains and Engines
CARS	
Trains handling more than 40 empty multi-levels unless handled as solid block on the rear of train (up to 70 empty multi-levels) or in solid train (up to 150 empty multi-levels)	25
Trains handling more than 40 OTTX flat cars either loaded or empty	30
Short ore hopper cars: (35 feet or less)	
loaded	30
empty	35
Trains handling empty bulkhead flat cars and/or empty woodrack cars, foreign or system	45
Exception: Restriction does not apply	
1. If car is shown on train consist, but is not identified as restricted equipment. (Bulkhead flat cars and woodrack cars equipped with constant contact side bearings are not restricted and will not be identified by the computer as restricted equipment.)	
2. To centerbeam flat cars.	
Log cars series NS 111500 - 111538 and SOU 118039 when empty	45
Trains handling flat cars loaded with creosoted poles	45

3. GENERAL SPEED RESTRICTIONS (Cont'd)

CONDITIONS	MAXIMUM Miles Per Hour All Trains and Engines
LOCOMOTIVES	
Controlling locomotive not equipped with an operative speed indicator	20
Single light locomotive	30
Locomotives not equipped with event recorder when operated as a single unit or as a lead unit	30
All steam locomotives	40
All other light locomotive consists of 2 or more units	50
TRAINS	
Key Trains (See Sect. 7)	50
Loaded Welded Rail Trains	50
All other trains	50
Trains consisting entirely of Triple Crown, TOFC/COFC, Multi-level, or Stack equipment will be governed by passenger train speed on curves and turnouts not to exceed	60
Trains handling empty general service open top hoppers and empty top gons in series NS 20000 - 35499 unless handled in a solid empty train	45
When freight trains handling one or more loaded cars are operated on jointed rail, the engineer will avoid prolonged operation in speed range of 16 to 21 mph. If speed cannot be maintained above 21 mph, it must be reduced to 15 mph.	
Passenger Trains	60
OTHER	
FRA T-10	50
Derricks	45
Jordan Spreaders	40
Lucky Loader, NW14317 loading on gon NW 590802	35
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
Locomotive Cranes/Pile Drivers	25
Scales test cars (12 axle)	25
Snow plow NW 590000, when plowing	25
Shoving movements with NS31 on leading end	25
Schnabel and high capacity flat cars	*

*See Timetable - Rule 5h

4. LOCOMOTIVE AND TRAIN LENGTH INFORMATION

4a. DIESEL UNIT RATING IN TONS

The ratings are for single units and will be increased in proportion to the number of units in multiple service. If a unit fails, tonnage will be reduced in proportion to the number of units inoperative and an allowance of 150 tons made for each inoperative unit handled.

These ratings are based on maximum grade and can be increased over certain parts of the line when necessary. Tonnage on time freight trains will be limited to that which will permit maintaining scheduled speed.

When engine will not handle their rating a report must be made to the dispatcher by the Engineer.

In making computations, less thatn 1,000 pounds will be dropped. 1,000 pounds will be counted as a ton.

Ratings are to be reduced 1% for trains consisting entirely of empty equipment.

4b. NORFOLK SOUTHERN SYSTEM LOCOMOTIVES SERIES TABLE

ROAD NOS.	MODEL	ROAD NOS.	MODEL
50-59	SD9M	4100-4159	GP38AC
		#* 4600-4605	GP49
104	TC10	#* 4606-4641	GP59
115-116	F40PH	5000-5256	GP38-2
1002-1004	SW1	6073-6206	SD40-2
		* 6500-6505	SD50
1355-1388	GP40	#* 6500-6525	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	#* 8889-9008	D940-C
3201-3328	SD40-2	9710-9713	RP-E4
#* 3500-3521	B30-7A	9714-9741	RP-E4D
#* 3522-3566	D8-32B	9834	RP-E4U
* 3815-3820	B36-7	9835-9841	RP-A4U
3901 3969	U23B	9842-9855	RP-E4U
3971-4023	B23-7	9902-9919	RP-F6Y
		9920-9923	RP-F6Y

* — High Adhesion
\# — High Capacity Dynamic Brake

4c. HIGH ADHESION UNITS AND MIXED CONSIST FORMULA

Head End Power Limitations are the equivalent of 20 conventional axles in power or 18 conventional axles in dynamic brake:

IN POWER

1 — High Adhesion Axle = 1.33 Conventional Axles
1 — 6-Axle High Adhesion Unit = 8.00 Conventional Axles
1 — 4-Axle High Adhesion Unit = 5.33 Conventional Axles

IN DYNAMIC BRAKE

1 — High Capacity Axle = 1.35 Conventional Axles

4d. TABLE OF MAXIMUM TRAIN LENGTHS

Freight trains, except radio trains, coal trains and empty hopper trains must not exceed 150 cars, unless authorized by Chief Dispatcher.

When ambient temperature is 34° or less, train length should not exceed that indicated below.

TRAINS WITH HEAD END BRAKE
PIPE SUPPLY ONLY

Ambient Temp. °F	*Maximum Train Length Based on 50-foot Cars Cars	Feet
32° to 34°	200	10,000
29° to 31°	185	9,250
26° to 28°	175	8,750
20° to 25°	160	8,000
15° to 19°	150	7,500
10° to 14°	140	7,000
5° to 9°	130	6,500
0° to 4°	120	6,000
-1° to -5°	110	5,500
-6° to -10°	100	5,000
-11° to -15°	90	4,500
-16° to -25°	80	4,000

*Long cars such as bi-level, tri-level, TTX, or high cube cars are to be counted as two (50-foot) cars. Radio trains may be increased 50% over the number of cars prescribed above, and in no case are radio trains to be restricted to less than 9,350 feet account temperature.

4e. CHECKING LOCOMOTIVE SPEED INDICATOR

Test for accuracy will be made at the locations indicated as test miles in Section 3 under each line segment and at other locations as necessary. Engineers will adjust speed in accordance with any inaccuracy. Engineers operating in outlying local freight or branch line service will choose a location appropriate for making tests to check speed indicators.

TABLE FOR DETERMINING TRAIN SPEEDS

Sec. per Mile	Miles per Hour	Sec. per Mile	Miles per Hour	Sec. per Mile	Miles per Hour	Sec. per Mile	Miles per Hour
45	80.0	61	59.0	84	42.9	116	31.0
46	78.3	62	58.1	86	41.9	118	30.5
47	76.6	63	57.1	88	40.9	120	30.0
49	75.0	64	56.3	90	40.0	122	29.5
49	73.5	65	55.4	92	39.1	124	29.0
50	72.0	66	54.5	94	38.3	126	28.6
51	70.6	67	53.7	96	37.5	128	28.1
52	69.2	68	52.9	98	36.7	130	27.7
53	67.9	69	52.2	100	36.0	135	26.7
54	66.7	70	51.4	102	35.3	140	25.7
55	65.5	72	50.0	104	34.6	145	24.8
56	64.3	74	48.6	106	34.0	150	24.0
57	63.2	76	47.4	108	33.3	180	20.0
58	62.1	78	46.2	110	32.7	240	15.0
59	61.0	80	45.0	112	32.1	360	10.0
60	60.0	82	43.9	114	31.6	720	5.0

5. LOAD LIMITS AND EQUIPMENT RESTRICTIONS

5a. Locomotives — Instructions and Restrictions

1. Engineers operating multiple unit engine consist equipped with MU hose must have the MU hose coupled and cut in service.

2. During switching moves with multiple unit engine consist, the independent brake must be applied gradually to a safe level to control slack run in or run out for the prevention of damage to equipment. After the slack is bunched or stretched throughout the cars being handled, a heavier application of the independent brake must be made to complete the stop.

3. All units of radio operated empty coal trains must be on head end of train and in accordance with Rule R-306 of NS-1. The lead unit and the first unit behind the Radio Control Car must be on line. All other units will be shut down in accordance with Rule L-236 of NS-1 unless tagged by Mechanical Department not to shut engine down. Radio continuity must be maintained and feed valve on radio unit must be maintained in the "Out" position.

4. Air brakes are not to be cut out on Radio control mid train power (not radio receiver car) by air bleeders or other employees when bleeding air on train in yards.

Additionally, hostlers and yard crews, when operating such locomotive units, are to make brake test prior to moving locomotive units from trains, set out track, or other locations.

5. Employees setting up radio units and radio receiver cars on radio trains must see that all windows and doors on radio units are closed before train departs terminal, in compliance with Operating Rule GR-18.

6. When a locomotive is set out at an outlying point, including on line of road, a 27-point jumper cable must be left with the locomotive or at that location.

7. If it is necessary to add oil to a locomotive air compressor, governor, or engine crankcase at any outlying point where a Mechanical Department representative is not present, the employee who is to add the oil must first check with the Mechanical Department.

8. Anytime a M/U hose, M/U valve, or an air brake control stand is changed on a locomotive consist, a retest of locomotive consist air brakes must be performed to insure brakes properly apply and release.

9. Locomotives listed below are not equipped with an event recorder and in compliance with federal regulations must not be operated at greater than 30 MPH when used singly or as the lead unit in a consist.

SERIES	MODEL	SERIES	MODEL
50-59	SD9M	2318	SW1500
		2320-2324	SW1500
104	TC10	2326	SW1500
1002-1004	SW1	2330-2333	SW1500
1733	SW1500	2337	SW1500
2105	SW1	2343-2344	SW1500
2291-2296	SW1500	2346	SW1500
2304-2306	SW1500	2348-2352	MP15DC
2309-2310	SW1500	2354-2386	MP15DC
2313	SW1500	2389-2393	MP15DC
2315-2316	SW1500		

Locomotives that are equipped with an event recorder have 'EVENT RECORDER EQUIPPED' noted in the 'REMARKS' section on the back side of Form ME 611 (FRA blue card) displayed in the locomotive cab.

10. In order to comply with Norfolk Southern's Environmental Policy, it is not permissible to drain the cooling water from locomotives on the ground. The procedure is as follows:

When a diesel engine is shut down and the danger of freezing is present, the dispatcher should be contacted immediately to determine if the locomotive needs to be drained. If draining is necessary, the steps are as follows:

(a) Turn off the engine fuel pump and control breakers.
(b) Uncoil the cooling water drain hose (attached to drain valve) and insert free end into fuel tank fill spout.
(c) Open the cooling water drain valve.
(d) Loosen pressure cap on cooling water expansion tank.
(e) Open supply valve to wash basin/urinal.

The dispatcher will provide appropriate instructions in the event that the locomotive to be drained has not been modified to comply with this procedure.

5b. Locomotive Unit and Car Restrictions

(a) Loaded 4-axle cars weighing between 220,001 lbs. and 286,000 lbs. may be handled at the weight shown in the table provided their coupled length, truck centers and axle spacing are not less than the following:

Coupled Length	37'-7"
Truck Centers	25'-3"
Axle Spacing in Trucks	5'-8"

These cars must not be operated over open deck trestles, on side tracks or industrial tracks, except where authorized.

(b) Loaded 4-wheel cars weighing between 263,001 lbs. and 286,000 lbs. may be handled at the weight shown in the table provided their coupled length, truck centers and axle spacing are not less than the following:

Coupled Length	37'-7"
Truck Centers	25'-3"
Axle Spacing in Trucks	5'-8"

These cars must not be operated over open deck trestles, on side tracks or industrial tracks, except where authorized.

(c) Loaded 4-axle cars weighing not more than 286,000 lbs. and 315,000 lbs. may be handled at the weight shown in the table provided their coupled length, truck centers and axle spacing are not less than the following:

Coupled Length	49'-0"
Truck Centers	36'-8"
Axle Spacing in Trucks	6'-0"

These cars must not be operated over open deck trestles, on side tracks or industrial tracks, except where authorized.

(d) Loaded cars weighing between 140,000 lbs. and 177, 000 lbs. may be handled over Cedar Brook viaduct, M.P. 2.0LL, or Kentucky River Bridge, M.P. 3.1LL, provided they are separated from engine or other cars by 90,000 lbs. or less gross weight spacer car at each end of the load.

(e) The maximum axle load for diesel units is 50,000 lbs. per axle.

(f) A maximum of 2 diesel units may be operated across Cedar Brook Viaduct (M.P. 2.0LL) or Kentucky River Bridge (M.P. 3.1LL), provided a 50,000 lbs. or less gross weight spacer car is on each end of each unit.

(g) From Lawrenceburg to but not over Cedar Brook Viaduct (M.P. 2.0LL), 263,000 lbs. four-axle cars and four-axle units weighing not more than 268,000 lbs. can be handled without space restrictions.

(h) Must not exceed 10 MPH across Ohio River Bridge at M.P. 269.0W.

(i) When handling 286,000 lb. cars having a coupled length less than 42'6" across Ohio River Bridge at M.P. 269.0W, only one track may be occupied.

(j) Must be authorized by Chief Dispatcher.

(k) Must not exceed 10 MPH over structures at M.P. locations 147.4H, 152.6H, 154.3H, 156.2H, 164.3H, and 166.0H.

(l) Must not be handled on side or industry tracks except where authorized.

5c. DERRICKS

Derricks numbered SOU 903026 and NS 540037 are 250TN and Roller Bearing equipped.

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 within the first 10 cars from 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 or 45 mph.
2. 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 Instructions

TENNESSEE RAILWAY
MORCO LINE
SOU 903026 and NS 540037 may be handled at at speed not to exceed 15 MPH.

NEW RIVER RAILWAY
HELENWOOD AND STERLING
SOU 903026 must not be handled.
NS 540037 may be handled at a speed not to exceed 10 MPH.

H&NE RAILROAD
HARRIMAN TO CRAB ORCHARD
SOU 903026 must not be handled
NS 540037 may be handled with speed restricted to 10 MPH over structures at M.P. locations 147.4H, 152.6H, 154.3H and 156.2H.

LOUISVILLE TERMINAL
SOU 903026 and NS 540037 must not exceed 10 MPH across Ohio River Bridge at M.P. 269.0W.

L. L. LINE
LAWRENCEBURG TO TYRONE
Derricks must not be handled across Cedar Brook Viaduct (M.P. 2.0LL) and Kentucky River Bridge (M.P. 3.1LL).

5d. LOCOMOTIVE CRANES/PILE DRIVERS

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, with or without attached boom idler car, must not be moved over humps or through retarders when being operated under it'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.
6. Cannot be handled across Cedar Brook Viaduct (M.P. 2.0LL) and the Kentucky River Bridge (M.P. 3.1LL).

5e. JORDAN SPREADERS

1. While working, care must be taken to avoid contact with overhead or side obstructions.
2. Movement in trains
   (a) Must not exceed 40 MPH.
   (b) Must be handled next ahead of caboose or on rear of train with "B" end trailing so that side spreaders, hinged near the "A" end of the car are in trailing position.
   (c) Must have swinging or rotating mechanism properly secured.
3. Movement in yards
   (a) Must not be moved through retarders due to insufficient clearance
   (b) Must be handled in the same manner as explosive cars when placed in a classification track.

5f. SNOW PLOW - NW 590000

1. When plowing:
   Except where further restricted, must not exceed 25 mph.
2. When being moved to a location to begin plowing:
   No restrictions apply.
3. Other movements:
   Handle within rear five cars of a train.

5g. SCALE TEST CARS

1. Two-axle Scale Test Cars: SOU 992506, SOU 992507, SOU 992508, SOU 992511, NW 514754:
   (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, 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 992521 through SOU 992527 and NW 514761 have no special restrictions.

5h. SCHNABEL AND HIGH CAPACITY FLAT CARS

1. Restrictions for "schnabel" and other high capacity flat cars having eight (8) axles or more:
   (a) Except where further restricted, speed must not exceed that indicated below:

Speed restrictions	Loaded	Empty
8 to 15 axle cars	45 MPH	None
Except as listed below		
16 or more axles, also APWX 1004 (12 axle but excluding CEBX 800	25 MPH	45 MPH
36 axle CEBX 800	15 MPH	25 MPH

(b) APWX 1004 (12 axle) and all cars having sixteen (16) or more axles must be handled in a special train of no more than ten (10) cars when loaded.

(c) Loaded cars having twelve (12) or more axles, when not moving in a special train, must be handled at the head end of a train, and train length must not exceed 100 cars. Loaded cars must be accompanied by sufficient cars that can be used as brake cars in the event it becomes necessary to set such load out between terminals and when securing car in yards, terminals, or sidings.

(d) In addition to the above restrictions, the cars listed below must not be placed in trains requiring pusher service, must not be humped, or flat switched with motive power detached, and when moving empty must be handled on rear end of train, properly locked, secured, and switching moves kept to a minimum.

CAR IDENTITY AND AXLES	NO.	CAR IDENTITY AND AXLES	NO.
APWX 1004	12	GEX 80000	16
BBCX 1000	20	GEX 80002	16
CAPX 1001	20	GEX 80003	20
CEBX 100	12	GPUX 100	12
CEBX 101	12	HEPX 200	20
CEBX 800	36	KWUX 10	20
CPOX 820	20	ABWX 20002	12
CWEX 1016	12	WECX 101	20
DODX 39898	8	WECX 102	22
DODX 39899	8	PTDX 200	12
GEX 711	12	PTDX 201	14
GEX 40010	20	PTDX 202	20
GEX 40013	12	PTDX 203	14
GEX 40017	12	PTDX 204	12
GEX 40018	12	WECX 301	22
		GEGX 21154	16
		GEGX 21155	16

(e) Cars with ten (10) axles or more, either loaded or empty must not be forwarded in a train without permission of the Division Superintendent.

2. Transformers, rotors, circuit breakers, or similar electrical equipment with net weight exceeding 200,000 lbs., loaded on well, depressed, or flat car must be handled on or near the head end of trains, except on locals. When these loads are designated to move on locals or high-wide specials, they will be positioned as instructed by Control Center.

3. Loads with waybill having "high value" sticker, transformers, rotors, circuit breakers, or similar electrical equipment loaded on well, depressed, or flat cars will not be humped or permitted to roll free. Instead, they will be shoved to a coupling with motive power attached. Cars being coupled to such equipment will be handled in the same manner.

5i. EXCESSIVE DIMENSION EQUIPMENT

Before handling cars exceeding Plate "B" on tracks other than main tracks or sidings, it must be determined that adequate clearance exists.

(1) Plate "B", "C", "E" and "F" freight cars.
Freight cars stenciled "C", "E" and "F", and unstenciled general service equipment having dimensions within Plate "B" may be handled on all main tracks and sidings of the Kentucky Division EXCEPT:
Plate "B", "C", "E" and "F" cars must be handled past rock cut at M.P. TE41.35 at a speed of 5 MPH or less to prevent car sway.
Plates "E" and "F" cars cannot be handled under Conrail overpass on Panama Yard lead at M.P. PY 2.2, or tracks Nos. 4, 5 and 6 at Protein Technologies, M.P. 276.8W.

(2) Plate "F+" or "Exceeds Plate F" freight cars.
Movement of cars exceeding 17'-0" or stenciled "F+" or "Exceeds Plate F" must be cleared by Chief Dispatcher, except as otherwise noted herein.

(3) Fully enclosed auto rack cars.
Fully enclosed auto rack cars (exceeding Plate "F" but not exceeding 19'-0" above top of rail) may be handled on all main tracks and sidings EXCEPT through the tunnel at M.P. 153.45H, past rock cut at M.P. TE41.35, and under Cherokee Blvd. overhead bridge on Chattanooga Traction track at M.P. V1.1, under Norfolk Southern overpass on AW&WR.R., M.P. C3.2, under Conrail overpass on Panama Yard lead at M.P. PY 2.2, and on old main track or old passing track, Mt. Carmel, M.P. 150.9W.
PSI Loop track at Gibson, M.P. 152.2W.

(4) Double stack cars.
(a) Double Stack cars not exceeding 20'-3" above top of rail (two 9'-6" high x 8'-6" wide containers) may only be handled on main tracks and sidings between:
1. Cincinnati and Chattanooga
2. St. Louis and Danville

(b) Movement of double stacks cars on tracks other than those listed in item (a) above, including yard, terminal and industry tracks, must not be made unless it is known that there is proper clearance and such movement must be properly protected.

(5) Other cars
(a) 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 adequate clearance exist.

(b) All high and wide shipments must have copy of clearance file attached to regular waybill, and movements must be made in strict compliance with clearance file information.
Conductors on trains handling high and/or wide shipments will verify car initial and numbers with waybills and clearance files. Conductors will also verify route of each car by comparing route on waybill with **Restricted Route** as shown on Clearance File. **Restricted Route** will be more detailed. If any discrepancy exists, conductor will notify the chief dispatcher by the quickest available means of communication.
When only one such shipment is handled on through, local, or high and wide trains, extra copies of clearance file covering movement will be furnished with Dispatcher's Bulletins so that both head end and rear end crews may have a copy of the clearance restriction.
When handling more than one such shipment, chief dispatchers will determine the most restrictive of all shipments, and extra copies of this file will be furnished with Dispatcher's Bulletins to both head end and rear end crews.
Train dispatchers, with the assistance of train and engine crews, will establish meeting and passing points, in accordance with clearance files, of all trains to be met or passed.
Train and engine crews will be responsible for passing standing cars on adjacent side, industrial, and yard tracks in accordance with clearance file restriction.
The safe and proper handling of high and wide shipments requires strict compliance with instructions contained in the clearance file by train and engine crews and train dispatchers. Trains meeting or passing another train with high and wide shipments must comply with instructions received from train dispatcher.

(c) 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.

(d) 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.

Stations on Western District where foreign interchange is made without mechanical inspections are A&S Junction, Mt. Vernon, Browns, Princeton, and Corydon Junction. NS crews pulling interchange at these points must inspect open-top loads for excessive dimensional shipments.

(e) When picking up interchange cars at Coapman Yard, East St. Louis, Illinois, crew members must inspect cars to determine if any cars are high and wide loads, including double stack containers. If any of these type cars are found in pickup, then conductor must contact chief dispatcher at Somerset, Kentucky, for movement authority.

These instructions are in addition to all other instructions and rules regarding handling interchange cars.

(f) Attention is called to the fact that backhoes specially designed to unload crossties from gondolas constitute an excessive dimension car (13'1" wide) when mounted on top of a gondola.

To insure the safety of work trains as well as movements subject to passing on adjacent track(s), the following precautions must be taken when the backhoe is mounted on top of the car:

(1) Equipment must be kept under observation with particular care being taken to avoid contact with side structures or obstructions.

(2) 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.

5j. EXCESSIVE CURVATURE

Long (73 ft. or more) cars may be handled on main and passing tracks without restrictions account curvature and grade.

The following instructions apply to movement on tracks other than main and passing tracks. Refer to Division Bulletin for specific locations.

1. Long cars must not be handled through No. 6 turnouts.
2. Long cars moving over tracks having a curvature in excess of 12 degrees 30 minutes must be coupled on each end to cars not shorter than 50 ft. If curvature is in excess of 15 degrees, or turnouts are No. 7, the movement must be accomplished under observation at slow speed.
3. Long cars must not be handled on curves exceeding 17 degrees.

5k. OTHER EQUIPMENT RESTRICTIONS

1. Trailing tonnage must be limited on line segments as shown below, behind the following equipment:

(a) Empty multi-level cars.

(b) Empty intermodal single platform flats or such cars loaded with empty trailers or containers.

(c) Empty 85 foot long or longer flats and such flat cars when loaded with empty trailers or containers, or loaded with only one trailer or container.

(d) Empty intermodal single axle truck flat cars or such cars loaded with empty trailers or containers.

(e) Empty single or multiple unit double stack (well) cars, or articulated single platform (spine) cars, or such cars loaded with empty trailers or containers, or such cars when any individual platform is empty, or loaded with empty trailers or containers.

Division	Between	And	Maximum Trailing Tonnage Southward/ Westward	Safe Tonnage Northward/ Eastward
Kentucky	Cincinnati	Danville	9000	8200
Kentucky	Danville	Oakdale	8500	Unrestricted
Kentucky	Oakdale	Harriman	12000	14200
Kentucky	Centralia	Gibson	13000	13000
Kentucky	Gibson	Huntingburg	9500	11100
Kentucky	Huntingburg	Louisville	4800	3500
Kentucky	Louisville	Danville	7800	6400*
Kentucky	Centralia	Cairo	14300	14300

*Except: 5600 tons eastward Louisville to Danville behind empty TTOX car only.

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.

*EXCEPT: 5600 tons Eastward Louisville to Danville behind empty TTOX (single axle truck) flat cars.

These instructions do not apply to radio trains or to a flat car loaded with more that one trailer or container, one of which is loaded.

Any district or segment not listed is unrestricted except that safe trailing tonnage will not exceed the unit tonnage rating for five GP38 type units as shown in section 4 of the timetable special instructions.

Trains handling more than 40 empty multilevels will be governed by general speed restrictions contained in section 3 of the timetable special instructions.

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2. Single or multiple unit double stack cars, articulated single platform (SPINE) cars, drawbar connected rapid discharge cars, and any articulated or permanently coupled cars loaded or empty must not be humped or flat switched with motive power detached except to a clear track. Double stack cars must not be moved over hump retarders unless it is known there is proper clearance.

Whenever practicable, articulated cars and cars with slackless drawbars should be placed ahead of cars with conventional draft gears, which in turn should be placed ahead of cars with end-of-car cushion units.

Trains handling any of the aforementioned equipment must not be pushed with more than the equivalent of twelve conventional (non-high adhesion) powered axles. High adhesion axles are equivalent to one and one-third conventional axles.

3. The following restrictions are applicable to two-unit TTEX cars in 353000 series and to two-unit RTTX cars in series 165200 to 165552:

(a) Cars having three loaded trailers, or cars having empty or loaded trailers at both outer loading positions can be handled without restrictions.

(b) Cars must not be humped or flat switched with motive power detached, except to a clear track.

(c) Empty cars or cars carrying one loaded or empty trailer at one outer loading position must be handled per the following restrictions:

1. Trailing tonnage restricted to 4000 tons except in radio controlled trains. Yard shove movements are restricted to 4000 tons and must not exceed twelve (12) powered conventional or ten (10) powered high adhesion axles.

2. Car must not be handled in the first ten (10) cars ahead of radio controlled units or rear end helpers. Helper units must not exceed twelve (12) powered conventional or ten (10) powered high adhesion axles.
3. Locomotive amperage must be limited to 400 AMPS in dynamic braking while these cars are traversing turnouts or crossover restricted to 25 MPH or less and while within terminal limits.

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4. All cars handled in rail-highway trains must be equipped with roller bearings. No exceptions.

Rail-highway trains will not handle tank cars containing Flammable Gas.

Rail-highway trains (200 series trains, excluding Triple Crown) must handle only intermodal and multilevel cars unless authorized by Division Superintendent's Bulletin.

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5. Rail-highway trains handling Radio Receiver Cars in-tow on the headend may be operated at maximum authorized speed for rail-highway trains except: train crews should observe these cars in transit for any abnormal dynamic activity (violent track hunting or vertical bounce or pitch). If abnormal dynamic activity occurs, train speed must be reduced and report made to Chief Dispatcher.

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6. NW 525032 and NW 527212 may be handled in all freight trains on NS without restrictions. This includes movement in rail-highway trains at maximum authorized rail-highway or passenger train speeds, not to exceed 60 MPH.

In yard operations, the following restrictions will apply:

(a) Must not be humped.
(b) Must not be switched with motive power detached.
(c) Couple to this car with not more force than necessary to make coupling.

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7. Roller bearing equipped cars with converted friction bearing side frames are prohibited in interchange. Do not place for loading any car with converted friction bearing side frames. Any cars found with converted friction bearing side frames must be turned over to the Mechanical Department for disposition.

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8. Loaded traction motor cars in series NS 996000 - 996150, NW 520100 - 520112, SOU 911802 - 911815 and loaded truck cars NW 520045, SOU 911926 and SOU 911927 must not be humped except when they are humped to a clear track.

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9. **Blocks of Empty Cars -** Blocks of 30 or more empty cars must be handled on the rear of trains whenever practicable.

Blocks of Heavy Cars - Blocks of 30 or more loaded cars of coal, grain, phosphate, rock, sand, sulphur or similar bulk commodities must be handled on the head of trains next behind locomotives, whenever practicable.

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10. Crews must not pull or switch covered or open-top hoppers with hopper doors open.

Top hatches and bottom outlets on covered hoppers are to be closed by the customer prior to pulling car.

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11. Loaded cars refused by consignee must not be pulled until all doors have been properly closed and sealed.

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12. Cars equipped with plug doors will not be moved from industrial tracks or out of yards with doors open. DOORS MUST BE CLOSED AND LATCHED.

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13. Jet Snow Blowers loaded on the flat cars shown below must not be humped or flat switched with motive power detached:

Loaded ON	**Loaded ON**
NW 527602	NW 590349
NW 590332	NW 590330
NW 590344	NW 590341

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14. Loaded multilevel cars must not be placed for movement in trains behind open top hopper cars or gondolas loaded with stone gravel, sand, lime, coal, or soda ash, except when separated by 10 buffer cars.

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15. Movement of wreck-damaged or disabled rail cars, or parts of such cars loaded on flat cars or in open-top cars, when lading extends above or beyond the car sides, must be confined to locals, shifters, work, or wreck trains, unless authorization for movement in other trains is secured from Transportation Department Clearance Bureau for each individual car.

Before such equipment is handled in any train, it must be inspected by a Mechanical Department employee who will authorize its movement and designate any speed restriction required for its safe handling.

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16. When switching or coupling cuts of cars, coupling must be done to prevent mismatched couples.

Cars will not be cut off to roll free against other cars if one or both cars involved in the coupling are on curved track or in a turnout. At any time a coupling is attempted with any equipment on curved track or in a turnout, a member of the crew will be at the point of coupling and will stop the movement short of coupling. The couplers will be aligned when necessary to prevent mismatched couplers before the coupling is completed.

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17. Empty OTTX flat cars originating at non-mechanized stations or to be placed in trains at outlying points will be handled on rear of trains.

Empty OTTX flat cars not equipped with the approved end-of-car cushion units will be restricted to rear of trains and will be identified in the following manner.

Car initials will be indicated on advance train consist as OTT (instead of OTTX) with a message to "run on rear only." In the TIPS yard inventory list, under the heading "hand", the handling indicator will show "OTTX."

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18. End doors must be closed and secured on enclosed multi-level cars before they are moved.

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19. Oversize shipments must not be left on any track adjacent to the main track or sidings unless authorized by the Chief Dispatcher.

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20. Crews handling loaded pulpwood cars must inspect the cars to determine if any of the loads are excessive width before meeting or passing passenger trains and high and wide shipments.

Inspection of pulpwood cars must be done sufficiently ahead of the arrival of passenger trains to avoid unnecessary delay.

A train handling pulpwood must be stopped while passenger train is being met or is passing on adjacent track, except when passenger train is first to arrive at meeting point, train handling pulpwood may pass passenger train at slow speed provided inspection of pulpwood can be made and train stopped short of passenger train if and when excessive dimension loads are detected.

Passenger train will meet or pass standing train handling pulpwood on adjacent track at reduced speed unless notified that train has been inspected and there are no excessive dimension loads of pulpwood in train being met or passed.

When notified that train being met or passed has been inspected and there are no excessive dimension loads of pulpwood in train being met or passed, passenger train may run at maximum authorized speed.

Load must be balanced before switching partially loaded woodrack cars.

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21. Cars equipped with chain tie-down devices must not be moved unless chains are properly secured.

Cars with bands improperly secured are not to be moved.

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22. Center partition lumber cars, foreign or system, must not be moved when cars are partially unloaded. These cars must not be pulled from industry or moved without the tie down cables being secured. Loading and unloading instructions, along with warnings not to move car without cables secured, are stencilled on these cars at several locations. System cars are in series SOU 118300 through SOU 118335, NS 118000 through NS 118074, and NS 120000 through NS 120249.

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23. A crane or other machine equipped with a boom, even if boom is detached, loaded on open top car or moving on its own wheels must not be handled in trains unless the boom end is trailing except that it may be handled in local freight and work trains with boom forward when properly anchored. (Exception: Machines, including cranes and military equipment, loaded on open top car may be handled in any train with boom or rotating part forward provided that is is properly anchored with visible securement and does not overhang the end of the car.)

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24. Poles or similar loads on flat car or in open-top equipment loaded above ends of cars must not be handled in trains next to open shipments subject to damage by shifting loads on adjacent cars.

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25. Any open type car where lading may shift and fall to tracks surface (such as loaded regular flats, gondolas loaded above sides or ends) must not be used as rear car of any train being operated without a caboose.

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26. The equipment listed below must not be placed and handled in a train immediately behind an occupied locomotive unit or immediately ahead of an occupied caboose.

Open end flat cars loaded with poles, pipe, lumber, or similar lading which might shift and protrude beyond the car ends;

Open-top cars or bulkhead flats loaded with similar lading that extends above the car ends or beyond the car sides; or

Flat bed or stake-body trailers loaded with similar lading when the open end is toward the locomotive or caboose or when the lading extends above the end toward the locomotive or caboose.

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27. Employees are prohibited from mounting, dismounting or riding cars in the series TBCX 76702 through TBCX 76710, which is a modified flat car containing a covered housing for transporting aircraft parts shipped by Gruman Aviation (Boeing Commerical).

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

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28. Any train containing GROX rapid dump hoppers must have the following test performed prior to departing the initial terminal or any location where train line continuity has been disturbed.

The engineer must make a 25 lb. brake pipe reduction and a corresponding reduction must be observed by use of the end-of-train device. If the end-of-train device is defective or missing, an air gauge must be connected to the brake pipe at the rear of the train to confirm that brake pipe pressure at the rear corresponds to engineer's reduction.

Examination of cars with GROX markings revealed that on the "A" end of this series of cars, the train line hose is on the left of the coupler and the door dump line hose is on the right of the coupler. On the "B" end of this series of cars the door dump line hose is on the left of the coupler and the train line hose is on the right of the coupler. Additionally, the glad hands on both train line and door dump hoses are the same size and configuration on this series of cars.

All employees are to use extreme caution when coupling these hoses to ensure that the correct connections are made and that afterwards the brake tests performed are in accordance with all applicable rules and instructions.

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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	

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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

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31. Panel switch cars in series NW 514562 through NW 514577 and NW 567065, NW 567096, NW 567097, NW 567368 must not be humped while loaded nor cut off to roll free in Flat switching situations. These cars must be shoved to a coupling when loaded.

32. Blocks of 10 or more empty GTTX or JTTX cars, when being moved in radio trains, will be handled on the rear only behind the RCU units.

Blocks of 20 or more empty GTTX or JTTX cars must be handled on the rear of non-radio trains.

33. Loaded articulated 5-well double-stack equipment located behind blocks of 89' flatcars and/or multi-level equipment with end-of-car cushioning device may result in increased buff forces and train handling problems.

When building trains at terminals or receiving trains in interchange, special consideration must be given to train make-up containing this equipment. When practicable, such equipment must be handled in the head 25 percent of the consist.

These instructions do not apply to trains made up entirely of double-stack equipment.

6. COMMUNICATION & SIGNAL INFORMATION

6a. Instructions for handling Electric Switch Locks.

1. G.R.S. Electric Locks

The locking mechanism is located in a metal housing on a post adjacent to the switch stand and is connected by means of a lock rod to the switch points. Release of the locks is automatic for trains entering the switches from the main track. For trains or engines moving from the siding or spur track to the main track after clearing the main track, a predetermined release time is required before the lock and switch can be operated.

(a) For movement from main track to siding or spur track:

1. Stop engine or cars just ahead of switch points.
2. Open door of lock housing which has a standard switch lock.
3. Lift lock lever until it rests against stop in 45 degree position. When indicator clears or moves to the unlock position, complete the movement of lock lever to the extreme left hand position. This unlocks the switch and it can be operated the same as any other hand thrown switch.

(b) For movements from siding or spur track to the main track:

1. Secure permission from the control station to operate the electric lock and enter the main track. The switch must be unlocked and thrown before the derail or inside crossover switch is operated.
2. Lift lock lever until it rests against stop in 45 degree position, immediately or after predetermined time interval has expired, indicator should show "clear" or "unlock" and switch can be unlocked by completing the movement of the lock lever to the extreme left hand position.

(c) For movements using controlled electric locks:

1. Proceed as above after obtaining release from control station.

(d) After a movement into or out of the switch has been completed and the hand lever of switch returned to normal position, the crank handle in the lock housing must be restored to the right hand or normal position and the door on the lock housing closed and locked.

An emergency release is provided in the lock housing for use in case of trouble or if the electric lock fails to operate promptly. To operate the emergency release, after obtaining permission from control station, break seal and move emergency lever to release position, then operate in the usual manner. When emergency release is operated to enter main track from a spur, Rule 404 must be observed. If emergency release is operated, notify control station immediately as signals will remain in stop position until mechanism has been reset by signal maintainer.

2. US&S Electric Locks

One type of locking mechanism is located in a metal housing on a post adjacent to the switch stand and is connected by means of a lock rod to the switch point and is actuated by operating handle. The second type of locking mechanism locks the operating lever of switch and is actuated by a foot pedal. The release of the locks is automatic for train entering the switches from the main track.

(a) For movement from main track to siding or spur track:

1. Stop engine or cars just ahead of switch points.
2. Actuate operating handle or foot pedal to unlock position. This unlocks the switch and it can be operated the same as any other hand throw switch.

(b) For movement from siding or spur track to the main track:

1. Secure permission from the control station to operate the electric lock and enter main track. The switch must be unlocked and thrown before the derail or inside crossover switch is operated.

2. Actuate operating handle or foot pedal to request unlock of switch. Immediately or after predetermined time interval has expired the switch is unlocked and it can be operated the same as any other hand throw switch.

(c) For movements using controlled electric locks, proceed as above after obtaining release from control station.

(d) When movement over switch is completed, return handles and padlocks to normal position.

When an emergency release is provided in the lock housing for use in case of trouble or if the electric lock fails to operate properly, advise and secure authority from control station to break the seal, insert switch key and turn to release electic lock, then switch may be lined and movement made. When emergency release is operated to enter main track from a spur, Rule 404 must be observed.

If electric lock is not equipped with emergency release seal, communicate with control station for instructions.

6b. DETECTORS

1. INSTRUCTIONS FOR DETECTORS

When a detector announces one or more defects, the crew must stop the train and examine the specified journal(s) for excessive heat or for dragging equipment, hot wheel, or overheight as alarmed. If hot wheel alarms, after stopping, engineer will release train brakes after making full service application and employee at car will see that brake has released. If not released, engineer will again make full service application and release. If still not released, brake may then be cut out.

When a crew member inspects for a suspected hot box or dragging equipment in addition to tools and supplies, he will take available fire extinguishing material for use when needed.

When stopped by hot box detector and no hot box is found, the conductor on inbound train will advise proper authority at the final terminal so these cars may be inspected by mechanical forces prior to train departing.

When a train is stopped for a hot box, hot wheel or dragging equipment indication, the following information must be given as quickly as radio communication can be established:

1. Car Number.
2. Hot or not hot (or type of dragging equipment found).
3. Type of car.
4. Loaded or empty.
5. Type of journal.
6. Standard or unusual journal configuration (if cars are not hot).
7. Disposition of car.

2. TRACK SIDE ANALYZERS (TSA)

TSA make automatic analysis of train condition by monitoring hot journals and dragging equipment, followed by an automatic radio transmission concerning same.

1. When approaching, passing, or departing TSA location, crew members must be alert for TSA radio transmission (on road frequency for the territory). When in the vicinity of TSA locations, all employees must keep radio transmissions to an absolute minimum to avoid interference with TSA radio messages.

2. When a train is occupying a TSA and a defect has been detected, an automatic radio transmission as shown in example (a) or (b) below will occur:

   (a) A "TONE" will indicate that a hot bearing has been detected and, after rear has cleared TSA, train must be stopped for inspection. When rear has cleared TSA, a radio message will be transmitted twice to indicate nature of defect and its location in train. The location will be given by axle count, counting from the first axle in the locomotive consist. TSA will identify track to which message is applicable in double track territory.

   (b) When an excessively hot journal or dragging equipment has been detected, a radio message stating "CRITICAL ALARM" will be transmitted at once and train must be stopped for inspection as soon as possible, consistent with safe train handling procedures. When TSA has stopped analyzing the train (this will occur when train clears TSA, when train is stopped on TSA, or when train speed over TSA drops below 8 MPH), a radio message will be transmitted twice to indicate nature of defect and its location in train. The location will be given by axle count counting from the first axle in the locomotive consist. TSA will identify track to which message is applicable (in double track territory).

NOTE: When inspection is required by either (a) or (b) above, a thorough inspection will be made of both sides of car(s) indicated as being defective. If no apparent defects are found, five cars on either side of designated car(s) will be thoroughly inspected on both sides. After a defect message has been received, if train is stopped while occupying TSA, or if train speed over TSA drops below 8 MPH, all cars following the last car indicated as being defective must be inspected. While enroute to and from either end of train to car(s) to be inspected, crew members will, when practicable and safe to do so, make a visual inspection of both sides of train. All defect messages, including nature of defect and its location in train, must be acknowledged to the Dispatcher. Dispatcher must be notified of results of inspection, even if no trouble is located.

3. When no defects have been indicated, and one of the following conditions exist, a visual inspection must be made of both sides of train by crew member(s) on the ground, unless a visual inspection of both sides of train can or is to be made by other employees located in the near vicinity:

   - Train stops on TSA;
   - Train speed over TSA drops below 8 MPH;
   - Train is operated over a track which causes it to by-pass a TSA it normally would pass over.

   EXCEPTION: If the dispatcher has positive knowledge that a proper reading was obtained for all or a portion of the train, he will instruct crew members to inspect only the portion for which a proper reading was not obtained.

4. When no defects have been detected, the exit radio message will be: "NS TSA, mile post location, and identification of track to which message is applicable (in double track territory), followed by axle count of the train and message "NO DEFECTS". When a "NO DEFECTS" message has been received, it will not be necessary to acknowledge same to the dispatcher. Operating Rules 506 and 609 are modified accordingly.

   NOTE: If "NO DEFECTS" message has not been received from either TSA or dispatcher before passing the designated radio acknowledgment point (ie. train length plus approximately 20 car lengths beyond the detector), train must be stopped and dispatcher contacted for further instructions. If dispatcher cannot be contacted, entire train must be inspected in accordance with Item 4.

5. When a TSA reports "Analyzer Failure" to a train crew, the train must be stopped and inspected. If any message other than "Analyzer Failure" is transmitted to a train, and the crew does not understand the message, the CRT in Dispatcher's office may be used to determine if train needs inspecting.

   When notified that a defect has been detected that requires stopping for inspection before yarding train, stop must be made promptly and inspection of indicated car(s) made in accordance with noted Item 3.

6. If radio message "Train too slow from axle (XXX)" is received, the train must be inspected from the identified axle to end of train in accordance with Item 4.

b. Stand Alone Detectors (SAD)

SAD makes automatic analysis of train condition by monitoring hot journals and dragging equipment, followed by an automatic radio transmission concerning same.

1. When approaching, passing, or departing SAD location, crew members must be alert for SAD radio transmission (on road frequency for the territory). When in the vicinity of SAD locations, all employees must keep radio transmissions to an absolute minimum to avoid interference with SAD radio messages.
2. When a train is occupying a SAD and a defect has been detected, an automatic radio transmission as shown in example (a) or (b) below will occur:
   (a) A "TONE" will indicate that a hot bearing has been detected and, after rear has cleared SAD, train must be stopped for inspection. When rear has cleared SAD, a radio message will be transmitted three times to indicate nature of defect and its location in train. The location will be given by axle count, counting from the first axle in the locomotive consist. SAD will identify track to which message is applicable in double track territory.
   (b) When SAD has stopped analyzing the train (this will occur when train clears SAD, when train is stopped on SAD, or when train speed over SAD drops below 8 MPH), a radio message will be transmitted twice to indicate nature of defect and its location in train. The location will be given by axle count counting from the first axle in the locomotive consist. SAD will identify track to which message is applicable (in double track territory).

NOTE: When inspection is required by either (a) or (b) above, a thorough inspection will be made of both sides of car(s) indicated as being defective. If no apparent defects are found, five cars on either side of designated car(s) will be thoroughly inspected on both sides. After a defect message has been received, if train is stopped while occupying SAD, or if train speed over SAD drops below 8 MPH, all cars following the last car indicated as being defective must be inspected. While enroute to and from either end of train to car(s) to be inspected, crew members will, when practicable and safe to do so, make a visual inspection of both sides of train. All defect messages, including nature of defect and its location in train, must be acknowledged to the Dispatcher. Dispatcher must be notified of results of inspection, even if no trouble is located.

3. When no defects have been indicated, and one of the following conditions exist, a visual inspection must be made of both sides of train by crew member(s) on the ground, unless a visual inspection of both sides of train can or is to be made by other employees located in the near vicinity.
   - Train stops on SAD;
   - Train speed over SAD drops below 8 MPH;
   - Train is operated over a track which causes it to by-pass a SAD it normally would pass over.

   EXCEPTION: If the dispatcher has positive knowledge that a proper reading was obtained for all or a portion of the train, he will instruct crew members to inspect only the portion for which a proper reading was not obtained.
4. When no defects have been detected, the exit radio message will be: "NS SAD, mile post location, and identification of track to which message is applicable (in double track territory), followed by axle count of the train and message "NO DEFECTS". When a "NO DEFECTS" message has been received, it will not be necessary to acknowledge same to the dispatcher. Operating Rules 506 and 609 are modified accordingly.

NOTE: If "NO DEFECTS" message has not been received from SAD before passing the radio acknowledgment point (ie. train length plus approximately 20 car lengths beyond the detector), train must be stopped and dispatcher contacted for further instructions. If dispatcher cannot be contacted, entire train must be inspected in accordance with Item 4.

5. When a SAD reports "Detector Malfunction" to a train crew, the train must be stopped and inspected. If any message other than "Detector Malfunction" is transmitted to a train, and the crew does not understand the message, contact the dispatcher for further instructions.

   When notified that a defect has been detected that requires stopping for inspection before yarding train, stop must be made promptly and inspection of indicated car(s) made in accordance with noted Item 3.

   If a detector announces "NO DEFECTS, CALL MAINTAINER," the crew should notify the Chief Dispatcher immediately for further handling. The train should not be stopped.
6. If radio message "Train too slow from axle (XXX)" is received, the train must be inspected from the identified axle to end of train in accordance with Item 4.

7. HAZARDOUS MATERIALS

7A. GENERAL INSTRUCTIONS:

1. Compliance with the Code of Federal Hazardous Materials Regulations (49 CFR) of the U.S. Department of Transportation (found in the current edition of the AAR Bureau of Explosives Tariff BOE-6000 Series), and Norfolk Southern's special rules for handling hazardous materials, is required of all employees of Norfolk Southern Railway Company. References to specific sections of the 49 CFR included in the BOE Tariff are enclosed in brackets, for example [174.24].
2. A carrier must forward each shipment of hazardous materials promptly and within 48 hours (Saturdays, Sundays, and holidays excluded) after acceptance at the originating point, except that where biweekly or weekly service only is performed, a shipment of hazardous materials must be forwarded on the first available train. [174.14].
3. Definitions of terms for these instructions are listed in 49 CFR Section 171.8. For technical interpretations on these instructions call Hazardous Materials Management in Roanoke at 7-981-3762 or (540)-981-3762, or in Atlanta at 7-529-2242 or (404)-529-2242.

7B. SWITCHING OF PLACARDED CARS:

1. Every employee involved in the switching of hazardous materials cars, both on line of road and in yards, must be familiar with and be governed by the instructions contained in the "Hazardous Materials Switching Chart" found in the back of the timetable. This chart is applicable to railroad switching operations in yards, sidings, and industries where the air brake inspection is not required by A-6 or A-16, NS rules for equipment operation and handling. [174.82-174.83].
2. 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.
3. Persons having access to waybills or shipping instructions must see that concerned employees are notified when hazardous materials are to be handled.
4. 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.

5. There are five handling codes that pertain to hazardous materials switching as follows:

- **EXPL, FGAS,** and **PGAS** all identify cars that cannot be cut off in motion or struck by a free rolling car. (See HazMat Switching Chart Restriction #2.)
- **DANG** identifies the majority of hazardous materials shipments and these cars should be handled in accordance with the NS Timetable Instructions for Hazardous Materials.
- **HAZM** identifies hazardous materials that have no restrictions, except couple into with no more force than necessary to make coupling. (See Group 5 on Train Placement/Switching Charts.)

Car Movement Restriction Messages (CMRM) are determined by 49 STCC numbers; therefore, if the Handling Code does not match the placards or other shipping description information, the car should be set out and the shipping documents should be corrected. **EXCEPTION:** If a car placarded Combustible shows a DANG handling code, it should be handled identical to cars with a HAZM handling code (no restrictions apply).

7C. TRAIN PLACEMENT OF PLACARDED CARS:

1. Every employee involved in the positioning in train of hazardous materials cars, must be familiar with and be governed by the instructions contained in the "Hazardous Materials Position in Train Chart" found in the back of the timetable. This chart is applicable to train operations where air brake inspecrion is required by rules A-6 or A-16, NS rules for equipment operation and handling. [174.82-174.85]
2. 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.
3. 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(a)]
4. 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.
5. 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).
6. When complying with instructions in regard to placement in train or placarded cars containing hazardous materials, company material cars in series NW 565900-565984 and SOU 911208-911270, and similar type cars carrying freight car wheels are to be considered as a loaded flat car.

7D. KEY TRAINS:

1. The definition of a "**KEY TRAIN**" is:
   - Any train handling five (5) or more carloads of **POISON INHALATION HAZARD** (Hazard Zone A or B) gases or liquids;

   - OR -

   - Any train handling any combination of twenty (20) or more carloads, including intermodal portable tank loads, of:
     (a) **POISON INHALATION HAZARD** (Hazard Zone A or B) commodities;
     (b) Division 1.1 or 1.2 (Explosives);
     (c) Division 2.1 (Flammable Gas); or
     (d) Environmentally Sensitive Chemicals

- A commodity designated as a Poison Inhalation Hazard "PIH" will be identified by the "Poison Inhalation Hazard" or "Inhalation Hazard" notation on waybill or shipping document. The same notation will be stenciled in 4-inch letters on each side of tank cars containing "PIH" materials.
- Division 1.1 or 1.2 (Explosives) and/or Division 2.1 (Flammable Gas) commodities will be identified by the corresponding placard, or the Hazard Class on the waybill or shipping document.
- Environmentally Sensitive Chemicals can be identified by Car Movement Restriction Messages on train consist and/or Switch List; or by the chemical name or commodity code on the following list.

List of Environmentally Sensitive Chemicals

1. Allyl Chloride (4907412)
2. Carbon Tetrachloride (4921830/4921831)
3. Chlorobenzene (4909153)
4. Chloroform (4921767/4921769/4925224/4925225)
5. Dichlorobenzene (4925203)
6. Dichloropropane (4909269)
7. Dichloropropane/Dichloropropene mixture (4910234)
8. Dichloropropene (4909255)
9. Ethyl Chloride (4905712/4908162)
10. Ethylene Dibromide - (Also PIH) (4921497)
11. Ethylene Dibromide and Methyl Bromide Mixtures - (Also PIH) (4921438)
12. Ethylene Dichloride (4909166/4912081)
13. Epichlorohydrin (4921005)
14. Methyl Chloroform or 1,1,1-Trichloroethane (4925182)
15. Methylene Chloride (Dichloromethane) (4925131)
16. Methylene Chloride/Chloroform Mixture (4960150)
17. Perchloroethylene (Tetrachloroethylene) - (4840355/4925202)
18. Perchloroethylene/Trichloroethylene mixture (4940373)
19. Trichloroethylene (4925181)

NOTE: Yard movements on a main track will also be governed by the definition and operating requirements of **KEY TRAINS** if the intended movement will exceed one mile.

2. **KEY TRAINS** will be identified at certain locations on train consist copy, but at all locations conductor will be responsible for examining waybills to ascertain whether or not hazardous materials cars in train meet **KEY TRAIN** criteria. Conductor will promptly notify the dispatcher, or the appropriate authority for notification purposes (trainmasters, yardmasters, and operators as applicable) who in turn will notify the dispatcher, if the train or yard movement is to be designated as a **KEY TRAIN**.
3. In addition to the above, yard clerical forces handling outbound trains at train makeup or intermediate terminals must notify the dispatcher or the appropriate authority for notification purposes, if a train is to be designated as a **KEY TRAIN**. This notification should be made as soon as possible and may be made by telephone, or by entering information directly into the Computer Aided Dispatching system where this capability is available. In the event the computer is down, or if not equipped to determine this information by computer, a review of waybills must be made to determine **KEY TRAIN** status.
4. If train sets out or picks up loaded hazardous materials cars on line of road, and set-out or pick-up changes **KEY TRAIN** status, conductor will promptly notify dispatcher. The positions of the hazardous materials cars picked up will be recorded by the conductor on his consist.

5. The following **RESTRICTIONS** must be observed for movement of **KEY TRAINS:**
   (a) Maximum authorized speed of 50 MPH, unless further restricted.
   (b) At meeting or passing points, when practicable **KEY TRAIN** will hold main track unless a speed of 15 MPH or greater is authorized for siding or auxiliary track.
   (c) When any track with an authorized speed of 10 MPH or less is used for meeting or passing a **KEY TRAIN**, one of the trains must be stopped before the other train passes.
   (d) When a **KEY TRAIN** is stopped by an emergency brake application or by some unknown cause, the train must be inspected for derailed or defective cars in accordance with **NS Operating Rule 102**.
   (e) If a defect in a **KEY TRAIN** journal is reported by a wayside detector, but inspection of the journal fails to confirm evidence of a defect, the train will not exceed 30 MPH until it has passed over the next wayside detector. If the same car again sets off the next detector, it must be set out from the train.
   (f) Cars with friction bearings will not be permitted in **KEY TRAINS**.

7E. DOCUMENTATION:

1. No hazardous materials car, loaded or residue (empty), may be moved on line of road without a waybill, consist, switch list, wheel report, or other shipping document which identifies its contents or previous contents by proper shipping name, hazard class, UN/NA 4-digit identification number, a 24-hour emergency contact number, and quantity (may be properly specified as "One (1) Tank Car Load", or "1 T/C"). Other common elements which must be included if applicable are the packing group, reportable quantity (RQ), poison inhalation hazard notation, hazard zone, residue 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
   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 North American 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 copy of the North American Emergency Response Guidebook accessible when on duty. A crew member's copy maintained on the engine will be considered as being accessible to crews performing yard or switching service. Conductors will ascertain that a copy is on the controlling unit at the start of each trip or tour of duty [172.602].

7F. INSPECTION:

1. Rail cars carrying hazardous materials and each rail car immediately adjacent thereto, must be inspected before acceptance at originating point, when received in interchange, and at any point where a train is required to be inspected (including the point where the car is placed in the train). The cars may continue in transit only when the inspection indicates that the cars are in safe condition for transportation [174.9].
2. Before coupling to a placarded tank car, 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.
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 [174.104].
4. DOT specification tank cars not equipped with top and bottom shell couplers will not be accepted in interchange, placed or pulled at industrial tracks, or moved in a train. The Mechanical Department must be notified of such cars when offered in interchange or when released from industries. This restriction applies to (1) all DOT specification tank cars, whether or not they are displaying a hazardous material placard, and (2) both loaded and empty cars.
5. Check to make sure the safety valve and tank test due dates are current (a car is within test until the last day of the month or year shown). These will appear on the right-hand side of the car under the specification marking. If they are not in date, notify your supervisor.
6. Intermodal tanks containing hazardous materials must not be accepted in interchange, pulled at an industrial track, or moved in a train, unless the DOT Proper Shipping Name of the material is legibly marked on two opposing sides of the tank, and this DOT Proper Shipping Name matches the one shown on the hazardous materials shipping paper for the tank.

7G. MARKING AND PLACARDING HAZARDOUS MATERIALS:

1. Hazardous Materials tank cars must not be accepted at industries or in interchange unless placards, are affixed on each end and on each side of the car as required by regulations. Cars with missing, damaged, faded, or improper placards must not be pulled [172.508 & 174.59].

   EXCEPTION: Tank cars containing Class 9 commodities, must display the UN/NA identification number on all four sides; however, the Class 9 placard is optional.

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. 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 - EXCEPTION: switching restrictions for Ethylene Oxide (UN 1040).

   The PRIMARY and SECONDARY placards can be identified as follows:

   - the PRIMARY placard classification is the first hazard class following the proper shipping name on the shipping documents;
   - the use of the UN/NA 4-digit identification number is prohibited on the SECONDARY placard; and
   - no hazard class or division number may be displayed in the lower quadrant of a SECONDARY placard [172.505 & 172.519].

4. 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].

5. 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].

6. 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.

7. Placarded intermodal containers transported in stack cars must display placards which are visible for containers loaded in the wells of stack cars, even if it requires moving the placards already affixed to the container, or adding additional placards to the shipment [174.59].

8. **Residue** placards are not permitted on any hazardous material shipments in the United Staes; However, they may be used for shipments originating or terminating in Canada. The loaded placard will remain on tank cars for the entire trip cycle - both loaded and empty. Residue tank cars will be identified on the hazardous material shipping papers. In the event shipping papers are not available during a switching operation to determine if a shipment is loaded or empty, the shipment should be handled as a load.

7H. LEAKING TANK CARS:

1. A tank car discovered in a leaking condition in transit may not be **unnecessarily** moved until the unsafe condition has been corrected. A leaking tank car may be removed without repair or FRA approval only as far as necessary to eliminate the threat of harm to human health and the environment when it is determined that its movement would provide greater safety than allowing the car to remain in place [174.50].

7I. REPORTING HAZARDOUS MATERIALS INCIDENTS:

The following hazardous material incidents must be reported **immediately** to the Division Chief Dispatcher:

- All unauthorized, unintentional, and/or accidental releases (including **minor** leaks) of commodities classified as hazardous under federal and/or state Department of Transportation and Environmental Protection Agency regulations, including hazardous materials, hazardous substances, extremely hazardous substances, and hazardous wastes and toxic substances.

- All derailments/accidents involving tank cars or other rolling stock containing hazardous materials, substances, and/or waste in which:
  (1) the car is damaged; OR
  (2) the car is off the track and not upright regardless of damage, leaks, or releases.
- All spills of any petroleum product or a derivative thereof, including oil, diesel fuel, or other materials that can cause water pollution or other damage to the environment, including water discoloration. All spills of any petroleum product or a derivative thereof, including oil or diesel fuel, onto shorelines next to water must also be reported.
- When in doubt, report all release incidents (regardless of amount involved).

7J. INSTRUCTIONS TO EMPLOYEES IN THE EVENT OF A HAZARDOUS MATERIALS INCIDENT OR ACCIDENT:

In case of a hazardous materials incident, employee safety is the first consideration. The responsibility of a train crew or incident observer is to determine the status of the incident (when safe to do so) and report the detection to the yardmaster, chief dispatcher, and/or your immediate supervisor.

The following on-scene actions are to be carried out as closely as possible; however, it is realized that on-the-scene judgment based on actual circumstances must be the final guide for protecting lives, the environment and property. **Safety is of first importance**

1. **On line of road, protect the train and make an emergency call by radio. In the yard, contact the yardmaster by the most expeditious means available.** State the specific location of the incident and train/car status.
2. **Determine the status of all crew members.** Any rescue efforts you make to assist fellow crew members (such as removing them if conditions so indicate) should be voluntarily made. You should weigh those rescue efforts against the possibility of putting yourself at risk. **Act only if it is safe to do so. Do not put yourself in danger.**
3. On line of road, check the train consist and shipping papers to determine which cars and commodities are likely involved. In the yard, get the car number and placard information if safe to do so.
4. **Extinguish ignition sources** such as lanterns, flares, fusees, open flames, switch heaters, and smoking materials in the immediate area until it is definitely determined there are no flammable vapors in the area.
5. Do not go near derailed or damaged hazardous materials cars to investigate the accident until **IT IS DETERMINED TO BE SAFE**. Follow available Emergency Response Information Guidelines. Sources include: Shipping Documents and US DOT Emergency Response Guidebook. **Some simple rules are:**
   (a) Do not take undue risks. Use "Buddy System" when possible.
   (b) Do not walk into or touch spilled material.
   (c) Stay out of ditches or low areas.
   (d) Avoid inhalation of fumes, smoke, and vapors.
   (e) Stay upwind (wind at your back).
   (f) In the event you detect fire, vapor or gas cloud, smoke, leak, or unusual smells or noises, DO NOT GO NEAR THE CARS, and evacuate to a safe distance.

6. Give dispatcher or yardmaster information on:
   (a) Your name and title.
   (b) Train identification symbol.
   (c) Whether you need fire or medical assistance.
   (d) How many cars are involved with their location and condition but only if it is **POSSIBLE TO OBTAIN THIS INFORMATION SAFELY.**
   (e) Each hazardous material car initial and number, commodity description, placards, and condition of car but only if it is **POSSIBLE TO OBTAIN THIS INFORMATION SAFELY**.
   (f) Location of people, property, or public systems (roads, power lines, hospitals, etc.), which could be subject to danger.
   (g) Location of any nearby storm sewer, drain, pipes, ditches, or body of water.
   (h) Indicate the location where the train crew will meet emergency responders and how the train crew can be identified. Also, identify access roads.
7. Identify yourself to police and fire personnel when they arrive. Share shipping papers and emergency response information with them.
8. Remain at the scene, at a safe distance, until relieved by a company operating official.
9. A company spokesperson will handle all questions asked by the media or other persons about the incident.

- **ALWAYS CONSIDER YOUR SAFETY BEFORE ACTING!!!!!**

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INDEX TO SPECIAL INSTRUCTIONS

LI = Local Instructions

INDEX TO SPECIAL INSTRUCTIONS

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Effective June 30, 1996

NORFOLK SOUTHERN
HAZARDOUS MATERIALS SWITCHING CHART

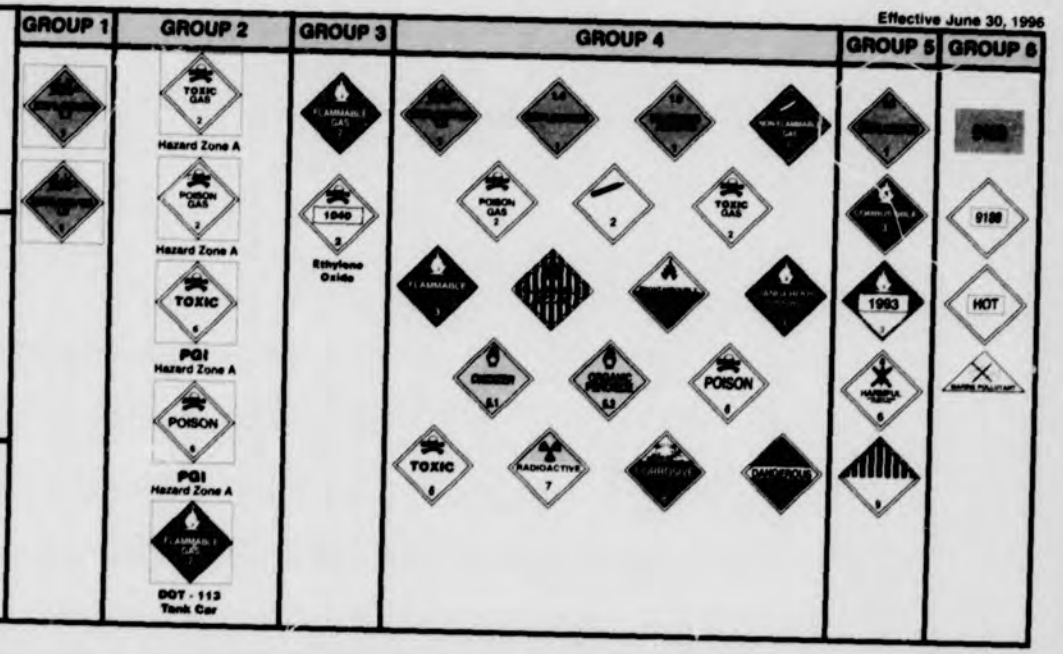
HOW TO USE THIS CHART

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.

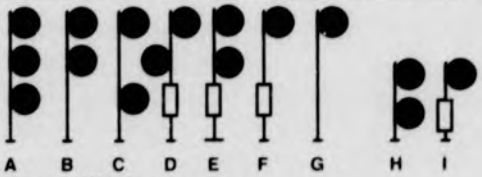


RESTRICTIONS	Any Car	Any Car	Any Loaded Car	Loaded Tank Car	Loaded Flat Car	Other Loaded Rail Car	Any Car	Any Car
1 SHALL BE SEPARATED FROM ENGINE BY AT LEAST ONE NON-PLACARDED CAR OR BY AT LEAST ONE CAR PLACARDED/MARKED IN ACCORDANCE WITH GROUP 5 OR GROUP 6 OF THIS CHART.	X							
2 SHALL NOT BE CUT 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

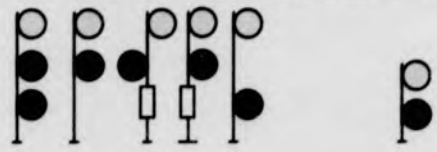
NOTE *RESTRICTIONS GOVERNING SWITCHING OF LOADED PLACARDED FLAT CARS INCLUDE THOSE CARRYING TRAILERS, CONTAINERS AND/OR INTERMODAL TANK CONTAINERS (RESIDUE/EMPTY INTERMODAL CONTAINERS ARE NOT CONSIDERED TO BE LOADS).*

NORFOLK SOUTHERN RAILWAY
AUTOMATIC BLOCK, INTERLOCKING, TC AND REMOTE CONTROL SIGNALS

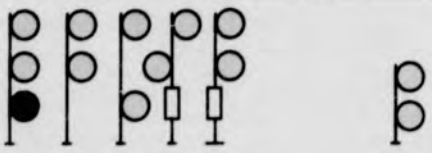
HIGH SIGNAL DWARF SIGNAL



RULE 301 **NAME: Clear**
INDICATION: Proceed at authorized speed.



RULE 302 **NAME: Approach Diverging**
INDICATION: Proceed preparing to take diverging route beyond next signal at authorized speed.

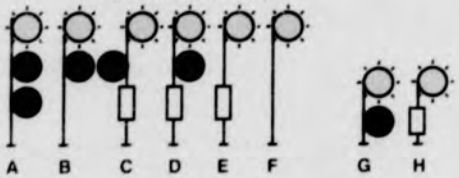


RULE 303 **NAME: Advance Approach**
INDICATION: Proceed preparing to stop at second signal.

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

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

FLASHING YELLOW



RULE 306 **NAME: Approach Restricted**
INDICATION: Proceed, approaching next signal at Restricted Speed, not exceeding 15 MPH. Train or engine 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.

RESTRICTED SPEED - A speed that will permit stopping within half the range of vision, short of train, engine, obstruction, railroad car, men or equipment fouling track, Stop signal, derail or switch lined improperly and looking out for a broken rail, but not exceeding 20 MPH.

(Note: The provisions of Restricted Speed do not solely provide protection for men or equipment working on or near the track.)

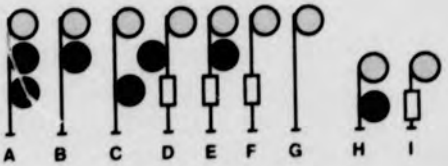
SLOW SPEED - A speed not exceeding 15 MPH.

NORFOLK SOUTHERN RAILWAY
AUTOMATIC BLOCK, INTERLOCKING, TC AND REMOTE CONTROL SIGNALS

HIGH SIGNAL DWARF SIGNAL

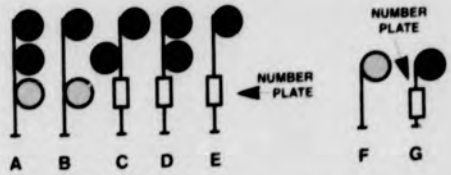
FLASHING YELLOW

RULE 306.1 **NAME: Diverging Route Approach Restricted.**
INDICATION: Proceed through diverging route, observing authorized speed through turnout(s) or crossover(s), approaching next signal at Restricted Speed, not exceeding 15 MPH. Train or engine exceeding Medium Speed must at once reduce to that speed.



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

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



RULE 309 **NAME: Restricting**
INDICATION: Proceed at Restricted Speed.

RULE 310 **NAME: Stop**
INDICATION: Stop.

RUNNING TIMES OF TRAINS, IN MINUTES — FOR INSPECTION CAR OPERATION ONLY

INSTRUCTIONS — (1) Use MAXIMUM SPEED for kind of train (passenger or freight) unless line-up shows lower train speed (if timetable maximum speed is not listed below, use next higher MPH column). (2) Use MILES from train's last recorded (timetable or line-up) location to point where inspection car clears. (3) Read MPH column down to MILES line for running time of train in minutes. Example — a train at 45 MPH going 11 miles uses 14 minutes. (4) Add running time to the train's time at last recorded location to determine when the train is due at clearing point. **CLEAR THIS TIME NOT LESS THAN TEN MINUTES. See Rule 824.**

Miles	10 MPH	15 MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	75 MPH	79 MPH
1	6	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2	12	8	6	—	—	—	—	—	—	—	—	—	—	—	—
3	18	12	9	7	6	5	—	—	—	—	—	—	—	—	—
4	24	16	12	9	8	6	6	5	—	—	—	—	—	—	—
5	30	20	15	12	10	8	7	6	6	5	5	—	—	—	—
6	36	24	18	14	12	10	9	8	7	6	6	5	5	—	—
7	42	28	21	16	14	12	10	9	8	7	7	6	6	5	5
8	48	32	24	19	16	13	12	10	9	8	8	7	6	6	6
9	54	36	27	21	18	15	13	12	10	9	9	8	7	7	6
10	60	40	30	24	20	17	15	13	12	10	10	9	8	8	7
11	66	44	33	26	22	18	16	14	13	12	11	10	9	8	8
12	72	48	36	28	24	20	18	16	14	13	12	11	10	9	9
13	78	52	39	31	26	22	19	17	15	14	13	12	11	10	9
14	84	56	42	33	28	24	21	18	16	15	14	12	12	11	10
15	90	60	45	36	30	25	22	20	18	16	15	13	12	12	11
16	96	64	48	38	32	27	24	21	19	17	16	14	13	12	12
17	102	68	51	40	34	29	25	22	20	18	17	15	14	13	12
18	108	72	54	43	36	30	27	24	21	19	18	16	15	14	13
19	114	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

180274 T T T

NORFOLK SOUTHERN

Western Region

Alabama Division

Effective Sunday, June 19, 1994

12:01 A.M. Central Standard Time

Timetable Number

13

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.

ATLANTA—NEW ORLEANS

SOUTHWARD FIRST CLASS		TIMETABLE NO. 13 Effective June 19, 1994 STATIONS	NORTHWARD FIRST CLASS	
	AMTRAK 19 Lv. Daily		AMTRAK 20 Ar. Daily	
	A.M.		P.M.	
	s 7 45	.....Atlanta.....	s 6 20	
	s 10 05	.....Anniston.....	s 3 50	
	s 11 48	..... Birmingham	s 2 20	
	12 03 p.m.		1 50	
	s 1 13	... Tuscaloosa Psgr. Sta.	s 12 40 p.m.	
	s 3 10	.... Meridian Psgr. Sta.	s 11 05	
	3 15		11 00	
	f 4 14	.....Laurel.....	f 9 52	
	s 4 45	.....Hattiesburg.....	s 9 21	
	f 5 48	.....Picayune.....	f 8 17	
	f 6 05	.....Slidell.....	f 7 58	
	s 7 28	..... New Orleans	s 7 05	
	P.M.		A.M.	
	Ar. Daily 19 AMTRAK		Lv. Daily 20 AMTRAK	

Timetable direction for AMTRAK Train 19 between Atlanta and Birmingham is Westward and for AMTRAK 20 between Birmingham and Atlanta is Eastward.

Central Standard time shown on this page at Atlanta is for information only; Georgia Div. Timetable governs between Atlanta and Austell.

Central Time shown at New Orleans (UPT-AMTRAK) is for information only. AMTRAK rules and special instructions govern between East City Junction and New Orleans (UPT-AMTRAK).

Schedule times shown above are for passenger information only.

AUSTELL AND BIRMINGHAM—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 WASHINGTON
.....	.....	633.3	.....Atlanta..... (Peachtree Station)				633.3
Yard	.....	637.0	Y ....Inman Yard....				637.0
18	.....	650.0	.....Austell.....				650.0
.....	.....	657.3	..... Cracker				657.3
.....	9870	664.6	..... Winston				664.6
.....		666.6	.....Carroll.....				666.6
.....	6864	668.5	..... Baggett				668.5
31		669.9	..... Villa Rica				669.9
.....	9445	675.5	.....Taylor.....				675.5
5		677.5	..... Temple				677.5
.....	11065	682.7	.....Sewell.....				682.7
63		685.0	..... Bremen		C	◇	685.0
.....	11744	692.7	.....Hubbard.....				692.7
45		695.2	...Tallapoosa, Ga...				695.2
.....	10274	708.4	.....Foster, Al.....				708.4
.....		710.4	....Edwardsville....				710.4
.....	11090	714.1	.....Owens.....				714.1
34		716.3	.....Heflin.....				716.3
.....	9674	727.1	.....Ardrey.....				727.1
34		729.1	....DeArmanville....				729.1
.....	6416	733.4	..... Lardent				733.4
Yard		735.0	.....Anniston.....		C	◇	735.0
.....		736.7	.....Letchers.....				736.7
70	17952	742.9	.....Bynum.....				742.9
.....		746.4	.....Gray.....				746.4
.....	10560	756.1	.....Embry.....				756.1
.....		757.9	.....Coosa.....				757.9
.....	10032	767.8	.....Holt.....				767.8
.....		769.8	..... Roberts				769.8
.....	10041	776.2	..... Brompton				776.2
.....		778.1	..... Coleman				778.1
45	8976	781.9	.....Leeds.....				781.9
.....		782.7	.....Central.....				782.7
.....		783.7	....Henry Ellen.....				783.7
.....	.....	787.7	.....Lovick.....				787.7
Yard	.....	790.7	Y ....Norris Jct.... (Norris Yard)				790.7
.....	.....	791.8	....Irondale Jct....				791.8
.....	.....	798.2	.....32nd Street.....		C	◇	798.2
.....	.....	798.4	.....27th Street.....		C	◇	798.4
Yard	.....	798.9	.....Birmingham..... (CSXT-AMTRAK Station)				798.9
		Georgia Div. Timetable governs between Atlanta and Austell.					

BIRMINGHAM AND SHEFFIELD—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 WASHINGTON
....	Yard	AGS 135.1 791.4	Y . . . Norris Yard . . .				791.4
....	....	AGS 137.2	. . . . . Brussel				793.9
....	....	AGS 139.9	. . . Woodlawn Jct . . .				796.2
....	....	AGS 141.8 798.2	. . . . 32nd Street		C	◇	798.2
....	....	AGS 142.0 798.4	. . . . 27th Street		C	◇	798.4
....	....	798.6	. . Second Avenue . . .		C	◇	798.6
....	....	799.6	. . Block One (TK#1) . .				799.6
....	....	800.4	. . . . . Block Two		C	◇	800.4
....	....	800.8	. . . . . Lehigh		C	◇	800.8
....	....	801.1	. . . . . Boyles		A	◇	801.1
....	7852	812.2	. . . . . Brookside				812.2
....		813.9	. . . . . Blossburg				813.9
....	8037	821.0	. . . . . Locust				821.0
45		822.6	. . . . . Bryan				822.6
....	9043	837.5	. . . . . Standard				837.5
156		839.4 NA 95.6	Y . . . . . Parrish				839.4 95.6
35		NA 86.5	. . . . . Jasper		A	◇	86.5
....	7865	NA 80.3	. . . . . Gamble				80.3
....		NA 78.7	. . . . . Burton				78.7
18	8168	NA 67.9	. . . . . Nauvoo				67.9
....		NA 66.1	. . . . . Ash				66.1
4	8604	NA 61.5	. . . . . Lynn				61.5
....		NA 59.6	. . . . . Bankhead				59.6
....	8493	NA 50.5	. . . . . Yankee				50.5
....		NA 48.7	. . . . . Delmar				48.7
50	....	NA 45.8	. . . . . Haleyville				45.8
....	8676	NA 33.8	. . . . . Philco				33.8
....		NA 32.0	. . . . . Franklin				32.0
....	8149	NA 15.9	. . . . . Hyde				15.9
....		NA 14.2	. . . . . Littleville				14.2
....	....	NA 5.0	. . . . . Lee				5.0
Yard	....	....	Y . . . Sheffield Yd . . .				....

The figures on this page between Sheffield Yard and Lee are for information only. Timetable of Tennessee Division will govern within Sheffield Terminal

MILES FROM SHEFFIELD

PARRISH AND COLUMBUS, MS—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 WASHINGTON
Yard	9043	839.4	YL Y . . . . Parrish		....	.....	839.4
....	.....	841.0	YL . . . West Parrish . . .		....	.....	841.0
....	....	848.0	. . . . . Oakman	§	....	.....	848.0
....	.....	862.0	. . . . . ALTA	§	....	.....	862.0
....	1224	878.6	. . . . . Fayette	§	....	.....	878.6
....	1240	894.6	. . . . Weyerhaeuser	§	....	.....	894.6
....	.....	918.0	YL . East Columbus .	§	....	.....	918.0
Yard	.....	920.7	YL . Columbus, Ms. .		A	◇	920.7

JACKSONVILLE AND WILTON—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 ROME
12	.....	48.2N	. . . . . Jacksonville	§	....	.....	48.2
....	.....	59.0N	. . . North Anniston . . .	§	....	.....	59.0
Yard	.....	61.0N	YL . . Anniston		C	◇	61.0
....	.....	64.5N	. . . South Anniston . . .		....	.....	64.5
42	.....	84.0N	. . . . . Talladega	§	A	◇	84.0
....	4023	103.0N	. . . . Coosa Pines	§	....	.....	103.0
Yard	.....	111.5N	. . . . . Yellowleaf	§	....	◇	111.5
40	.....	131.0N	. . . . . Calera	§	A	◇	131.0
Yard	2450	134.0N	. . . . . Roberta	§	....	.....	134.0
....	.....	138.0N	YL . . East Wilton		....	.....	138.8
Yard	.....	139.2N	YL . . . Wilton		....	.....	139.2

BIRMINGHAM AND SELMA—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 WILTON
Yard	.....	AGS 135.1	Y ..... Norris Yd ..... North End Two Tracks					55.9
.....	.....	AGS 137.2	..... Brussel					53.8
Yard	.....	AGS 139.9	... Woodlawn Jct. ...					51.1
.....	.....	AGS 141.8	..... 32nd Street		C	◇		49.2
Yard	.....	AGS 142.0	..... 27th Street		C	◇		49.0
.....	.....	AGS 143.5	YL ... 14th Street ...		C	◇		47.7
.....	.....	AGS 156.0 / 35.0R	YL .... Burstall .... South End Two Tracks	†† †† †† § §				35.0
.....	5057	25.2R	..... Nomen	§ §				25.2
.....	7314	11.5R	..... Lacey	§ §				11.5
		1.0R	North Wilton	§				1.0
Yard	.....	0.0R / 139.2N	YL Y ... Wilton					139.2
		141.0N	South Wilton	§				141.0
.....	7598	149.3N	..... Bibb Mill	§ §				149.3
75	5738	161.0N	..... Maplesville	§ §				161.0
.....	6088	178.5N	..... Fremont	§ §				178.5
Yard	.....	189.3N	YL Y . North Selma . ..... Selma	§				189.3
								MILES FROM ROME

SELMA AND MOBILE—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 ROME
.....	.....	191.4N	YL ..... Selma		.....	.....		191.4
Yard	.....	194.0N	Y. .South Selma .		.....	.....		194.0
70	.....	206.8N / 0.0MB	Y .... Marion Jct	§	.....	.....		206.8
.....	9445	22.2MB	..... Catherine	§	.....	.....		22.2
66	.....	35.7MB	.....Kimbrough	§	A	◇		35.7
.....	9843	43.9MB	.... Sunny South ...	§	.....	.....		43.9
25	.....	60.6MB	.....Fulton	§	.....	.....		60.6
25	7991	74.8MB	..... Suggsville	§	.....	.....		74.8
70	.....	87.7MB	.....Jackson	§	.....	.....		87.7
55	8552	106.0MB	..... McIntosh	§	.....	.....		106.0
75	9497	128.9MB	..... LeMoyne	§	.....	.....		128.9
.....	.....	143.2MB	.....Chickasaw	§	A	◇		143.2
.....	.....	144.0MB	YL North Mobile ...	§	.....	.....		144.0
.....	.....	147.5MB	....Mobile		.....	.....		147.5
								MILES FROM MARION JCT

MARION JCT. AND DEMOPOLIS—SOUTHWARD

Capacity of Tracks: Other Tracks In Cars	Capacity of Tracks: Sidings In Feet	MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	SEE SECTION 3 RR CROSSING SPEC. INST.	MILES FROM ROME
70	.....	206.8N	Y .... Marion Jct.			.....	206.8
10	.....	222.4N	..... Uniontown	§ § §		.....	222.4
Yard	.....	240.0N	YL .. Demopolis			.....	240.0

AUTAUGA CREEK AND MAPLESVILLE—SOUTHWARD

Capacity of Tracks: Other Tracks In Cars	Capacity of Tracks: Sidings In Feet	MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	SEE SECTION 3 RR CROSSING SPEC. INST.	MILES FROM ARTESIA
10	.....	MA130.6	..... Maplesville			.....	130.6
5	.....	MA150.2	..... Vida	§ § §		.....	150.2
.....	.....	MA169.0	YL Y . Autauga Creek .	§		.....	169.0

CHATTANOOGA AND BIRMINGHAM—SOUTHWARD

Capacity of Tracks: Other Tracks In Cars	Capacity of Tracks: Sidings In Feet	MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	SEE SECTION 3 RR CROSSING SPEC. INST.	MILES FROM CHATTANOOGA
.....	.....	0.0	..... C. T. Tower		..	.....	0.0
.....	.....	2.1	.... North Tunnel		..	.....	2.1
.....	.....	3.2	.... South Tunnel		..	.....	3.2
.....	.....	5.5	..... Wauhatchie		..	.....	5.5
.....	6373	33.9	.... Battelle, Al.		..	.....	33.9
83	9386	51.8	..... Fort Payne		..	.....	50.7
.....	8941	79.7	..... Crudup		..	.....	79.7
.....	8476	87.2	Y ..... Attalla		A	◇	87.2
12	9393	102.5	..... Whitney		..	.....	102.5
15	6304	114.3	..... Springville		..	.....	114.3
13	.....	128.6	..... Trussville		..	.....	128.6
.....	.....	132.8	..... Watts Jct.		..	.....	132.8
.....	.....	134.3	.... Roebuck Jct.		..	.....	134.3
.....	.....	134.9	..... Pape Jct.		..	.....	134.9
Yard	.....	135.1	Y .... Norris Yd.		..	.....	135.1
.....	.....	135.5	.... Irondale Jct.		..	.....	135.5
.....	.....	137.2	..... Brussel		..	.....	137.2
.....	.....	139.9	... Woodlawn Jct. ...		..	.....	139.9
.....	.....	141.8	..... 32nd St.		C	◇	141.8
.....	.....	142.0	. Birmingham, 27th St .		C	◇	142.0
Yard	.....	143.0	..... Birmingham		..	.....	143.0
			Tennessee Division Timetable governs at deButts Yard.				

BIRMINGHAM AND SHOPS—SOUTHWARD

Capacity of Tracks: Other Tracks In Cars	Capacity of Tracks: Sidings In Feet	MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSING	SEE SPEC. INST. SECTION 3	MILES FROM CHATTANOOGA
Yard		135.1	Y .... Norris Yd.					135.1
		137.2	..... Brussel					137.2
		139.9	... Woodlawn Jct. ...					139.9
		141.8	..... 32nd St.		C	◇		141.8
		142.0	..... 27th St		C	◇		142.0
Yard		143.0	..... Birmingham ..... (CSXT-AMTRAK Station)					143.0
		143.5	YL { . 14th St. Tower .	††	C	◇		143.5
Yard		154.3	YL { ... Bessemer ...	††				154.3
		156.0	YL { .... Burstall	††				156.0
	11835	163.0	..... McCalla					163.0
		165.4	..... Kimbrell					165.4
Yard	15214	171.8	..... Woodstock					171.8
		174.8	..... Vance					174.8
	9436	185.4	..... Coaling					185.4
		187.3	..... Fleming					187.3
		197.4	..... Pryant					197.4
Yard		198.4	Y. Tuscaloosa Psgr. Sta.		A	◇		198.4
	10088	199.1	..... Tuscaloosa					199.1
		201.2	..... Crabtree					201.2
25	6243	213.2	..... Moundville					213.2
		214.5	..... Powers					214.5
145	8366	223.0	..... Stewart					223.0
		224.5	..... Akron					224.5
	12345	230.0	..... McClure					230.0
		232.5	..... Eutaw					232.5
		242.0	..... Bermul					242.0
76	11559	242.7	..... Boligee		A	◇		242.7
		244.2	..... Miller					244.2
	11478	254.7	..... Parker					254.7
65		257.0	..... Livingston					257.0
	6295	266.9	..... McGregor					266.9
99		268.2	..... York					268.2
	7132	269.7	..... McConnell					269.7
16	7266	280.7	..... Smith, Ms					280.7
		282.2	..... Toomsuba					282.2
		292.7	YL { ...Breyer					292.7
Yard		295.0	YL { Meridian Psgr. Sta.	††	A	◇		295.0
Yard		NO 5.0	..... Shops	†				300.0

COLUMBUS AND NORRIS YARD—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 SAVANNAH
Yard		S291.0	YL { Columbus, Ga. ...					291.0
100		P292.0	YL { . .West Columbus .	†				292.0
	7379	P299.7	..... Smiths	†				299.7
18	6878	P305.1	..... Bleecker	†				305.1
178		P315.7	..... Royal City	†				315.7
Yard	7980	P320.0	Y ..... Opelika	†	A	◇		319.3
6	6980	P329.5	..... Gold Ridge	†				329.5
15	5384	P340.1	..... Camp Hill	†				340.1
75	5872	P362.1	.... Alexander City	†				362.1
75	7675	P374.2	..... Goodwater	†				374.2
45	4352	P384.9	..... Trammells	†				384.9
	4460	P391.0	..... King					391.0
		P391.9	..... Mignon					391.9
	7060	P394.4	..... Hightower					394.4
		P395.8	..... Lipsy					395.8
	5950	P398.5	..... Bon Air					398.5
		P399.8	.... Childersburg					399.8
21	4496	P407.8	..... Vincent					407.8
		P408.9	..... Spring					408.9
	4164	P414.3	..... Beulah					414.3
		P415.4	..... Sterrett					415.4
8	4577	P420.5	..... Winburn					420.5
		P421.5	..... Oak					421.5
		P425.6	..... Central					425.6
		787.7	..... Lovick					426.7
Yard		790.7	Y ..... Norris Jct. ..... (Norris Yard)					429.6

COLUMBUS, GA. & HURTSBORO—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 SAVANNAH VIA COLUMBUS	MILES FROM SAVANNAH VIA SMITHVILLE
Yard		8291.0	YL . . Columbus, Ga. . .					291.0	
60		8303.4	. . . . . Nuckols	§ § § §				303.4	
3		8329.0	. . . . . Hurtsboro					329.0	

OPELIKA AND LAFAYETTE—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 SAVANNAH
Yard	140	P320.0	Y . . . Opelika		A	◇		320.0
11		T322.6	. . . . Roanoke Jct.	§ § § §				322.6
85		T338.4	. . . . . Lafayette					338.4

COLUMBUS AND ALLIE (C of GA)—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 COLUMBUS
Yard		R 2.0	YL . North Columbus . .					2.0
50		R 11.0	. . . . Florida Rock	§ § § §				11.0
		R 55.0	. . . . . Allie					55.0

NUCKOLS AND MAHRT—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 NUCKOLS
60		0.0	. . . . . Nuckols					0.0
Yard		NU15.0	YL . . . . Mahrt	§ §				15.0

MERIDIAN AND NEW ORLEANS—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 MERIDIAN
			295.0	Meridian Psgr. Sta.		A	◇		0.0
Yard		NO	5.0	YL Y . . Shops					5.0
0	11300	NO	13.3	Basic					13.3
0	6031	NO	30.5	Barnett					30.5
0	11872	NO	50.8	Hawkes					50.8
Yard		NO	56.4	Laurel					56.4
Lead	11450	NO	59.3	Shows Field					59.3
Yard	10648	NO	80.3	Dragon					80.3
Yard		NO	85.3	Hattiesburg		A	◇		85.3
Lead	11537	NO	94.5	Y Richburg					94.5
24		NO	101.6	Purvis					101.6
20	6198	NO	112.4	Lumberton					112.4
15	11817	NO	131.6	Derby					131.6
35	8520	NO	149.0	Picayune					149.0
5	5900	NO	160.1	Pearl River, La.					160.1
80		NO	167.3	Y Slidell					167.3
15	8994	NO	169.0	Woods					169.0
0		NO	181.9	"X" Tower					181.9
0		NO	193.6	YL . . "NE" Tower		C	◇		193.6
0		NO	194.1	Oliver Jct.					194.1
Yard		NO	195.6	Oliver Yd					195.6
			7.7NT	Terminal Junction					7.7
			3.6NT	East City Junction					3.6
				New Orleans (UPT-AMTRAK)					

AMTRAK rules and special instructions govern between East City Junction and New Orleans (UPT-AMTRAK).

MILES FROM IC CONNECTION

SHREWSBURY AND OLIVER YARD—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	IC CONNECTIONS
		0.0A	IC Connection		C			0.0
Yard		0.6A	YL . . Shrewsbury	§§				0.6
		2.2A	. . Metairie Rd.	§§				2.2
		2.7A	17th St. Canal					2.7
		3.6A	East City Jct.					3.6
		6.7NT	Frenchmen St.					6.7
		7.0NT	Elysian Fields					7.0
Yard		7.7NT	Terminal Jct.					7.7
Yard		8.1NT	Oliver Yd.					8.1

Between IC Connection and Metairie Rd., all movements will be governed by Oliver Yard Tower. Yard limits extend between IC Connection and Metairie Rd.

GREEN & SENOIA—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 Savannah
......	......	C361.4	.... **Green**		......	......	361.4
Yard	......	C352.5	..... **Cedartown**	§	A	◇	352.5
Yard	......	C323.7	...... **Bremen**	§	C	◇	323.7
......	6285	C305.0	.... **Clem**	§	......	......	305.0
......	......	C302.0	.... **Wansley Jct.**	§	......	......	302.0
Yard	2400	C295.0	.... **Yates**	§	......	......	295.0
Yard	......	C270.1	.... **Senoia**	§	......	......	270.1

WANSLEY JCT. AND WANSLEY—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 Wansley Jct.
......	......	WA0.0	.... **Wansley Jct.**		......	......	0.0
Yard	......	WA7.0	...... **Wansley**	§	......	......	7.0

SPECIAL INSTRUCTIONS

1. STANDARD CLOCKS; BULLETIN BOOKS.

Location	Office	Standard Clock	Bulletin Book
Peachtree Station	Passenger Waiting Room		X
Inman Yard	Conductor's Waiting Room ..		X
	Engineer's Washroom	X	X
	Operator's Office	X	
Anniston	Yard Office	X	X
Parrish	Yard Office	X	X
Sheffield Yard	Engineer's Wash Room		X
	Diesel Shop	X	
Yellowleaf	Station		X
Wilton	Yard Office	X	X
Selma	Yard Office	X	X
	Diesel Shop		X
Jackson	Station	X	
McIntosh	Station	X	X
Mobile	Yard Office	X	X
Demopolis	Station	X	X
Autauga Creek	Yard Office		X
deButts Yd.	Engineer's Washroom		X
	Yard Office	X	X
Attalla, Al.	Switchmen's Room		X
Bessemer, Al.	Locker Room		X
Tuscaloosa, Al.	Switchmen's Room		X
Meridian, Ms.	Yard Office	X	X
Coosa Pines	Yard Office		X
Columbus, Ga	Wash Room		X
	Yard Office	X	X
Mahrt	Station		X
Hattiesburg, Ms.	AMTRAK Crew Room	X	X
	Roundhouse	X	X
Norris Yard	Conductor's Waiting Room ..		X
	Engineer's Washroom	X	X
	North End Switchman's Shack		X
	Car Retarder Tower		X
	Dispatching Center	X	
Birmingham	16th Street Crew Room		X
Oliver Yd., La.	Report Room		X
	Switchman's Washroom	X	X
	Yard Office	X	
Chalmette, La.	Yard Office	X	X
New Orleans, La.	NOUPT-AMTRAK Station	X	X
Carrollton	Crew Room		X
Cedartown	Crew Room		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 commensing 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 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.

AMTRAK Train No. 19's crews must receive two (2) Dispatcher's Bulletins (one from the Birmingham Dispatcher governing movements on the East End District and one from the South End Dispatcher governing the AGS South and NO&NE Districts) before departing Brookwood Station, Atlanta, Georgia. The same applies for AMTRAK Train No. 20's crew before departing Hattiesburg, MS.

East End District

Dispatcher's Bulletins issued to Eastbound loaded coal trains operating between Norris Yard and Bremen, Georgia must also be respected on the Westbound trip of the empty coal train.

The Conductor of the Westbound empty coal train must contact the East End Train Dispatcher at Birmingham (7-951-4860) prior to departing Bremen to compare Dispatcher's Bulletin and determine if additional instructions are required for the Westbound trip to Norris Yard.

Should new train instructions be issued for the Westbound empty coal train, these new instructions will be respected in addition to those already held.

Central of Georgia District

Opelika (Notes 1 & 2)

Exception Notes:

(Note 1): All trains and engines must receive a train bulletin from the CSXT Dispatcher before departing Opelika enroute to Roanoke Jct. After clearing the main track at Roanoke, this fact must be reported to the CSXT Dispatcher via radio or telephone.

(Note 2): All trains and engines operating between Opelika and Roanoke on CSXT, must obtain a DTC Block Clearance, Form IC, from the CSXT Dispatcher.

This form must be released through the CSXT Dispatcher after clearing the main track at Roanoke and at Opelika.

3. RAILROAD CROSSINGS AT GRADE

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

a. Interlocked

LOCATION	M.P.	TYPE	LINE/RR
East End District			
Bremen	M.P. 685.0	C	Cedartown Dist. C Line
Anniston	M.P. 735.0	C	Mobile Dist N Line
West End - NA District			
Columbus	M.P. 919.3	A	BN Railroad (Notes 1 & B)
Jasper	M.P. NA86.5	A	BN Railroad (Note 2)
Mobile District			
Anniston	M.P. 61.1N	C	East End Dist.
Talladega	M.P. 84.4N	A	CSXT Railroad (Notes 3 & E)
Calera	M.P. 130.9N	A	CSXT Railroad (Notes 4 & F)
Westbrook	M.P. 10.0MB	A	CSXT Railroad (Notes 1 & B)
Kimbrough	M.P. 35.7MB	A	BN Railroad (Notes 1 & E)
Chickasaw	M.P. 144.0MB	A	Terminal Railroad (Note 5)
AGS District			
Chattanooga	M.P. 338.1	C	CSXT Railroad
Attalla	M.P. 87.2	A	CSXT Railroad (Notes 6 & B)
Tuscaloosa	M.P. 198.9	A	KCS (Notes 7 & B)
Boligee	M.P. 242.5	A	BN Railroad (Note 8)
Meridian 17th Av.	M.P. 294.8	A	Southrail Railroad (Notes 9 & C)
Central of Georgia District			
Opelika	M.P. P319.6	A	CSXT (Note 10)
Columbus	M.P. 04.2		GSWR
N.O. & N.E. District			
Hattiesburg	M.P. NO 85.4	A	IC Railroad (Note 11)
NE-Tower	M.P. NO 193.5	C	CSXT Railroad
Birmingham Terminal			
32nd Street	M.P. 798.1	C	CSXT Railroad
32nd Street	M.P. 141.8	C	AGS Line
27th Street	M.P. 798.6	C	CSXT Railroad (Note 12)
27th Street	M.P. 142.1	C	CSXT Railroad
Block Two	M.P. 800.4	C	BN Railroad
Boyles	M.P. 801.1	A	CSXT Railroad (Note 13)
14th Street	M.P. 143.5	C	CSXT Railroad
Pratt City	M.P. 8.1SA	A	BN Railroad (Notes 1 & E)
Cedartown District			
Breman	M.P. C323.8	C	East End District (Note 14)
Cedartown	M.P. C352.1	A	CSXT Railroad (Note 15)
Newnan	M.P. C286.6	A	CSXT Railroad (Note 16)

REQUIRED TIME RELEASE INTERVAL FOR THE APPLICATION OF RULE 462

NOTE "A" Prescribed time 1 (one) minute
NOTE "B" Prescribed time 2 (two) minutes
NOTE "C" Prescribed time 3 (three) minutes
NOTE "D" Prescribed time 4 (four) minutes
NOTE "E" Prescribed time 5 (five) minutes
NOTE "F" Prescribed time 6 (six) minutes

Note 1. Crossing is controlled by automatic interlocking. When home signals do not clear for movement over crossing, operate "PUSH BUTTON" located near the crossing, to operate time release.

If signal does not clear after operating pushbutton time release and waiting prescribed time, be governed by Rule 462 for movement over crossing.

Note 2. Jasper, Alabama NA-86-5 Automatic Interlocking Instructions.

IF INDICATOR LIGHT IS ILLUMINATED OR BECOMES ILLUMINATED.

1. Depress and hold push button in for two (2) seconds.
2. If indication of absolute signal has not changed and INDICATOR LIGHT remains illuminated, train or engine may proceed, at restricted speed, on hand signal from crew member at crossing.

IF INDICATOR LIGHT IS DARK OR REMAINS DARK.

1. WAIT five (5) minutes, then depress and hold push button in for two (2) seconds, if indicator light illuminates, but signal does not clear, then proceed at restricted speed on hand signal from a crew member at the crossing.
2. If indication of absolute signal does not change and INDICATOR LIGHT remains dark 9 minutes and 15 seconds after depressing push button, movement must be made twenty (20) feet past absolute signal, stopping clear of any conflicting routes.
3. WAIT an additional 9 minutes and 15 seconds, then proceed at restricted speed on hand signal from a crew member at the crossing.

If there is known to be a conflicting movement, train or engine must not proceed until such movement has passed or has stopped, and an understanding has been reached between the crews.

Note 3. Crossing is controlled by automatic interlocking. When home signals do not clear for movement over crossing observe indicator light located inside box near the crossing. If light in box is burning, press pushbutton, release promptly and signals should clear within five (5) minutes.

If indicator light in box is not burning, wait five (5) minutes and if no conflicting movement is evident, push button. If signal does not clear be governed by Rule 462.

Note 4. Crossing is controlled by automatic interlocking. When home signals do not clear for movement over crossing, observe indicator light located inside box located on building near crossing.

If light in box is burning, press pushbutton, release promptly and signals should clear within six (6) minutes. If signal does not clear be governed by Rule 462.

If indicator light in box is not burning, wait six (6) minutes and if no conflicting movement is evident, push button. If signal does not clear be governed by Rule 462.

Note 5. Chickasaw, Al. (M.P. 144.0MB) Terminal Railroad Crossing is controlled by automatic interlocking.

After cutting cars off on the mainline south of the interlocking, a switching move desiring to enter the Ellis Warehouse track should pull over the crossing beyond the southbound home signal. After lining the Ellis Warehouse switch, if there are no conflicting movements on the Terminal Railway, a restricted proceed indication will be displayed for the southbound movement.

A dwarf signal governs northward movements from the Ellis Warehouse track. This signal is cleared by operating the pushbutton located on the signal.

After pulling northward out of Ellis Warehouse, a switching movement, desiring to return to its train on the main line, should, after pulling beyond the southbound home signal, operate the Ellis Warehouse switch.

(1) IF INDICATOR LIGHT IS ILLUMINATED depress pushbutton for (2) seconds before releasing. After 1 MINUTE 30 SECONDS time release interval absolute signal should clear. (See 2)

IF INDICATOR LIGHT IS NOT ILLUMINATED WAIT 5 (five) MINUTES, then depress pushbutton for (2) seconds before releasing. (See 2).

(2) IF ABSOLUTE SIGNAL DOES NOT CHANGE ITS INDICATIONS at expiration of time release interval and indicator light is illuminated, indicating signals on conflicting route are displaying STOP INDICATION, then train or engine may proceed at restricted speed on hand signal from a member of the crew at the crossing, if no train or engine is approaching on conflicting routes.

(3) WHEN IT CANNOT BE DETERMINED THAT TRAIN OR ENGINE IS APPROACHING ON CONFLICTING ROUTE AND THAT SIGNALS ON CONFLICTING ROUTES ARE DISPLAYING STOP INDICATION, movement must be made 20 feet past absolute signal, stopping clear of any conflicting routes, WAIT 1 MINUTE 30 SECONDS.

Then proceed on hand signal from a member of the crew at the crossing as prescribed in the current operating rules and/or special instructions of the current timetable.

Note 6. Attalla, Al., M.P. 87.3.

Instructions to pass stop signal, CSXT crossing M.P. 87.3. Rule 462 applies; be governed by the below instructions: When home signal does not clear for movement on mainline, after stopping, and no conflicting movement is evident, push time release button on bungalow, and wait two (2) minutes.

If signal still does not clear and signals on CSXT indicate stop, and no conflicting movement is evident, place burning fusees on each side of crossing and proceed at restricted speed.

Note 7. Tuscaloosa, AL. M.P. 198.9

When home signal does not clear for movement over the crossing, after stopping, push button to operate time release located in the box equipped with a Norfolk Southern switch lock attached to the instrument house near the crossing. If the signal does not clear in two minutes after the push button is operated and if signals on Southrail indicated Stop, burning fusees must be placed on Southrail track on each side of crossing. Train or engine may then proceed through the interlocking on a hand signal. The movement through the interlocking limits must first be authorized by control station and Rule 425 will govern beyond interlocking limits.

If a train or engine is on the conflicting route, hand proceed signal must not be given until such movement is stopped. If the signals on conflicting route do not indicate stop, proper flag protection must be provided before moving through the interlocking.

Note 8. Boligee, AL. M.P. 242.5 (BN Railroad)

When home signal does not clear for movement over the crossing, after stopping, push button to operate time release located in the box equipped with a Norfolk Southern switchlock attached to the instrument house near the crossing. If the signal does not clear after 1 minute 30 seconds after pushbutton is operated pass signal in accordance with Rule 462.

Note 9. Meridian, MS. M.P. 294.8 (KCS)

When home signal does not clear for movement over the crossing, after stopping, push button to operate time release located in the box equipped with a Southern switch lock attached to the instrument house near the crossing. If the signal does not clear after 3 minutes after pushbutton is operated, pass signal in accordance with Rule 462.

Note 10. Central of Georgia - CSXT crossing (M.P. P319.6) is controlled by automatic interlocking. Approach to home signals have a time out approach. Signals will restore to stop indication if train is delayed before reaching the final approach.

If there is no conflicting movement over crossing, home signals will reclear when train or engine reaches final approach.

If a stop signal is displayed after reaching the final approach to either the westbound or eastbound home signal at crossing, the following procedure will be used to get by signals controlling the movement over this rail crossing:

After checking to see that indicator light is illuminated, depress the push button fully.

If indicator light is not illuminated, check CSXT home signal to see that they are at stop, depress the push button fully.

If signal will not clear after depressing push button, trains and engines, after waiting 5 minutes, may proceed in accordance with Rule 462.

When making return train movements through interlocking, use the push button as explained above.

Note 11. Hattiesburg, MS. M.P. 5,O 85.4 (IC)

When home signal does not clear for movement over crossing, be governed by Rule 462. There are no push button switches at this crossing for Norfolk Southern operation. If the signals on the IC indicate Stop, burning fusees must be placed on the IC tracks on each side of the crossing. Train or engine may then proceed through the interlocking on a hand signal.

If a train or engine is on the conflicting route, hand signal must not be given until such movement is stopped. If signals on the conflicting route do not indicate Stop, proper flag protection must be provided before moving through the interlocking.

NS crews moving over IC interlocking to IC's Bell Yard will be governed by IC Timetable and IC instructions posted at the crossing.

Note 12. Birmingham, Al., 27th St., M.P. 798.6, CSXT is controlled by Automatic Interlocking. Approach to home signals have a time out approach, signals will restore to stop indication if train is delayed before reaching final approach. If there is no conflicting movement over crossing, home signals will reclear when train or engine reaches final approach. In the event a signal will not clear and no immediate conflicting movement on CSXT tracks is evident, the following steps are to be taken:

(a) Contact operator at Norris Yard for permission to pass signals according to Rule 423.

(b) If permission is given above and operating on number 2 track, go to the CSXT bungalow and open box labeled "SOU PUSH BUTTON." If operating on number 1 track, go to box mounted on post located in northeast quadrant on crossing and open box labeled "SOU PUSH BUTTON."

(c) If light in box is burning, press PUSH BUTTON. Signal should clear. If Signal does not clear after (3) three minutes, be governed by Rule 462.

(d) If light in box is not burning, wait (3) three minutes and if no conflicting movement is evident, push BUTTON. If signal does not clear, be governed by Rule 462.

Note 13. Boyles, M.P. 801.1, Birmingham, Al., is controlled by automatic interlocking. Approach to main line home signals have a time out approach, signals will restore to stop indication if train is delayed before reaching final approach. If there is no conflicting movement over crossing, home signals will reclear when train or engine reaches final approach.

If light in box **is** burning, press pushbutton. Signal should clear. If signal does not clear after 4 minutes, be governed by Rule 462.

If light in box **is not** burning, wait 4 minutes and if no conflicting movement is evident, push button. If signal does not clear, be governed by Rule 462.

Note 14. Interlocking signals and switches are controlled by Division Dispatcher, Birmingham, Al.

Note 15. Operative approach signals are located for Northbound movement at M.P. C351.2 and for Southbound movement at M.P. C352.6, governed by Rules 301, 311, 312, and the following instructions:

(a) NORTHWARD MOVEMENT:

Train occupying approach circuit to CSXT Automatic Interlocking will start time which will clear the operative approach signal. If approach signal fails to clear, train will stop short of signal. Trainman will go to "Push Button" box located on signal mast and observe indicator light, and wait until either indicator light is illuminated or eight minutes, then push "Push Button," and hold in for thirty seconds. If signal does not clear at this time, the train will proceed to the final approach circuit which is two hundred fifty feet preceding interlocking home signal. If home signal fails to clear, see paragraph (c).

(b) SOUTHWARD MOVEMENT:

Train occupying approach circuit to CSXT automatic interlocking will start first approach time which will clear the operative approach signal. If train does not occupy second approach circuit at M.P. C352.5 within four minutes, the first approach will time out and interlocking home signal will go to stop. When the second approach becomes occupied, home signal will re-clear. If the third and final approach circuit at M.P. C352.2 is not reached within 3-1/2 minutes, Home Signal will display a stop indication until final approach is occupied. If Home Signal indication fails to clear, see paragraph (c).

(c) DISPATCHER NOTIFICATION:

If the signal at CSXT Interlocking, Cedartown, Ga. fails to clear for movement on Norfolk Southern, a crew member will contact the CSXT Dispatcher via telephone before operating time release to determine if a conflicting move is in the block. If unable to contact CSXT Dispatcher, crew member must contact Norfolk Southern Dispatcher for further instructions.

Note 16. CSXT at Newnan, GA is protected with derails with electric locking devices. Movement over this crossing is governed by the below:

1. Operate pushbutton and observe indicator light.
2. If light illuminates, remove padlocks from electric locks and indicators on locks should show "unlocked". Operate derails.
3. If light fails to illuminate, wait six (6) minutes or until CSXT movement passes, then operate pushbutton again.
4. If light illuminates, proceed as in step 2.
5. If light still fails to illuminate, remove padlock from both derails. After six minutes of time has run electric lock indicators on both derails should show "unlocked". Proceed to operate derails.
6. After move is completed, restore both derails to normal position and reinsert padlocks.

b. Not Interlocked

LOCATION	M.P.	TYPE	LINE/RR
West End - NA District			
North B'ham	M.P. 801.1		SA Line (Note 1)
Mobile District			
Valley Creek Jct.	M.P. 37.2R		CSXT Railroad
Valley Creek Jct.	M.P. 37.3R		BN Railroad
Yellowleaf	M.P. 110.4N		SEGCO Railroad (Note 2)
Selma	M.P. 192.8N		CSXT (Note 3)
Mobile	M.P. 147.0MB		IC Railroad
Montgomery	M.P. H413.5		CSXT Railroad
Central of Georgia District			
Sylacauga	M.P. P390.8		EARY Railroad (Note 4)
Columbus	M.P. 03.9		GSWR

b. Not Interlocked (Cont'd)

LOCATION	M.P.	TYPE	LINE/RR
N.O. & N.E. District			
Hattiesburg Yard (Old Main & Long Siding)			IC Railroad (Note 5)
Hattiesburg Gravel Line			IC Railroad (Note 6)
Birmingham Terminal			
Benita Jct. - Lehigh Branch			CSXT Railroad (Note 7)
North B'ham	M.P. 3.8SA		BN Railroad
Thomas	M.P. 6.6SA		BS Railroad
Thomas	M.P. 6.7SA		CSXT Railroad
Ensley	M.P. 9.2SA		BS Railroad
Bessemer	M.P. 18.0SA		CSXT Railroad
Bessemer	M.P. 18.9SA		BN Railroad
Bessemer	M.P. 18.9SA		CSXT Railroad
Birmingham	M.P. P441.1		Mary Lee Railroad
Birmingham	M.P. P441.7		BN Railroad
Birmingham	M.P. P441.9		BN Railroad
New Orleans Terminal			
France Road	M.P. 8.8NT		NOPB Railroad

Note 1. Hand operated gate will normally be set against Woodlawn-Bessemer Branch (M.P. 801.1) and the two switches normally set for main track.

TO OPERATE GATE:

(a) Pull up to "clear" post.

(b) Obtain permission from dispatcher to operate switches or gate.

(c) The dispatcher will release the electric lock; a five minute time delay may have to be run before gate will unlock.

(d) Open door of electric lock box.

(e) Lift lever to 45 position.

(f) When indicator displays "UNLOCK," move lever to extreme left hand position.

(g) Raise hand lever between lock box and gate to vertical position.

(h) Open gate with release handle in front.

AFTER CLOSING GATE:

(a) Secure with handle in front.

(b) Restore hand lever to horizontal position.

(c) Position lock lever in box at extreme right position.

(d) Latch door.

Note 2. Hand operated gates at SEGCO crossing is normally set against CSXT trains. Each CSXT movement must stop at clear point. After obtaining permission and track warrant from NS Dispatcher to cross and when no conflicting movement is evident, line and lock gates across NS Track and proceed until entire movement is clear of the NS main track, then restore gates for NS movement. All NS movements must approach the crossover switches and railroad crossing at grade prepared to stop expecting to find hand operated gates set against NS movements and crossovers and/or crossing occupied by CSXT trains. Rule 98 applies.

Note 3. Hand operated gate on Old Shop Main Line (M.P. 192.8N) at CSXT crossing is normally set against Norfolk Southern trains and engines. After stopping, gate must be manually operated.

Note 4. Hand operated gate at EARY crossing (M.P. P390.8) is normally set against EARY trains. Gate is electrically locked and is interconnected with signals so that restrictive indication (Rule 307 and 309) will be given when gate is not in normal position. CofGA trains may proceed over crossing without stopping provided crossing gate is set in normal position.

Note 5. When approaching the IC non-interlocked crossings at grade at Hattiesburg, Ms. (Old Main & Long Siding), trains and engines will stop clear of the IC main line and a member of the crew will observe to see if the way is clear. If there is no conflicting movement on the IC main line, then a burning fusee will be placed on the IC track on each side of the crossing. Train or engine may then proceed over the crossing.

Note 6. Trains and engines will stop clear of the IC Industrial Lead and a member of the crew will observe to see if the way is clear before proceeding.

Note 7. Hand operated gate at CSXT crossing is normally set against Norfolk Southern trains. Each movement must stop at clear point and when no conflicting movement is evident, line and lock gate across CSXT track and proceed until entire movement is clear of the interlocking and then restore gate for CSXT movement.

4. JUNCTIONS

a. Interlocked

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

LOCATION	MP	TYPE	LINE/RR
East End District			
Austell	M.P. 650.0 & M.P. 134.7H	C	Ga. Div. H Line
Bremen	M.P. 685.0 & M.P. C323.8	C	C Line
Anniston	M.P. 735.0 & M.P. 61.1N		N Line
Central	M.P. 782.7 & M.P. 425.6	C	P Line
West End - NA District			
Parrish	M.P. 839.4 & M.P. NA95.6	C	NA Line
Jasper	M.P. NA86.4		BN Railroad
Lee	M.P. NA5.0	C	Tennessee Division
Columbus, Ms.	M.P. 919.4		BN Railroad
AGS District			
Wauhatchie	M.P. 5.5	C	CSXT Railroad
Boligee	M.P. 242.7		BN Railroad
Central of Georgia District			
Muscogee Jct.	M.P. M288.5 -		Georgia Div.
Fort Benning Jct.	M.P. 4.1		Fort Benning Railroad
Birmingham Terminal			
Norris Jct.	M.P. 790.7	C	East End District
Irondale Jct.	M.P. 791.8 & M.P. 135.5	C	AGS Line
27th Street	M.P. 798.4 & M.P. 142.0	C	CSXT Railroad
Second Avenue	M.P. 798.6		CSXT Railroad
Lehigh	M.P. 800.8	C	SA Line
North B'ham	M.P. 801.0		SA Line
Watts Jct.	M.P. 132.8	C	AGS Line
Roebuck Jct.	M.P. 134.3	C	AGS Line
Pape Jct.	M.P. 134.9	C	AGS Line
14th Street	M.P. 143.5	C	CSXT Railroad
Burstall	M.P. 35.0R & M.P. 156.0	C	AGS Line

4. JUNCTIONS (Cont'd)

a. Interlocked (Cont'd)

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

LOCATION	MP	TYPE	LINE/RR
New Orleans Terminal			
Elysian Fields	M.P. 7.0NT	C	CSXT Railroad
East City Jct.	M.P. 3.6NT	C	Bernadotte Line
East City Jct.	M.P. 3.6NT	C	UPT—AMTRAK Connection
IC Connection Switch	M.P. 0.0A		IC Railroad
Cedartown District			
Bremen	M.P. C325.8	C	East End District
Green	M.P. C361.4	C	GA Div. H Line

b. Not Interlocked

West End - NA District			
Columbus, Ms.	M.P. 920.7		Golden Triangle Railroad
Columbus, Ms.	M.P. 920.7		C&G Railroad
Central of Georgia District			
Roanoke Jct.	M.P. T322.3		CSXT Railroad
Columbus	M.P. 03.9		"FB" Railroad
Birmingham Terminal			
Ensley	M.P. 9.2SA		BS Railroad
Ensley	M.P. 10.2SA		BN Railroad
Ensley	M.P. 10.2SA		CSXT Railroad - Note 1
Ensley	M.P. 10.2SA		BS Railroad
Woodward	M.P. 15.3SA		BS Railroad
Valley Creek Jct.	M.P. 17.0SA		BN Railroad
Bessemer	M.P. 18.9SA		BS Railroad
New Orleans Terminal			
Oliver Jct.	M.P. NO194.1	C	N.O.T. Co.
Terminal Jct.	M.P. 7.7NT	C	N.O.T. Co.
Cedartown District			
Wansley Jct.	M.P. C302.1		WA Line - Note 2
Mobile District			
Wilton	M.P. 0.0R & M.P. 159.2N		N Line
Maplesville	M.P. MA130.0 & 160.4N		MA Line
Marion Jct.	M.P. 0.0MB & M.P. 206.8N		N Line
Demopolis	M.P. 241.2N		BN Railroad
N.O. & N.E. District			
Meridian	M.P. NO 0.2		KCS Railroad
Shops	M.P. NO 1.8		KCS Railroad
Hattiesburg, Ms.	M.P. NO85.6		IC Railroad

Note 1. Stop signs have been removed from CSXT Railroad Crossing with Norfolk Southern at 34th Street, Ensley, Alabama, M.P. 10.2SA, and replaced with non-electric gates, without designating normal position of gates.

At this location where normal position of gates is not designated, gates will be left in position for last movement and must be properly secured. Trains must approach this crossing prpepared to stop, and must stop short of gates and crossing unless crossing is seen to be clear and gates set against intersecting line.

Note 2. Switch at junction of C-Line and WA-Line at Wansley Junction (M.P. C302.1) may be left as last used. Rule 98 applies.

5. DRAWBRIDGES

Interlocked

M.P. 88.2MB ..... Tombigbee River
M.P. 229.5 ..... Warrior River
M.P. NO159.4 ..... West Pearl River
M.P. NO173.3 ..... Lake Pontchartrain
M.P. NO190.6 ..... (Seabrook) Industrial Canal
M.P. 9.2NT ..... (Florida Ave.) Industrial Canal

Regardless of the signal indications given to trains approaching attended drawbridges, Engineers must be notified by the Drawbridge Tender that the Drawbridge is down and locked in place for train movement before allowing their their train to enter the Drawbridge. If communication is not possible, trains must approach these Drawbridges prepared to stop, regardless of the indication they receive prior to arriving at the Drawbridge. When it is seen that the bridge is properly positioned and that the signal at the Drawbridge indicate Proceed, train or engine should immediately sound the proper whistle signal (Rule 14) and they may proceed in accordance with the last signal passed.

In the event that the bridgetender at the drawbridge cannot display the proper signal indication to an approaching train, the bridgetender, after examining the route, may clear the train by the use of the radio. This will be in the following form:

> "This is the Norfolk Southern bridgetender at Jackson calling the engineer on Train No. 453. You have permission to pass the stop signal in accordance with Rule 461. The bridge is in the down and locked position."

After receiving the above clearance, the train must come to a complete stop at the positive signal, and will proceed at restricted speed until the lead engine has passed the positive signal at the opposite end of the bridge.

The bridgetender must physically examine the entire route and the locking devices, and must know that it is safe for the passage of a train before issuing the clearance. Rule 461 will govern at this location.

If the Drawbridge is unattended, permission to pass a signal displaying STOP must be obtained from the Dispatcher before inspecting the Conley Lift Joints and proceeding.

b. Not Interlocked

None

6. METHOD OF OPERATION

BETWEEN	AND	† TRACKS	• SIGNALS	AUTHORITY FOR MOVEMENTS #
Austell	Lovick	Single	ABS	TC (Note 1)
Lovick	Norris Jct.	Double	ABS	RC (Note 2)
Lehigh	Lee	Single	ABS	TC (Note 1)
Haleyville	Hackleburg	Single	NS	TWC (Note 4)
Parrish	Columbus, MS	Single	NS	TWC
Wilton	Tenn Crossing	Single	NS	TWC
Tenn Crossing	Burstall	Single	ABS	TWC
Jacksonville	Wilton	Single	NS	TWC
Wilton	Selma	Single	NS	TWC
Selma	Marion Jct.	Single	NS	TWC
Marion Jct.	Mobile	Single	NS	TWC
Marion Jct.	Demopolis	Single	NS	TWC
Maplesville	Autauga Creek	Single	NS	TWC
deButts Yard	North Tunnel	Double	ABS	RC (Note 2)
North Tunnel	South Tunnel	Single	ABS	RC (Note 2)
South Tunnel	Wauhatchie	Double	ABS	RC (Note 2)

6. METHOD OF OPERATION (Cont'd)

BETWEEN	AND	† TRACKS	* SIGNALS	AUTHORITY FOR MOVEMENTS #
Wauhatchie	Trussville	Single	ABS	TWC
Trussville	Irondale Jct.	Single	ABS	RC (Note 2)
14th St.	Burstall	Double	ABS	251
Burstall	Breyer	Single	ABS	TC (Note 1)
Breyer	Meridian	Double	ABS	251
Columbus,GA	EE Trammells	Single	ABS	TWC (Note 5)
WE Trammels	Central	Single	ABS	TC (Note 1)
Columbus	Hurtsboro	Single	NS	TWC
Nuckols	Mahrt	Single	NS	TWC
Opelika	LaFayette	Single	NS	TWC
Columbus	Allie	Single	NS	TWC
Meridian	Shops	Single	ABS	TWC (Note 6)
Shops	X Tower	Single	ABS	TWC
X Tower	NE Tower	Double	ABS	251
NE Tower	Oliver Jct.	Double	ABS	RC (Note 2)
Oliver Jct.	Terminal Jct.	Single	ABS	RC (Note 2)
Terminal Jct.	Elysian Fields	Double	ABS	RC (Note 2)
Elysian Fields	17th St. Canal	Double	ABS	RC (Note 2)
17th St. Canal	Metairie Rd.	Single	ABS	RC (Note 2)
Metairie Rd.	IC-Connection	Double	NS	Note 3
Norris Jct.	27th St.	Single	ABS	RC (Note 2)
27th St.	Lehigh	Triple	ABS	RC (Note 2)
Irondale	Brussel	Double	ABS	261
Brussel	14th St.	Double	ABS	RC
Green	Senoia	Single	NS	TWC
Wansley Jct.	Wansley	Single	NS	TWC

†- TWO OR MORE TRACKS EXTEND BETWEEN THE FOLLOWING POINTS AND ARE IDENTIFIED AS FOLLOWS:

Between Lovick, M.P. 787.7 and Norris Jct., M.P. 790.7

Number 1 Track: Located on Right Hand Side When Headed Toward Norris Yard.

Number 2 Track: Located on Left Hand Side When Headed Toward Norris Yard.

Between 14th Street Interlocking, M.P. 143.5 and Burstall, M.P. 156.0

Northbound Main: Located on Right Hand Side When Headed Toward Norris Yard.

Southbound Main: Located on Left Hand Side When Headed Toward Norris Yard.

Between X Tower, M.P. NO181.9 and Oliver Jct., M.P. NO194 N.O. & N.E.

Southward Mainline: Located on the right hand side when headed toward New Orleans.

N.O. & N.E. Northward Mainline: Located on the left hand side when headed toward New Orleans.

Between Terminal Jct., M.P. 7.7NT and 17th Street Canal, M.P. 2.7NT.

N.O.T. No. 1 (one) Track: Located on the right hand side when headed toward Terminal Jct.

N.O.T. No. 2 (two) Track: Located on the left hand side when headed toward Terminal Jct.

Between Irondale, M.P. 136.7 and 14th Street Interlocking, M.P. 143.5.

AGS No. 1 Track: Located on Left Hand Side When Headed Toward Norris Yard.

AGS No. 2 Track: Located on Right Hand Side When Headed Toward Norris Yard.

Between 27th St., M.P. 796.4 and Lehigh, M.P. 800.8

Number 1 Track: Located on the Left Hand Side When Headed Toward Norris Yard.

Number 2 Track: Middle Track.

Number 3 Track: Located on Right Hand Side When Headed Toward Norris Yard.

*NS = Non-Signaled; ABS = Automatic Block System.

TC = Traffic control; RC = Remote Control;

251 = Rule 251; 261 = Rule 261;

YL = Rule 93; TWC = Track Warrant Control.

Note 1. **The following sidings in TC Territory are signaled sidings.**

Between Austell and Lovick

Winston to Carroll
Baggett to Villa Rica
Taylor to Temple
Sewell to Bremen
Hubbard to Tallapoosa
Foster to Edwardsville
Owens to Heflin
Ardrey to DeArmanville
Lardent to Anniston
Bynum to Gray
Embry to Coosa
Holt to Roberts
Brompton to Coleman

Between Birmingham and Parrish

Brookside to Blossburg
Locust to Bryan
Standard to Parrish

Between Parrish and Sheffield Yd.

Gamble to Burton
Nauvoo to Ash
Lynn to Bankhead
Yankee to Delmar
Philco to Franklin
Hyde to Littleville

Between Burstall and Meridian

McCalla to Kimbrell
Coaling to Flemming
Tuscaloosa to Crabtree
McClure to Eutaw
Parker to Livingston

The following sidings in TC Territory are controlled sidings (Rule 105):

Between Austell and Lovick

Anniston to Letchers
Leeds to Henry Ellen

Between Burstall and Meridian

Woodstock to Vance
Moundville to Powers

Between Burstall and Meridian (Cont'd.)

Stewart to Akron
Bermul to Miller
McGregor to York
York to McConnell
Smith to Toomsuba

Between Trammells and Central

King to Mignon
Bon Air to Childersburg
Vincent to Spring
Beulah to Sterrett
Winburn to Oak

Main track switches not equipped with electric lock are located as follows:

Between Trammells and Central

M.P. P399.8
M.P. P399.9
M.P. P417.4

Birmingham Terminal

M.P. 140.1
M.P. 140.7
M.P. 141.1
M.P. 141.8

No trains or engines shall clear the main track at any of the above switches.

While movement is using such tracks, an engine or car must continuously occupy the main track or main track switch must be kept continuously set for movement into such track. Other main track switches, in TC territory, not equipped with electric locks are located between M.P. P390.6 and M.P. P392.0. All trains and engines reduce speed to 20 MPH between these two points.

INSTRUCTIONS GOVERNING THE ISSUING OF JOINT TRACK TIME FORM 23-A

The issuing operator/dispatcher, hereafter referred to as issuing party, will contact the other operator/dispatcher involved, hereafter referred to as 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:

East End District

(1) Between Cracker, M.P. 657.3 and Austell M.P. 650.0. Joint between the Birmingham East End Dispatcher and the Atlanta North End Dispatcher.

West End - NA District

(1) Between Lee, M.P. NA5.0 and Littleville, M.P. NA14.2. Joint between the Knoxville Dispatcher and the Birmingham West End Dispatcher.

Birmingham Terminal

(1) Between Second Avenue, M.P. 798.6, and Block One, M.P. 799.6, on Track# 1. Joint between the Norris Yard Operator and the BN Thomas Yard Operator.

(2) Between Second Avenue, M.P. 798.6 and Block Two, M.P. 800.4 on Track# 2 and #3. Joint between the Norris Yard Operator and the BN Thomas Yard Operator.

(3) Within Interlocking Limits Block No. 2 Joint between Norris Yard Operator and the BN Thomas Yard Operator.

Note 2. **Interlocked Switches are controlled as follows:**

Location	M.P.	By Operator
North End Tunnel	2.1	Debutts Opr.
South End Tunnel	3.2	Debutts Opr.
Wauhatchie	5.5	Debutts Opr.
Oliver Jct.	NO194.1	Birmingham Opr.
Elysian Fields	7.0NT	Birmingham Opr.
East City Jct.	3.6NT	Birmingham Opr.
17th St. Canal	2.7A	Birmingham Opr.
Metairie Rd.	2.2A	Birmingham Opr.
Shrewsbury Jct.	0.0A	E Bridge Tower
Norris Jct.	790.7	Birmingham Opr.
Irondale Jct.	791.8	Birmingham Opr.
	135.5	
Woodlawn Jct.	139.9	Birmingham Opr.
Birmingham, 27th St.	798.4	Birmingham Opr.
	142.0	
Birmingham, 2nd Ave.	798.6	Birmingham Opr.
Birmingham, Block One (TK 1 only)	799.6	BN Opr.
Birmingham, Block Two	800.4	BN Opr.
Birmingham, Watts Jct.	132.8	Birmingham Opr.
Birmingham, Roebuck Jct.	134.3	Birmingham Opr.
Birmingham, Pape Jct.	134.9	Birmingham Opr.
Birmingham, 14th St.	143.5	Birmingham Opr.

Note 3. Train movements between Metairie Rd. and IC Connection Switch are governed by Oliver Yard Tower.

Note 4. Movements between West Yard Limit board Haleyville and M.P. IC 594.0 will be made with Track Warrant obtained from Tennessee Division Dispatcher Knoxville.

Note 5. For westward trains operating on TWC authority to Trammells, authority stops at the east switch unless block No. 6, "hold main track at last named point," is used on the track warrant.

Note 6. Yard limits extend between Breyer, MS (M.P. 292.7) and Shops, MS (M.P. NO5.0). All train and engines will move at yard speed when required by signal inaication and/or operating rules.

7. OTHER TRAIN MOVEMENTS/INSTRUCTIONS

a. SYSTEM WIDE

1. When cars moving on Government bills of lading annotated

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

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

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

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

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

(a) Reverse movement may be for a short distance only and at a speed not exceeding 5 MPH.

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

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

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5. (a) Roadrailer® (Triple Crown) units must not be allowed to operate in a train with the air brakes cut out. No unit is to be allowed to leave a terminal with air brakes cut out, and any unit that requires cutting out the brakes on line-of-road must be set out as soon as possible.

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

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

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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.

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

(a) Make full service application and determine that train line pressure is being reduced as indicated on the head-of-train (HOT) receiver on the locomotive. (Note: Where authorized by special instructions, trains stopped on a heavy grade will make 10 PSI brake pipe reduction instead of full service application.)

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

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

(d) If immediately after starting, EOT signal is lost or pressure indication on HOT receiver is reduced 5 PSI or more, it must be determined there is continuous train line pressure through rear car and EOT is in place before proceeding.

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

— Triple Crown trains, regardless of type of territory.

— Other trains in Traffic Control or Remote Control territory, single track ABS territory, on a signaled siding, or on a yard track.

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

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9. All train and engine employees, yardmaster and clerical employees are required to wear approved safety glasses with side shields while on duty and/or on Company property except when in enclosed offices, in highway vehicles, and when enroute to and from the offices and office parking lots.

Safety glasses will be furnished to you by supervisory personnel. Several approved styles are available for your selection. The company will purchase approved prescription safety glasses, through its supplier, for those employees having to wear glasses. Employees requiring safety glasses must furnish the supervisor with prescription for special handling.

Train and engine employees, yardmasters and clerical employees who wear prescription eye glasses will satisfy these requirements with the addition of side shields to their regular eye glasses. Side shields will be furnished by supervisory personnel.

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. 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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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)5 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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b. DIVISION WIDE

On all conductor-only assignments, the conductor will report for duty at the same location as the engineer unless otherwise instructed.

Train and Engine Service employees checking out radios from Norris Yard Call Office and Sheffield Yard Call Office must return the radios to the Call Office upon arrival of return trip.

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.

STRETCH OUT FOR SAFETY

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

Take care of yourself by doing the stretching preparation in a reasonable and moderate manner within your physical ability. You will feel better and work safer.

EMERGENCY ENGINE WATERING POINTS

Anniston, Al.	Hose located at shop on west side of engine on runaround track
Parrish, Al.	Hose located south side of depot
Jasper, Al.	Hose located west side of depot
Attalla, Al.	Hose located on south side of depot
Tuscaloosa, Al.	Hose located in Baggage Room
Nicholson, Ms.	Hose located east side of depot
Hattiesburg, Ms.	Hose located north end of depot

When a train makes an emergency stop on the line of road, in addition to compliance with Operating Rule 102, the crew must contact the train dispatcher and furnish him the following information:

(1) Length of train

(2) Milepost location where engines stopped

(3) Milepost location where rear of train stopped

(4) Location of the separated air hose, uncoupling, broken knuckle or coupler, if there is one.

(5) Where the lead locomotive was, when emergency originally occurred.

(6) Speed, throttle, Amps power or dynamic and slack condition.

Employees must not mount end of flat cars loaded with trailers that overhang the end sill of the car or mount the end of car adjacent to such loaded flat car.

Flat car loaded with trailers that overhang end sill of car, and are equipped with refrigeration unit, must not be coupled to another flat car with trailer that overhangs end sill of car, that is also equipped with refrigeration unit, account potential damage to refrigeration units where the two cars are coupled together.

For safety and in an effort to avoid accidents, leave cars or engines at least one (1) car length from derail.

Exception: Where the above is not practical, and when it becomes necessary to move a car or engine that has been left less than one car length from derail, crew member must be at that end of car or engine to protect movement.

When hand brakes are used to secure cars they must be applied, and or released, while cars are standing still. the above also governs when hand brakes are detected applied on moving equipment.

The above does not apply when hand brakes are used to control the speed of cars.

Staff type hand brakes are not to be operated while car is moving.

Hand brakes on low side gons and flat cars are not to be operated while car is moving.

In the interest of safety, train crew employees in work train service handling derricks, cranes, pile drivers, drag lines and similar equipment must remain a safe distance from work equipment when equipment is engaged in work.

If necessary for a train crew employee to be in the vicinity of work equipment to handle movement of train while work equipment is being operated, thence, the crew member will be required to wear protective safety hard hat, which will be furnished by supervisor in charge of the work train.

Listed below are designated "hard hat areas":

1. Unloading crossties with kicker.
2. Loading and unloading material with roadway crane.
3. Operating a ballast cleaner.
4. Work train on trestle for handling crane or pile driver.
5. Picking up scrap.
6. Rail grinding.
7. In vicinity of rip track where Mechanical personnel are working.
8. Any activity under or around overhead structures being worked on or from which an object could fall or be dropped.

The engineer of road train will notify the tower or yardmaster the time his engine reaches switch or signal used in entering final terminal yard track where the train is to be left or yarded.

All time in excess of sixty (60) minutes, computed from time given main tower or yardmaster by engineer, until finally relieved from duty, shall be paid for as final terminal delay.

Final terminal delay shall not apply after road overtime commences.

Engineer of the inbound train will be responsible for reporting the correct time.

Crews at outlying points **must not** go off duty without the dispatcher's authority.

A number of personal injuries have occurred recently due to employees falling inside of cabooses due to slack action. In order to prevent this type injury, 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. Crossing from one side of caboose to the other to observe train.
3. Protecting shove move.
4. Complying with Rules 19 and 99.

The following work practices will be observed in the application of Operating rule GR-9.

1. ALL employees except the engineer are to be on the ground when their train is to be met or passed by another train.

2. In the absence of the conductor, the engineer is responsible for placing the head end employees.
3. Inspection of both sides is required when two or more employees can safely position themselves in advance, and a safe place for observation is to be obtained by walking forward or backward from the engine. When operating conductor only trains, the conductor will position himself on the opposite side and allow the engineer to inspect one side of passing trains.
4. The crew member or members on the rear of the train are to be on the ground near the cab on the same side as the cab. The train will not be moved until the crew members or members on the rear of the train report to the engineer all are on the cab and ready to move.
5. Signal permitting, the train should move immediately after passing train clears and rear end crew is aboard.
6. When communications are available, the head end crew must notify head end crew sufficiently in advance of arrival of train to be met, so that head end crew can be safely positioned prior to arrival of the train to be inspected at that location.

Locomotives are not to be left on tracks without derail protection. There are no exceptions.

Do **not** move engines in tow or radio receiver cars that are **not** connected in multiple with the other units of your engine consist from the engine terminal to outbound train or from inbound train to engine terminal.

When necessary to set out a loaded or partially loaded double-stack or articulated container car, the following procedures must be observed before the car is uncoupled:

1. Advise train dispatcher or proper terminal authority.
2. Emergency application of the air brakes must be initiated on the car being set out.
3. While car is in emergency, tighten the hand brake securely (or both hand brakes if so equipped).
4. If the grade exceeds one percent a buffer car (other than a double-stack or articulated container car) must be coupled to the car being set out and the hand brake on the buffer car must also be applied. If there is doubt as to the percent of grade, it must be determined from the Chief Dispatcher or other division or terminal officer.
5. If grade exceeds one percent and a suitable buffer car is not available, a crew member must contact the Chief Dispatcher, who in turn will contact a Mechanical Department representative for instructions.

Anytime a dual controlled switch or switches show out of correspondence and the signal will not clear in TC Territory, the dispatcher will instruct the train or yard engine crew to hand throw the switch or switches affected, to ensure they are properly lined and locked, before movement is made over or through them.

Before supplying the caboose or engine, the movement MUST BE STOPPED.

Engineers and Conductors on all trains, operating through Alabama Division Terminals, must notify the dispatcher ONE HOUR before arrival, if supplies (Water, Ice, etc.) are needed.

When making extended yard or road movements with diesel units, such as returning for the rear of the train when doubling, the engineer must operate from the lead unit in the direction of the movement.

Employees will not go between AMTRAK cars for any reason, until electric power is cut off.

No public crossing will be blocked by standing trains in excess of 10 minutes.

Employees are prohibited from riding the end or between moving cars while motive power is attached. Employees may ride the end of moving equipment only when necessary to control the speed of that equipment by use of hand brake.

In addition, employees must not cross over on the end of moving cars or between moving coupled cars.

Employees must not cross from side to side between coupled cars except over end or brake platforms.

Employees must not ride on or in freight cars or on the outside of rengines while passing under tipples, shakers, conveyors, or other overhead loading or unloading devices.

Upon arrival at terminals, crews must extinguish all lights, and turn off caboose radio. To prevent freezing of toilets during cold weather, fire should be left burning in stove. Defective equipment on inbound cabooses must be reported to the appropriate terminal officer.

Engineers will notify members of their crew as to which track their train will travel on multiple track segments.

Trains handling single transformer loads with net weight exceeding 200,000 labs will not exceed 45 MPH.

Trains must not exceed 40 MPH when handling loaded or empty FOREIGN open top ore hopper cars and ore jennies shorter than 36 feet over strikers.

When securing cars at any location, A SUFFICIENT number of hand brakes must be applied, ON THE DOWN HILL END of the cars.

The train line pressure on locomotives in Unit Coal Train Service will be set and sealed at 100 pounds.

Hand brakes will be applied on the loaded Pride Coal Trains as follows:

Whenever a crew is not present to take over the train, a minimum of FIVE (5) hand brakes will be applied to the HEAD END of train.

Do not release hand brakes on cars in the forwarding yards until the mechanical inspection is complete and the engines are coupled to the train.

Employees are prohibited from riding or mounting moving log cars in series SOU 118000-118039 account not equipped with horizontal grab iron.

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c. BY LOCATION

East End District

The conductor on all coal trains delivered to the Cedartown District at Bremen must call the Dispatcher and Crew Caller at Birmingham from the microwave at the connection track at Bremen and report his off duty time.

When cars are left standing at Anniston in the North or South Yard, the following will govern:

Five or less cars will require 100% handbrakes, more than five cars will require additional handbrakes as required at the discretion of the conductor.

Locomotives left standing at Anniston will be behind derail protection, and 100% handbrakes will be tied up on all locomotives.

OWENS, AL

Eastward freight trains having a length in excess of 6,500 feet will be handled by the following method between Milepost 715 and Milepost 712:

As the locomotive consist crests grade at Milepost 714.7, 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 Milepost 713.9 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 Milepost 712.6, and throttle placed in No. 1 position until rear of train crests grade at Milepost 713.9 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.

When setting out or picking up at Bremen, GA, and a locomotive is standing in the storage tracks, movements must not be made until standing locomotive is adjacent to locomotive consist with air cut in and brake released.

Locomotives left at Bremen storage tracks must remain first out on either the east or west end at all times.

West End - NA District

Trains arriving and/or terminating at Parrish, AL:

Where it is required that EOT device be removed from rear of train, it must be determined from operator on duty if Mechanical Department employee is available at Parrish to remove device.

If advised Mechanical Department employee is not at Parrish, device will be removed and transported to Parrish Depot by the train crew.

Normal position for Wye switch located on Segco lead connecting east and west leg of wye at Parrish, Al, approximate Milepost 838.8, will be **lined** and **locked** for movement on **east** leg of wye.

The above switch must not be left unattended unless in normal position.

When spotting cars in the Segco Mine Tracks at Parrish, Al, the end of shove must be stopped at the road crossing prior to reaching tipple. The lead end of cut being shoved must then be preceded by a trainman on the ground and cars spotted two car lengths from "Barney" cars.

DELMAR, AL

Westward freight trains having a length in excess of 6,500 feet will be handled by the following method between Milepost NA50 and Milepost NA47:

As the locomotive consist crests grade at Milepost NA49.2, 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 Milepost NA49.2 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 Milepost NA48.2, and throttle placed in No. 1 position until rear of train crests grade at Milepost NA49.2 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.

On loop track at Alta, Al, trains are not to be backed up without permission from proper authority.

Do not allow locomotives to pass under overhead loading device at the following location:

Saragossa, Alabama, Mile Post NA75.8

All trains and engines will operate at yard speed not exceeding 15 MPH in accordance with Operating Rule 105 on all tracks in the receiving and forwarding yards at Sheffield Yard except:

1. While operating entire movement through turnouts and crossovers, or
2. While shoving cuts of cars or engines when the engineer is not on the leading engine in the direction of movement. Then the maximum authorized speed is yard speed, not to exceed 10 MPH.

Train #63 on arrival CAGY Yard, Columbus, MS, will not yard train in Tracks Seven (7), Six (6), or Tank Track without permission of CAGY Yard Office. If unable to yard train, 7th Avenue will be cut 200 feet from crossing or circuit.

When cars are left standing at Parrish, Al, or Nauvoo Coal Track, Nauvoo, Al, the following will govern:

Five cars or less will require 100% hand brakes. More than five cars will require additional hand brakes as needed.

Locomotives left standing at Parrish will be left behind derail protection. 100% hand brakes will be tied up on all locomotives and locomotives will be coupled to a car with effective hand brake applied.

85 Foot or longer cars must not be handled on Cotton Mill track, Fayette, Al., M.P. 877.8 or on Marietta Coal and Wood Track M.P. 847.4.

Do not move piggyback or TTX cars onto east or west legs of wye at Parrish, Al.

Westward trains and engines stopped at Norala, M.P. NA3.6/404.0A, by a signal displaying stop, must obtain oral permission, as provided by Operating Rule 423, from the Knoxville Dispatcher to pass the signal.

Eastward movement on the Tennessee Mainline stopped at Wilson, M.P. 402.9A, by a signal displaying stop, must obtain permission from Knoxville Dispatcher in accordance with Rule 425 to enter the yard.

Westward trains and engines stopped on the NA side of the wye at Wilson, M.P. 402.9A, by a signal displaying stop, must obtain oral permission, as provided by Operating Rule 423, from the Knoxville Dispatcher, before passing the signal to enter the yard.

Eastward trains and engines stopped at Lee, M.P. NA5.0, by a signal displaying stop, must obtain oral permission, as provided by Operating Rule 423, from the Knoxville Dispatcher to pass the signal. In addition, oral permission must be obtained from the Birmingham Dispatcher, before the signal may be passed.

7th Ave. Street Crossing, Columbus, MS, must be hand flagged.

Mobile District

Only two engines are allowed on Boise Cascade Track inside the fence at Jackson, Al.

Equipment left standing on Runaround Track at Bickerstaff Brick Company, Milepost 32.0R, must be secured with 100% applied handbrakes. Also, while switching equipment from Bickerstaff Industry Track to mainline, conductor must insure that equipment left standing temporarily on mainline is secured with a sufficient number of applied handbrakes to prevent movement of same.

Street crossings at below listed locations must be hand flagged:

Ash-M.P. 242.2N
Strawberry-M.P. 242.4N
Walnut-M.P. 242.5N
Main-M.P. 242.5N

YELLOWLEAF LOOP TRAINS

When the "Hot Rail" on the unloading trestle at Yellowleaf does not activate the dumping mechanism on a coal car and an employee of Alabama Power Company notifies the Norfolk Southern Railway crew member stationed at the trestle, the Norfolk Southern Railway crew member must immediately STOP the train before it is off the unloading trestle and then activate the pushbutton release.

He is to dump the coal and close the door of the car before signaling the engineer to move the train again to resume dumping the rest of the train.

Alabama Power employees **must not** attempt to activate the manual dump mechanism. NS employees must not operate manual push button to open or close the hopper doors.

If the car does not dump, it is to be cut off from the train and set out immediately.

When unloading coal on loop track — Yellowleaf — if lading is frozen and will not dump, do not pull loads past unloading trestle. Notify chief dispatcher and if any cars have unlatched, be sure they are left over unloading trestle.

On Loop tracks, trains must not be backed up at the following locations: Yellowleaf, Jackson, Al.

When dumping coal at Yellowleaf and car does not dump coming off trestle, stop move, lock doors and set out car. Do not shove back on trestle with loaded car.

Conductors will inspect to see that all hopper doors are closed and locked before departing Yellowleaf. This inspection will be performed at the loop track switch after unloading. Additionally, notification will be given to Alabama Power Co. employee (who will also be at Loop Track switch) as to conditions of doors upon completion of inspections. If conductor is unable to inspect, he will designate another member of his crew who is qualified to perform this inspection. Additionally, when unloading air dump coal trains, a crew member will be stationed at the hot rail to see that the doors lock shut.

Crews are prohibited from kicking cars on 3B-Mobile Line of Road, and all switches of Haz. Mat. cars must be performed with air.

Crew members working in the Hoechst Celanese plant at Lemoyne, Al., must wear a hardhat (provided in the Scale House) when walking in the plant at other than immediate proximity to the tracks.

Autauga Creek Trains

The following instructions will govern while operating on the CSXT main track between Bell Street interlocking plant, Montgomery, and Union Camp plant, Prattville, Al, Mile Post MD 2.8 on the M&M subdivision.

Direction is designated as:

Southward — From Bell Street interlocking plant, Montgomery, to Union Camp plant, Prattville, Al. Mile Post MD 2.8

Northward — From Union Camp plant, Prattville, Al. Mile Post MD 2.8, to Bell Street interlocking plant, Montgomery, Al.

Maximum authorized speed is 25 M.P.H.

Minimum flagging distance is one mile.

The following manual block system is established:

Operation between Bell Street interlocking plant, Montgomery, Al and Union Camp plant, Prattville, Al, Mile Post MD 2.8.

A manual block system consisting of two separate blocks as identified and designated below, controlled by the operator at Birmingham, is in effect between Bell Street interlocking plant, Montgomery, Al and Union Camp plant, Prattville, Al.

CXST yard limits are established between Bell Street interlocking, Montgomery, Al and Mile Post 179.

Autauga block extends between yard limit sign Montgomery, M. P. 179.0, and North yard limit sign Union Camp Junction, M. P. 172.0.

Mill block extends between South yard limit sign Union Camp Junction, M.P. MD1.3, and Union Camp plant, M.P. MD2.8.

When cars are left standing on Autauga Creek Siding (M.P. MA170) or on industry track serving Metrock Steel and Wire (M.P. 134.7N) the following will govern:

Five or less cars will require 100% handbrakes fully applied and more than five cars will require additional handbrakes as required at the discretion of the conductor. All handbrakes will be applied on the downhill end of cars. Handbrakes must not be released until locomotives are attached.

Trains and engines within yard limits, Demopolis, must have air coupled and cut in on all cars being handled at Gulf States Paper, Citadel Cement, Borden Chemical and at Eddins, Al. Air must be cut in anytime when handling Hazardous Material Cars. No cars will be cut off in motion at the above industries.

The following procedures apply to all moves over the IC State Docks Lead (M.P. 146.9MB) and movement, within the TASD joint interchange yard at Mobile, Al:

1. Switching crew will notify Norfolk Southern Clerk in yard office 15 minutes prior to going to TASD yard. Clerk will check with I.C. yard office to see if they already have movement using IC lead. In event no communication can be made with I.C. R.R. movements must be preceded by flagman.
2. Air must be coupled on entire cut and brakes tested before moving interchange cuts from the Norfolk Southern to the TASD yard.
3. All train and engine movements must observe yard speed while on the tracks of the TASD Railway, including the BN mainline.
4. Before entering TASD tracks 1-27, contact must be made with the tower operator at the north end of the interchange yard or with the yardmaster located near the south end. This can be either direct from the telephone located at the south end of the yard or thru relay from the Norfolk Southern Yard Office.

   When pulling these tracks, the tower operator will "block-out" the appropriate tracks. When the movement is completed, the Norfolk Southern crew will release the tracks to the tower operator.

5. If it is necessary for a Norfolk Southern movement to use the north end of the interchange yard, a clear understanding must be had with the tower operator before the movement fouls any track. If necessary to operate the power switches manually, permission must be obtained from the tower operator, and the lever must not be restored to automatic until the movement has completely cleared the switch.

AGS District

TUSCALOOSA, ALA.

While switching Tamko Asphalt Co. and Hill Track, all movements must be handled with air.

In operating dispatcher controlled electric lock switch serving this industry, to operate A-54 electric lock between home signals at Tuscaloosa (M.P. 199) train crew must ask train dispatcher to unlock switch before entering the OS circuit between the home signal and trainman must unlock and line switch and derail. Train dispatcher should then be able to clear 53-R southward home signal, Rule 309-A for movement into the switch. For a movement out of the switch to main track, train dispatcher will clear Signal 53-LD, Rules 309(e) and 310(f) governing.

TTX cars cannot be handled in Hill Track (Alabama Feed Mill).

While switching Hardy Sand, crews must not operate beyond road crossing in plant.

Central of Georgia District

COLUMBUS DISTRICT (R-LINE)

Cars must have 100% handbrakes left standing on lead between the derail and the CSXT connecting track at Georgia-Pacific Plant, Durand, Ga.

COLUMBUS TERMINAL

Road crew must not come past clear point of any classification track and foul switching lead in Columbus Yard without permission from yardmaster and/or Switch Foreman working that particular lead.

Crews of all inbound trains equipped with E.O.T. devices that are yarded in Tracks 4 thru 25 are responsible to stop the rear just in the clear of the given track unless instructed otherwise.

All trains arriving Columbus must communicate with the Yardmaster before passing yard limit sign unless otherwise provided.

Inbound Georgia Division crews leaving a portion of their train in the new yard must be sure that the cars left do not have dangerous tanks or other restricted cars improperly spaced for the head end of an outbound train, unless authorized by the Yardmaster.

The Conductor on all inbound connection trains will advise the Yardmaster as to the condition of the caboose and whether or not any supplies are needed for the outbound crew.

MERIDIAN YARD

When setting off or yarding train in Meridian, three (3) or more hand brakes must be applied. When setoff is left in Class Track No. 1 through Class No. 15, hand brakes must be left on south end of cut and one car length of room left north of the clearance point. Cars must not be kicked into Tracks #13-#15.

Pulpwood loads must not be placed in tracks #13 - #15 in Meridian Yard.

Employees are not permitted to ride the side of equipment located in Class Track No. Six through No. Fifteen.

Yardmaster at Meridian is the designated authority to authorize passing Stop Signal at 27th Avenue and 49th Avenue.

When approaching the KCS crossover switches north of 27th Avenue, Meridian Milepost NO 0.2 regardless of the type signal you receive entering this area, either northward or southward, arrange to approach all switches prepared to stop and expecting these switches to be lined against your movement, except where they can be plainly seen and/or lined up for your movement on straight track.

Empty automobile flats and TTX equipment, 89 feet in length are not to be shoved South into the Northend of #2 track in Meridian Yard, M.P. NO1.0.

Movement over 11th and 17th Avenues on the M&B Interchange track must be preceded by a member of the crew flagging vehicle traffic.

N.O. & N.E. District

DRAGON, MS

Crews switching gas plants must have air coupled during switching moves.

HATTIESBURG YARD

Northbound trains finding the holdout light illuminated at M.P. NO85.9, and do not observe an IC movement, will send a crew member to the interlocking. After establishing that the interlocking is clear, the crew will proceed with timetable instructions concerning movement over the interlocking. It will not be necessary to obtain the dispatcher's permission to move past the illuminated light.

PONTIAC, MS

Crews switching Hess Oil Company and Kaiser Aluminum must observe the following:

1. All cars must have air coupled during switching moves.
2. Each car left on any track must have hand brake applied.
3. Cars are not to be kicked in this plant for any purpose.
4. Account steep grade of tracks in this plant, all employees must exert extreme caution to prevent roll-outs.

LUMBERTON, MS

Engines must not be operated over scales in track serving Mississippi Federated Cooperative.

LAKE PONTCHARTRAIN LAKEFRONT

Horns must be sounded frequently in both directions in the vicinity of fishing camps.

SEABROOK DRAWBRIDGE

Flood gates are located at M.P. NO190.4 and M.P. NO190.7 at the Industrial Canal Drawbridge at Seabrook, across both main tracks.

These gates will be closed in case of severe flooding conditions in this area. These gates could also be closed across both main tracks at any time. Therefore, signal protection has been installed as follows:

Northward — Signal NO190.8
Southward — Signal NO190.5

Trains moving against the current of traffic must approach this area expecting to find the flood gate across the main track, prepared to stop short of the flood gate.

The following instructions govern a movement running against the current of traffice between Oliver Junction, M.P. NO194.2 and X Tower, M.P. NO181.9.

All northward trains must stop in the clear of the northward main track at X Tower. Flagman will place two torpedoes the prescribed distance south of X-Tower on northward main track and leave lighted fusees - then, if the way is clear, continue the movement onto single track.

Cars left standing at the following locations must have 100% hand brakes applied:

Poplarville, Ms.
Tyler, Ms.
Moselle, Ms.

Birmingham Terminal

Train and engine movements, before entering the receiving yard at Norris Yard, must have permission from the Main Tower and will not proceed into the yard until a specific track number has been transmitted and acknowledged by the engineer.

Track indicator light at both ends of the receiving yard will indicate the track to be used. If there is no number indicated, or if the number differs from the Main Tower's instructions, the train must not proceed until the Main Tower confirms the specific track number to be used.

All engines or trains using crossover from Norfolk Southern Mainline to Harbison-Walker at Fairfield, Ala., vicinity of 46th St., will provide flag protection in both directions on this crossing.

All trains and yard engines moving northward on Track #1 or Track #2 enroute to Norris Yard must not pass Oporto Avenue overhead bridge at Milepost 137.5 until authority is received from Norris Yard Main Tower.

Cabooses and Wheel Cars may be cut off in motion and allowed to roll to a coupling at Norris Yard (see Rule 105(h)).

All trains entering or leaving yards will remain on channel one frequency until clear of yard tracks.

It is imperative that all outbound trains, including run-through trains, secure permission from Norris Yard Main Tower before proceeding. Trains originating and departing from Birmingham-27th Street must secure permission from Yardmaster at Birmingham-27th Street, or Main Tower before proceeding.

All trains and/or interchange cuts arriving or departing Burlington Northern's East Thomas Yard must not exceed five (5) miles per hour while passing the TV cameras located at the Highway 78 overpass and 16th Street.

MOVEMENT THROUGH BLOCK #2 — BIRMINGHAM

Train and/or engines stopped by stop indication at Block No. 1 or Block No. 2 and unable to contact BN Operator will call Operator Norris Yard for permission to pass stop signal. Norris Yard Operator will contact BN Operator for permission to pass. This information will be given to stopped train or engine who must repeat instructions to Norris Yard Operator, who will repeat to BN Operator. Train or engine then may pass stop signal at restricted speed.

New Orleans Terminal

All trains and engines operating between:

Oliver Yard and Chalmette
Chalmette and Port Nickle
Poydras Jct and TOCA

will operate at yard speed at the direction of Oliver Yard Tower.

CSXT Interchange

Due to close clearance and track conditions, trainmen must not ride cars being shoved into and being pulled out of the CSXT-NOT Interchange. Trainmen will dismount and walk ahead of the shoving movement.

New Orleans Public Belt Interchange

Due to unstable roadbed, do not ride on the side of cars when shoving tracks 2, 3, and 4 on the N.O.P.B. Interchange. It will be necessary that you walk ahead of the leading car when shoving into these tracks.

In order to insure compliance with speed restrictions at New Orleans, LA, all employees will be governed by the following instructions:

Trains or engines originating at NOUPT must contact Oliver Yard Tower by radio before entering the NOT main track at East City Junction to determine if any slow orders are in effect between East City and NE Tower. Trains or engines operating off the Huey P. Long Bridge must contact Oliver Yard Tower by radio before entering the NOT main track at Shrewsbury to determine the location of any slow orders that may be in effect between Shrewsbury and NE Tower.

Northward trains operating out of Oliver Yard or on the NOT mainline must contact Oliver Yard Tower prior to departing to determine the location of any slow orders that may be in effect within New Orleans Terminal.

17th STREET CANAL

When your train is being held at 17th Street Canal because of traffic on the Shrewsbury Line, you should stop in City Park with engines no further than Marconi Drive. This is in the vicinity of N.O.T. Co. M.P. 4.2NT to 4.9NT.

JEFFERSON PARISH

All cars spotted or left within the Jefferson Parish must have a minimum clearance of 150 feet from each crossing.

Trains are prohibited from sounding audible warnings (whistle or bell), except in cases of emergency, in the Old Metairie Railroad Corridor, Jefferson Parish, between Airline Highway and 17th Street Canal.

The following crossings are effected by this rule and are equipped with automatic crossing protection:

Labarre Road	Mile Post 0.7A
Atherton Drive	Mile Post 1.5A
Hollywood Drive	Mile Post 1.6A
Farnham Place	Mile Post 1.9A
Oak Ridge (Cuddihy)	Mile Post 2.1A
Metairie Road	Mile Post 2.3A
Carrollton Avenue	Mile Post 2.5A

LOUISIANA SOUTHERN

During times of high water must approach M.P. 12.1LS and M.P. 12.4LS expecting to find flood gate closed or mounds of shale obstructing track.

FLORIDA AVENUE DRAWBRIDGE

Operating Instructions for Train Passage at Florida Avenue Bridge.

(1) Normal Electric Signals are Operating:

a. Train desiring passage over the bridge will sound one long whistle (———) as it makes its approach.

b. Bridge Tender will give the train a clear (green) wayside signal if the bridge can be kept in the down position for train passage.

c. Upon receiving the clear (green) wayside signal, the train will sound two short whistles (oo) and then proceed across the bridge.

(2) Normal Electric Signals are NOT Operating:

a. Train desiring passage will signal as in (1) above.

b. Bridge Tender gets out of the control house and makes visual inspection of the bridge locking bars. If the locking device is properly engaged, he will give the train a proceed signal by raising and lowering a red flag by day and a white lamp by night, as prescribed by Norfolk Southern Operating rule 12(c).

c. Trainman will get off the train and make a visual inspection of the bridge locking device.

(3) Special Instructions:

a. If the bridge must be raised after the Bridge Tender has given a proceed signal to the train either by wayside or hand signal, the Bridge Tender must immediately stop the train by putting the wayside in STOP (red) position, signal with the use of a red flag or white lamp, as prescribed by Norfolk Southern Operating Rule 12(a), or by radio communication.

The bridge must not be raised until the Bridge Tender is certain that the train has stopped and that the train is in the clear of the counter balance.

The above procedure is to be used only in cases of extreme emergency.

CEDARTOWN DISTRICT

Southward trains will contact the Dispatcher in Birmingham at M.P. C333.0 and advise him that train is approaching Bremen. To prevent blocking of street crossings, the signal at M.P. C324.4 must not be passed unless signal is displaying a clear indication or you receive advice that your train will be able to proceed over interlocking.

When working transfer or industries at Bremen and it is necessary to cut away from your train, you must not foul interlocking limits of the crossing at grade causing unnecessary delay to East End District trains. The insulated joints governing this interlocking are painted silver.

Cars must not be left standing outside gate at Southwire Number One, and no cars may be left standing with motive power detached on Number Three and Four lead between west road crossing on lead and main line at Southwire, Carrollton, Ga.

Radio control trains operating into Yates or Wansley will be operated on return trip with master radio unit on the head-end unless otherwise instructed.

Crews handling unit coal trains into Georgia Power Plant Wansley must be governed by the following:

(1) Unless otherwise instructed, trains will alternate direction of travel (clockwise and counter-clockwise) for unloading on the loop track at Wansley, Ga. (M.P. WA7).

(2) Main reservoir pressure must be between 120 and 145 pounds before and during unloading.

(3) Conductor will see that (a) crew member with radio is in control room or on trestle walkway to direct movement during unloading process; (b) crew member prepares list of actual car numbers and; (c) crew member inspects entire train to see that all hopper doors are closed after being unloaded.

Any rapid dump type car that fails to open or close after being activated by hot rail at GA Power Plant, Wansley, must be set out and Chief Dispatcher must be notified and furnished car numbers. The manual push button must not be used to open or close the hopper doors.

(4) Unless otherwise instructed, the radio units must be switched to the head end and air cut in on automatic dumping system prior to leaving Wansley.

(5) The waybill traveling with the train is usually in three parts:

(a) The revenue waybill is to be turned in to the Agent at Carrollton.

(b) The arrival notice is to be left with employees of Georgia Power at Wansley.

(c) The empty waybill is to be utilized for return of the empties.

(6) The list of car numbers (Item 5b) must be compared against waybill to see that numbers match. Discrepancies must be noted on the prepared list which should then be turned in to the Agent at Carrollton.

(7) ABSOLUTELY NO REVERSE MOVEMENTS WILL BE MADE AT ANY TIME WHILE THE TRAIN IS ON THE UNLOADING TRESTLE.

All units of radio operated coal trains must be on head end of train leaving Yates or Wansley. 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 E-238 of NS Rules for Equipment Operation and Handling.

Radio continuity must be maintained and feed valve on radio unit must be maintained in the "out" position.

Crews arriving Wansley Junction, from Wansley and leaving their train on the "WA" line while going to and returning from Yates must apply a minimum of 10 handbrakes on the rear of the train and crew member must remain at rear until engines are reattached.

Before switching moves are made on south end of Georgia Power Yard at Yates, Georgia a crew member of train making move will be at north end of yard to protect moves.

Account rust on rails, all trains approaching the below listed road crossings at grade equipped with automatic warning devices between M.P. 279.3 and 298.3 must be prepared to stop until crossing signals are seen to be operating and gates are down if so equipped.

Cars left standing at the following locations must have 100% hand brakes applied:

Carroll Pulpwood	M.P. C305.1
Southwire	M.P. C309.4
Southwire Nos. 2, 3,4 & 5	M.P. C309.6

LOCATIONS WHERE RUNNING SWITCHES ARE AUTHORIZED

Other locations may be approved when conditions warrant by a Division Officer.

Running switches in accordance with Rule 105(c) are permitted at:

East End District

Douglasville	M.P. 658.8	
Villa Rica	M.P. 670.5	Mine Track
Tallapoosa	M.P. 694.1	Hoover-Hanes
Tallapoosa	M.P. 694.6	Southern Can
Anniston	M.P. 730.9	Lee Bros.
Super Value	M.P. 731.1	
Jenkins Ind. Park	M.P. 731.6	
U.S. Pipe	M.P. 733.2	
Embry	M.P. 755.8	TBA
Pell City	M.P. 761.8	Riverside Clay
Donoho Clay	M.P. 59.2N	
Coal Track	M.P. 61.3N	
Spring Valley Farms	M.P. 63.9N	

West End - NA District

Millport	M.P. 894.5	Weyerhauser - No more than 8 cars
Marietta	M.P. 846.3	
Parrish	M.P. 838.5	
Wiggins	M.P. NA83.7	
Lynn	M.P. NA61.8	House Track

Mobile District — 3-B Wilton

Eagle Warehouse	M.P. 65.5N	
Yellowleaf	M.P. 110.8N	South End of Yard Note: No more than 3 cars at a time
Old Maylene	M.P. 8.1R	North and South End Passing Track Note: Caboose Only
Sargon	M.P. 55.8R	Note: Caboose Only

Mobile District — 3-B Selma

— Running Switches Are Prohibited.

Mobile District — 3-B Mobile

Running switches are prohibited on the 3-B Mobile side. Cars are allowed to roll-by freely at:

Lemoyne	M.P. 127.2MB	Hoechst Celanese
Lemoyne	M.P. 127.8MB	ICI North Yd. Switch
Mobile	M.P. 142.0MB	O'Neill Steel Switch

AGS District

Vulcraft	M.P. 44.1
South switch at Fort Payne	M.P. 52.6
Goodyear Whse.	M.P. TA90.8
Amerex Corp.	M.P. 125.4
Alltrista Inc.	M.P. 125.5
Akron	M.P. 223.9
Livingston, South Industrial Park	M.P. 260.0

Central of Georgia District

Royal City	M.P. P316.5	
Opelika	M.P. P319.3	Mainline to East Yard
Sylacauga	M.P. P391.4	Central Mill
Mahrt	M.P. NU14.4	East end of Yard
Allie	M.P. R53.9	Southern Wood Products
Columbus	M.P. R2.0	32nd St. on Bibb Lead
Columbus	M.P. FB4	Sunshine Biscuit

N.O. & N.E. District

Ammo Switch NASA Lead	M.P. NO152.4	

Cedartown District

Carrollton	M.P. C310.7	N.E. House Track
Carrollton	M.P. C310.2	Dixie Converting
Carrollton	M.P. C309.4	Refinery #1 Southwire
Carrollton	M.P. C308.6	Southwire Wood Products
Carrollton	M.P. C308.5	Masonry Products
Carrollton	M.P. C307.8	Dixie Converting
Clem	M.P. C305.8	North End of Siding
Senoia	M.P. C270.8	Both Flexon Tracks

DESIGNATED ENGINE TIE UP TRACKS AT OUTLYING POINTS

Listed below are the locations of designated engine tie-up tracks at the outlying points named.

For additional information, see instructions in Section 13 of this timetable, titled, "Towed or Inoperative Engines."

East End District

(1) Bremen, Ga.
  (A) Storage Tracks 1 and 2.
(2) Anniston, Alabama
  (A) Engine Runaround Track
  (B) House Track

West End - NA District

(1) Parrish, Alabama
  (A) Tracks 1 thru 6

Mobile District

(1) Yellowleaf, Alabama
  (A) House Track
(2) Wilton, Alabama
  (A) Cab Track
  (B) Lay-up Track
(3) Demopolis, Alabama
  (A) Transfer Track, M.P. 242.2N
(4) Jackson, Alabama
  (A) House Track
  (B) Lay-up Track
(5) McIntosh, Alabama
  (A) Storage Track
  (B) North End of Track 7
  (C) North End Long Siding
(6) Maplesville, Alabama
  (A) Siding
  (B) Transfer Track

A.G.S. District

(1) Attalla, Al.
  (A) No. End Track #4
  (B) From side Sep. Lead
(2) Tuscaloosa, Alabama
  (A) Chevron Track
  (B) Old Pass Track
(3) Bessemer, Alabama
  (A) Pocket Track

Central of Georgia District

(1) Sylacauga, Alabama
  (A) House Track at Depot
(2) Opelika, Alabama
  (A) Engine Tie-up Track
  (B) Storage Track at Depot
(3) Mahrt, Alabama
  (A) East End of Yard (Depot End)
  (B) Lead Track at Depot

Cedartown District

(1) Cedartown, Ga.
  (A) Track No. 1
  (B) House Track
(2) Bremen, Ga.
  (A) Storage Tracks 1 & 2
  (B) Runaround
(3) Carrollton, Ga.
  (A) Depot Track
  (B) House Track
(4) Yates, Ga.
  (A) Yard Tracks 5, 6, 7, 8, 9, or 10

Cedartown District (Cont'd)

(5) Wansley, Ga.
  (A) Storage Track
  (B) Ga. Power Yard

d. ADDITIONAL YARD LIMITS

At the following locations all trains and engines, including First Class Trains, must move at yard speed (Rule 93) within Yard Limits as follows:

STATION NAME	YARD LIMITS EXIST BETWEEN		
West End - NA District			
Parrish and West Parrish	M.P. 839.4	and M.P.	841.0
East Columbus and Triangle Jct.	M.P. 918.0	and M.P.	919.1
Columbus, Miss.	Begin at M.P. 919.1		
Mobile District			
Wilton and North Wilton	M.P. 141.0N	and M.P.	1.0R
North Anniston and South Anniston	M.P. 59.0N	and M.P.	64.5N
East Wilton and South Wilton	M.P. 138.0N	and M.P.	141.0N
Autauga Creek	M.P. MA169	and M.P.	MA172
North Selma and South Selma	M.P. 189.3N	and M.P.	194.0N
Demopolis	M.P. 240.0N	and M.P.	244.3N
North Mobile and Mobile	M.P. 144.0MB	and M.P.	148.0MB
AGS District			
Attalla-Gadsden	M.P. 0.0AG	and M.P.	TA91.5
14th Street	M.P. 143.5	and M.P.	144.7
Bessemer-Burstall	M.P. 148.4	and M.P.	156.0
Central of Georgia District			
Columbus, Ga. and North Columbus	M.P. P291.0	and M.P.	R2.0
Columbus, Ga. and West Columbus	M.P. P291.0	and M.P.	P292.0
Columbus, GA	M.P. S291	and M.P.	S293
Mahrt	Begin at M.P. NU15.0		

Columbus Terminal

Between Secretary Ave. and Muscogee Jct. all tracks are designated as yard tracks and Rule 105 applies. All movements of trains and engines must be governed by the provisions of yard speed, not exceeding 15 MPH.

N.O. & N.E. District

Breyer-Shops	M.P. 292.7	and M.P.	NO5.0

Meridian, Ms. (between M.P. 292.7 and M.P. NO5.0). At this location all trains and engines will contact the yardmaster at Meridian or, in absence of Yardmaster, Dispatcher in Birmingham, Al., for instructions prior to entering yard limits.

New Orleans Terminal

New Orleans, La.: All movements operating on any main track in New Orleans, LA., must move at yard speed not exceeding 20 MPH except when operating in Remote and/or Traffic Control Territory.

e. JOINT TRACKAGE

Trains and engines of the Alabama Division will use track of other divisions and foreign lines, in accordance with their timetables, rules and regulations as shown below:

— Georgia Division between Spring (M.P. 153.0H) and Austell (M.P. 135.0H), and Peachtree Station (M.P. 633.3) and Howell (M.P. 635.0).

— Columbus and Greenville R.R. Co. between M.P. 919.0 and M.P. 920.7.

— Tennessee Division between Lee and Sheffield.

— **CSXT between Autauga Creek M.P. MA171 and Montgomery**
— **BN RR between Demopolis M.P. 241.6N and Boligee**
— **deButts yard (M.P. 0 0) to Wauhatchie (M.P. 5.5).....Tenn.Div.Trains**
— **Georgia Division between Spring (M.P. 153.0H) and Austell (M.P. 135.0H), and Peachtree Station (M.P. 633.3) and Howell (M.P. 635.0).**
— **CSXT between Opellika and Roanoke Jct.**

Trains and engines of other divisions and foreign lines will use Alabama Division tracks as shown below:

— **Between Austell (M.P. 650.0) and East City Jct., (M.P. 3.6NT), AMTRAK will use tracks of the Alabama Division.**
— **CSXT - Montgomery, Al yard**
Between Sylvan Street, Selma and a point 300 feet south of Sylvan Street, CSXT trains will use Alabama Division main track. All trains and engines approach and pass over the crossover near Sylvan Street at yard speed.
— **Boligee (M.P. 242.8) to York (M.P. 268.3).....BN R.R.**
— **Meridian Crossovers (M.P. NO 0.2).....MSRC**
— **Shops Crossovers (M.P. NO 1.8).....MSRC**
— **Between Irondale Jct. (M.P. 791.8) and 27th St. (M.P. 798.4).**
— **Between 27th St. Interlocking (M.P. 798.7) and Block No. 1 (M.P. 800.6), CSXT trains will use Norfolk Southern tracks.**
— **Between Block No. 1 (M.P. 800.6) and Norris Yard (M.P. 791.0) BN trains will use Norfolk Southern tracks.**
— **IC Connection Track (M.P. 0.0A) to Oliver Yard (M.P. NO195.6).....SP R.R.**
— **Elysian Fields (M.P. 7.0NT) to IC Connection Track (M.P. 0.0A).....CSXT, SP & UP R.R.**
— **Georgia Division - Between Green M.P. C361 and Cedartown M.P. C352.**

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.

8. SPRING SWITCHES

Spring switches are located as follows:

Trenton.....Both ends siding
Battelle.....Both ends siding
Valley Head.....Both ends siding
Fort Payne.....Both ends siding
Porterville.....Both ends siding
Crudup.....Both ends siding
Whitney.....Both ends siding
Springville.....Both ends siding
Trussville.....Both ends siding
Tuscaloosa.....North end No. 1 Track

8. SPRING SWITCHES (Cont'd)

Spring switches are located as follows:

York.....South end southward siding
Meridian (27th Ave.).....South end double track
Muscogee Jct.....M288.5
2nd Ave., Columbus, Ga.....West end double track
Smiths, Al.....Both ends siding
Bleecker, Al.....Both ends siding
Opelika, Al.....West End Siding
Gold Ridge, Al.....Both ends siding
Camp Hill, Al.....Both ends siding
Alexander City, Al.....East end siding
Goodwater, Al.....Both ends siding
Trammells, Al.....East End
Hightower, Al.....East End
Lipsy, Al.....West End
Shops.....South end No. 1, Lower Scales
Basic.....Both ends siding
Barnett.....Both ends siding
Hawkes.....Both ends siding
Shows Field.....Both ends siding
Dragon.....Both ends siding
Hattiesburg.....Both ends of yard
Richburg.....Both ends siding
Purvis.....North end siding
Lumberton.....Both ends siding
Derby.....Both ends siding
Picayune.....Both ends siding
Pearl River.....Both ends siding
Woods.....Both ends siding
X-Tower.....North end double track
Oliver Jct.....South end double track
Oliver Jct.....Entrance to NO&NE main track
Terminal Jct.....North end double track
Chalmette Main Track.....Oliver Yard cut off

Normal position of these switches at non-interlocked ends of double track is set and locked as follows:

Meridian (M.P. NO0.3).....Northward track
X-Tower (M.P. NO181.9).....Southward track
Oliver Junction (M.P. NO194.1).....Northward track
Terminal Junction (M.P. 7.6NT).....Southward track

While a train or engine is operating under a restricted proceed signal at a facing point spring switch, the following instructions are in effect:

a. A crew member **must** be on the ground at the switch ahead of the movement and examine the facing spring switch point to determine that it is properly fitting up and remain there until the leading wheel properly gets on the point.

b. **EXCEPTION:** This procedure is not required when spring switch is equipped with a spring switch light displaying the color green.

9-a. SPEED RESTRICTIONS
General Speed Restrictions

CONDITIONS	MAXIMUM Miles Per Hour All Trains and Engines
CARS	
Trains handling more than 40 empty multi-levels unless handled as solid block on the rear of train (up to 70 empty multi-levels) or in solid train (up to 150 empty multi-levels)	25
Trains handling more than 40 OTTX flat cars either loaded or empty	30
PRR (or PC or CR) short gons in series 13000-15999 and 500000-502920, loaded	30
empty	35
Short ore hopper cars (35' or less): DM&IR, loaded	40
empty	45
Other, loaded	30
empty	35
Trains handling empty bulkhead flat cars and/or empty woodrack cars, foreign or system. EXCEPTION: Restriction does not apply to center beam flat cars.	45
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 Triple Crown or freight trains handling one or more loaded cars is operated on jointed rail, the engineer will avoid prolonged operation in speed range of 16 to 21 mph. If speed cannot be maintained above 21 mph, it must be reduced to 15 mph.	
Passenger Trains	79
OTHER	
FRA T-10	50
Snow plow NW 590000, when plowing	25
Shoving movements with NS31 on leading end	25

9-a. SPEED RESTRICTIONS (Cont'd)
General Speed Restrictions

CONDITIONS	MAXIMUM Miles Per Hour All Trains and Engines
OTHER (Cont'd)	
Single unit of self-propelled work equipment that is designed to shunt track circuits (i.e. Sperry Rail Test cars, Loram railgrinder and ballast cleaner),	30
Lucky Loader, NW 14317 loaded on gon NW 59802	35

9-B. SPEED RESTRICTIONS BY DISTRICT

A train entering or leaving a siding or moving through a crossover or turnout must not exceed 15 MPH unless otherwise provided.

Except when authorized by Timetable, or Special Instructions, speed on siding must not exceed 15 MPH. Do not exceed 10 MPH on all industry and storage tracks unless otherwise restricted.

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.

East End District

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

BETWEEN AUSTELL (M.P. 650.0)
AND BIRMINGHAM (M.P. 790.7)

Passenger trains ..... 79 MPH
Rail-Highway Trains ..... 60 MPH
Freight trains ..... 50 MPH

EXCEPT:

All trains over CofGa crossing, Bremen (M.P. 685.0) .. 30 MPH
All trains over N-Line crossing, Anniston (M.P. 735.0) . 25 MPH
All Eastward Freight Trains operating between Control Point GRAY (M.P. 746.4 and M.P. 743.0) (Train Handling Restriction), as Radio Trains (EXCEPT) PRIDE UNIT COAL TRAINS) with 5 or more units in consist ..... 30 MPH
All Eastward Radio Control Trains will not exceed 35 miles per hour at M.P. 776.
All trains Coldwater Industrial Lead ..... 10 MPH

THROUGH TURNOUTS AT:

Location	M.P.	Maximum Speed in MPH Pass.	Frt.
East End District			
Austell	134.7H	40	40
Winston	664.6	30	30
Carroll	666.6	30	30
Baggett	668.5	30	30
Villa Rica	669.9	30	30
Taylor	675.5	30	30
Temple	677.5	30	30
Sewell	682.7	30	30
Bremen	685.0	30	30
Hubbard	692.7	30	30
Tallapoosa	695.2	30	30
Foster	708.4	30	30

THROUGH TURNOUTS AT (Cont'd):

Location	M.P.	Maximum Speed in MPH Pass.	Frt.
East End District (Cont'd)			
Edwardsville	710.4	30	30
Owens	714.1	30	30
Heflin	716.3	30	30
Ardrey	727.1	30	30
DeArmanville	729.1	30	30
Lardent	733.4	30	30
Anniston X-O to siding	735.0	20	20
Letchers	736.6	30	30
Bynum	742.9	30	30
Gray	746.4	30	30
Embry	756.1	30	30
Coosa	757.9	30	30
Holt	767.8	30	30
Roberts	769.8	30	30
Brompton	776.2	30	30
Coleman	778.1	30	30
Lovick	787.7	45	40

ON CURVES BETWEEN MP:

M.P. Location Between	Speed in MPH Pass. /Rhwy.	Freight
650.5 to 650.7	40	40
650.7 to 652.2	45	45
652.2 to 654.3	50	50
654.3 to 655.1	45	40
655.1 to 657.2	55	50
657.2 to 660.4	50	45
660.4 to 663.6	35	35
663.6 to 664.6	45	45
664.6 to 666.2	35	30
666.2 to 668.5	50	45
668.5 to 669.0	45	40
669.0 to 670.0	35	30
670.0 to 670.3	45	40
670.3 to 671.7	55	50
671.7 to 673.4	75	50
673.4 to 674.0	50	50
674.0 to 674.3	35	35
674.3 to 674.6	40	40
674.6 to 677.5	45	45
677.5 to 679.4	35	35
679.4 to 682.6	40	40
682.6 to 683.9	50	45
683.9 to 688.0	40	40
688.0 to 690.7	35	35
690.7 to 692.4	35	30
692.4 to 694.0	40	40
694.0 to 695.7	45	45
695.7 to 699.4	55	50
699.4 to 701.6	35	35
701.6 to 710.4	45	40
710.4 to 715.0	40	40
715.0 to 719.3	45	40
719.3 to 721.9	35	35
721.9 to 723.2	55	50
723.2 to 725.8	75	50
725.8 to 732.4	55	50
732.4 to 733.2	50	45

ON CURVES BETWEEN MP (Cont'd):

M.P. Location Between	Speed in MPH Pass. /Rhwy.	Freight
733.2 to 736.4	45	45
736.4 to 737.3	50	50
737.3 to 738.4	45	45
738.4 to 742.0	60	50
742.0 to 742.4	45	40
742.4 to 752.0	50	45
752.0 to 756.2	60	50
756.2 to 764.4	55	50
764.4 to 764.9	50	50
764.9 to 767.8	40	40
767.8 to 769.5	50	50
769.5 to 769.8	45	45
769.8 to 770.5	35	35
770.5 to 771.1	30	30
771.1 to 771.5	35	35
771.5 to 772.8	50	50
772.8 to 774.5	55	50
774.5 to 775.7	40	35
775.7 to 776.6	45	40
776.6 to 782.2	50	45
782.2 to 782.7	40	35
782.7 to 790.7	35	30

Signaled Sidings

Winston and Carroll (M.P. 664.6 - 666.6) ..... 30 MPH
Baggett and Villa Rica (M.P. 668.5 - 669.9) ..... 30 MPH
Taylor and Temple (M.P. 675.5 - 677.5) ..... 30 MPH
Sewell and Bremen (M.P. 682.7 - 685.0) ..... 30 MPH
Hubbard and Tallapoosa (M.P. 692.7 - 695.2) ..... 30 MPH
Foster and Edwardsville (M.P. 708.4 - 710.4) ..... 30 MPH
Owens and Heflin (M.P. 714.1 - 716.3) ..... 30 MPH
Ardrey and Dearmanville (M.P. 727.1 - 729.1) ..... 30 MPH
Lardent and Anniston (M.P. 733.4 - 735.0) ..... 30 MPH
Bynum and Gray (M.P. 742.9 - 746.4) ..... 30 MPH
Embry and Coosa (M.P. 756.1 - 757.9) ..... 30 MPH
Holt and Roberts (M.P. 767.8 - 769.8) ..... 30 MPH
Brompton and Coleman (M.P. 776.2 - 778.1) ..... 30 MPH

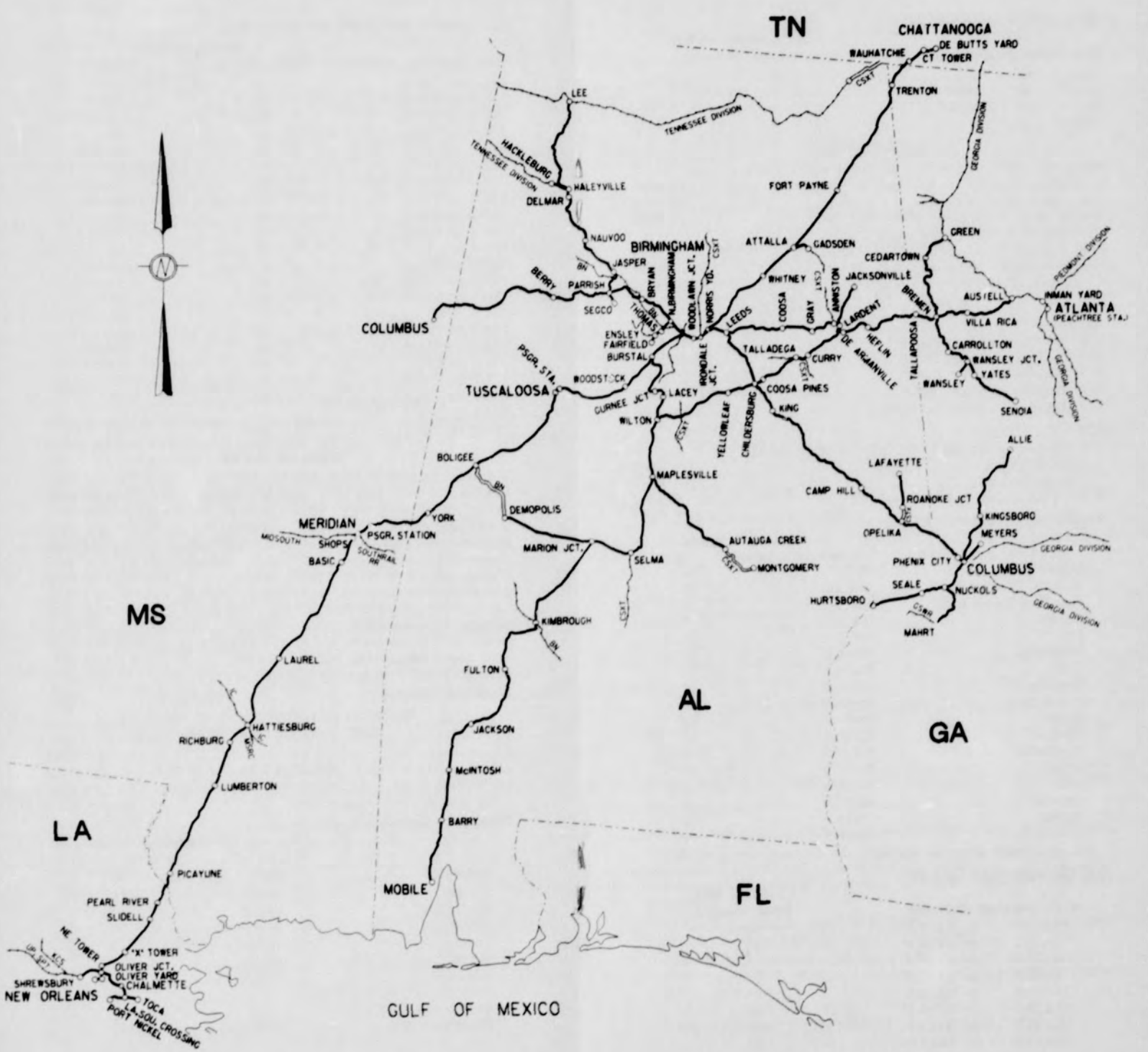
West End District

BETWEEN BIRMINGHAM (M.P. 798.7)
AND PARRISH (M.P. 839.5)

All trains ..... 30 MPH
All trains Track No. 1 - M.P. 799.6 to M.P. 800.4 ..... 10 MPH
EXCEPT:
On Transfer at Cordova, M.P. 832.5 ..... 5 MPH

THROUGH TURNOUTS AT:

Location	M.P.	Maximum Speed in MPH Pass.	Frt.
Lehigh	800.7	- -	25
Brookside	812.2	- -	10
Blossburg	813.9	- -	20
Locust	821.0	- -	25
Bryan	822.6	- -	25
Standard	837.5	- -	25
Parrish - T/O-to NA Line	839.4	- -	25
Parrish - X/O-to Columbus, Ms.	839.4	- -	20



ALABAMA DIVISION

ON CURVES BETWEEN MP:

M.P. Location Between			Speed in MPH Pass. /Freight
801.1	to	806.7	20
806.7	to	807.8	25
811.8	to	824.3	25
837.7	to	839.5	25

Signaled Sidings

Brookside (M.P. 812.2) and Blossburg (M.P. 813.9)
- Between M.P. 812.2 and M.P. 813.2 ..... 10 MPH
- Between M.P. 813.2 and M.P. 813.9 ..... 20 MPH

Locust (M.P. 821.0) and Bryan (M.P. 822.6) ..... 25 MPH

Standard (M.P. 837.5) and Parrish (M.P. 839.4)
- Between M.P. 837.5 and M.P. 838.6 ..... 25 MPH
- Between M.P. 838.6 and M.P. 839.0 ..... 10 MPH
- Between M.P. 839.0 and M.P. 839.4 ..... 25 MPH

BETWEEN LEE AND PARRISH

All trains:

M.P. NA 5.0 and M.P. NA16.3 ..... 35 MPH
M.P. NA16.3 and M.P. NA18.6 ..... 40 MPH
M.P. NA18.6 and M.P. NA20.4 ..... 35 MPH
M.P. NA20.4 and M.P. NA25.2 ..... 40 MPH
M.P. NA25.2 and M.P. NA95.6 ..... 35 MPH

EXCEPT:

Over track scales, M.P. NA 4.0, Sheffield Yard.
- Loaded Trains ..... 5 MPH
- Empty Trains ..... 10 MPH

On TMA Track, Jasper, AL ..... 5 MPH

THROUGH TURNOUTS AT:

Location	M.P.	Maximum Speed in MPH Pass.	Frt.
Wilson	402.9A	- -	15
East End Two Tracks	NA 3.1	- -	25
Norala	NA 3.7	- -	20
Lee	NA 5.0	- -	20
Littleville	NA14.2	- -	30
Hyde	NA15.9	- -	30
Franklin	NA32.0	- -	30
Philco	NA33.8	- -	30
Delmar	NA48.7	- -	30
Yankee	NA50.5	- -	30
Bankhead	NA59.6	- -	30
Lynn	NA61.5	- -	30
Ash	NA66.1	- -	30
Nauvoo	NA67.9	- -	30
Burton	NA78.7	- -	30
Gamble	NA80.3	- -	30

All yard track speed at Sheffield, AL is restricted to 10 MPH.

ON CURVES BETWEEN MP:

M.P. Location Between			Speed in MPH Pass. /Freight
NA 8.9	to	NA 9.2	30
NA12.1	to	NA14.1	30
NA17.0	to	NA17.4	35
NA26.9	to	NA27.8	30
NA27.8	to	NA28.6	25
NA28.6	to	NA28.7	20
NA28.7	to	NA29.1	25
NA31.7	to	NA32.5	30

ON CURVES BETWEEN MP (Cont'd):

M.P. Location Between			Speed in MPH Pass. /Freight
NA31.7	to	NA32.5	30
NA45.7	to	NA45.9	25
NA58.7	to	NA59.0	30
NA59.0	to	NA59.3	20
NA59.3	to	NA59.4	30
NA86.1	to	NA86.6	20
NA91.5	to	NA91.8	30
NA94.9	to	NA95.3	30
NA95.3	to	NA95.6	25

Signaled Sidings

Littleville and Hyde (M.P. NA14.2 - NA15.9) ..... 30 MPH
Franklin and Philco (M.P. NA32.0 - NA33.8) ..... 30 MPH
Delmar and Yankee (M.P. NA48.7 - NA50.5) ..... 30 MPH
Bankhead and Lynn (M.P. NA59.6 - NA61.5) ..... 30 MPH
Ash and Nauvoo (M.P. NA66.1 - NA67.9) ..... 30 MPH
Burton and Gamble (M.P. NA78.7 - NA80.3) ..... 30 MPH

BETWEEN PARRISH AND COLUMBUS

All trains:

M.P. 839.5 and M.P. 891.8 ..... 30 MPH
M.P. 891.8 and M.P. 919.1 ..... 35 MPH

EXCEPT:

Between M.P. 855.3 and 855.4 ..... 20 MPH
On Republic Steel Mine track (M.P. 861.8) ..... 10 MPH
West of maintenance limit sign including loop track.
On A.L.P. Track Fayette M.P. 877.8 ..... 5 MPH
Over No. 7 Switch in Columbus, Ms. Yard ..... 10 MPH

ON CURVES BETWEEN MP:

M.P. Location Between	Speed in MPH Pass. /Freight
846.2 to 846.5	25
853.0 to 857.4	25
899.5 to 900.1	30
902.7 to 907.8	30
908.9 to 910.4	30
911.7 to 911.9	30
913.9 to 917.6	30

BETWEEN HALEYVILLE AND HACKLEBURG

All trains ..... 25 MPH

EXCEPT:

Over trestle M.P. IC 597.3 ..... 10 MPH
M.P. IC 599.3 to M.P. IC 599.7 ..... 10 MPH

Mobile District

BETWEEN BURSTALL (M.P. 35.0R)AND MARION JCT. (M.P. 206.8N)

All trains:

Burstall (M.P. 35.0R) to Wilton (M.P. 0.0R) ..... 45 MPH
Wilton (M.P. 139.5N) to Marion Jct. (M.P. 206.8N) ... 49 MPH

EXCEPT:

Through turnout Burstall (M.P. 35R) ..... 20 MPH
On the track connecting the R-Line and N-Line (commonly referred to as the N-Line Wye) at Wilton, Al, M.P. 0.3R ..... 10 MPH
Selma Yard
Do not exceed five (5) mph over the scales on the north end of the yard.

ON CURVES BETWEEN MP

M.P. Location Between			Speed in MPH Pass. /Freight
35.0R	to	31.6R	20
31.6R	to	27.5R	35
27.5R	to	25.8R	30
25.8R	to	25.7R	35
25.7R	to	24.7R	40
23.9R	to	23.4R	25
23.0R	to	21.6R	40
20.9R	to	18.0R	25
18.0R	to	17.3R	35
17.3R	to	15.7R	30
15.7R	to	15.4R	15
15.4R	to	13.6R	25
13.6R	to	13.2R	30
13.2R	to	11.9R	40
11.9R	to	10.5R	30
10.5R	to	9.7R	35
9.7R	to	2.2R	40
2.2R	to	1.9R	35
1.1R	to	0.0R	20
145.3N	to	145.8N	35
148.5N	to	148.7N	45
152.4N	to	152.9N	45
191.4N	to	192.8N	20
192.8N	to	206.8N	35

BETWEEN MARION JUNCTION AND MOBILE

All trains ..... 49 MPH
EXCEPT:
Over CSXT crossing (M.P. 10MB) ..... 35 MPH
Over BN crossing (M.P. 35.7MB) ..... 35 MPH
Over Tombigbee River Bridge (M.P. 88.2MB) ..... 35 MPH
Do not exceed 5 MPH on scale track
Hoechst Celanese (M.P. 127.2MB)
Over Terminal R.R. crossing (M.P. 144.0MB) ..... 20 MPH
Over Three Mile Creek Bridge (M.P. 145.7MB) ..... 10 MPH

ON CURVE BETWEEN MP:

M.P. Location Between			Speed in MPH Pass. /Freight
0.0MB	to	0.1MB	30

BETWEEN JACKSONVILLE (M.P 48.0N)
AND ANNISTON (M.P. 61.0N)

All trains ..... 25 MPH

BETWEEN ANNISTON (M.P. 61.0N) AND WILTON (M.P. 139.5N)

All trains ..... 35 MPH
EXCEPT:
Over CSXT crossing (M.P. 84.3N) ..... 20 MPH
All tracks within Coosa Pines Yard ..... 10 MPH
Over Coosa River Bridge (M.P. 108.0N - 108.2N) ..... 10 MPH
Yellowleaf (M.P. 110.4N) over SEGCO RR Crossing ..... 10 MPH
Over CSXT crossing (M.P. 130.9N) ..... 25 MPH
Vulcan Lead Roberta (M.P. 133.5N ..... 10 MPH
On Blue Circle and Allied Products (M.P. 134.0N) ..... 5 MPH
Through crossover (M.P. 139.3N) ..... 10 MPH

BETWEEN MARION JUNCTION AND DEMOPOLIS

All trains ..... 25 MPH
EXCEPT:
M.P. 241.3N, to Gulf States Paper Company,
Demopolis Yard ..... 10 MPH
Over BN R.R. crossing (M.P. 2442N) ..... 20 MPH

BETWEEN AUTAUGA CREEK (M.P. MA171.5)
AND MAPLESVILLE (M.P. MA130.0)

All trains ..... M.P. MA130.0 to M.P. MA133.0 ..... 30 MPH
All trains ..... M.P. MA133.0 to M.P. MA155.4 ..... 25 MPH
All trains ..... M.P. MA155.4 to M.P. MA171.0 ..... 30 MPH

BETWEEN MONTGOMERY AND AUTAUGA CREEK (M.P. MA171.5)

All trains ..... 25 MPH

BETWEEN WOODLAWN (M.P. 0.0SA) AND MILEPOST 11.2SA

All trains ..... Yard Speed
EXCEPT:
Over rail crossing M.P. 6.6SA to M.P. 6.7SA ..... 10 MPH
Over rail crossing M.P. 7.9SA to M.P. 8.0SA ..... 10 MPH

ON CURVES BETWEEN MP:

M.P. Location Between			Speed in MPH Pass. /Freight
3.4SA	to	3.5SA	10

AGS District

CHATTANOOGA TERMINAL

M.P. 235.1A to M.P. 238.0A ..... 40 MPH
CNO&TP Main Track - M.P. 331.2 (Tenbridge) to
M.P. 337.0 (E. End Ave.) ..... 35 MPH
Over Tennessee River Bridge (M.P. 331.3) ..... 35 MPH
Except:
No. 1 Wye Track ..... 15 MPH
No. 2 Wye Track ..... 15 MPH
CNO&TP No. 2 Main Track - M.P. 332.4
to M.P. 333.3 ..... 20 MPH
CNO&TP Zero Track - M.P. 334.7 (Webb)
to M.P. 337.0 (E. End Ave.) ..... 20 MPH
East End Avenue - M.P. 337.0 and
Ship Yard - M.P. 0.0 (AGS Main) ..... 15 MPH
Shipp Yard and Wauhatchie (AGS Main)
M.P. 0.0 to M.P. 3.2 ..... 25 MPH
M.P. 3.2 to M.P. 5.5 ..... 50 MPH
Except on curves
M.P. 3.2 to M.P. 3.9 ..... (Track No. 1) ..... 35 MPH
M.P. 3.2 to M.P. 3.9 ..... (Track No. 2) ..... 25 MPH
Chattanooga Traction Company—(M.P. 1.3 to M.P. 1.5) .. 5 MPH
—(M.P. 2.8 and M.P. 2.9) 5 MPH
Cramet Lead (Between Hauthorne and Lawyers Crossing) 5 MPH
Over Scales - Bungee Edible Oil Company ..... 3 MPH
C. of Ga. Cutoff (Between Wilson Road and Central Avenue) 5 MPH
River Belt (Between Superspun Avenue and 19th Street) .. 5 MPH
CSXT Wauhatchie Yard ..... 10 MPH
All tracks other than Main Track and Sidings,
unless otherwise provided ..... 10 MPH

THROUGH TURNOUTS AT:

Location	M.P.	Maximum Speed in MPH
Williams	236.0A	25
Citico Jct.	238.0A	40
Pierce	238.7A	25
Hulsey	331.7	35
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
Wauhatchie	5.5	40

Note 1: 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 MPH

Note 2: Trains and engines must stop and be flagged over the below listed 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 the traffic. After the leading engine or car has cleared the crossing, the speed may be increased not to exceed fifteen miles per hour.

Broad Street	Bailey Avenue
Market Street	Third Street
Main Street	Rossville Blvd.
King Street	Central Avenue
Cowart Street	Alton Park Blvd.
Thirteenth Street	Forty-fifth Street
Rossville Avenue	Thirty-eighth Street
McCallie Avenue	

BETWEEN WAUHATCHEE (M.P. 5.5) AND TRUSSVILLE (M.P. 130.1)

All Trains ..... 50 MPH

EXCEPT:

Over CSXT Crossing, Attalla (M.P. 87.3) ..... 30 MPH

Following train handling speed restrictions must be observed by freight trains of 51 cars or more:

Sidings at Valley Head, Porterville, Springville ..... 10 MPH

Northward—

Through Trussville, M.P. 129.5 to M.P. 129.0 ..... 40 MPH
At M.P. 109 ..... 40 MPH
Between M.P. 93 to south switch, Attalla ..... 25 MPH
At M.P. 17.9 ..... 35 MPH
At M.P. 10 ..... 25 MPH

THROUGH TURNOUTS AT:

Name	Restriction Limits	MPH
Wauhatchie	M.P. 5.5	40
Valley Head	M.P. 38.7	10
Valley Head	M.P. 40.2	10
Porterville	M.P. 61.0	10
Porterville	M.P. 62.3	10
Springville	M.P. 113.4	10
Springville	M.P. 114.8	10

ON CURVES BETWEEN MP:

M.P. Location Between				Speed in MPH Pass. /Freight
3.2	to	3.9	Track 1	35
10.1	to	10.3		45
12.9	to	13.3		45

BETWEEN BIRMINGHAM (M.P. 143.5) AND MERIDIAN

Passenger Trains ..... 79 MPH
Rail-Highway Trains ..... 60 MPH
Freight Trains ..... 50 MPH

EXCEPT:

All Yard Tracks at Bessemer and Phoenixville ..... 10 MPH
Between Woodstock and Blocton ..... 10 MPH
Over KCS Crossing, Tuscaloosa (M.P. 198.9) ..... 30 MPH
All yard tracks, Tuscaloosa ..... 10 MPH
Wye track, Tuscaloosa ..... 5 MPH
M.P. 229.4 to M.P. 229.6 ..... 25 MPH
M.P. 234.0 to M.P. 242.0 - Passenger Trains ..... 60 MPH
Over BN Railroad Crossing (M.P. 242.5) ..... 40 MPH

Over Tombigbee River Bridge (M.P. 249.1 to M.P. 249.5)
Passenger and Rail-Highway Trains ..... 55 MPH
Freight Trains ..... 50 MPH
All Tracks, South Park, Livingston ..... 10 MPH
Smith/Toomsuba Siding ..... 15 MPH

Following train handling speed restrictions must be observed by freight trains of 51 cars or more:

Southward—

M.P. 176.0 ..... 35 MPH

Northward—

M.P. 267.0 to M.P. 261.0 ..... 35 MPH
M.P. 176.0 ..... 35 MPH
Approaching south switch at Kimbrell ..... 35 MPH

SIGNALED SIDINGS

McCalla-Kimbrell-(M.P. 163.0 - 165.4) ..... 25 MPH
Coaling-Fleming-(M.P. 185.4 - 187.3) ..... 25 MPH
Tuscaloosa-Crabtree-(M.P. 199.1 - 201.3) ..... 25 MPH
McClure-Eutaw-(M.P. 230.0 - 232.5) ..... 25 MPH
Parker-Livingston-(M.P. 254.7 - 257.0) ..... 25 MPH

THROUGH TURNOUTS AT:

Location	M.P.	Maximum Speed in MPH Pass.	Frt.
Burstall	156.1	45	40
Burstall	156.2	- -	40
Woodstock	171.8	- -	25
Coaling	185.4	- -	25
Fleming	187.3	- -	25
Tuscaloosa Sdg.	199.1	- -	25
Crabtree	201.2	- -	25
Breyer	292.7	45	40

ON CURVES BETWEEN MP:

M.P. Location Between			Speed in MPH Pass. /Rhwy.	Freight
145.1	to	168.2	70	50
168.2	to	168.7	60	50
168.7	to	175.8	70	50
175.8	to	176.7	65	50
176.7	to	176.9	60	50
176.9	to	182.1	65	50
182.1	to	191.0	60	50
191.0	to	193.2	55	50
193.2	to	196.5	50	45
196.5	to	198.4	40	40
198.4	to	199.1	45	40
199.1	to	204.7	70	50
204.7	to	212.3	60	50
212.3	to	217.8	75	50
217.8	to	218.4	65	50
218.4	to	226.3	75	50
226.3	to	229.8	40	40
229.8	to	231.7	60	50
248.0	to	248.6	70	50
248.6	to	250.3	55	50
250.3	to	251.4	60	50
251.4	to	252.8	70	50
252.8	to	254.3	50	45
254.3	to	259.3	60	50
259.3	to	267.8	75	50
267.8	to	268.3	50	50

ON CURVES BETWEEN MP (Cont'd):

M.P. Location Between			Speed in MPH Pass. /Rhwy.	Freight
268.3	to	270.3	65	50
270.3	to	278.6	55	50
278.6	to	282.2	75	50
282.2	to	294.0	70	50
294.0	to	295.4	25	25

BETWEEN ATTALLA AND GADSDEN

All Trains M.P. 0.0AG to M.P. 1.5AG ..... Yard Speed
M.P. 1.5AG to M.P. 5.5AG ..... 10 MPH

Central of Georgia District

BETWEEN COLUMBUS, GA. AND CENTRAL

All trains ..... 50 MPH
Pride Coal trains shall reduce speed to 5 MPH below timetable speed on curves and **do not** exceed 40 MPH between Central and Columbus, Ga.
On Dadeville Loop ..... 10 MPH
Over Hatchett Creek (M.P. P376.8 to M.P. 377.0) ..... 30 MPH
All trains within Coosa Pines Yard ..... 10 MPH
Over Coosa Rover Bridge
(M.P. 401.3 to M.P. P401.5) ..... 30 MPH
All Pride trains on the Coosa River Bridge (from M.P. P401.3 to M.P. P401.5) until engines are over the bridge ..... 10 MPH

Do not exceed a speed of 10 MPH on all industry and storage tracks on the Central of Georgia District unless otherwise restricted.

THROUGH TURNOUTS AT:

Location	M.P.	Maximum Speed in MPH Pass.	Frt.
Central	P425.6	- -	40

ON CURVES BETWEEN MP:

M.P. Location Between			Speed in MPH Pass. /Freight
P290.6	to	P291.3	15
P291.3	to	P292.6	30
P292.6	to	P293.3	40
P293.3	to	P293.8	45
P303.8	to	P304.8	45
P319.6	to	P319.8	20
P325.0	to	P325.5	45
P340.1	to	P340.6	35
P359.1	to	P359.4	45
P361.4	to	P362.0	40
P362.0	to	P362.9	35
P362.9	to	P363.3	40
P373.9	to	P374.1	45
P382.5	to	P391.0	35
P392.4	to	P393.3	45
P409.5	to	P409.8	45
P411.8	to	P412.1	35
P417.8	to	P425.9	30

BETWEEN COLUMBUS, GA., AND HURTSBORO

All trains ..... 30 MPH
EXCEPT:
Over Street Crossings at Phenix City
(M.P. S292.1 to S295.2) ..... 25 MPH

ON CURVES BETWEEN MP:

M.P. Location Between			Speed in MPH Pass. /Freight
S292.1	to	S292.2	10
S292.5	to	S292.9	25

BETWEEN NUCKOLS AND MAHRT

All trains ..... 30 MPH
EXCEPT:
M.P. NU 0.0 - M.P. NU 0.2 ..... 10 MPH

BETWEEN COLUMBUS AND ALLIE

All trains
Columbus - M.P. R8.0 ..... 25 MPH
M.P. R8.0 - M.P. R55.0, Allie ..... 30 MPH
EXCEPT:
Sidings at Glenn ..... 5 MPH

ON CURVES BETWEEN MP:

R0.8 and R1.4 ..... 15 MPH
R33.0 and R33.2 ..... 20 MPH
R33.2 and R34.2 ..... 25 MPH
R49.1 and R49.3 ..... 25 MPH

BETWEEN ROANOKE JUNCTION AND LAFAYETTE

All trains ..... 20 MPH
All industry tracks and yard tracks at Lafayette ..... 5 MPH

COLUMBUS TERMINAL

All yard tracks ..... 10 MPH
Myer Industrial Lead-M.P. 87.0M to 97.0M ..... 10 MPH

NO&NE District

BETWEEN MERIDIAN AND NEW ORLEANS

Passenger Trains ..... 79 MPH
Rail-Highway Trains ..... 60 MPH
Freight Trains ..... 50 MPH

EXCEPT:

M.P. NO0.0 to M.P. NO2.3 ..... 30 MPH
M.P. NO28.2 to M.P. NO29.2 ..... 60 MPH
Over IC R.R. Crossing, Hattiesburg (M.P. NO85.4) ..... 25 MPH
In Steam Plant, Richburg, Ms. (M.P. NO95.5) ..... 10 MPH
On lead, Kaiser, Ms., and in plant, Pontiac, Ms. ..... 10 MPH
In MFC Track, Lumberton, Ms. (M.P. NO113.5) ..... 10 MPH
NASA Lead, Nicholson to Ammo Switch ..... 10 MPH
NASA Lead, Ammo Switch to NASA ..... 10 MPH
Over West Pearl River Drawbridge (M.P. NO159.4) ..... 45 MPH
Over Lake Pontchartrain Trestle (M.P. NO172.4 to M.P. NO178.1) ..... 30 MPH
Over Industrial Canal Drawbridge (M.P. NO190.6) ..... 45 MPH
On Track serving Radiator Plant, Airport, La. ..... 5 MPH
Over CSXT R.R. Crossing (M.P. NO193.6) ..... 40 MPH
In siding Barnett and through turnouts ..... 20 MPH

Meridian Yard

All yard tracks ..... 10 MPH
No. One (1) Scale ..... 15 MPH

THROUGH CROSSOVER AT:

Location	M.P.	Maximum Speed in MPH Pass.	Frt.
X-Tower	NO181.9	25	25

ON CURVES BETWEEN MP:

M.P. Location Between			Speed in MPH Pass. /Rhwy.	Freight
NO0.1	to	NO0.6	25	25
NO1.0	to	NO2.3	30	30
NO6.6	to	NO11.1	65	50
NO11.1	to	NO12.2	60	50
NO12.2	to	NO14.1	70	50
NO16.0	to	NO19.2	70	50
NO19.9	to	NO20.8	45	45
NO21.0	to	NO21.7	60	50
NO21.9	to	NO23.3	65	50
NO32.2	to	NO32.4	70	50
NO33.3	to	NO33.9	55	50
NO33.9	to	NO35.1	40	40
NO35.1	to	NO36.2	45	45
NO36.5	to	NO36.6	70	50
NO40.6	to	NO49.9	70	50
NO53.7	to	NO54.6	75	50
NO55.8	to	NO56.0	55	50
NO63.2	to	NO63.3	70	50
NO63.8	to	NO64.9	60	50
NO64.9	to	NO69.6	50	50
NO70.0	to	NO70.6	45	45
NO71.3	to	NO72.4	50	50
NO76.6	to	NO77.0	70	50
NO83.9	to	NO84.8	70	50
NO84.9	to	NO85.1	50	50
NO85.1	to	NO86.2	25	25
NO87.7	to	NO89.5	60	50
NO89.6	to	NO90.7	40	40
NO91.3	to	NO93.1	60	50
NO97.4	to	NO101.6	65	50
NO109.7	to	NO111.8	65	50
NO112.2	to	NO112.5	55	50
NO112.8	to	NO113.0	60	50
NO114.5	to	NO116.4	55	50
NO116.4	to	NO117.2	65	50
NO118.8	to	NO119.7	60	50
NO119.8	to	NO121.0	45	45
NO123.3	to	NO123.9	45	45
NO124.0	to	NO128.0	50	50
NO133.4	to	NO134.4	60	50
NO138.4	to	NO138.6	65	50
NO141.3	to	NO141.7	65	50
NO142.7	to	NO144.2	65	50
NO158.9	to	NO160.5	45	45
NO167.3	to	NO167.5	50	50
NO178.1	to	NO178.3	45	40
NO191.0	to	NO191.7	50	50

Birmingham Terminal

PASSENGER MAIN - WASHINGTON LINE

Between Norris Jct. (M.P. 790.7 and M.P. 798.7)
- Passenger Trains ..... 55 MPH
- Freight Trains ..... 50 MPH

Between M.P. 798.0 and 798.9 Over All Switches
- 27th Street Interlocking. All trains and engines ..... 10 MPH

Between M.P. 798.9 and N. B'ham, M.P. 801.1
- All trains and engines ..... 20 MPH

Over CSXT Crossing, M.P. 801.1
- All trains and engines ..... 20 MPH

TRUSSVILLE (M.P. 130.1) AND BIRMINGHAM (M.P. 143.5)-(AGS MAIN)

Between Trussville (M.P. 130.1 and 132.7)
- All trains and engines ..... 50 MPH

Between M.P. 132.7 and M.P 135.4
- All trains and engines ..... 30 MPH

Between M.P. 135.4 and M.P. 136.7
- All trains and engines ..... 25 MPH

Between M.P. 136.7 and M.P. 143.5
- All trains and engines ..... 30 MPH

OTHER TERMINAL TRACKS

Through CSXT Connection Tracks between 27th Street and CSXT Connection Tracks
- All trains and engines ..... 10 MPH

All tracks CSXT AMTRAK Station
- All trains and engines ..... 10 MPH

Between 14th St. (M.P. 143.5) and Second Ave. (M.P. 798.7)
- All trains and engines operate at restricted speed not exceeding 10 MPH.
- All trains and engines over new switches Tracks 1 & 2 M.P. 136.7 ..... 10 MPH

EXCEPT THROUGH TURNOUT AT:

Location	M.P.	Maximum Speed in MPH Pass.	Frt.
Irondale Jct.	791.9	25	25
Irondale Jct.	135.5	25	25
Birmingham	142.0	10	10

ON CURVES BETWEEN MP:

M.P. Location Between			Speed in MPH Pass. /Rhwy.	Freight
790.7	to	795.4	40	35

New Orleans Terminal

Between Oliver Jct. and Terminal Jct. ..... 15 MPH

Between Terminal Jct. and East City Jct.:
- Passenger Trains ..... 40 MPH
- Freight Trains ..... 30 MPH

Between 17th St. Canal and Shrewsbury ..... 20 MPH

Between East City Jct. M.P. 3.5A and M.P. 2.6A (End of two tracks) ..... 30 MPH

Between East City Jct. and St. Louis St ..... 10 MPH

Between Oliver Yard and Chalmette ..... 15 MPH

Between Chalmette and Port Nickle ..... 10 MPH

Between Poydras Jct. and Toca ..... 10 MPH

M.P. Location Between			Speed in MPH Pass. /Rhwy.	Freight
7.0NT	to	5.6NT	35	30

Cedartown District

BETWEEN GREEN AND SENOIA

Green (M.P. C361.4) - Cedartown (M.P. C352.9) ..... 40 MPH

Cedartown (M.P. C352.9) - Yates (M.P. C295.5) ..... 35 MPH

Yates (M.P. C295.5) - Senoia (M.P. C269.8) ..... 30 MPH

EXCEPT:
- Lors Lead and North Leg of Wye ..... 10 MPH
- CSXT interchange Cedartown ..... 5 MPH
- On CSXT Interchange Track (M.P. C286.5) and do not pass maintenance limit sign with engines ..... 5 MPH

ON CURVES BETWEEN:

M.P. Location Between			Speed in MPH Pass. /Freight
C355.9	and	C355.5	35
C352.9	and	C352.7	35
C348.2	and	C340.0	30
C338.8	and	C334.1	30
C332.8	and	C330.7	30
C329.5	and	C326.7	30
C325.7	and	C319.1	30
C318.1	and	C317.5	30
C315.2	and	C312.6	30
C311.8	and	C310.3	25
C300.0	and	C299.6	30

BETWEEN WANSLEY JCT. AND WANSLEY

Wansley Jct - Wansley ..... 30 MPH
EXCEPT:
On Coal Unloading Trestle, Plant Wansley ..... 5 MPH
Between M.P. WA7 and Loop Switch Wansley ..... 20 MPH
Loop Track ..... 10 MPH

9-C. CHECKING LOCOMOTIVE SPEED INDICATOR

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

WESTWARD			EASTWARD		
East End District					
M.P. 141H	to	M.P. 142H	M.P. 787	to	M.P. 786
M.P. 659	to	M.P. 660	M.P. 770	to	M.P. 769
M.P. 663	to	M.P. 664	M.P. 734	to	M.P. 733
M.P. 690	to	M.P. 691	M.P. 679	to	M.P. 678
West End - NA District					
M.P. 803	to	M.P. 804	M.P. 835	to	M.P. 834
M.P. 850	to	M.P. 851	M.P. 916	to	M.P. 915
M.P. NA90	to	M.P. NA89	M.P. NA09	to	M.P. NA10
M.P. NA77	to	M.P. NA76	M.P. NA21	to	M.P. NA22
M.P. NA43	to	M.P. NA42	M.P. NA51	to	M.P. NA52
M.P. NA26	to	M.P. NA25	M.P. NA66	to	M.P. NA67

NORTHWARD			SOUTHWARD		
Mobile District					
M.P. 12R	to	M.P. 13R	M.P. 149	to	M.P. 150
M.P. 67N	to	M.P. 66N	M.P. 24R	to	M.P. 23R
M.P. MA164	to	M.P. MA163	M.P. 66N	to	M.P. 67N
M.P. 180N	to	M.P. 179N	M.P. MA134	to	M.P. MA135
M.P. 203N	to	M.P. 202N	M.P. MA172	to	M.P. MA173
M.P. 32MB	to	M.P. 31MB	M.P. 179N	to	M.P. 180N
M.P. 50MB	to	M.P. 49MB	M.P. 31MB	to	M.P. 32MB
M.P. 99MB	to	M.P. 98MB	M.P. 72MB	to	M.P. 73MB
M.P. 141MB	to	M.P. 140MB	M.P. 107MB	to	M.P. 108MB

NORTHWARD			SOUTHWARD		
A.G.S. District					
M.P. 291	to	M.P. 290	M.P. 12	to	M.P. 13
M.P. 280	to	M.P. 279	M.P. 72	to	M.P. 73
M.P. 117	to	M.P. 116	M.P. 149	to	M.P. 150
M.P. 74	to	M.P. 73	M.P. 160	to	M.P. 161

WESTWARD			EASTWARD		
Central of Georgia District					
M.P. P308	to	M.P. P309	M.P. 787	to	M.P. 786
M.P. T323	to	M.P. T324			
M.P. R11	to	M.P. R12	M.P. R12	to	M.P. R11
M.P. R50	to	M.P. R51	M.P. R51	to	M.P. R50

9-C. CHECKING LOCOMOTIVE SPEED INDICATOR (Cont'd)

NORTHWARD & SOUTHWARD

N.O. & N.E. District

M.P. NO 4 to M.P. NO 5
M.P. NO 38 to M.P. NO 39
M.P. NO 44 to M.P. NO 45
M.P. NO 56 to M.P. NO 57
M.P. NO 78 to M.P. NO 79
M.P. NO 96 to M.P. NO 97
M.P. NO 149 to M.P. NO 150
M.P. NO 155 to M.P. NO 156
M.P. NO 156 to M.P. NO 157
M.P. NO 167 to M.P. NO 168
M.P. NO 188 to M.P. NO 189

WESTWARD & EASTWARD

New Orleans Terminal

M.P. 6.0LS to M.P. 7.0LS
M.P. 1 to M.P. 2A
M.P. 2 to M.P. 3A
M.P. 4NT to M.P. 5NT

NORTHWARD AND SOUTHWARD

Cedartown District

M.P. C298 to M.P. C299
M.P. C326 to M.P. C327
M.P. C357 to M.P. C358
M.P. C347 to M.P. C346
M.P. C321 to M.P. C320

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

10-A. DIESEL UNIT RATING IN TONS

	D8-40C SD50 SD60 C36-7 C39-8	C30-7 SD40	D6-32B B30-7A B-36-7 GP40X GP49 GP50 GP59 GP60	B23-7 GP38 GP40 U23B
South or Eastward				
Norris Yard-Anniston	3500	2600	2300	1750
Anniston-Breman	2800	2100	1850	1400
Bremen-Atlanta	3600	2700	2400	1800
Columbus, Miss.-Fayette	3000	2200	1950	2500
Fayette-Parrish	3000	2200	1950	1500
Parrish-Norris Yard	3300	2500	2200	1650
Hackleburg-Haleyville	6800	5100	4500	3400
Sheffield-Parrish	2600	1950	1700	1300
Norris Yard-Nomen	3700	2750	2450	1850
Nomen-Wilton	4300	3200	2850	2150
Wilton-Randolph	5100	3800	3400	2550
Randolph-Selma	10400	7750	6900	5200
Selma-Kimbrough	7100	5250	4700	3550
Kimbrough Thomasville	4100	3050	2700	2050
Thomasville-Mobile	15600	9000	9000	7800
Marion Jct.-Demopolis	5900	4450	3950	2950
Marion Jct.-Marion	*	*	3350	2500
Jacksonville-Anniston	*	*	3100	2300
Anniston-Wilton	6900	5100	4550	3450
Maplesville-Montgomery	*	*	2100	1600
deButts-Norris	4800	3600	3200	2400
Norris-Meridian	4800	3550	3150	2400
Norris Yard-Winburn	3500	2600	2300	1750
Winburn-Sylacauga	4400	6250	5550	4200
Sylacauga-Trammells	3700	2700	2450	1850
Trammells-Columbus, Ga.	7800	5800	5150	3900
Hurtsboro-Columbus, Ga.	4800	3600	3200	2400
Allie-Columbus	2600	1900	1700	1300
Meridian-Oliver	4500	3350	3000	2250
Green-Cedartown	5200	3900	3450	2600
Cedartown-Bremen	3200	2350	2100	1600
Bremen-Yates	4200	3100	2750	2100
Yates-Senoia	4200	3100	2750	2100
North or Westward				
Atlanta-Norris Yard	3200	2350	2100	1600
Norris Yard-Parrish	2900	2200	1950	1450
Parrish-Atla	3000	2200	1950	1500
Alta-Covin	3900	2900	2600	1950
Covin-Columbus, Ms.	15000*	9000*	9000	7250
Parrish-Spruce Pine	3200	2350	2100	1600
Spruce Pine-Sheffield	4500	3300	2950	2250
Haleyville-Hackleburg	7400	5500	4900	3700
Mobile-Chickasaw	9700	7200	6400	4850
Chickasaw-Fulton	10000	7450	6650	5000
Fulton-Thomasville	5500	4100	3650	2750
Thomasville-Kimbrough	10400	7750	6900	5200
Kimbrough-Marion Jct.	5600	4150	3700	2800
Demopolis-Uniontown	4600	3450	3100	2300
Uniontown-Selma	5400	4000	3550	2700
Marion-Marion Jct.	18000	9000	9000	9000
Marion Jct.-Selma	5100	4000	3350	2550
Selma-Wilton	4100	3050	2700	2050
Wilton-Norris Yard	3900	2950	2600	1950
Wilton-Jacksonville	4500	3300*	2950	2250
Montgomery-Maplesville	*	*	2050	1550
Meridian-Boligee	4700	3500	3100	2350

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

	D8-40C SD50 SD60 C36-7 C39-8	C30-7 SD40	D8-32B B30-7A B-36-7 GP40X GP49 GP50 GP59 GP60	B23-7 GP38 GP40 U23B
North or Westward (Cont'd)				
Meridian-Woodstock	4300	3200	2850	2150
Woodstock-Norris	5800	4300	3850	2900
Norris-deButts	5300	4000	3550	2650
Columbus, Ga.-Vincent	4100	3050	2700	2050
Vincent-Norris Yard	3200	2350	2100	1600
Columbus, Ga.-Hurtsboro	4600	3450	3100	2300
Columbus-Allie	2200	1650	1500	1100
Oliver-Meridian	4700	3500	3100	2350
Senoia-Yates	4500	3400	3000	2250
Yates-Bremen	3200	2400	2150	1600
Bremen-Cedartown	4100	3050	2700	2050
Cedartown-Green	4600	3450	3100	2300

* 6-axle units restricted over these lines.

These ratings are for single units and will be increased in proportion to the number of units in multiple service. If a unit fails, tonnage will be reduced in proportion to the number of units in operation, and an allowance of 150 tons made for each inoperative unit handled.

These ratings are based on maximum grades and can be increased over certain parts of the line, when necessary. When engines will not handle their rating, a report must be made to the Chief Dispatcher by the Engineer; Conductor will make written report to Trainmaster.

Note: In making computations, less than 1,000 pounds will be dropped. 1,000 pounds will be counted a ton.

Note: 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).

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 Brak

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 make be made to complete the stop.

3. All units of radio operated empty coal trains must be on head end of train and in accordance with Rule R-504 of NS-1. The lead unit and the first unit behind the Radio Control Car must be on line. All other units will be shut down in accordance with Rule L-238 of NS-1 unless tagged by Mechanical Department to not shut engine down. Radio continuity must be maintained and feed valve on radio unit must be maintained in the "Out" position.

4. Air brakes are not to be cut out on Radio control mid train power (not radio receiver car) by air bleeders or other employees when bleeding air on train in yards.

Additionally, hostlers and yard crews, when operating such locomotive units, are to make brake test prior to moving locomotive units from trains, set out track or other locations.

5. Empioyees 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

	UNIT		LOADED CAR	
Between	4-Axle	6-Axle	4-Axle	6-Axle
Birmingham & Atlanta	245,000 (d)(e)291,000	(d)(l)420,000	220,000 (a)286,000 (c)315,000	(d)345,000
Parrish & Berry, AL	245,000 (d)291,000	(d)(l)420,000	220,000 (a)263,000 (a)(n)(o)286,000	(d)315,000
Berry, AL & Columbus, MS	245,000 (d)(f)(g)291,000	(h)(j)(l)420,000	220,000 (a)251,000 (a)(m)265,000	(d)300,000
Birmingham & Sheffield	245,000 (d)291,000	(d)(l)420,000	220,000 (a)286,000 (c)315,000	(d)345,000
Parrish & Segco	245,000	(d)(l)420,000	220,000 (a)286,000	(d)315,000
Jacksonville & Anniston	245,000 (d)272,000	(d)(l)420,000	220,000 (a)251,000	(d)300,000
Anniston & Wilton	(f)245,000 (d)(f)291,000	(m)220,000 (a)(m)265,000 (d)(h)(k)(l)420,000	(a)(m)(q)286,000	(d)(r)(s)300,000
Birmingham & Mobile	245,000 (d)291,000	220,000 (d)(h)(l)420,000	(a)(m)265,000 (a)(m)286,000	(d)300,000
Gurnee Jct. & Boothton	245,000 (d)291,000	(d)(l)420,000	220,000 (a)286,000	(d)300,000
Marion Jct. & Demopolis	245,000 (d)291,000	(d)(l)420,000	220,000 (a)286,000	(d)315,000
Chattanooga & Meridian	245,000 (d)291,000	(d)(l)420,000	220,000 (a)286,000 (c)315,000	(d)345,000
Woodstock & Blocton	245,000 (d)291,000	(d)420,000	220,000 (a)286,000	(d)315,000
Birmingham & Columbus, GA	(c)245,000 (e)(d)291,000	(j)(d)(l)420,000	220,000 (a)263,000 (a)(o)286,000	(d)300,000
Opelika & LaFayette	245,000 (d)291,000	(d)(l)392,000	220,000 (a)251,000	(d)300,000
Columbus & Hurtsboro	(f)245,000 (d)(f)291,000	(m)220,000 (d)(h)(l)392,000	(a)(m)(p)265,000	(d)(r)(t)300,000
Columbus, GA Allie	245,000 (d)291,000	(d)(l)379,000 (d)(h)(l)420,000	220,000 (a)(n)263,000 (a)(m)286,000	(d)(r)315,000

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

GROSS WEIGHT IN POUNDS

Between	UNIT		LOADED CAR	
	4-Axle	6-Axle	4-Axle	6-Axle
Meyer & Columbus, GA	245,000 (d)291,000	(d)420,000	220,000 (a)286,000	(d)315,000
Nuckols & Mahrt	245,000 (d)291,000	(d)420,000	220,000 (a)263,000	(d)300,000
Meridian & New Orleans	245,000 (d)291,000	(d)(l)420,000	220,000 (a)(c)(u)286,000	(d)315,000
Woodlawn Jct. & Bessemer	245,000	(d)(l)420,000	220,000 (a)286,000	(d)300,000
Green & Senoia	245,000 (d)291,000		220,000 (a)286,000	(d)315,000
Wansley Jct. & Wansley	245,000 (d)291,000		220,000 (e)286,000	(d)315,000

(a) Loaded 4-axle cars weighing between 220,001 lbs and 286,000 lbs. may be handled at the weight shown in the table provided their coupled length, truck centers and axle spacing are not less than the following:

Coupled Length ..... 57' - 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) Not used.

(c) Loaded 4-axle 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.

(d) Must not be handled on side or industry tracks except where authorized.

(e) 4-axle unit must not exceed 5 MPH and can use only one engine on connecting track between Universal Atlas and M&B Metals, Leeds, Alabama.

(f) 4-axle unit must not exceed 10 MPH between:

1. West End District
   Berry, AL & Columbus, MS on
   Sipsey River Bridge (M.P. 877.3)
2. Mobile District
   Anniston & Wilton on
   Coosa River Bridge (M.P. 108.0N)
3. C of GA District
   Columbus, GA & Hurtsboro on
   Chattahoochee River Bridge (M.P. S292.2)

(g) 4-axle unit may operate between Berry, AL & M.P. 919.1.

(h) 6-axle unit must not exceed 10 MPH between:

1. West End District
   Berry, AL & Columbus, MS on
   Sipsey River Bridge (M.P. 877.3)
2. Mobile District
   Birmingham & Mobile on
   Three Mile Creek (M.P. 145.7MB)
   Anniston & Wilton on
   bridges at M.P. 67.4N and M.P. 76.4N
   Coosa River Bridge (M.P. 108.0N)
3. C of GA District
   Columbus, GA & Hurtsboro on
   Chattahoochee River Bridge (M.P. S292.2)
   Columbus & Allie
   Mulberry Creek Bridge (M.P. R20.1)

(i) 6-axle unit must not exceed 20 MPH between:

1. C of GA District
   Birmingham & Columbus, Ga,
   Coosa River Bridge (M.P. P401.3)

(j) 6-axle unit may operate between Berry, AL & M.P. 919.1.

(k) Not more than two 6-axle units not exceeding 392,000 lbs. may be operated provided they are spaced from rest of train by three cars not exceeding 100,000 lbs. If used with 4-axle units 6-axle units must be separated from each other by two 4-axle units each with truck centers not less than 30' and from rest of train by three cars not exceeding 100,000 lbs. 6-axle units exceeding 392,000 lbs. cannot be handled between Childersburg and Yellowleaf.

(l) 6-axle unit cannot be used:

1. **Austell to Columbus, MS**

Milepost	Track
650.6	C&S Chemical
656.7	Valley Wood yard
657.8	Young Refinery
694.0	Hoover Hanes
730.9	Lee Brass
731.7	Indian Head
733.4	U.S. Pipe
736.7	Monsanto Chemical
796.8—798.1	Industry Lead & Industry Tracks will not handle 6 axle
798.1—801.0	Industry Tracks will not handle 6 axle

2. **N. Birmingham to Fairfield**

Milepost	Track
0.3SA — 1.5SA	Main line & Industry Tracks will not handle 6 axle
2.5SA —4.0SA	Industry Tracks will not handle 6 axle
Food Terminal	#1 through #16 Tracks will not handle 6 axle
Findley Yard	#1 through #9 Tracks will not handle 6 axle
5.9SA —10.2SA	Industry Tracks will not handle 6 axle
10.8SA —11.2SA	Main line & Industry Tracks will not handle 6 axle

3. **Valley Creek - Bessemer**

Milepost	Track
16.6SA — 18.8SA	Main Line & Industry Tracks will not handle 6 axle

4. **Jacksonville to Demopolis**

Milepost	Track
134.3N	Allied Products
244.3N	Gulf States Paper and Borden Chemicals

5. **Marion Jct. to Mobile**

Milepost	Track
52.0MB — 53.0MB	B. W. Wilson Pole Mill

6. **Maplesville to Autauga Creek**

Milepost	Track
MA130.0 —MA171.0	Main Line & Industry Tracks will not handle 6-axle

7. **Chattanooga to Meridian**

Milepost	Track
223.5	Wye

8. **Columbus, GA to Birmingham**

Milepost	Track
P424.6	H&W Set Out Track

9. **New Orleans - Port Nickle (Louisiana Southern)**

Milepost	Track
0.0LS —16.0LS	Main Line and all Industry Tracks

10. **Poydras - Toca (Toca Line)**

Milepost	Track
0.0PT —4.5PT	Main Line & all Industry Tracks

11. **Basin Street - Port Chalmette**

Milepost	Track
0.0NT — 3.4NT	Bernadotte and Main Line & all Industry Tracks
14.1NT	Kaiser Industry

Other division locations may be approved when conditions warrant by a Division Officer.

(m) 4-axle loaded car must not exceed 10 MPH:

1. West End District
   Berry, AL & Columbus, MS on
   Sipsey River Bridge (M.P. 877.3)
2. Mobile District
   Anniston & Wilton on
   bridges at M.P. 67.4N and M.P. 76.4N
   Coosa River Bridge (M.P. 108.0N)
   Birmingham & Mobile on
   Three Mile Creek (M.P. 143.7MB)
   Bridge at M.P. 194.8N (cars weigh in excess of 263,000 labs.)
3. C of GA District
   Columbus, GA & Hurtsboro on
   Chattahoochee River Bridge (M.P. S292.2)
   Columbus & Allie
   Mulberry Creek Bridge (M.P. R20.1)

(n) 4-axle loaded car must not exceed 25 MPH:

1. West End District
   Parris & Berry, AL
   Frost Creek - Alta Hill viaduct (M.P. 855.2)
2. C of GA District
   Columbus & Allie
   Mulberry Creek Bridge (M.P. R20.1)

(o) 4-axle loaded car must not exceed 30 MPH:

1. West End District
   Parris & Berry, AL
   Lost Creek Bridge (M.P. 840.6)
2. C of GA District
   Birmingham & Columbus, GA
   Coosa River Bridge (M.P. P401.3)

(p) Loaded cars over Chattahoochee River Bridge (M.P. S292.2), maximum gross weight at which cars of certain lengths can be coupled together are shown in the table below. Cars exceeding the gross weights shown for that particular length must not be coupled to engine or car weighing in excess of 100,000 pounds.

COUPLED LENGTH	MAX. GROSS WEIGHT
38' - 0"	231,000 lbs.
43' - 0"	242,000 lbs.
49' - 0"	253,000 lbs.
52' - 0"	263,000 lbs.

(q) Loaded cars over Coosa River Bridge (M.P. 108.0N), cars weighing between 263,001 lbs and 286,000 lbs. and having coupled length less than 42'-6" must be spaced fron engine or cars weighing in excess of 90,000 lbs. gross by at least one car weighing not more than 90,000 lbs. gross.

(r) 6-axle loaded cars must not exceed 10 MPH

1. Mobile District
   Anniston & Wilton on
   Coosa River Bridge (M.P. 108.0N)
2. C of GA District
   Columbus, GA & Hurtsboro on
   Chattahoochee River Bridge (M.P. S292.2)
   Columbus & Allie
   Mulberry Creek Bridge (M.P. R20.1)

(s) 6-axle loaded cars must be spaced at each end by car weighing not more than 177,000 lbs..

1. Mobile District
   Anniston & Wilton

(t) 6-axle loaded cars exceeding 283,000 lbs. must not be coupled to engine or car exceeding 100,000 lbs.

1. C of GA District
   Columbus, GA & Hurtsboro on
   Chattahoochee River Bridge (M.P. S292.2)

(u) 4-axle loaded cars weighing between 286,001 lbs. and 315,000 lbs. may be handled between Meridian and Slidell but not over Lake Pontchartrain.

c. DERRICKS

Derricks are grouped as follows:

GROUP 1: SOU 903002, 12, 13, 14, 16 and 26 (250-ton RB)
GROUP 2: NW 514923, 24 and 25, NW 540037, NW 563188 and 89 (240/250-ton PB)
GROUP 3: SOU 903015 and 18 (150-ton RB)

1. **General Restrictions:**

(a) Derricks must not be operated coupled to engine or car weighing more than 90,000 lbs.

(b) For line-of-road movement:

1. Derrick must be handled on head end of train with the required spacer car next to the engine.
2. Boom must be in trailing position except when in use or when the derrick is to be picked up on line by other trains where facilities for turning are not available.
3. Must have swinging or rotating mechanism properly secured.

(c) Derricks must not be operated over structures on industrial tracks without specific authority.

(d) Derrick speed shall not exceed the slowest of the following:

1. Authorized freight train speed.
2. Group 1 Derricks, 45 MPH; Group 2 Derricks 35 MPH; Group 3 Derricks 25 MPH.
3. Speed restriction for line or structure over which derrick is handled.

c. DERRICKS (Cont'd)

(c) 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:

(a) West End District

(1) Parrish to Columbus, MS

M.P. 936.1 (C&G), open deck timber trestle, 10 MPH
M.P. 936.9 (C&G), open deck timber trestle, 10 MPH
M.P. 840.6, Lost Creek Bridge, 30 MPH
M.P. 855.2, Alta Hill Viaduct, 25 MPH
M.P. 877.3, Sipsey River Bridge, 10 MPH

(b) Mobile District

(1) Birmingham to Mobile

M.P. 145.7MB, Three Mile creek Bridge, 10 MPH, must be separated at each end by car not exceeding 60,000 lbs., even when operating under own power.

(2) Anniston to Wilton

M.P. 108.0N, Coosa River Bridge, Group 1, 10 MPH
M.P. 76.4N, Chehaw Creek Bridge, Group 1, 10 MPH
M.P. 67.4N, Choccolocco Creek Bridge, Group 1, 10 MPH

(3) Jacksonville to Anniston

Derricks cannot be handled over or between trestles at M.P. 48.0N and 56.8N

(c) C. of GA District

(1) Columbus, Ga to Hurtsboro

M.P. S292.2, Chattahoochee River Bridge
Group 1 cannot be handled.
Group 2, 10 MPH (20 MPH all other places in C. of GA District)

(2) Opelika to LaFayette

Group 1 cannot be handled
Group 2, 12 MPH

(d) NO&NE District

(1) Meridian to New Orleans

M.P. NO172.4 to NO178.0, Lake Pontchartrain Trestle
Group 1 cannot be handled.

d. LOCOMOTIVE CRANES/DERRICK CARS/PILE DRIVERS

SOU 903093 (DC-3), SOU 992312 (LC-35), NW 500504 (LC-4803), SOU 992340 (LC-8201), NW 514892 (LC-8501), and SOU 992412 (LC-89036)

1. Must not exceed 25 MPH.
2. May be operated on all main and passing tracks.
3. Locomotive cranes, derrick cars, and derrick cars with attached boom idler cars, must not be moved over humps or through retarders 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.

e. JORDAN SPREADERS (Cont'd)

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 AXLES	NO.	CAR IDENTITY AND AXLES	NO.
APWX 1004	12	GEX 80000	16
BBCX 1000	20	GEX 80002	16
CAPX 1001	20	GEX 80003	20
CEBX 100	12	GPUX 100	12
CEBX 101	12	HEPX 200	20
CEBX 800	36	KWUX 10	20
CPOX 820	20	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 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 Alabama Division EXCEPT:

KCS Series 123005-123994

Plate "E" and "F" cars must not be handled at:
M.P. P418.7, Coosa Mtn. Tunnel
M.P. P421.9, Oak Mtn. Tunnel

Plate "F" cars must not be handled at:
M.P. C331.7, Van Wert St. Overhead Bridge, Buchanan, Ga.
M.P. N0.5, 11th St. Overhead Bridge, Newby St. Lead, Chattanooga, Tn.
M.P. 12.87NT, Past Structures, Chalmette Slip Dock #1, Chalmette, La.
M.P. 96.9M, 13th St. Overhead Bridge, Columbus, Ga.

EXCEPTION - All Wood Chip Hoppers in series SOU 132000 to 139999 may be handled under 13th Street Overhead Bridge at Columbus, (M.P. 96.9M), and under Van Wert Street Overhead Bridge at Buchanan (M.P. C331.7).

(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 Alabama Division EXCEPT AT:

M.P. C270.05, Bridge St. Overhead Bridge, Senoia, Ga.
M.P. C287.1, 2nd Ave. Overhead Bridge, Newnan, Ga.
M.P. C331.7, Van Wert St. Overhead Bridge, Buchanan, Ga.
M.P. C352.6, U.S. 278 Overhead Bridge, American Oil Track, Cedartown, Ga.
M.P. N0.5, 11th St. Overhead Bridge, Newby St. Lead, Chattanooga, Tn.
M.P. N0.7, Old A Line Overhead Bridge, Newby St. Lead, Chattanooga, Tn.
M.P. 12.87NT, Past Structures, Chalmette Slip Dock #1, Chalmette, La.
M.P. P418.7, Coosa Mtn. Tunnel
M.P. P421.9, Oak Mtn. Tunnel
M.P. 96.9M, 13th St. Overhead Bridge, Columbus, Ga.
M.P. 242.4N, Cedar Ave. Overhead Bridge, Demopolis, Al.
M.P. 336.8 (CNOTP), McCallie Ave. Overhead Bridge, Norris Lead, Chattanooga, Tn.

(4) Double stack cars.

(a) Double stack cars not exceeding 20'-3" (Two 9'6" high , 8'6" wide containers) above top of rail may only be handled on main tracks and sidings between:
Inman Yard and Birmingham
Birmingham and New Orleans
Sheffield Yard and Birmingham
Chattanooga and Birmingham

(b) Do not handle double rack cars:
M.P. 295.30(AGS), 22nd Ave. Overhead Bridge, Meridian Terminal #1 Track, Meridian, Ms.

(5) Other cars

(a) Before departing, conductors on all outbound trains must check their consist, and if high and wide cars are shown on consist it is imperative that they contact proper authority before departing, in order that clearances can be checked prior to moving the train. On transfer cuts departing Norris Yard, if cut contains high and wide cars this information will be shown on the "list" and the conductor on outbound transfer cuts must also contact the Yardmaster in the Main Tower to be sure that high and wide shipments have been cleared before departing.

(b) Agent or Chief Dispatcher's office handling the high and wide file will extract information from said file concerning the restrictions involving the particular crew in question. This is to be furnished to crew **in addition** to computer high and wide file.

(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.

j. EXCESSIVE CURVATURE

1. Long (75 ft. or more) cars may be handled on main and passing tracks without restriction account curvature and grade.

The following instructions apply to movement on tracks other than main and passing tracks.

(a) Long cars must not be handled through No. 6 turnouts.

(b) Long cars moving over tracks having a curvature in excess of 12 degrees 30 minutes must be coupled on each end to cars not shorter than 50 ft. If curvature is in excess of 15 degrees, or turnouts are No. 7, the movement must be accomplished under observation at slow speed.

(c) Long cars must not be handled on curves exceeding 17 degrees.

k. OTHER EQUIPMENT RESTRICTIONS

1. Trailing tonnage must be limited on line segments as shown below, behind the following equipment:

(a) Empty auto multi-level cars.

(b) Empty intermodal single platform flats or such cars loaded with empty trailers or containers.

(c) Empty 85-foot long or longer flat cars and such flat cars when loaded with empty trailers or containers or loaded with only one trailer or container.

(d) Empty intermodal single axle truck flat cars or such cars loaded with empty trailers or containers.

Between	Maximum Safe Trailing Tonnage
Atlanta-Birmingham	6400
Birmingham-Sheffield	3500
Birmingham-Selma	4600
Birmingham-Columbus, Ga.	6250
Meridian-New Orleans	9900

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 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 SOU 911802 - 911815 and NW 520100 - 520111 must not be humped except when they are humped to a clear track.

5. **Blocks of Empty Cars -** Blocks of 30 or more empty cars must be handled on the rear of trains whenever practicable.

Blocks of Heavy Cars - Blocks of 30 or more loaded cars of coal, grain, phosphate, rock, sand, sulphur or similar bulk commodities must be handled on the head of trains next behind locomotives, whenever practicable.

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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.)

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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 cablse 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.

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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.

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 TJPS 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.

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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. **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 991002 - 991022
SOU 991003 - 991023
SOU 991004 - 991024
SOU 991005 - 991025
SOU 991006 - 991026
SOU 991007 - 991027
SOU 991008 - 991028
SOU 991009 - 991029
SOU 991010 - 991030
SOU 991011 - 991031

28. **Welded Rail Trains and Associated Equipment:**

Two loaded rail trains, or one loaded and one empty rail train, may be handled as one movement. When loaded and empty rail trains are handled together, the empty train must be on the rear.

Empty rail trains may now be handled on the rear of revenue freight trains, excluding those designated as corporate trains. Should pusher service be required, the pusher must be placed ahead of the empty rail equipment.

Rail Laying, T&S, and associated equipment may be handled on a loaded rail train, but must be handled on the rear end only.

Rail trains are permanently coupled together by having the approved locking device inserted in the uncoupling lever mechanism and secured with a bolt. These cars are not to be separated, and in the event of a bad order car, the entire train must be set off until repairs are made.

In the event of bad ordering any rail train and associated equipment the Chief Dispatcher must notify Rail Welding Plant in Atlanta, Ga.

Crew members taking charge of a loaded welded rail train will inspect it to determine that the uncoupling lever mechanism locks are in place on each car before train is moved, except when relieving a crew that has previously handled the train, or when notified by the proper authority that the securement between the cars has been checked. This paragraph does not apply to a rail train originating in Atlanta, Ga.

Loaded rail trains must not be originated from any crew change point without first being inspected and approved for movement by Maintenance of Way forces.

Rail trains and associated equipment must not be handled without air on the trains and all other NS Rules applying to train air brakes and services apply when handling these trains.

In addition, the following **thirteen groups of cars**, coupled together and equipped to pick up and to unload strands of welded or bolted rail, **are not to be separated** account of possible damage to the hydraulic hose connection between these cars:

NW 516813, 516814, 516815, and 516816
NW 516975, 516976, 516977, and 516978
NW 517007, 517008, 517009, and 517010
NW 517037, 517038, 517039, and 517043
SOU 991636, 991639, 991634, and 992997
SOU 991534, 991535, 991536, and 992998
SOU 991734, 991735, 991736, and 992999
SOU 992834, 992835, 992836, and 992990
SOU 992936, 992935, and 992934
SOU 992984, 992985, and 992986
NW 527956 and NW 527957
NW 517041 and NW 517042
NW 527986 and NW 527909

13. PHYSICIANS' DIRECTORY

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R. W. Martz, INT ..... New Orleans, La.
A. J. Axelrod, GS ..... New Orleans, La.
D. M. Ewin, GS ..... New Orleans, La.
Wm. A. Webb, SURG ..... Opelika, Al.
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H. M. Reeves, OTO ..... Selma, Al.

S. O. Moseley, Jr., GS ..... Selma, Al.
J. P. Howell, Jr., FP ..... Selma, Al.
D. C. Overstreet, FP ..... Selma, Al.
S. M. Kirkpatrick, OPH ..... Selma, Al.
G. R. Delp, SURG ..... Selma, Al.
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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 Aliergy
PDC Pediatric Cardiology
PDE Pediatric Endocrinology
PDR Pediatric Radiology
PDS Pediatric Surgery
PH Public Health
PHO Pediatric Hematology—Oncology
PM Physical Medicine and Rehabilitation
PNP Pediatric Nephrology
PS Plastic Surgery
PSF Facial Plastic Surgery
PTH Pathology
PUD Pulimonary Diseases
PYA Psychoanalysis
PYM Psychosomatic Medicine
R Radiology
RHI Rhinology
RHU Rheumatology
RIP Radioisotophic Pathology
TR Therapeutic Radiology
TRS Traumatic Surgery
TS Thoracic Surgery
U Urological Surgery
VS Vascular Surgery

14. AUTHORIZED WATCHES

Watches authorized for use under Rule 2 are:

POCKET WATCHES

BALL

16 Size Official Railroad Standard - 21 Jewel
16 Size Official Railroad Standard - 23 Jewel

BULOVA

Quartz Model

14. AUTHORIZED WATCHES (Cont'd)

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

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

SEIKO

Railroad Approved - Quartz Model

SPEIDEL

Railroad Approved - Quartz Model

WYLER

Railroad Approved - Incaflex Model

15. AGENCY HOURS OF OPERATION

STATIONS	WEEKDAYS	SATURDAY	SUNDAY
East End District			
Inman Yd.,Ga.	Continuous	Continuous	Continuous
Anniston, Al.	6:00am to 5:00pm	8:00am to 5:00pm	8:00am to 5:00pm
Bynum, Al.	6:30am to 3:30pm	Closed	Closed
West End - NA District			
Parrish, Al	6:30am to 10:30pm	6:30am to 2:30pm	Closed
Sheffield Yd.	Continuous	Continuous	Continuous

15. AGENCY HOURS OF OPERATION (Cont'd)

STATIONS	WEEKDAYS	SATURDAY	SUNDAY
Mobile District			
Autauga Creek, Al	7:00am to 4:00pm	Same	Same
Yellowleaf,Al.	8:00am to 4:30pm	Closed	Closed
Wilton, Al.	7:00am to 1:00am	Same	4:00pm to 1:00am
Selma, Al.	Continuous	Continuous	Continuous
Demopolis, Al.	8:00am to 5:00pm	Same	Closed
McIntosh, Al.	7:30am to 4:30pm	Same	Closed
Mobile, Al	Continuous	6:00am to 10:00pm	2:00pm to 6:00am
AGS District			
Attalla	6:30am to 11:30pm	Same	Same
Tuscaloosa	7:00am to 4:00pm	Same	Closed
Central of Georgia District			
Mahrt, Al.	7:00am to 4:00pm ET	Same	Same
Columbus,Ga.	Continuous	Continuous	Continuous
N.O. & N.E. District			
Shops	Continuous	Continuous	Continuous
Hattiesburg	8:00am to 6:00pm	Same	Same
Birmingham Terminal			
Norris Yd., Al	Continuous	Continuous	Continuous
New Orleans Teminal			
Oliver Yard	Continuous	Continuous	Continuous
Cedartown District			
Carrollton	6:00am to 4:00pm	6:00am to 4:00pm	Closed

16. COMMUNICATION & SIGNAL INFORMATION

a. Instructions for handling Electric Switch Locks.

1. G.R.S. Electric Locks

The locking mechanism is located in a metal housing on a post adjacent to the switch stand and is connected by means of a lock rod to the switch points. Release of the locks is automatic for trains entering the switches from the main track. For trains or engines moving from the siding or spur track to the main track after clearing the main track, a predetermined release time is required before the lock and switch can be operated.

(a) For movement from main track to siding or spur track:

1. Stop engine or cars just ahead of switch points.
2. Open door of lock housing which has a standard switch lock.
3. Lift lock lever until it rests against stop in 45 degree position. When indicator clears or moves to the unlock position, complete the movement of lock lever to the extreme left hand position. This unlocks the switch and it can be operated the same as any other hand thrown switch.

(b) For movements from siding or spur track to the main track:

1. Secure permission from the control station to operate the electric lock and enter the main track. The switch must be unlocked and thrown before the derail or inside crossover switch is operated.
2. Lift lock lever until it rests against stop in 45 degree position. Immediately or after predetermined time interval has expired, indicator should show "clear" or "unlock" and switch can be unlocked by completing the movement of the lock lever to the extreme left hand position.

(c) For movements using controlled electric locks:

1. Proceed as above after obtaining release from control station.

(d) After a movement into or out of the switch has been completed and the hand lever of switch returned to normal position, the crank handle in the lock housing must be restored to the right hand or normal position and the door on the lock housing closed and locked.

An emergency release is provided in the lock housing for use in case of trouble or if the electric lock fails to operate promptly. To operate the emergency release, after obtaining permission from control station, break seal and move emergency lever to release position, then operate in the usual manner. When emergency release is operated to enter main track from a spur, Rule 404 must be observed. If emergency release is operated, notify control station immediately as signals will remain in stop position until mechanism has been reset by signal maintainer.

2. US&S Electric Locks

One type of locking mechanism is located in a metal housing on a post adjacent to the switch stand and is connected by means of a lock rod to the switch point and is actuated by operating handle. 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.

16b. DETECTORS

1. Location of Detectors

Location	Milepost	Direction Activated	Dragging Equipment
East End District			
Lithia Springs, GA	653.0	Both	Yes
Winston, GA	663.0	Both	Yes
Villa Rica, GA	671.6	Both	Yes
Morgan, GA	680.6	Both	Yes
Waco, GA	689.0	Both	Yes

16b. DETECTORS (Cont'd)

1. Location of Detectors

Location	Milepost	Direction Activated	Dragging Equipment
East End District (Cont'd)			
Tallapoosa, GA	697.9	Both	Yes
Fruithurst, AL	707.4	Both	Yes
Cleburne, AL	718.2	Both	Yes
*Dearmanville, AL	730.2	Both	Yes
Bynum, AL	741.6	Both	Yes
Lincoln, AL	755.0	Both	Yes
Pell City, AL	762.9	Both	Yes
Cook Springs, AL	771.7	Both	Yes
Southern Leeds, AL	781.8	Both	Yes
West End - NA District			
Coalburg, AL	807.1	Both	Yes
Blossburg, AL	816.6	Both	Yes
Doliska, AL	826.6	Both	Yes
*Cordova, AL	836.1	Both	Yes
Spring Valley, AL	NA 9.8	Both	Yes
Isbell, AL	NA23.8	Both	Yes
Bear Creek, AL	NA36.2	Both	Yes
Haleyville, AL	NA47.9	Both	Yes
Natural Bridge, AL	NA57.3	Both	Yes
Nauvoo, AL	NA68.5	Both	Yes
Saragossa, AL	NA77.5	Both	Yes
Jasper, AL	NA86.6	Both	Yes
Mobile District			
Bibb Mill, AL	146.5N	Both	No
Randolph, AL	155.8N	Both	No
*Plantersville, AL	170.1N	Both	Yes
Fremont, AL	182.6N	Both	No
Potter, AL	197.5N	Both	Yes
Dogwood, AL	5.7R	Both	No
Turner, AL	20.4R	Both	Yes
Bogue Chitto, AL	4.6MB	Both	Yes
Safford, AL	13.2MB	Both	No
Catherine, AL	26.0MB	Both	Yes
Annemanie, AL	34.0MB	Both	No
Atkinson, AL	47.5MB	Both	No
Fulton, AL	59.1MB	Both	Yes
Whatley, AL	69.0MB	Both	No
Walker Springs, AL	80.3MB	Both	Yes
Carson, AL	91.2MB	Both	Yes
Sunflower, AL	99.3MB	Both	No
Malcolm, AL	112.5MB	Both	Yes
Barry, AL	123.5MB	Both	No
Satsuma, AL	135.0MB	Both	Yes
AGS District			
Wildwood, GA	8.2	Both	Yes
New England, GA	14.6	Both	Yes
Sulphur Springs, AL	28.4	Both	No
Valley Head, AL	42.2	Both	Yes
Collbran, AL	55.5	Both	No
*Collinsville, AL	64.2	Both	Yes
Keener, AL	77.1	Both	No
Sibert, AL	91.0	Both	Yes
Gilbert, AL	99.5	Both	No
Springville, AL	111.6	Both	Yes

16b. DETECTORS (Cont'd.)

1. Location of Detectors

Location	Milepost	Direction Activated	Dragging Equipment
AGS District (Cont'd)			
Argo, AL	122.1	Both	Yes
West End, AL (Track 1 & 2)	147.1	Both	Yes
Bessemer, AL			
Track 1	155.3	Both	No
Track 2	155.3	Both	Yes
*Kimbrell, AL	167.3	Both	Yes
Vance, AL	178.8	Both	No
Tuscaloosa, AL	192.5	Both	Yes
Crabtree, AL	202.3	Both	No
Moundville, AL	212.7	Both	Yes
Akron, AL	222.1	Both	No
Eutaw, AL	233.3	Both	Yes
Miller, AL	246.8	Both	No
Livingston, AL	260.4	Both	Yes
Cuba, AL	275.3	Both	Yes
Toomsuba, MS	284.5	Both	Yes
Central of Georgia District			
Smiths, AL	P301.9	Both	Yes
Royal City, AL	P315.8	Both	No
Stonewall, AL	P327.4	Both	Yes
Camp Hill, AL	P341.4	Both	No
Jackson's Gap, AL	P352.2	Both	Yes
Kellyton, AL	P367.0	Both	No
Parkdale, AL	P380.7	Both	Yes
Sylacauga, AL	P389.9	Both	No
§Childersburg, AL	P404.3	Both	Yes
Calcis, AL	P412.0	Both	Yes
§Leeds, AL	P425.2	Both	Yes
N.O.& N.E. District			
Savoy, MS	NO 9.9	Both	Yes
Pachuta, MS	NO 24.3	Both	Yes
Vossburg, MS	NO 35.9	Both	Yes
Sandersville, MS	NO 48.0	Both	Yes
Kinston, MS	NO 54.3	Both	Yes
Ellisville, MS	NO 63.0	Both	Yes
Eastabuchie, MS	NO 77.0	Both	Yes
Richburg, MS	NO 90.9	Both	Yes
Purvis, MS	NO104.3	Both	Yes
Red Top, MS	NO115.3	Both	Yes
*Poplarville, MS	NO123.0	Both	Yes
Tyler, MS	NO135.7	Both	Yes
Richardson, MS	NO146.0	Both	Yes
Honey Island, LA	NO156.7	Both	Yes
Slidell, LA	NO165.6	Both	Yes
South Point, LA	NO179.3	Both	Yes
Cedartown District			
Clem, GA	C306.2	Both	Yes
Carrollton, GA	C314.0	Both	Yes
West Bremen, GA	C327.5	Both	Yes
Dugdown, GA	C341.2	Both	No
Cedartown, GA	C355.0	Both	Yes

* Also has Hot Wheel Detector.
§ Also has Clearance Detector.

2. INSTRUCTIONS FOR DETECTORS

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 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 counting from the first locomotive axle.

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 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 counting these axles, a hand counter must be used to assist in the counting.

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.

DRAGGING EQUIPMENT

Detector Name	Mile Post Location		Direction Activated
West End District - NA District			
N. Birmingham	M.P. 801.5	Voice Only	Both
Mobile District			
Clolinger	M.P. 84.6MB	Voice Only	Both
AGS District			
Akron	M.P. 224.7	Voice Only	Both
Boligee	M.P. 244.2	Voice Only	Both
Parker	M.P. 254.7	Voice Only	Both
N.O. & N.E. District			
Slidell	M.P. NO168.1	Voice Only	Both
X-Tower	M.P. NO181.8	Voice Only	Both

HIGH-WIDE DETECTORS

Childersburg M.P. 404.3 Leeds M.P. P425.2

While passing detector, do not reduce speed below 10 MPH. If detector is activated, do not stop train until rear of train has cleared high-wide detector.

When notified by the Leeds or Childersburg high and wide detectors, trains must be stopped where cars can be set out prior to reaching the tunnel. A visual inspection must be made and Chief Dispatcher must be notified when inspection is made. Unless it is obvious by visual inspection the equipment does not exceed clearance restrictions, the equipment must be set out and Chief Dispatcher notified of location, car initial and number.

When so instructed, train is to be checked for excessive dimension cars and loads that are restricted by Timetable Special Instructions.

All eastbound Central of Georgia trains receiving high-wide indication at the detector at Leeds, Ala., are authorized to pull over the trestle east of Leeds and allow trainman to drop off on solid ground and inspect train as it is pulled slowly by. Trainman must then inspect opposite end of train. If train length permits, stop should be made short of trestle. Westbound stop not required if cars to be set off short of Coosa River Bridge M.P. P401.3.

5. STEAM-POWERED TRAINS

Stand-Alone Detectors

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 lists designated AAR channels when using "All Channel" radios:

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

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

Transmitting on unauthorized channels is a violation of Federal Law, and is prohibited.

16d. LOCATION OF DISPATCHER-CONTROLLED RADIO BASE STATIONS

Location	Frequency	Hours
East End District		
Douglasville, Ga.	Road & Dispatcher	Continuous
Bremen, Ga.	Road & Dispatcher	Continuous
Oak Grove, Al.	Road & Dispatcher	Continuous
Anniston, Al.	Road & Dispatcher	Continuous
Bald Rock, Al.	Road & Dispatcher	Continuous
West End - NA District		
North B'ham, Al.	Road	Continuous
Brookside, Al.	Road & Dispatcher	Continuous
Cordova, Al.	Road	Continuous
Belk, Al.	Road	Continuous
Berry, Al.	Road	Continuous
Steens, Ms.	Road	Continuous
Calumet, Al.	Road	Continuous
Saragossa, Al.	Road	Continuous
Natural Bridge, Al.	Road	Continuous
Bear Creek, Al.	Road	Continuous
Russellville, Al.	Road	Continuous
Lee, Al.	Road	Continuous
Mobile District		
Autauga Creek, Al.	Road	Continuous
Turner, Al.	Road	Continuous
Bessemer, Al.	Road & Dispatcher	Continuous
Randolph, Al.	Road & Dispatcher	Continuous
Selma, Al.	Road & Dispatcher	Continuous

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

Location	Frequency	Hours
Mobile District (Cont'd)		
Massilon, Al.	Road & Dispatcher	Continuous
Gastonburg, Al.	Road & Dispatcher	Continuous
Thomasville, Al.	Road & Dispatcher	Continuous
Suggsville, Al.	Road & Dispatcher	Continuous
North Jackson, Al.	Road & Dispatcher	Continuous
McIntosh, Al.	Road & Dispatcher	Continuous
Turnerville, Al.	Road & Dispatcher	Continuous
Columbiana, Al.	Road	Continuous
AGS District		
Trenton Mountain, Ga.	Road & Dispatcher	Continuous
Mt. Brandon, Al.	Road & Dispatcher	Continuous
Gadsden Hill, Al.	Road & Dispatcher	Continuous
Springville, Al.	Road & Dispatcher	Continuous
Bessemer, Al.	Road & Dispatcher	Continuous
Woodstock, Al.	Road & Dispatcher	Continuous
Hull, Al.	Road & Dispatcher	Continuous
Eutaw, Al.	Road & Dispatcher	Continuous
Parker, Al.	Road & Dispatcher	Continuous
York, Al.	Road & Dispatcher	Continuous
TV Hill, Ms.	Road & Dispatcher	Continuous
Central of Georgia District		
Calcis, Al.	Road	Continuous
Sylacauga, Al.	Road	Continuous
Parkdale, Al.	Road	Continuous
Jackson's Gap, Al.	Road	Continuous
Opelika, Al.	Road	Continuous
Luthersville, Ga.	Road & Dispatcher	Continuous
Harris City, Ga.	Road & Dispatcher	Continuous
Tip Top, Ga.	Road & Dispatcher	Continuous
Phenix City, Al.	Road & Dispatcher	Continuous
N.O. & N.E. District		
Wautubee, Ms.	Road & Dispatcher	Continuous
Vossburg, Ms.	Road & Dispatcher	Continuous
Errata, Ms.	Road & Dispatcher	Continuous
Tawanta, Ms.	Road & Dispatcher	Continuous
Richburg, Ms.	Road & Dispatcher	Continuous
Lumberton, Ms.	Road & Dispatcher	Continuous
Poplarville, Ms.	Road & Dispatcher	Continuous
Caesar, Ms.	Road & Dispatcher	Continuous
Pearl River, La.	Road & Dispatcher	Continuous
Chef Menteur, La.	Road & Dispatcher	Continuous
Oliver Yard	IC Road DTMF Code 16	Continuous
Oliver Yard	CSX (road) DTMF Code 16	Continuous
Oliver Yard	SP (road) DTMF Code 11	Continuous
Oliver Yard	MOP (yard) 2400HZ Signaling Tone	Continuous
Oliver Yard	KCS (yard) 2200HZ Signaling Tone	Continuous
Cedartown District		
Cedartown, Ga.	Road	Continuous
Bremen, Ga.	Road & Dispatcher	Continuous
Carrollton, Ga.	Road & Dispatcher	Continuous
Newnan, Ga.	Road & Dispatcher	Continuous

16e. LOCATION OF WAYSIDE RADIO BASE STATIONS

Location	Frequency	Hours
East End District		
Inman Yd., Ga.	Road & Terminal	Continuous
Anniston, Al.	Road	See Sec. 15
Birmingham Terminal		
Norris Yd., Al.	Road & Terminal	Continuous
West End - NA District		
Parrish, Al.	Road	See Sec. 15
Sheffield Yd., Al.	Road & Terminal	Continuous
Mobile District		
Autauga Creek, Al.	Road	See Sec. 15
Wilton, Al.	Road	See Sec. 15
Yellowleaf, Al.	Road	See Sec. 15
Coosa Pines, Al.	Road	See Sec. 15
Selma, Al.	Road	See Sec. 15
Demopolis, Al.	Road	See Sec. 15
Jackson, Al. (Drawbridges)	Road	Continuous
McIntosh, Al.	Road	See Sec. 15
Mt. Vernon, Al. (controlled from Mobile)	Road	See Sec. 15
Mobile, Al.	Road	See Sec. 15
AGS District		
Chattanooga, Tn (deButts Yd.)	Road & Terminal	Continuous
Attalla, Al.	Road	See Sec. 15
Tuscaloosa, Al.	Road	See Sec. 15
Warrior River Bridge, Al.	Road	Continuous
Meridian, Ms.	Road & Terminal	Continuous
Central of Georgia District		
Mahrt, Al.	Road	See Sec. 15
Columbus, Ga.	Road	See Sec. 15
N.O. & N.E. District		
Hattiesburg, Ms.	Road	Continuous
Lake Pontchartrain Bridge N. Draw, La.	Road	Continuous
Seabrook Draw, La.	Road	Continuous
Chalmette, La.	Terminal	Continuous
New Orleans, La. (Oliver Yard)	Road & Terminal	Continuous
Shrewsbury, La. (East Bridge Jct.)	Terminal	Continuous
Cedartown District		
Carrollton, Ga.	Road	See Sec. 15

17. HAZARDOUS MATERIALS

A. GENERAL INSTRUCTIONS:

1. Compliance with the Code of Federal Hazardous Materials Regulations (49 CFR) of the U.S. Department of Transportation (found in the current edition of the AAR Bureau of Explosives Tariff BOE-6000 Series), and Norfolk Southern's special rules for handling hazardous materials, is required of all employees of Norfolk Southern Railway Company. References to specific sections of the 49 CFR included in the BOE Tariff are enclosed in brackets, for example [174.24].

A. GENERAL INSTRUCTIONS (Cont'd):

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 (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.

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

7. An "empty/residue" tank car placarded as in Group 2 on the Train Placement Chart, can be handled in the same manner specified for an "empty/residue" tank car placarded as in Group 4 on the train placement chart.

D. KEY TRAINS:

1. The definition of a "**KEY TRAIN**" is:

- Any train handling five (5) or more carloads of **POISON INHALATION HAZARD** (Hazard Zone A or B) gases or liquids.

- OR -

- Any train handling any combination of twenty (20) or more carloads, including intermodal portable tank loads, of:
  - (a) **POISON INHALATION HAZARD** (Hazard Zone A or B) commodities;
  - (b) Division 1.1 or 1.2 (Explosives);
  - (c) Division 2.1 (Flammable Gas); or
  - (d) Environmentally Sensitive Chemicals

— A commodity designated as a Poison Inhalation Hazard "PIH" will be identified by the "Poison Inhalation Hazard" or "Inhalation Hazard" notation on waybill or shipping document. The same notation will be stenciled in 4-inch letters on each side of tank cars containing "PIH" materials.

— Division 1.1 or 1.2 (Explosives) and/or Division 2.1 (Flammable Gas) commodities will be identified by the corresponding placard, or the Hazard Class on the waybill or shipping document.

— Environmentally Sensitive Chemicals can be identified by Car Movement Restriction Messages on train consist and/or Switch List, or by the chemical name or commodity code on the following list:

List of Environmentally Sensitive Chemicals

1. Allyl Chloride (4907412)
2. Carbon Tetrachloride (4921830/4921831)
3. Chlorobenzene (4909153)
4. Chloroform (4921767/4921769/4925224/4925225)
5. Dichlorobenzene (4925203)
6. Dichloropropane (4909269)
7. Dichloropropane/Dichloropropene mixture (4907640)
8. Dichloropropene (4909255)
9. Ethyl Chloride, N.O.S. (Ethyl Chloride) (4908162)
10. Ethylene Dibromide - (Also PIH) (4921497)
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 (4925151)
16. Perchloroethylene (4925202)
17. Perchloroethylene/Trichloroethylene mixture (4940373)
18. Trichloroethylene (4925181)

NOTE: Yard movements on a main track will also be governed by the definition and operating requirements of **KEY TRAINS** if the intended movement will exceed one mile.

2. **KEY TRAINS** will be identified at certain locations on train consist copy, but at all locations conductor will be responsible for examining waybills to ascertain whether or not hazardous materials cars in train meet **KEY TRAIN** criteria. Conductor will promptly notify the dispatcher, or the appropriate authority for notification purposes (trainmasters, yardmasters, and operators as applicable) who in turn will notify the dispatcher, if the train or yard movement is to be designated as a **KEY TRAIN**.

D. KEY TRAINS (Cont'd):

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 (###)-###-####

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 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.

F. INSPECTION (Cont'd):

5. Check to make sure the safety valve and tank test due dates are current (a car is within test until the last day of the month or year shown). These will appear on the right-hand side of the car under the specification marking. If they are not in date, notify your supervisor.

When a test of the safety valves or tank becomes due when a loaded car is in transit, the car must be forwarded to its destination once the Mechanical Department has carded each side of the car with a card exhibiting the notice, "Safety Valves overdue for test or Tank overdue for test moving under authority of 49 CFR 174.9(c). A prompt report of such movement showing the car initials and number must be made to the Bureau of Explosives."

G. MARKING AND PLACARDING HAZARDOUS MATERIALS:

1. Hazardous Materials shipments must not be accepted at industries or in interchange unless placards, as specified on shipping papers, are affixed on each end and on each side of the car as required by regulations. Such placards must be securely in place before pulling loaded and/or residue (empty) tank cars, or other type rail cars containing hazardous materials. Cars with missing, damaged, faded, or improper placards must not be pulled [172.508 & 174.59].

2. Each agent or yardmaster shall maintain an adequate supply of placards or markers (which are available through the NS Material Management System), to replace those that are lost or damaged, based on the information on the shipping papers [174.33].

Missing, damaged, or faded placards discovered in transit should be replaced at the next inspection point, and those not required must be removed at the next terminal where the train is classified [174.59]. Each specific operating location should have a standard procedure for replacing placards.

3. Until October 1, 1994, placards which conform to Pre-HM-181 specifications (right column), may be used in place of the placards specified in HM-181 (middle column) in accordance with the following **Placard Substitution Table** [171.14 & 174.25]:

Hazard Class or Division Number	HM-181 Placard Name (Current Name)	Pre-HM-181 Placard Name (O.K. Until Oct. 1, 1994)
DIVISION 1.1	EXPLOSIVES 1.1	EXPLOSIVES A
DIVISION 1.2	EXPLOSIVES 1.2	EXPLOSIVES A
DIVISION 1.3	EXPLOSIVES 1.3	EXPLOSIVES B
DIVISION 1.4	EXPLOSIVES 1.4	DANGEROUS
DIVISION 1.5	EXPLOSIVES 1.5	BLASTING AGENTS
DIVISION 1.6	EXPLOSIVES 1.6	DANGEROUS
DIVISION 2.1	FLAMMABLE GAS	FLAMMABLE GAS
DIVISION 2.2	NON-FLAMMABLE GAS	NON-FLAMMABLE GAS
DIVISION 2.3	POISON GAS	POISON GAS
CLASS 3 COMBUSTIBLE LIQUID	FLAMMABLE COMBUSTIBLE	FLAMMABLE COMBUSTIBLE
DIVISION 4.1	FLAMMABLE SOLID	FLAMMABLE SOLID
DIVISION 4.2	SPONTANEOUSLY COMBUSTIBLE	FLAMMABLE SOLID
DIVISION 4.3	DANGEROUS WHEN WET	FLAMMABLE SOLID W
DIVISION 5.1	OXIDIZER	OXIDIZER
DIVISION 5.2	ORGANIC PEROXIDE	ORGANIC PEROXIDE
DIV. 6.1, PG I or II	POISON	POISON
DIV. 6.1, PG III	KEEP AWAY FROM FOOD OR PERSON	(NONE REQUIRED)
CLASS 7	RADIOACTIVE	RADIOACTIVE
CLASS 8	CORROSIVE	CORROSIVE
CLASS 9	CLASS 9 (OPTIONAL FOR DOMESTIC)	(NONE REQUIRED)

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

NOTE: Commodities classified as Poison Inhalation Hazards must be placarded with the HM-181 Placard effective October 1, 1992.

4. Federal regulations require SECONDARY placards for certain commodities which have subsidiary hazards. The addition of the SECONDARY placard does not change switching or position in train requirements, and the PRIMARY placard will govern. The PRIMARY and SECONDARY placards can be identified as follows: 1) the PRIMARY placard classification is the first hazard class following the proper shipping name on the shipping documents; 2) the use of the UN/NA 4-digit identification number is prohibited on the SECONDARY placard; and 3) no hazard class or division number may be displayed in the lower quadrant of a SECONDARY PLACARD [172.505 & 172.519].

5. If more than one of the UN/NA 4-digit identification number markings on placards, orange panels, or white square-on-point configurations are lost, damaged, or destroyed in transit, the carrier shall replace them as soon as practicable. The numbers may be entered legibly by hand using an indelible marking material [172.338].

6. A bulk packaging that contains a marine pollutant must be marked on each end and each side with the MARINE POLLUTANT mark. EXCEPTION: On a bulk packaging, freight container, or transport vehicle that bears a placard specified in hazardous materials timetable Rule G.5, the MARINE POLLUTANT marker is not required [172.203(l) & 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.

17. HAZARDOUS MATERIALS (Cont'd)

H. HAZARDOUS WASTE AND PCB WASTE MANIFESTS:

1. Hazardous waste and polychlorinated biphenyl (PCB) wastes shipments must be handled with hazardous waste manifest forms. Manifests must be signed and dated when subject waste materials are picked up and appropriate signed and dated documents obtained when the wastes are delivered. Tracking of the waste by rail will be handled by waybill or other appropriate document with initial and final rail transporters being responsible for executing manifest requirements outlined above. A copy of the manifest may or may not be attached to the waybill or switchlist. Modified waybills may be used in lieu of hazardous waste manifest.

2. Whenever Norfolk Southern Railway Company is the origin or destination carrier, and you are pulling or placing a hazardous waste or PCB waste car at industry, coordinate with agent for instructions regarding signing and dating of the required waste management documents.

I. HYDROCYANIC ACID (HCN) TANK CARS

1. Tank cars containing Hydrocyanic Acid (HCN), are painted white with horizontal and vertical red stripes and placarded on each side and each end. They must be handled in accordance with the following instructions:

(a) To be handled only when authorized by the Chief Dispatcher.

(b) **NS FORM 11562**, "Notice of cars placarded Division 1.1 or 1.2 (Class A Explosives), Division 2.3 Hazard Zone A (Poison Gases), or Division 6.1 PG I Hazard Zone A (Poison)", must be issued to conductor and engineer (See Operating Rule 573).

(c) The Chief Dispatcher must be notified immediately of any occurrence that may be hazardous.

(d) In case of suspected leakage, car must be isolated and all except authorized persons kept away.

(e) Under no circumstances should other than authorized persons get close to car in case of derailment.

(f) The instructions posted on bulletin boards, in cabooses, and in cars assigned to wreck outfits must be read carefully.

(g) Instructions attached to each waybill and placarded instructions on each car must be followed.

(h) These instructions (a-g above) are applicable to both LOADED and RESIDUE (empty) cars.

J. LEAKING TANK CARS:

1. Except where movement to a repair point has been authorized, placarded hazardous materials cars must not be moved if there is any indication of leaking. The employee granting authority for the movement of such equipment must be sufficiently qualified to know that the move can be made safely, and will be responsible for issuing necessary instructions to the crew. [174.50]

2. An industry must be notified before a leaking tank car is spotted on its track for unloading and then only with their permission.

K. REPORTING HAZARDOUS MATERIALS INCIDENTS:

CAUTION: Hazardous Materials can cause injury by inhalation, contact, ingestion, explosion, or fire. Chlorine, Anhydrous Ammonia, Sulfur Dioxide, Petroleum Products, as well as many other materials have distinct odors. Anytime such odors are detected in association with a shipment of hazardous materials **YOU 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

K. REPORTING HAZARDOUS MATERIALS INCIDENTS (Cont'd):

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.

20. INDEX TO SPECIAL INSTRUCTIONS

20. INDEX TO SPECIAL INSTRUCTIONS (Cont'd)

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  PG I Hazard Zone A See Note (3)	 See Note (1)			

	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	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						

MUST NOT BE NEXT TO

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

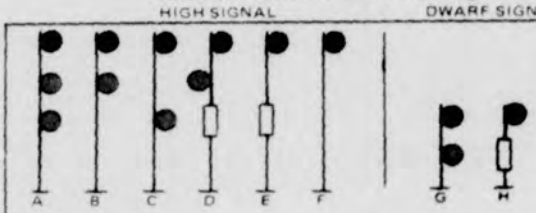
(2) ANY CAR PLACARDED AS IN GROUP 1 OR GROUP 2, IN A MOVING OR STANDING TRAIN, MUST BE NEXT TO AND AHEAD OF ANY CAR OCCUPIED BY GUARDS OR TECHNICAL ESCORTS ACCOMPANYING THE PLACARDED RAIL CAR. HOWEVER, IF A RAIL CAR OCCUPIED BY THE GUARDS OR TECHNICAL ESCORTS HAS TEMPERATURE CONTROL EQUIPMENT IN OPERATION, IT MUST BE THE FOURTH CAR BEHIND ANY CAR PLACARDED AS IN GROUP 1.

(3) "EMPTY/RESIDUE TANK CARS" CAN BE HANDLED IDENTICAL TO EMPTY/RESIDUE TANK CARS PLACARDED AS IN GROUP 4.

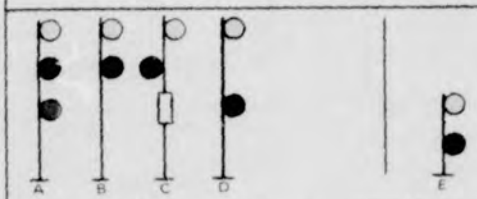
SOUTHERN RAILWAY

Automatic Block, Interlocking, TC and Remote Control Signals

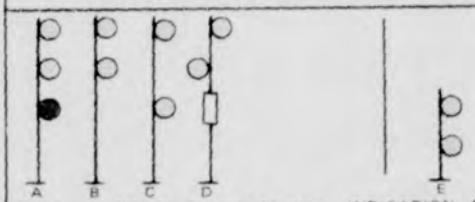
HIGH SIGNAL DWARF SIGNAL



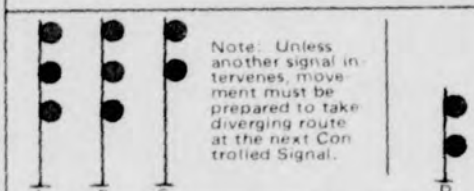
RULE 301 NAME: Clear. INDICATION: Proceed.



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

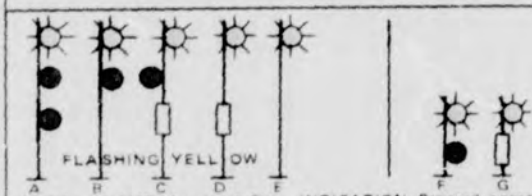


RULE 303 NAME: Advance Approach. INDICATION: Proceed, preparing to stop at second signal.



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:

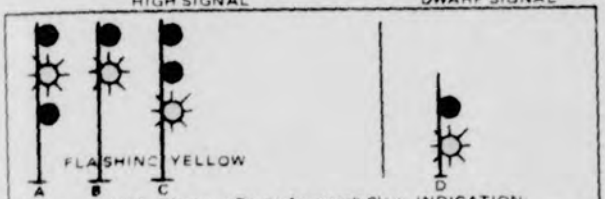
MEDIUM SPEED—A speed not exceeding 30 MPH.

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

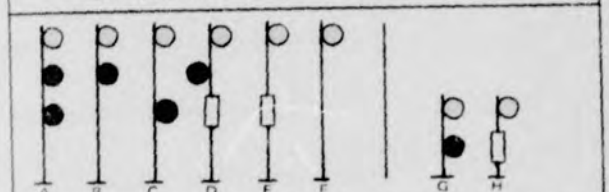
SOUTHERN RAILWAY

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

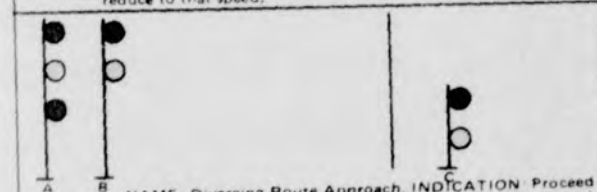
HIGH SIGNAL DWARF SIGNAL



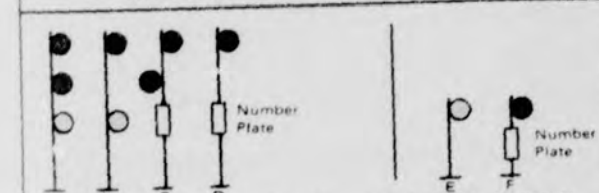
RULE 306.1 NAME: Diverging Route Approach Slow. INDICATION: Proceed through diverging route, observing authorized speed through turnout(s) or crossover(s), then not exceeding Medium Speed, approach next signal at Slow Speed.



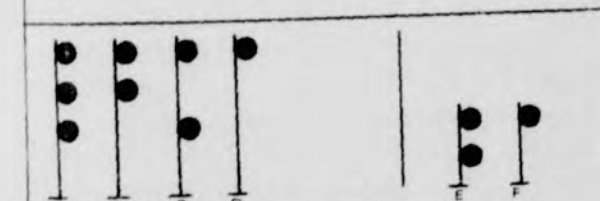
RULE 307 NAME: Approach. INDICATION: Proceed, preparing to stop at next signal. Train exceeding Medium Speed must at once reduce to that speed.



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 834.**

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

180274TTU

NORFOLK SOUTHERN

Eastern Region

Piedmont Division

Effective Sunday, April 2, 1995

12:01 A.M. Eastern Standard Time

Timetable Number

17

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.

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BETWEEN WASHINGTON AND SOUTH MANASSAS

SOUTHWARD							NORTHWARD					
FIRST CLASS							FIRST CLASS					
51	31	33	35	37	19	TRAIN NO.	32	34	36	38	20	50
AMTRAK	VRE	VRE	VRE	VRE	AMTRAK		VRE	VRE	VRE	VRE	AMTRAK	AMTRAK
LV	LV	LV	LV	LV	LV	STATIONS	AR	AR	AR	AR	AR	AR
SWF	DXSSH	DXSSH	DXSSH	DXSSH	D		DXSSH	DXSSH	DXSSH	DXSSH	D	SWF
s 1:30P	s 4:25P	s 5:25P	s 6:00P	s 6:2?P	s 6:50P	..... WASHINGTON	s 6:35A	s 7:40A	s 8:10A	s 8:35A	s 9:28A	s 7:05P
.....	s 4:32P	s 5:32P	s 6:07P	s 6:32P	.....	..... L'ENFANT PLAZA	s 6:25A	s 7:30A	s 8:00A	s 8:25A	.....	.....
.....	s 4:38P	s 5:38P	s 6:13P	s 6:38P	.....	..... CRYSTAL CITY	s 6:20A	s 7:23A	s 7:53A	s 8:18A	.....	.....
s 1:49P	s 4:45P	s 5:45P	s 6:20P	s 6:45P	s 7:07P	..... ALEXANDRIA	s 6:13A	s 7:14A	s 7:4?A	s 8:09A	s 8:45A	s 6:40P
.....	s 4:57P	s 5:57P	s 6:32P	s 6:57P	.....	..... BACKLICK	s 6:00A	s 7:01A	s 7:31A	s 7:56A	.....	.....
.....	s 5:04P	s 6:04P	s 6:39P	s 7:03P	.....	..... ROLLING ROAD	s 5:54A	s 6:54A	s 7:24A	s 7:49A	.....	.....
.....	s 5:08P	s 6:08P	s 6:43P	s 7:07P	.....	..... BURKE CENTER	s 5:50A	s 6:50A	s 7:20A	s 7:45A	.....	.....
.....	s 5:22P	s 6:22P	s 6:57P	s 7:21P	.....	..... MANASSAS PARK	s 5:37A	s 6:37A	s 7:07A	s 7:32A	.....	.....
s 2:24P	s 5:28P	s 6:28P	s 7:03P	s 7:26P	s 7:40P	..... MANASSAS	s 5:32A	s 6:32A	s 7:02A	s 7:27A	s 8:10A	s 5:50P
.....	s 5:39P	s 6:39P	s 7:14P	s 7:37P	.....	..... SOUTH MANASSAS	s 5:26A	s 6:26A	s 6:56A	s 7:21A	.....	.....
LV	AR	AR	AR	AR	LV	Scheduled times shown	LV	LV	LV	LV	LV	LV
SWF	DXSSH	DXSSH	DXSSH	DXSSH	D	are for passenger	DXSSH	DXSSH	DXSSH	DXSSH	D	SWF
51	31	33	35	37	19	information only.	32	34	36	38	20	50

DXSSH = Daily *except* Saturday, Sunday, & Holidays
D = Daily
SWF = Sunday, Wednesday, & Friday

WASHINGTON — ATLANTA

SOUTHBOUND FIRST CLASS			TIMETABLE NO. 17 Effective APRIL 2, 1995	NORTHBOUND FIRST CLASS		
AMTRAK 79 Lv. Daily	AMTRAK 51 Lv. Sun, Wed, Fri.	AMTRAK 19 Lv. Daily	STATIONS	AMTRAK 20 Ar. Daily	AMTRAK 50 Ar. Sun, Wed, Fri.	AMTRAK 80 Ar. Daily
P.M.	P.M.	P.M.		A.M.	P.M.	A.M.
.....	s 1 30	s 6 50	...Washington...	s 9 28	s 7 05	.....
.....	s 1 49	s 7 07	...Alexandria...	s 8 45	s 6 40	.....
.....	s 2 24	s 7 40	...Manassas...	s 8 10	s 5 50	.....
.....	s 2 59	f 8 12	...Culpepper...	f 7 38	s 5 05	.....
.....	3 25	.....	....Orange....	.....	4 30	.....
.....	P.M.	s 9 05	..Charlottesville..	s 6 48	P.M.	.....
.....	.....	s10 25	...Lynchburg...	s 5 33	.....	.....
P.M.	.....	s11 33	....Danville....	s 4 15	.....	A.M.
6 19	.....	A.M.	...Greensboro...	.....	.....	9 45
s 6 37	.....	s 12 48 / 1 13	Grnsboro-Pomona	s 3 15 / 2 55	.....	s 9 41
s 6 51	.....	f 1 26	...High Point...	f 2 37	.....	s 9 23
s 7 30	.....	s 2 08	....Salisbury....	s 1 55	.....	s 8 45
s 7 47	.....	.....	...Kannapolis...	.....	.....	s 8 27
s 8 25	.....	s 2 58	....Charlotte....	s 1 04	.....	s 8 00
P.M.	.....	f 3 28	....Gastonia....	f12 32	.....	A.M.
.....	.....	.....		A.M.	.....	.....
.....	.....	s 4 30	..Spartanburg..	s11 32	.....	.....
.....	.....	s 5 20 / 5 35	...Greenville...	s10 55 / 10 40	.....	.....
.....	.....	s 6 10	....Clemson....	s 9 54	.....	.....
.....	.....	f 6 45	....Toccoa....	f 9 18	.....	.....
.....	.....	s 7 30	...Gainesville...	s 8 38	.....	.....
.....	.....	s 8 30	.....Atlanta.....	s 7 45	.....	.....
P.M.	P.M.	A.M.		P.M.	P.M.	A.M.
Ar. Daily 79 AMTRAK	Ar. Sun, Wed, Fri. 51 AMTRAK	Ar. Daily 19 AMTRAK	Note: Scheduled times shown above for AMTRAK trains are for passenger information only.	Lv. Daily 20 AMTRAK	Lv. Sun, Wed, Fri. 50 AMTRAK	Lv. Daily 80 AMTRAK

SELMA JCT. — GREENSBORO

WESTBOUND FIRST CLASS			TIMETABLE NO. 17 Effective APRIL 2, 1995	EASTBOUND FIRST CLASS		
	AMTRAK 81 Lv. Daily	AMTRAK 79 Lv. Daily	STATIONS	AMTRAK 82 Ar. Daily	AMTRAK 80 Ar. Daily	
	P.M.	P.M.		A.M.	P.M.	
	8 08	s 3 30	...Selma Jct....	6 13	s12 33	
	s 8 57	s 4 27	....Raleigh....	s 5 36	P.M. s11 55	
	P.M.	.....	.....Boylan.....	.....	.....	
	.....	s 5 05	....Durham....	A.M.	s11 05	
	.....	s 5 49	...Burlington...	.....	s10 19	
	.....	6 19	...Greensboro...	.....	9 45	
	P.M.	P.M.		A.M.	A.M.	
	Ar. Daily 81 AMTRAK	Ar. Daily 79 AMTRAK	Note: Scheduled times shown above for AMTRAK trains are for passenger information only.	Lv. Daily 82 AMTRAK	Lv. Daily 80 AMTRAK	

CSXT Timetable and rules govern between Boylan and Fetner.

WASHINGTON—LYNCHBURG—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 WASHINGTON
.....	.....	0.0	...Washington . DN		.....	.....	0.0
Yard	.....	8.2	YL Y. Alexandria...		.....	.....	8.2
.....	.....	9.1	...A. F. Tower...		.....	.....	9.1
.....	.....	10.7	...C. R. Tower...		.....	.....	10.7
.....	.....	12.9	.....Edsall.....		.....	.....	12.9
.....	.....	15.1	....Springfield....		.....	.....	15.1
.....	.....	17.8	.....Raven.....		.....	.....	17.8
4	.....	20.0	.....Burke.....		.....	.....	20.0
.....	.....	22.3	...Crestwood....		.....	.....	22.3
.....	.....	24.7	..... Fairfax		.....	.....	24.7
16	.....	26.8	.....Clifton.....		.....	.....	26.8
.....	.....	28.9	.....Bull Run.....		.....	.....	28.9
.....	.....	31.8	..... Newbill		.....	.....	31.8
280	.....	32.6	Y....Manassas....		.....	.....	32.6
.....	.....	33.8	.....Powell.....		.....	.....	33.8
.....	.....	35.7	. South Manassas .		.....	.....	35.7
8	.....	36.4	..... Bristow		.....	.....	36.4
20	.....	46.0	Y....Calverton....		.....	.....	46.0
10	.....	56.0	....Remington....		.....	.....	56.0
.....	.....	65.9	.. Mountain Run ..		.....	.....	65.9
85	.....	67.4	.....Culpeper.....		.....	.....	67.4
.....	.....	70.8	..... Winston		.....	.....	70.8
.....	.....	80.0	..... Rapidan		.....	.....	80.0
30	.....	84.7	..... Orange		.....	.....	84.7
.....	.....	87.1	.....May.....		.....	.....	87.1
20	.....	92.1	.....Weyburn.....		.....	.....	92.1
.....	.....	97.0	..... Harlow		.....	.....	97.0
10	.....	102.0	..... Gilbert		.....	.....	102.0
.....	.....	109.9	.....Rio.....		.....	.....	109.9
190	.....	112.2	..Charlottesville..		C	◇	112.2
.....	.....	114.8	.....Teel.....		.....	.....	114.8
70	.....	120.4	..... Red Hill		.....	.....	120.4
.....	.....	126.6	....Applegate....		.....	.....	126.6
.....	.....	132.0	..... Hamner		.....	.....	132.0
.....	.....	143.4	....Oak Ridge....		.....	.....	143.4
.....	.....	148.0	....Kingswood....		.....	.....	148.0
10	.....	150.1	.... Tye River		.....	.....	150.1
.....	.....	160.8	..... Angelo		.....	.....	160.8
.....	.....	164.2	..... McIvor		.....	.....	164.2
.....	.....	165.1	..... Monroe		.....	.....	165.1
.....	.....	170.8	... Rivermont. ...		.....	.....	170.8
Yard	.....	172.5	....Lynchburg....		.....	.....	172.5

See Special Instructions, Train Movements, for operation of trains and engines on other railroads between AF Tower and Washington.

LYNCHBURG—SALISBURY—SOUTHWARD

Capacity of Tracks		MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSING SEE SPEC. INST. SECTION 3	MILES FROM WASHINGTON
Other Tracks In Cars	Sidings In Feet						
Yard		172.5	Lynchburg				172.5
		173.3	Durmid				173.3
Yard		174.6	Y. . .Montview				174.6
		180.1	Walke				180.1
		190.0	Deal				190.0
		195.2	Lane				195.2
160		197.8	Hurt				197.8
		202.1	Green				202.1
		212.0	Smothers				212.0
		216.7	Day				216.7
		222.0	White				222.0
		232.5	Fall				232.5
Yard		235.0	Y . . .Dundee				235.0
Yard		235.8	Danville				235.8
		239.8	Bentley				239.8
		241.1	Stokesland				241.1
		245.3	Swann				245.3
		256.1	Sadler				256.1
145		259.9	Reidsville				259.9
		260.4	Edna				260.4
		265.6	Pridy				265.6
		277.6	Brisick				277.6
Yard		283.9	Y. .Greensboro				283.9
		284.4	Elm				284.4
Yard		286.8	Y.Greensboro-Pomona				286.8
		289.3	Cox				289.3
		298.0	Hoskins				298.0
Yard		299.2	Y . . . High Point				299.2
		303.5	Varner				303.5
75		306.0	. . . Thomasville				306.0
		309.9	Bowers				309.9
		314.0	Lake				314.0
142		316.8	Lexington				316.8
		319.4	Maybelle				319.4
		323.0	Lee				323.0
		324.5	Sharp				324.5
Yard		325.0	. Spencer Yard . DN				325.0
		327.4	Duke				327.4
		333.3	Y. . . Salisbury				333.3

SALISBURY AND GREENVILLE—SOUTHWARD

Capacity of Tracks		MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSING SEE SPEC. INST. SECTION 3	MILES FROM WASHINGTON
Other Tracks In Cars	Sidings In Feet						
		333.3	Y . . . . Salisbury				333.3
		337.3	Reid				337.3
		347.3	. North Kannapolis .				347.3
80		348.9	. . . . Kannapolis				348.9
		354.1	Adams				354.1
		360.1	Haydock				360.1
		372.2	Junker				372.2
		375.2	. . . . A. T. & O.				375.2
Yard		376.0	. . . Charlotte				376.0
		377.1	Graham		C	◇	377.1
		379.6	. . North Advance . .				379.6
		380.8	. . Charlotte Jct. . .				380.8
		385.7	. . . . Paw Creek				385.7
		387.0	. . North Belmont . .				387.0
		389.3	. . South Belmont . .				389.3
		390.6	. . . . South Fork				390.6
		396.7	Ranlo				396.7
Yard		398.1	Gastonia				398.1
		402.3	. . . . Arlington				402.3
		408.6	Sewell				408.6
		413.6	Hudson				413.6
26		418.7	Grover				418.7
		427.2	. . . Broad River . . .				427.2
		432.8	. . . . Cherokee				432.8
		437.5	. . . . Thicketty				437.5
		451.3	. . . . Beaumont				451.3
		452.5	Magnolia				452.5
Yard		452.6	. . . Spartanburg . . .				452.6
Yard		453.6	Y . . . Hayne Jct. . . .				453.6
		459.5	. . . . Frey Creek				459.5
		464.8	Lyman				464.8
10		475.9	Taylor				475.9
		481.0	Worley				481.0
		482.5	. North Greenville .				482.5
Yard		484.1	. . . . Greenville				484.1

GREENVILLE AND ATLANTA—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 WASHINGTON
Yard		484.1	...Greenville...DN				484.1
		484.5	. South Greenville .				484.5
		486.5	.....Fallis.....				486.5
		489.2	....Crosswell....				489.2
		493.6	....Haywood....				493.6
		498.5	.....Metler.....				498.5
		504.1	.....Traber.....				504.1
		508.0	.....Johnson.....				508.0
		511.9	.....Rowland.....				511.9
20		514	.....Clemson.....				514.2
		517.0	.....Keowee.....				517.0
		519.6	....Courtenay....				519.6
		525.6	.....Cheney.....				525.6
		530.2	.....Jason.....				530.2
		533.8	.....Hunter.....				533.8
		542.1	.....Tugalo.....				542.1
		545.0	.....Park.....				545.0
Yard		547.3	Y.....Toccoa.....				547.3
		552.0	....Ayersville....				552.0
		558.0	.....Mt. Airy.....				558.0
		562.0	.....Baldwin.....				562.0
		569.1	.....Yonah.....				569.1
		574.0	.....Cagle.....				574.0
		581.1	....Red Lane....				581.1
Yard		584.6	....Gainesville....				584.6
		585.0	.....Midland.....		C	◇	585.0
		588.0	....Chicopee....				588.0
		592.3	.....Grif.....				592.3
		594.8	.....Allen.....				594.8
		599.8	.....Walters.....				599.8
		605.2	..Shadow Brook..				605.2
20		612.7	.....Duluth.....				612.7
		615.0	.....Carolina.....				615.0
		619.0	.....Norcross.....				619.0
		621.4	.....Ray.....				621.4
Yard		624.5	...Chamblee...DN				624.5
		626.3	.....Goodwin.....				626.3
		630.9	....Foremost....				630.9
Yard		632.5	Y.....Armour.....				632.5
		633.3	.....Atlanta..... (Peachtree Station)				633.3
		635.0	.....Howell.....		C	◇	635.0
			..Inman Yard..DN				

Georgia Division Timetable governs between Norcross and Inman Yard.

GOLDSBORO—GREENSBORO—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 GREENSBORO
Yard		H129.2	Y...Goldsboro...			◇	129.2
60	6585	H110.5	.....Selma.....	§	A	◇	110.5
		H109.3	....Selma Jct.....	§			109.3
4	3722	H 95.8	.....Clayton.....	§			95.8
		H 87.8	.....Garner.....				87.8
		H 83.9	..South Raleigh..				83.9
Yard		H 81.2	..Raleigh Station..				81.2
Yard		H 80.9	.....Boylan.....		C	◇	80.9
Yard			Y ..Raleigh..DN				
Yard			YL ..Sou. Jct....	§			81.1
Yard		H 80.9	..Boylan..... (East End Two Tracks)	††	C	◇	80.9
		H 72.8	.....Fetner..... (West End Two Tracks)	†† §			72.8
	4144	H 65.7	.....Clegg.....	§			65.7
Yard		H 57.4	Y..East Durham...	§	A	◇	57.4
		H 55.2	.....Durham.....	§			55.2
	6500	H 49.1	.....Funston.....	§			49.1
28		H 46.4	Y...Glenn.....	§			46.4
	8354	H 32.6	.....Mebane.....	§			32.6
		H 21.3	....Burlington....	§			21.3
	10080	H 8.9	...McLeansville...	§			8.9
Yard		283.9	YL Y .Greensboro..	§			0

CSXT Timetable and rules govern between SOU Jct. and Fetner.

GLENN—CARRBORO—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 GLENN
28		J 0.0	Y....Glenn.....				0.0
50		J 10.2	.....Carrboro.....	§			10.2

OXFORD—EAST DURHAM—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 KEYSVILLE
Yard		D 54.2	YL Y.O&H Junction .				54.2
68		D 56.0	YL. . . Oxford	§			56.0
45		D 72.4	. . . . . Butner	§			72.4
Yard		D 85.3	YL Y . N. Durham . .	§			85.3
Yard		D 85.9	YL Y.East Durham . .	§			85.9

HENDERSON—O & H JUNCTION—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 O&H JCT
50		I 13.9	. . . . Henderson				13.9
		D 1.2	Y . . O & H Junction .	§			1.2

MANASSAS—EDINBURG--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 MANASSAS
280		B 1.0	YL Y . Manassas . .				1.0
15		B 8.8	. . . . Gainesville	§			8.8
148	7658	B 21.1	. . . . . Allison . . .	§			21.1
10	1450	B 24.0	. . . . . Marshall	§			24.0
7		B 42.8	. . . . . Linden	§			42.8
		B 49.9	Y . Front Royal Jct. .	§			49.9
14		B 50.9	Y . . Riverton Jct. . .	§			50.9
	890	B 51.4	. . . . Riverton	§			51.4
20	2460	B 60.8	YL { . Strasburg . .	§			60.8
40		B 62.9	YL { Strasburg Jct.	§			62.9
25		B 78.8	. . . . Edinburg	§			78.8
		B 79.0	. . . Mile Post 79 . . .	§			79.0

STOKESLAND—SPRAY—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 DANVILLE
		5.3DW	. . . . Stokesland				5.3
90		19.7DW	. . Leaksville Jct. . .	§			19.7
Yard		23.8 L	. . . . . Eden	§			23.8
Yard		25.9 L	. . . . . Spray	§			25.9

ASHEBORO—HIGH POINT—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 HIGH POINT
65		M 30.6	Y . . . Asheboro				30.6
		M 2.0	YL Y .High Point East	§			2.0
Yard		M 0.0	YL . . . High Point . . .	§			0.0

NOTE: Mile Posts M-18, M-19, and M-20 no longer exist.

CALVERTON—CASSANOVA—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 CALVERTON
10		CW 0.0	YL Y . . Calverton . . .				0.0
20		CW 3.8	YL. . . . Casanova . . .	§			3.8

SANFORD—POMONA—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 MT AIRY
Yard	.....	CF130.0	..... Sanford		A	◇	130.0
.....	.....	CF123.8	.... Cumnock	§	.....	.....	123.8
Yard	.....	CF123.2	.. Cumnock West ..	§	.....	.....	123.2
Yard	.....	CF120.6	..... Gulf	§	.....	.....	120.6
Yard	.....	CF104.4	.... Siler City	§	.....	.....	104.4
Yard	.....	CF 92.6	..... Liberty	§	.....	.....	92.6
Yard	.....	CF 72.0	.Greensboro E..	§	.....	.....	72.0
Yard	.....	CF 69.3	YL Y .Greensboro..	§	.....	.....	69.3
Yard	.....	.....	Y . Pomona	§	.....	.....	.....

POMONA-WINSTON-SALEM-RURAL HALL-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 POMONA
Yard	.....	K 0.0	Y .... Pomona		.....	.....	0.0
41	.....	K 6.6	.... Friendship	§	.....	.....	6.6
15	.....	K 14.2	... Kernersville ...	§	.....	.....	14.2
.....	.....	K 23.9	Winston Salem E.	§	.....	.....	23.9
.....	.....	K 24.8	WSSB Crossing .	§	A	◇	24.8
.....	.....	K 25.9	YL Y . Winston Jct.. (Winston-Salem)	§	.....	.....	25.9
Yard	.....	K 27.3	N. Winston . . DN	§	.....	.....	27.3
.....	.....	K 30.3	Winston Salem W.	§	.....	.....	30.3
Yard	.....	K 37.0	.... Rural Hall	§	.....	.....	37.0

Virginia Division Timetable governs within the limits of Winston-Salem Terminal.

Note: NS crews may use Yadkin Valley R.R. trackage between M.P. K37.0 and M.P. K40 and between CF28 and CF31. All movements must be made at yard speed within these limits. All switches and derails must be approached prepared to stop unless it is known that such switches and derails are properly lined for the desired movement.

WINSTON SALEM—CHARLOTTE—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 WINSTON SALEM
.....	.....	L 0.0	YL Y. Winston Jct..		.....	.....	0.0
.....	.....	L 3.9	YL . Winston-Salem .	§	.....	.....	3.9
10	.....	L 5.1	..... Frontis	§	.....	.....	5.1
44	.....	L 11.7	.... Clemmons	§	.....	.....	11.7
21	.....	L 18.7	..... Bixby	§	.....	.....	18.7
Yard	.....	L 25.6	.... Mocksville	§	.....	.....	25.6
42	.....	L 31.0	....Cooleemee....	§	.....	.....	31.0
Yard	.....	S 39.4	Y ..... Barber	§	A	◇	39.4
33	.....	L 46.2	..... Mt. Ulla	§	.....	.....	46.2
Yard	.....	L 53.5	Y .North Mooresville.	§	.....	.....	53.5
.....	.....	O 29.1	. South Mooresville .	§	.....	.....	29.1
.....	.....	O 28.1	... Mooresville ...	§	.....	.....	28.1
20	.....	O 15.1	... Huntersville ...	§	.....	.....	15.1
45	.....	O 10.0	..... Croft	§	.....	.....	10.0
.....	.....	O 3.9	YL Atando Junction	§	.....	.....	3.9
Yard	.....	376.0	YL ... Charlotte ...	§	.....	.....	0.0

MILES FROM CHARLOTTE

Virginia Division Timetable governs within the limits of the Winston-Salem Terminal.

VARINA—FAYETTEVILLE—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 VARINA
Yard	.....	VF 0.0	Y . . Varina South . .	§	..	.....	0.0
Yard	1587	VF17.7	.....Senter.....	§	..	.....	17.7
Yard	1579	VF35.1	. Kelly Springfield .	§	..	.....	35.1
.....	.....	VF41.5	.Fayetteville N.	§	..	.....	41.5
.....	.....	VF42.2	YL . . . SCL Jct. . . .	§	..	.....	42.2
Yard	.....	VF42.9	Y .Fayetteville .	§	..	.....	42.9

CSXT Timetable and Operating Rules apply between SCL Jct., Mile Post VF42.2 and Fayetteville, Mile Post VF42.9

RALEIGH—CUMNOCK—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
Yard	.....	NS231.2	Y . Raleigh . . DN	§	..	.....	231.2
.....	.....	NS233.1	YL . . . Boylan	§	C	◇	233.1
.....	.....	NS234.7	.Raleigh South .	§	..	.....	234.7
Yard	1796	NS251.9	Y . . . . . Varina	§	..	.....	251.9
Yard	948	NS266.3	. . . . Brickhaven	§	..	.....	266.3
Yard	.....	NS274.6	. . . . . Colon	§	..	.....	274.6
2	.....	NS279.9	. . Cumnock North . .	§	..	.....	279.9

CHOCOWINITY—RALEIGH—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
Yard	.....	NS130.0	YL Y .Chocowinity .	§	..	.....	130.0
Yard	.....	NS131.5	YL . .Chocowinity S.	§	..	.....	131.5
.....	4461	NS141.3	.....Simpson.....	§	..	.....	141.3
Yard	.....	NS147.2	.... Greenville	§	..	◇	147.2
Yard	.....	NS159.9	.... Farmville	§	..	◇	159.9
Yard	6823	NS181.0	..... Wilson	§	C	◇	181.0
25	9224	NS200.6	.... Middlesex	§	..	.....	200.6
.....	.....	NS228.0	. Raleigh North .	§	..	.....	228.0
.....	.....	NS231.5	YL . . .Edgeton . . .	§	A	◇	231.5
Yard	.....	NS231.2	. . .Raleigh. .DN (Glenwood Yard)	§	..	.....	231.2

Note: Mile Posts NS148 and NS184 do not exist.

CHOCOWINITY—NEW BERN—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 CHOCOWINITY
Yard	.....	NB 1.0	YL Y. Chocowinity . .	§	..	.....	1.0
13	1625	NB 23.1	. . . . . Askin	§	..	.....	23.1
Yard	.....	NB 30.7	YL Y. New Bern . . .	§	..	◇	30.7

MOREHEAD CITY—GOLDSBORO—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 GOLDSBORO
Yard		EC93.9	YL . Morehead City .	§			93.9
Yard		EC76.3	Y . . . . Havelock	§			76.3
Yard		EC59.2	. . New Bern E. .	§			59.2
			YL Y. . New Bern . .	§			
		EC56.9	. . New Bern W.	§			56.9
Yard	2500	EC26.9	. . . . . Kinston	§			26.9
16		EC13.9	. . . . La Grange	§			13.9
Yard		EC 0.4	Y . Goldsboro East	§			0.4

HAVELOCK—KELLUM—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 CAMP LEJEUNE
Yard		CL29.6	Y . Havelock South .	§			29.6
	3300	CL15.6	. . . . . Stella	§			15.6
		CL 3.0	. LeJeune North .	§			3.0
Yard		CL 2.7	YL Y. Camp LeJeune .	§			2.7
		CK 2.7	. LeJeune South	§			2.7
		CK 8.0	. . Marine Junction . .	§			8.0

LEE CREEK—CHOCOWINITY—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 CHOCOWINITY
Yard	3196	WL 29.0	YL . . . Lee Creek . . .	§			29.0
		WL 0.0	. Phosphate Jct	§			0.0
Yard		NS130.0	YL Y. Chocowinity .	§			0.0

MACKEYS—CHOCOWINITY—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
16		NS 83.0	. . . . . Mackeys	§			83.0
Yard	4488	NS 92.9	. . . . Plymouth	§			92.9
		NS112.6	. . Pinetown N. .	§			112.6
35		NS113.3	YL Y. . Pinetown . . .	§			113.3
		NS114.0	. .Pinetown S. .	§			114.0
	5694	NS119.0	. . . . Alligoods	§			119.0
Yard		NS127.4	. Chocowinity N.	§			127.4
Yard		NS130.0	YL Y. Chocowinity .	§			130.0

M.P. NS 94 does not exist.

BOWLIN—GEBO—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 GASTONIA
		HG36.0	. . . . . Bowlin	§			9.0
		HG45.0	YL . . Gastonia	§			0.0
		HG52.0	. . . . . Gebo	§			7.0

CHARLOTTE AND COLUMBIA—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 CHARLOTTE JCT
Yard	.....	376.0	.... Charlotte			.....	4.8
.....	8995	R 0.0	.. Charlotte Jct. ..			.....	0.0
.....	.....	R 0.5	.. South Advance ..			.....	0.5
200	.....	R 5.2	..... Griffith	†		.....	5.2
.....	.....	R 7.8	..... Ross	†		.....	7.8
30	.....	R 9.5	Y. .Arrowood Jct. .	†		.....	9.5
6	.....	R 10.4	.....Pineville.....	†		.....	10.4
.....	8083	R 17.0	.....Fort Mill.....	†		.....	17.0
38	.....	R 20.5	YL . . Celriver....	†		.....	20.5
Yard	.....	R 25.0	YL . Rock Hill....	†		.....	25.0
.....	.....	R 32.6	..... Smith	†		.....	32.6
.....	7301	R 42.1	..... Henley	†		.....	42.1
86	.....	R 44.2	..... Chester	†	A	◇	44.2
.....	.....	R 57.6	.... Blackstock	†		.....	57.6
.....	3252	R 66.4	..... Adger	†		.....	66.4
52	.....	R 71.2	.... Winnsboro	†		.....	71.2
41	.....	R 74.3	.....Rockton.....	†		.....	74.3
.....	6773	R 77.3	.....Simpson.....	†		.....	77.3
.....	.....	R 82.8	.... Ridgeway	†		.....	82.8
10	.....	R 90.2	... Blythewood ...	†		.....	90.2
.....	.....	R100.0	..... Talcott	†		.....	100.0
Yard	.....	R106.0	YL Y . Columbia ..	†	C	◇	106.0
Yard	.....	R109.0	YL . Andrews Yd ..	†		.....	109.0

COLUMBIA AND HAYNE—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 ASHEVILLE
Yard	.....	W163.0	YL . Andrews Yard .			.....	163.0
.....	.....	W159.5	.... Elmwood	§	C	.....	159.5
84	.....	W135.5	Y..... Alston	§		.....	135.5
4	6886	W108.8	..... Carlisle	§		.....	108.8
20	.....	W 95.7	..... Union	§		.....	95.7
50	.....	W 79.0	..... Pacolet	§		.....	79.0
225	.....	W 72.5	....Camp Croft....	§		.....	72.5
Lead	.....	W 70.7	... E. Spartanburg .	§		.....	70.7
.....	.....	W 69.5	.... Springdale	†		.....	69.5
.....	.....	W 67.6	.... Beaumont			.....	67.6
.....	.....	452.5	.....Magnolia.....			.....	66.5
Yard	.....	452.6	... Spartanburg ...			.....	66.4
Yard	.....	453.6	Y ... Hayne Jct. ...			.....	65.4

BELTON AND WALHALLA—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 BELTON
Yard	.....	Z 0.0	YL Y . . Belton.....			.....	0.0
Yard	.....	Z 10.2	YL . . . Anderson . . .	§		.....	10.2
30	.....	Z 22.9	.....Pendleton . . .	§		.....	22.9
Yard	.....	Z 34.5	YL . . . Seneca.....	§		.....	34.5
20	.....	Z 44.2	YL. . . Walhalla	§		.....	44.2

COLUMBIA AND AUGUSTA—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 CHARLOTTE JCT
Yard		R109.6	Andrews Yard					109.6
Yard		R109.0	YL Columbia	§	C	◇		109.0
20		R110.3	Cayce	§				110.3
15		R120.8	Lexington	§				120.8
	7698	R132.8	Summit	§				132.8
60		R140.5	Batesburg	§				140.5
40		R149.1	Ridge Spring	§				149.1
60		R157.6	Johnston	§				157.6
82		R164.5	Trenton	§				164.5
	9941	R175.0	Vaucluse	§				175.0
50		R179.3	Warrenville	§				179.3
		R188.8	Hamburg	§				188.8
Yard		R191.4	YL Augusta (C. of Ga. Yard)	§				191.4
Yard		D121.9	YL Nixon 2S	§				211.4

Piedmont Division trains and engines operating between Reynolds Street, MP R190.4/MP D132.7, and Augusta Yard (Nixon) MP D122, will be governed by Georgia Division Timetable, Bulletins, and Instructions.

COLUMBIA AND SPRINGFIELD—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 CHARLOTTE JCT
Yard		R109.6	Andrews Yard					109.6
		R109.0	YL Y. Columbia	§	C	◇		109.0
20		C110.4	Cayce	§				110.4
75		C114.6	Kinsler	§				114.6
44		C122.4	Edmund	§				122.4
7		C130.0	Pelion	§				130.0
8		C141.2	Perry	§				141.2
20		C145.8	Salley	§				145.8
37		C150.2	Springfield					150.2

SALISBURY AND ALBEMARLE—SOUTHWARD

Capacity of Tracks: Other Tracks In Cars	Capacity of Tracks: Sidings In Feet	MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	SEE SPEC. INST. RR CROSSING SECTION 3	MILES FROM SALISBURY
Yard		N 0.0	Y Salisbury				0.0
18		N 2.0	YL Yadkin Junction	§			2.0
12		N 5.0	Granite Quarry	§			5.0
12		N 10.3	Rockwell	§			10.3
6		N 20.0	Richfield	§			20.0
46		N 25.0	Halls Ferry Jct.	§			25.0
40		N 30.9	Albemarle	§			30.9

HALLS FERRY JCT. & WHITNEY—EASTWARD

Capacity of Tracks: Other Tracks In Cars	Capacity of Tracks: Sidings In Feet	MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	SEE SPEC. INST. RR CROSSING SECTION 3	MILES FROM HALLS FERRY JCT
46		WF 0.0	Halls Ferry Jct.				0.0
30		WF 6.0	YL Whitney	§			6.0

NEWBERRY AND BRICKDALE—WESTWARD

Capacity of Tracks: Other Tracks In Cars	Capacity of Tracks: Sidings In Feet	MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	SEE SPEC. INST. RR CROSSING SECTION 3	MILES FROM COLUMBIA
25		V 47.2	Newberry	§			47.2
80		V 58.0	Conrad	§			58.0
		V 71.0	Brickdale	§			71.0

LEE—ASHEVILLE—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
.....	.....	323.0	.....Lee.....		..	.....	10.3
.....	.....	324.5	.....Sharp.....		..	.....	9.2
Yard	.....	325.0	YL .Spencer Yard . DN		..	.....	8.8
.....	.....	327.4	.....Duke.....		..	.....	5.9
Yard	.....	333.3	YL Y .Salisbury....		..	.....	0.0
.....	.....	S 2.1	.....Majolica..... (West End Double Track)		..	.....	2.1
Yard	7048	S 11.6	Y. . Barber.....		A	◇	11.6
13	.....	S 18.0	.... Elmwood....		..	.....	18.0
Yard	.....	S 25.8	Y... Statesville...		..	.....	25.8
.....	7628	S 32.8	.....Eufola.....		..	.....	32.8
67	.....	S 38.3	.....Catawba.....		..	.....	38.3
8	13470	S 42.5	....Claremont....		..	.....	42.5
Yard	.....	S 48.2	.....Newton.....		..	.....	48.2
Yard	7567	S 53.9	.....Oyama.....		..	.....	53.9
25	.....	S 58.1	.....Hickory..... (Hickory Jct.)		..	.....	58.1
35	.....	S 62.5	....Hildebran....		..	.....	62.5
6	12150	S 67.9	. Connelly Springs .		..	.....	67.9
10	3000	S 73.7	.....Drexel.....		..	.....	73.7
Yard	.....	S 78.6	....Morganton....		..	.....	78.6
12	7310	S 89.4	...Bridgewater...		..	.....	89.4
Yard	11715	S 97.5	...Clinchcross...		..	.....	97.5
Yard	.....	S 99.6	.....Marion.....		..	.....	99.6
.....	2645	S 105.1	.....Greenlee.....		..	.....	105.1
Yard	7980	S 109.7	Y....Old Fort....		..	.....	109.7
.....	.....	S 114.7	.....Dendron.....		..	.....	114.7
3	5450	S 118.6	.....Coleman.....		..	.....	118.6
3	2650	S 123.0	....Ridgecrest....		..	.....	123.0
5	.....	S 125.1	..Black Mountain..		..	.....	125.1
Yard	6060	S 126.5	...Grovestone...		..	.....	126.5
36	.....	S 129.9	...Swannanoa...		..	.....	129.9
27	1920	S 134.1	.....Azalea.....		..	.....	134.1
Yard	.....	S 138.9	YL Y. Asheville....		..	.....	138.9
Yard	.....	S 141.0	YL Asheville Yd. DN		..	.....	141.0

SPARTANBURG—ASHEVILLE—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 ASHEVILLE
Yard	.....	W 65.7	YL Y. Spartanburg. (Hayne)		..	.....	65.7
.....	.....	W 62.0	YL ...Sigsbee....		..	.....	62.0
.....	1145	W 56.9	.....Inman.....		..	.....	56.9
.....	8745	W 47.5	...Campobello...		..	.....	47.5
.....	.....	W 41.0	.....Tryon.....		..	.....	41.0
5	3417	W 35.3	.....Melrose.....		..	.....	35.3
11	7696	W 32.3	.....Saluda.....		..	.....	32.3
.....	.....	W 28.6	...Green River...		..	.....	28.6
6	.....	W 23.1	....Flat Rock....		..	.....	23.1
Yard	.....	W 19.7	..Hendersonville..		..	.....	19.7
3	5292	W 14.2	.....Naples.....		..	.....	14.2
12	.....	W 8.8	.....Arden.....		..	.....	8.8
.....	2232	W 4.0	...Buena Vista...		..	.....	4.0
Yard	.....	S 139.0	YL Y. . Asheville...		..	.....	0.0
Yard	.....	S 141.0	YL . Asheville Yd. .		..	.....	2.1

LULA AND WATKINSVILLE—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 LULA
Yard	.....	NE 1.0	YL Y. . . Lula.....		..	.....	1.0
22	.....	NE 20.5	....Commerce..		..	.....	20.5
Yard	.....	NE 36.0	YL Y . Athens....		C	◇	36.0
31	.....	F 95.0	YL . Watkinsville..		..	.....	49.0
20	.....	F 91.0	YL . . Bishop.....		..	.....	53.0

WARRENVILLE AND OAKWOOD—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 BRANCHVILLE
50	.....	SA 63.4	....Warrenville....	§	..	.....	64.3
50	.....	SA 57.3	YL ... Aiken	§	..	.....	57.3
10	.....	SA 49.0	.... Oakwood	§	..	.....	49.0

TOCCOA AND ELBERTON—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 TOCCOA
Yard	.....	P 1.0	Y YL .Toccoa		..	.....	1.0
8	.....	P 11.1	..... Avalon	§	..	.....	11.1
15	.....	P 18.5	..... Lavonia	§	..	.....	18.5
9	.....	P 24.0	... Bowersville ...	§	..	.....	24.0
14	.....	P 30.8	..... Royston	§	..	.....	30.8
15	.....	P 38.3	..... Bowman	§	..	.....	38.3
10	.....	P 50.4	..... Elberton	§	..	.....	50.4

ASHEVILLE—DILLSBORO—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 MURPHY JCT
Yard	.....	S141.0	YL Asheville Yd. DN		..	.....	1.3
.....	.....	T 0.0	YL .Murphy Jct. .	||	..	.....	0.0
6	2213	T 5.5	..... Enka	§	..	.....	5.5
.....	1883	T 12.1	..... Coburn	§	..	.....	12.1
Yard	.....	T 16.8	YL ... Canton	§	..	.....	16.8
11	.....	T 21.3	..... Clyde	§	..	.....	21.3
Yard	.....	T 27.3	YL .. Waynesville ..	§	..	.....	27.3
10	1601	T 34.7	..... Balsam	§	..	.....	34.7
70	.....	T 41.8	..... Addie	§	..	.....	41.8
Yard	.....	T 46.2	YL .. Sylva	§	..	.....	46.2
34	.....	T 47.9	YL .. Dillsboro	§	..	.....	47.9

Regular trains will not protect against following extra trains between Asheville and M.P. T48 unless instructed to do so by Track Warrant.

HENDERSONVILLE—BREVARD—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 HENDERSONVILLE
Yard	.....	TR 0.0	..Hendersonville..		..	.....	0.0
56	.....	TR19.2	.. Pisgah Forest ..	§	..	.....	19.2
38	.....	TR19.8	..... Brevard	§	..	.....	19.8

Regular trains will not protect against following extra trains between Hendersonville and Pisgah Forest unless instructed to do so by Track Warrant.

CHARLESTON—COLUMBIA—WESTWARD

Capacity of Tracks		MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSING SEE SPEC. INST. SECTION 3	MILES FROM CHARLESTON
Other Tracks In Cars	Sidings In Feet						
Yard		SC 7.7	YL Y . . Charleston . . (Seven Mile)	§	A		7.7
45		SC 21.8	. . . Summerville . . .	§			21.8
Yard		SC 41.2	. . . . . Pregnall	§			41.2
32		SC 52.2	. . . . Reevesville	§			52.2
Yard		SC 62.5	. . . . Branchville	§			62.5
141		SC 71.0	. . . . Rowesville	§			71.0
Yard		SC 79.6	. . . Orangeburg . . .	§			79.6
40		SC 92.4	. . . St. Matthews . . .	§			92.4
166		SC105.8	. . . . . Kingville	§			105.8
Yard		SC127.5	YL Y . Andrews Yd . (Andrews Yard)	§			127.5

HASSKAMP—KINGVILLE—SOUTHWARD

Capacity of Tracks		MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSING SEE SPEC. INST. SECTION 3	MILES FROM KINGVILLE
Other Tracks In Cars	Sidings In Feet						
60		SB 22.0	. . . . Hasskamp	§			22.0
10		SB 0.0	. . . . . Kingville	§			0.0

SHELBY—KINGS CREEK—SOUTHWARD

Capacity of Tracks		MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSING SEE SPEC. INST. SECTION 3	MILES FROM KINGVILLE
Other Tracks In Cars	Sidings In Feet						
Yard		SB153.5	. . . . . Shelby	§	A		153.5
18		SB146.1	. . . . . Earl	§			146.1
Yard		SB140.1	. . . . Blacksburg	§			140.1
12		SB133.9	. . . Kings Creek . . .	§			133.9

See Special Instructions, Train Movements for operation of trains and engines on CSXT R.R. between Shelby and Lattimore.

TIRZAH—KERSHAW—SOUTHWARD

Capacity of Tracks		MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSING SEE SPEC. INST. SECTION 3	MILES FROM KINGVILLE
Other Tracks In Cars	Sidings In Feet						
8		SB110.2	. . . . . Tirzah	§			110.2
Yard		SB102.0	YL . . Rock Hill . . 2S	§			102.0
Yard		SB 92.0	YL . Catawba Jct. .	§			92.0
12		SB 76.6	. . . . Lancaster	§			76.6
16		SB 66.0	. . Heath Springs . .	§			66.0
60		SB 59.4	YL . . . . Kershaw	§			59.4

SPECIAL INSTRUCTIONS

ALL REGULAR NORTHBOUND AND EASTBOUND Trains are superior to Trains of the same class in the opposite direction in accordance with Rule 72.

1. **STANDARD CLOCKS; BULLETIN BOOKS; TRAIN REGISTERS.**

Location	Office	Standard Clock	Bulletin Book	Train Register
Aiken	Depot		X	
Alexandria	Yard Office		X	
Arrowood Jct.	Yard Office		X	
Asheville	Yard Office		X	
	Engine Terminal	X	X	
	West Yard		X	
Atlanta	Peachtree Station		X	
Augusta	Yard Office (Nixon)	X	X	
Belton	CSXT Tool House		X	
Blacksburg			X	
Charlotte	Yard Office	X	X	
	Engine Terminal		X	
	Locker Room		X	
Chocowinity	Station		X	
Columbia	Yard Office		X	
	Engine Terminal		X	
	Westend Switchmen's Room		X	
Crewe, Va.	Yard Office	X	X	
Dundee	Switchman Locker Room		X	
	Yard Office	X	X	
East Durham	Station		X[1]	
Eden	Station		X	
Gainesville	Depot	X	X	
Goldsboro	Station		X	
Greenville, N.C.	CSXT Depot		X	
Greenville, S.C.	Locker Room Div. Office		X	
	Dispatcher's Office	X		
Hayne Yd.	Yard Office	X	X	X
	N. Lead Switchmen's Rm.		X	
	S. Lead Switchmen's Rm.		X	
Inman Yd.	Yard Office	X	X	X
	Engine Terminal		X	
Manassas	Station	X	X	
	VRE - Broad Run Yd.	X[1]	X	
Montview	Station	X	X	
Morehead City	Station		X	
New Bern	Yard Office		X	
Newberry	Trainman's Room		X	
N. Winston	Yard Office	X	X	
	Engine Terminal		X	
N. Charlstn Term.	Trainman's Shanty		X	

NOTE 1. - CSXT Bulletin Books maintained at these locations.

SPECIAL INSTRUCTIONS (Cont'd)

Location	Office	Standard Clock	Bulletin Book	Train Register
Oyama	Yard Office		X	
Pomona	Station	X	X[1]	
Raleigh	Glenwood Yard		X[1]	
	Raleigh Station			
Richmond	AMTRAK Station		X	
Roanoke			X	
Rock Hill	Depot	X	X	
	Engine Terminal		X	
Salisbury	Passenger	X	X	
Seneca	Depot		X	
Seven Mile	Freight Office		X	
Spencer Yard	Engineer's Wash Room	X	X[1]	
	N.End Locker Room		X	
	Hump Locker Room		X	
	Yard Office		X[1]	
	Diesel Shop	X	X	
	Operator's Office	X		
Varina	Trainman's Room		X	
Wash.-Term.	Station/VRE Ready Room		X	
Wilson	Crew Room		X	

NOTE 1. - CSXT Bulletin Books maintained at these locations.

2. CLEARANCE CARDS/DISPATCHERS BULLETINS

A. Dispatcher 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 Dispatchers Bulletins to other members of the 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 the actual number of items and messages listed in the Bulletins. If any discrepancy is noted the Dispatcher must be immediately contacted for further instructions.

Instructions contained in the 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 or Conductor. Such Bulletins must be compared by the Engineer and Conductor before proceeding. When tying up on line, Dispatcher's Bulletins must be retained and inspected on next tour. When this is done, Engineer or Conductor must contact Dispatcher before commencing next tour for further instructions, if any.

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

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 and of additions or deletions, if any, that have not been provided to trains enroute. This information must also be included in Dispatcher's written transfer provided in the Operating Rules.

Clearance Card Form 603 is not required by trains operating within Traffic Control, Remote Control, and Track Warrant territories.

Crews operating on interdivisional trains will receive Dispatcher's Bulletins at the origin location for all districts over which they operate.

AMTRAK 20 will receive CSXT Dispatcher Bulletins at Salisbury unless directed otherwise by Chief Dispatcher.

AMTRAK 19 will receive CSXT Dispatcher Bulletins at Washington, D.C.

AMTRAK 81 and 79 will receive Dispatcher Bulletins at Richmond, Virginia.

AMTRAK 82 will receive Dispatcher Bulletins at Raleigh, N.C.

AMTRAK 80 will receive Dispatcher Bulletins at Charlotte, North Carolina.

AMTRAK 50 will receive Dispatcher Bulletins at Charlottesville, VA.

Trains operating to Roanoke, Virginia must receive Virginia Division Bulletin Orders before leaving Linwood, North Carolina, or Manassas, Virginia.

Trains operating to Potomac Yard over CSXT trackage will receive CSXT train dispatcher bulletins at Lynchburg, Manassas, or Alexandria.

Trains operating over CSXT trackage between Fetner and Boylan will receive CSXT Dispatcher's Bulletins before departing Raleigh, Durham, Greensboro, Linwood or Goldsboro.

VRE trains will receive CSXT and NS dispatcher bulletins at VRE's Broad Run Yard, Northbound, and Ivy City Yard, Southbound, unless directed otherwise by Chief Dispatcher.

3. RAILROAD CROSSINGS AT GRADE

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

a. Interlocked

LOCATION	MP	TYPE	LINE/RR
Washington District			
Charlottesville - (Note 1)	112.2	C	CSXT RR
Riverton Jct. - (Note 3)	B50.9	A	Virginia Div.
Danville District			
East Durham - (Note 2)	H57.4	A	CSXT RR
Boylan	H80.9	C	NS Line (NS District)
Selma - (Note 4)	H109.4	A	CSXT RR
Sanford - (Note 9)	CF130.0	A	CSXT RR
Winston-Salem - (Note 10)	K24.8	A	WSSB RR
Barber - (Note 12)	L39.4	A	S Line (Asheville District)
Charlotte North District			
Graham	377.1	C	CSXT RR
Charlotte South District			
Midland	585.0	C	CSXT RR
Howell	635.0	C	CSXT RR
Athens - (Note 11)	F105.9	C	CSXT RR
NS District			
Fayetteville - (Note 8)	VS42.9	CA	CSXT RR
Boylan	NS233.1	C	CSXT RR & H Line (Danville District)
Wilson - (Note 5)	NS182.3	C	CSXT RR
Edgeton	NS230.7	A	CSXT RR

a. Interlocked (Cont'd)

LOCATION	MP	TYPE	LINE/RR
A&EC District			
None			
Columbia District			
Chester - (Note 13)	R44.2	A	CSXT RR
Columbia M.P. (Note 14)	R109.0	C	CSXT RR
Elmwood Jct.(Controlled by NS Disp. Greenville, S.C.)	159.5	C	CSXT RR
Asheville District			
Barber - (Note 12)	S11.6	A	L Line (Winston Salem District)
Charleston District			
N. Charleston (Meads Crossing)	Reads Branch	C	CSXT RR
Seven Mile (SY Crossing)	SC6.9	C	CSXT RR
Foxville	SB12.2	A	CSXT RR
NS District			
Raleigh - Same as Boylan on H Line			CSXT RR & NS Line

b. Not Interlocked

LOCATION	MP	TYPE	LINE/RR
Washington District			
None			
Danville District			
Goldsboro - (Note 7)	H128.8		CSXT RR
Goldsboro (Old Main Line) (Note 6)			CSXT RR
High Point - (Note 7)	M0.2		HPT&D RR
Charlotte North District			
Albemarle - (Note 18)	N29.9		WSSB RR
Whitney - (Note 18)	WF5.9		WSSB RR
Charlotte South District			
Greer-Franklin Mills Spur	Siding at 471.4		CSXT RR
NS District			
Farmville, NC - (Note 23)	NS160.4		Parker Grain Co.
Fayetteville (Wye)-(Note 7)			CSXT RR
Greenville, NC - (Note 7)	NS148.2		CSXT RR
A&EC District			
Newbern - (Note 22)	NB30.4		Royster Clark
None			
Columbia District			
Newberry - (Note 20)	V47.2		CSXT RR
Columbia (Note 19)	SC127.3		CSXT RR
Asheville District			
None			
Charleston District			
Charlestown (Coal Pier)			CSXT RR
Charlestown (Shipyard River Terminal)			CSXT RR
North Charleston - (Note 21)			CSXT RR

Note 1: Trains or Engines encountering STOP Signal at CSXT crossing, Charlottesville, Va., will be governed by the following instructions:

STEP 1 - Contact Norfolk Southern northend dispatcher Greenville and ascertain if dispatcher is holding train. If dispatcher is not holding train and cannot get signal to display, dispatcher must authorize movement to pass the signal, then follow instructions in Steps 2 and 3 below.

STEP 2 - White light located on South End of bungalow marked "C&O signals at STOP" must be observed. When illuminated, it indicates that CSXT signals display stop.

STEP 3 - If no conflicting movement is observed, train or engine will pass home signal and stop before fouling conflicting route, wait five minutes, then proceed at restricted speed.

Note 2: Trains or engines encountering STOP signal at CSXT crossing, East Durham, will be governed by the following:

STEP 1 - In the event signals will not clear with train movement on approach circuit in either direction, a member of train crew will observe indicator light on south side of instrument case. If the light is illuminated, this will indicate that the automatic interlocking has been cleared for a CSXT train movement. If it is desired to set the CSXT signal to "STOP" position, push button located in box on south side case identified as "SOU-CLEAR". Signal will then clear for Southern movement after a time interval of approximately 3 minutes, 5 seconds.

STEP 2 - When the "CLEAR" pushbutton has been operated by member of train crew to clear signal for train movement and then it is decided not to make this movement, member of train crew must then operate the "CANCEL" pushbutton painted red which is located in the same box.

STEP 3 - If all the above fails and no conflicting movement is in sight, train or engine will pass home signal and stop before fouling conflicting route, then wait 5 minutes and proceed.

STEP 4 - All trains restrict speed to 20 MPH over D&S Automatic Interlocking, Durham, NC, M.P. H57.4, account hand throw switch within interlocking limits not electrically locked.

Note 3: Train or engine encountering STOP signal at Virginia Division crossing, Riverton Jct., M.P. B50.9, will be governed by the following instructions:

STEP 1 - Contact Virginia Division dispatcher by telephone for a signal.

STEP 2 - When communication is not available with Virginia Division dispatcher and signal continues to display STOP, check indication light installed at push button in telephone box at the home signal. If indicator is lighted and no conflicting movement on Virginia Division is evident pushbutton may be pushed firmly one time.

STEP 3 - If signal does not change to RESTRICTED PROCEED or if indicator light is not lighted, and no conflicting movement is evident, train or engine will pass home signal and stop before fouling conflicting route, wait five minutes, and proceed.

Note 4: Trains or engines encountering STOP signal at CSXT Automatic Interlocking, Selma, will be governed by following instructions:

STEP 1 - Go to phone box in northeast quadrant of interlocking and contact CSXT dispatcher, Jacksonville, Florida, for permission to operate time release device located on outside of signal bungalow in the same quadrant.

STEP 2 - After obtaining permission of dispatcher Jacksonville, Florida, and operating time-release device, waiting period of six minutes is required for signals to reset and display clear automatically.

STEP 3 - If signal does not clear and if all the above fails and no conflicting movement is in sight, train or engine will pass home signal and stop before fouling conflicting route, then wait five minutes and proceed.

Note 5: Trains or engines handling 50 cars or less will request signal for crossing by pressing "short" train button.

Trains or engines handling more than 50 cars will request signal for crossing, by pressing "long" train button.

Wayside poles equipped with "short" and "long" train button are located for Northbound trains and engines at Warren Street, M.P. NS184.8; Tarboro Street, M.P. NS183.1; SOU-CSXT Crossing, M.P. NS182.4; and for Southbound trains and engines at Black Creek Road, M.P. NS181.6 and at SOU-CSXT Crossing, M.P. NS182.3.

Under no circumstances will trains or engines flag over this crossing without the CSXT Signal Maintainer and/or Transportation Officer and permission from the CSXT Dispatcher, Jacksonville, FL.

Note 6: Normal position of stop sign indicates stop for Norfolk Southern trains. Crews must rotate sign to indicate stop for CSXT trains and remove derail before crossing. After movement over crossing is completed, stop sign and derail must be restored to normal position and locked.

Note 7: Protected by Fixed Signal (Stop sign).

Note 8: CSXT Crossing (CSXT Jct.), Fayetteville (M.P. VF42.2). Trains and engines will not occupy CSXT main track between CSXT Junction and SOU Yard without authority from the CSXT Dispatcher via telephones located in booths at southbound home SOU signal and at Old ACL Freight Depot.

Southbound trains and engines must stop clear of circuits operating crossing signals at the intersection of Hillsboro and Rowan Streets while awaiting authority to occupy the CSXT main track.

1. Notify Agent at Fayetteville, NC. If no agent on duty call Dispatcher, Greenville, S.C.
2. Contact CSXT Dispatcher at Jacksonville, FL for assistance via phone located in box at A&Y Jct.
3. Trains and engines must have permission from CSXT Dispatcher to flag over this interlocking.

Note 9: The CSXT Crossing at Sanford (M.P. CF130.1), is protected by derails equipped with an electric locking device. Before removing derails, call CSXT Dispatcher on telephone located on booth adjacent to CSXT freight station and be governed by his instructions.

Note 10: WSSB Crossing (M.P. K24.8) Winston-Salem. Eastbound main line movements will be governed by fixed approach signal approximately 1,650 ft. west of crossing and interlocking home signal located approximately 350 ft. west of crossing.

If an eastbound movement exceeds 90 seconds between the approach signal and the interlocking home signal, the interlocking signal will not display clear indication until movement is within 150 ft. of interlocking home signal and there is no conflicting movement on WSSB.

Westbound main line movements will be governed by dwarf signal located approximately 80 ft. east of crossing which will display RESTRICTED PROCEED when movement is approximately 210 ft. east of crossing on main track or 450 ft. east of crossing on freight lead if there is no conflicting movement on WSSB.

Eastbound switching lead track movements will be governed by dwarf signal located approximately 80 ft. west of crossing which will display RESTRICTED PROCEED when derail on switching lead track west of crossing is removed from derailing position if there is no conflicting movement on WSSB and crossover switch to Transfer Track is in normal position which is lined to the switching lead track.

Westbound switching lead track movements will be governed by dwarf signal located approximately 80 ft. east of crossing which will display RESTRICTED PROCEED when movement is approximately 150 ft. east of signal if there is no conflicting movement on WSSB.

If signals fail to clear and the WSSB main track is not occupied between the WSSB interlocking home signals, the following procedure should be used with push buttons 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 90 seconds. If this white light is not illuminated, it need not be pushed. If signal fails to clear within 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 90 seconds the light should go out and the signal display the proper indication.

Push button 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 Rule 462.

Note 11: Crossing is protected by electrically-locked manually operated derails which have a normal position of set and locked against the Piedmont Division trains and engines.

Trains and engines approaching this crossing must stop clear of the derails, must contact the CSXT Dispatcher via telephone located adjacent to the crossing, and must inform the CSXT Dispatcher of the movement's identification, location, and direction.

If the CSXT Dispatcher grants permission to cross the CSXT main track, remove switch lock from electric locking device.

If the CSXT eastbound and westbound approaches are unoccupied the electric locking device will unlock, allowing operation of the derails, and if not time will run approximately eleven minutes.

After movement is made over the crossing and clear of the derails, derails must be restored to normal position and locked.

Trains and engines that are unable to contact the CSXT Dispatcher will operate the electric locking device as outlined above before applying rule 462.

Note 12: Movements over grade crossing of S-Line and L-Line at Barber, N.C., are governed by automatic interlocking signals.

For L-Line movements, there is a box containing a pushbutton and indicator light located on a phone booth in the Southeast quadrant of the crossing (32 feet from the crossing frog). L-Line trains will stop clear of the home signal, open the box, and observe that the indicator light is burning, indicating S-Line aproaches unoccupied. Crew member should then push button, and signal should then indicate restricted proceed. If home signal will not clear, comply with Rule 462.

In the event that indicator light is not burning when the box is opened, call the Dispatcher for further instructions. If it becomes necessary to push button when indicator light is out, (which will put interlocking home signals on S-Line to stop), a 4-minute, 45-second changeover time will run before signal will indicate proceed. In the event that the bulb in the indicator light is burned out, changeover time will not be in effect. In the event that home signal will not clear after changeover time interval, comply with Rule 462.

Signals on the S-Line will be clear for movements over interlocking, provided block ahead is clear and L-Line signals are at stop with no button pushed. Pushbuttons for S-Line movements are located at the eastbound and westbound home signals (buttons only - no indicator lights) to be used in return to train. In addition, westbound pushbutton can be used to meet an eastbound train holding the mainline at Barber Siding, after the spring switch at the east end of the siding has been thrown full reverse.

Note 13: Automatic Interlocking Home Signals at M.P. R43.4 and automatic interlocking home signals on Chester industrial lead, each side of the crossings, govern use of grade crossings of NS and CSXT. Interlocking Rules apply.

If Home Signals governing movements on main track do not clear, the following instructions will apply:

A member of the crew must go to the Push Button Box located on the southeast quadrant of the crossing.

The indicator box contains a push button and a red indicator light. If the red indicator light is not burning, indicating CSXT signal clear, crew member must wait ten minutes before pushing button. When push button is pressed, CSXT signals will go to stop. After the expiration of a ten minute time release interval, the red indicator light should illuminate and NS signal should clear. If red indicator light does not illuminate or NS signal does not clear after the time release interval, movement is to be made in accordance with Rule 462.

If the red indicator light is illuminated when push button box is first opened, push button may be pushed immediately. If NS signal does not clear after push button is pushed, movement is to be made in accordance with Rule 462.

The above instructions also apply to Chester industrial lead railroad crossing at grade located within interlocking limits. Push button box is located on the southeast quadrant for the crossing.

Hand-throw Hayes type derails are in service on the Chester industrial lead. These derails are located 5 ft. in advance of each of the two home signals at the crossing with the CSXT Railroad. Instructions for use of these derails are as follows:

The derails at the crossings are normally in the derailing position and kept locked. When a move is to be made across the CSXT, a member of the train crew must go to the push button box located at the crossing. The indicator box contains a push button and a red indicator light. If the red indicator light is not burning, indicating CSXT signal clear, crew member must wait ten minutes before pushing button. When push button is pressed, CSXT signals will go to stop. After the expiration of a ten minute time release interval, the red indicator light should illuminate. When the red indicator light appears, the derails should be thrown to the full non-derailing position, and NS signal should clear. If signal does not clear after derails are thrown, movement is to be made in accordance with Rule 462.

If the red indicator lamp does not illuminate after the time release interval, the derails are to be thrown and movement made in accordance with Rule 462.

If the red indicator lamp is illuminated when push button box is first opened, push button may be pushed immediately. The derails may then be thrown, and if NS signal does not clear, movement should be made in accordance with Rule 462.

The derails must be restored to the derailing position and locked immediately after each movement is completed and clear of the interlocking limits.

All northbound trains must approach Lancaster Street, Chester, S.C., M.P. R44.2, prepared to stop, and must stop clear of Lancaster Street if the approach signal for the CSXT crossing does not clear.

A yellow metal box, equipped with a switch lock, has been installed on the north end of the signal case located in the southeast quadrant of Lancaster Street. After stoppping and waiting for five minutes to allow the CSXT to make movement over crossing, crewmen must unlock the box and press the button, which will clear the signal if there is no conflicting movement. If signal does not clear, proceed to home signals at the interlocking and comply with signal indication and applicable operating rules.

This same procedure will apply for trains stopping south of Lancaster Street for the purpose of setting off or picking up.

Note 14: Crossing at M.P. R109.0 is controlled by CSXT dispatcher, Jacksonville, Fl.

Note 15: CSXT crossing, Foxville (M.P. SB12.2). Trains will approach the crossing expecting to find the home signal displaying STOP.

If home signal should fail to indicate PROCEED and no CSXT train is aproaching, member of crew will operate time release and proceed in compliance with Rule 462.

Note 16: When control station is unable to clear signals for movement over CSXT crossing, permission must be obtained from control station and the movement over crossing made in compliance with Rules 461 and 423. It must definitely be determined that signals on CSXT display stop. This can be determined by a light indicator in a box located on southwest corner of T.C. bungalow. If the light is burning it is known that the CSXT signals are at stop.

Note 17: Trains using CSXT crossing at North Charleston (Meads Crossing) will be governed by the interlocked signals located at the crossing as follows:

On the Seven Mile's side of the crossing, an approach signal is located 1800 feet from the CSXT south bound main track and a home signal is located 125 feet from the CSXT south bound main track.

On the North Charleston Terminal's side of the crossing, an approach signal is located 1600 feet from the CSXT north bound main track; and a home signal is located 950 feet from the CSXT north bound main track.

These interlocked signals govern movements over the crossing at grade and the power operated switch to enter NS Reads Branch located within interlocking limits at Meads Crossing. Home signals for Meads crossing do not afford block protection on NS track.

Trains using the CSXT crossing at Seven Mile (SY Crossing) will be governed by interlocked signals located at the crossing. Approach circuits on east and west sides of the crossing are located approximately 500 feet from the home signals and indicate to the CSXT dispatcher at Jacksonville, Fla., the presence of a train movement approaching the crossing on NS.

Home signals for the SY Crossing do not afford block protection (Rules 98 and 465 apply when approaching home signals at SY Crossing).

Phone booths for communicating with the CSXT Dispatcher are, also, located at the crossings.

Crews on trains or engines stopped at the STOP signal must communicate with the Dispatcher to obtain permission to pass the STOP signal. Crews obtaining permission may pass the STOP signal, complying with Rule 461.

Trains and engines using either crossing will contact the operator or designated employee at Seven Mile Yard, prior to blocking any highway or public crossing to ascertain that they will have permission to cross the CSXT crossing.

Note 18: Movements over grade crossings of NS and WSSB main tracks at Whitney and Albemarle are controlled by gate displaying **STOP SIGN.** Trains or engines must approach crossing prepared to stop. If gate is across WSSB line and the track is clear, movement may proceed without stopping. If gate is across NS, trains or engines must stop clear of crossing and gate, and after ascertaining that there is no conflicting movement, and setting gate across WSSB line, trains or engines may proceed. **GATE WILL BE LEFT AS LAST USED.**

Note 19: Movements over grade crossing of NS and CSXT main tracks at the west end of Andrews Yard, M.P. SC127.3 are controlled by gate displaying a STOP sign. Trains or engines must approach

crossing prepared to stop. If gate is across CSXT line and the track is clear, movement may continue at reduced speed. If gate is across Southern, trains or engines must stop clear of crossing and gate, and after ascertaining that there is no conflicting movement, and setting gate across CSXT line, trains or engines may proceed. Gate will be left as last used.

Note 20: Operation of self-restoring power operated switches at Newberry. Movement over self-restoring power operated switches will be governed by signals. All rules referred to in Note 20 are CSXT rules.

The indication of these signals will govern movement only over the self-restoring power operated switch. A train that is operating with "occupied block authority" may not exceed controlled speed regardless of the signal indication at the self-restoring power operated switch. If it is necessary for a train to obtain permission from the train dispatcher to pass a self-restoring power operated switch signal that is indicating stop, the train must have either absolute or clear DTC block authority for further movement on the main track. (These signals do not give any exception to providing flag protection as indicated in Rule 99.)

Normal operation of self-restoring power operated switches:

For movement to NS:

Train crewman must operate key controller to reverse switch while train is stopped no more than 100 feet from signal. When key controller is activated signal will display a stop indication. After a predetermined time interval, the switch will reverse and signal will display an indication allowing the train to proceed. After the train has cleared the "OS" circuit, the switch will restore to normal position.

For movement from NS:

Train must not pass "CS" sign until authorized by train dispatcher and train is ready to depart. After the train has passed the "CS" sign the switch will reverse automaticlly and the signal will display an indication allowing the trian to proceed. When the train clears the "OS" track the switch will restore to normal position.

Other than normal operation of self-restoring power operated switches:

For movement over normal switch:

If signal indicates stop and desired movement is over normal switch, a train crewman must obtain permission from the train dispatcher to pass the stop signal per Rule 234 and operate the switch in hand position per Rule 275.

For reverse movement:

A reverse move key controller is located on the signal that must be operated to receive a signal for a reverse movement over the self-restoring power operated switch.

For movement to NS:

If key controller does not activate switch or signal indication, a train crewman must obtain permission from the train dispatcher to pass the stop signal per Rule 234 and must operate the switch in hand position per Rule 275.

For movement from NS:

If switch does not reverse for movement or signal does not change from stop, a train crewman must obtain permission from the train dispatcher to pass the stop signal per Rule 234 and must operate the switch in hand position per Rule 275.

Note 21: North Charleston Terminal Co. (Spruill Ave.). Gate at this crossing will be operated by CSXT employees and will be across CSXT tracks except when in use by crews operating over North Charleston Terminal tracks.

Note 22: Trains moving on main track will approach crossing prepared to stop and shall not foul crossing until the way is seen to be clear.

Trains moving on Royster Clark Track will stop at stop signs before fouling crossing and shall not enter the crossing until the way is seen to be clear.

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

NOTE 23: Trains moving on main track will approach crossing prepared to stop and shall not foul crossing until the way is seen to be clear.

Trains moving on Parker Grain Company track will stop before fouling crossing and shall not enter the crossing unless holding track warrant authority to occupy main track at that location, without Box 9 being checked on track warrant form.

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

4. JUNCTIONS

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

LOCATION	MP	TYPE	LINE/RR
Washington District			
AF Tower	9.1	C	CSXT RR
Manassas	35.8		B Line
Calverton	46.3		CW Line
Orange	84.7	C	CSXT RR
Charlottesville	112.2	C	CSXT RR
	Off Lead/Yard Track - Access thru Electric Lock Switch		
Lynchburg	Old Main Line		CSXT RR
Riverton Jct.	B50.9	C	VA Division
Danville District			
Lynchburg	Off Old Main Line		CSXT RR
Durmid	173.7	C	Old & New Main Line
Montview	174.6	C	VA Division
Hurt-SOU Connection (Note 12)	197.8	C	VA Division
Hurt	197.8		VA Division
Stokesland	241.1	C	DW Line
Greensboro (ELM)	284.4	C	H Line
Greensboro	284.4		CF Line
	Yard Lead Tk.		
Pomona	286.8	C	K Line
High Point	MO.2		HPT&D
Lexington	317.6		WSSS RR
Yadkin Jct.	334.7		N Line
Strasburg Jct.	B62.9		CSXT RR
Gulf	CF120.6		ACW
Sanford	CF130.0		CSXT RR & ATW
O.H. Junction	D5[illegible].2		NCV RR
Leakesville Jct.	DW19.[illegible]		L Line
Durham	H57.[illegible]		CSXT RR
Fetner	H72.8	C	CSXT RR
Boylan	H80.9	C	CSXT RR
Raleigh (SOU Jct.)	H81.1	C	CSXT RR & NS Line (NS District)
Raleigh	H81.2		CSXT RR & NS Line (NS District)
Selma Jct.	H109.3	C	CSXT RR
Sanford			CSXT RR
Goldsboro	H[illegible]27.5		CSXT RR
Henderson	[illegible]3.9		CSXT RR
Winston-Salem	K24.8		VA Division & WSSB RR
Winston-Salem - (Note 13)	K25.9		L Line & K Line
Rural Hall	K37.0		YV RR

4. JUNCTIONS (Cont'd)

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

LOCATION	MP	TYPE	LINE/RR
Charlotte North District			
Avon			CSXT RR & HG Line
Charlotte			CSXT RR & CRN Line
Blacksburg			SB Line
Salisbury	333.3	C	S Line (Asheville District)
Charlotte Jct.	380.8	C	R Line (Columbia District)
Beaumont	451.6	C	W Line
Spartanburg — (Note 5)	452.6		CSXT RR
Hayne - (Note 11)			W Line (Asheville District)
Hayne Jct. - (Note 1)	453.6	C	W Line
Halls Ferry Jct. - (Note 7)	N25.0		N Line with WF Line
Shelby - (Note 10)	SB153.5		CSXT RR
Washburn - (Note 10)	SB158.2		CSXT RR
Charlotte South District			
Greenville, SC			CSXT RR, GN & V Line
Gainesville	585.0		CSXT RR
Howell	635.0	C	GA Division & CSXT RR
Athens	NE37.0		Georgia Div & CSXT RR
Seneca			Z Line
Anderson	V10.5		CSXT RR
Belton	V115.1		Z Line, CSXT RR & Pickens RR
Bowersville			Hartwell RR
NS District			
Pinetown	NS113.3		CLNA RR
Phosphate Jct.	NS126.0		WL Line
Greenville, NC	NS148.2		CSXT RR
Colon	NS274.6		CSXT RR
Cumnock	NS279.9		CF Line (Danville District)
Gulf	NS280.0		ACWR RR
Fayetteville	VF42.9		A&R RR & CSXT RR
A&EC District			
New Bern	EC58.2		NB Line (NS District)
Havelock	EC76.2		CL Line
Morehead City	EC94.0		BMH RR
Columbia District			
Charlotte Jct.	380.8	C	Main Line (Charlotte No. Dist.)
Beaumont	451.6	C	Main Line
Rock Hill	R24.8		R Line & SB Line
Chester	R44.3		L & C
	Yard Tk		
Columbia — (Note 8)	R108.6		SC-Line, R Line, W Line & CSXT RR
Elmwood Jct.	W159.5	C	CSXT RR
Columbia - (Note 9)	R109.1	C	CSXT RR
Cayce - (Note 4)	R110.2		R Line & C Line
Trenton	R165.0		R Line, AB Line
Newberry	V47.2	A	CSXT RR
Alston	W135.5		V Line
Warrenville - (Note 6)	R179.1		R Line & SA Line

4. JUNCTIONS

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

LOCATION	MP	TYPE	LINE/RR
Columbia District (Cont'd)			
Augusta			Georgia Division & CSXT RR
Alston — (Note 3)	W135.5		V Line & W Line
Lancaster	SB76.5		L&C
Catawba Jct.	SB91.3		CSXT RR
Kingville	SC105.8		SC Line & SB Line
Aiken - (Note 2)			SA Line & AB Line
Newberry	V47.2		CSXT RR
Prosperity	V42.6		CSXT RR
Asheville District			
Hayne Jct. - (Note 1)	453.6	C	Main Line
Barber	S11.6	A	S Line & L Line
Hickory Jct.	S58.3 Side Tk.		CWCY
Clincheross	S97.5 Side Tk.		CSXT RR
Asheville			Tenn Division
Asheville	S139.0	C	S Line & W Line
Murphy Jct.	S142.4	C	Tennessee Division
Hendersonville	W20.0		W Line & TR Line
Charleston District			
Charleston			CSXT RR., NCT & PUC
Pregnall			CSXT RR
Orangeburg			CSXT RR
Seven Mile	SC6.9		CSXT RR
Kingville	SC106.2		SB Line

Note 1: Junctions are controlled by control station, Greenville.

Note 2: Switch at junction of AB Line and SA Line at Aiken may be left as last used. No cars are to be left standing on SA Main Line West of this junction switch except in emergency.

Note 3: Switch at junction of W Line and V Line at Alston is normally set for W Line.

Note 4: The following instructions apply at Junction Switch, Cayce, M.P. R 110.

To cancel the "R" line signal when the "R" line signal is displaying a conflicting route and to request the "C" line signal: Push the green start button and if after a 3 minute waiting period the conflicting signal is not cancelled and the desired signal is not cleared, then permission to pass the stop signal should be obtained from the Greenville Dispatcher at Greenville, SC in accordance with Rule 402. To cancel a signal request for the "C" line once it has been initiated push the red cancel button.

Note 5: NS trains or engines making interchange with CSXT will be governed by CSXT timetable, rules and regulations.

Note 6: Switch at junction of R Line and SA Line at Warrenville is normally set for R Line.

Note 7: Switch at junction of N Line and WF Line at Halls Ferry Junction is normally set for WF Line.

Note 8: Switch at junction of W-Line and R- Line at Gadsden St. may be left as last used.

Note 9: Movements between CSXT connection track switch, M.P. R109.4, and CSXT Cayce Yard will be made under CSXT rules and instructions.

Note 10: Movements on CSXT main track at Shelby will be made under CSXT rules and instructions. Operation on NS industrial lead M.P. SB158.2 - 161.1 will be authorized by issuance of Track Warrant, under the direction and over the initials of the dispatcher. Maximum authorized speed is yard speed, not exceeding 25 MPH.

Note 11: All A&S Trains needing a signal to enter either main track at Hayne Junction must communicate with the train dispatcher as required by the rules.

The switch point derail on the north end of north lead, Hayne Yard, protecting movement leaving the yard from Bug Lead sets stop signals on No. 2 main track when lined to derailing position. Before crew members line this derail to derailing position, they must first obtain permission from north end train dispatcher.

Note 12: In the event a southbound train or engine encounters a Stop signal at Virginia Division Control point, Piedmont Division Connection (M.P. V200.3), the train or engine must have authority from Danville District Dispatcher, Greenville, S.C., in addition to authority given by Virginia Division Dispatcher, Roanoke, Va., before movement may pass the signal.

Note 13: If signal controlling movement over power switch displays stop:

- Step 1: Contact Norfolk Southern and CSXT Dispatcher for permission to pass stop signal.
- Step 2: If Southern or CSXT Dispatcher advises power switch is not properly latched or out of correspondence, handle as follows:
- Step 3: Selector lever must be taken out of power or motor and placed in hand position and locked.
- Step 4: Hand throw lever must be operated until switch points are seen to move with movement of hand lever.
- Step 5: Switch lined and locked for route to be used.
- Step 6: Selector lever left in hand until entire movement has passed over switch then restored to motor.

5. DRAWBRIDGES

a. Interlocked

Washington (M.P. NS126.4) ..... Pamlico River

b. Not Interlocked

New Bern (M.P. NB30.5) ..... Neuse River
New Bern (M.P. EC59.3) ..... Trent River

All trains and engines will proceed over Trent River Drawbridge, and Neuse River Drawbridge only on signal from Drawtender.

6. METHOD OF OPERATION

BETWEEN	AND	† TRACKS	* SIGNALS	AUTHORITY FOR MOVEMENTS #
AF Tower	CR Tower	Double	ABS	Note 4
CR Tower	Bristow	Double	ABS	TC
Bristow	Calverton	Single	ABS	TC
Calverton	Remington	Double	ABS	TC
Remington	Mountain Run	Single	ABS	TC
Mountain Run	Winston	Double	ABS	TC
Winston	Rapidan	Single	ABS	TC
Rapidan	May	Double	ABS	TC
May	Weyburn	Single	ABS	TC

6. METHOD OF OPERATION

BETWEEN	AND	† TRACKS	* SIGNALS	AUTHORITY FOR MOVEMENTS #
Weyburn	Gilbert	Double	ABS	TC
Gilbert	Rio	Single	ABS	TC
Rio	Red Hill	Double	ABS	TC
Red Hill	Applegate	Single	ABS	TC
Applegate	Hamner	Double	ABS	TC
Hamner	Oak Ridge	Single	ABS	TC
Oak Ridge	Tye River	Double	ABS	TC
Tye River	Angelo	Single	ABS	TC
Angelo	McIvor	Double	ABS	TC
McIvor	Rivermont	Single	ABS	TC
Rivermont	Walke	Double	ABS	TC
Walke	Deal	Single	ABS	TC
Deal	Green	Double	ABS	TC
Green	Smothers	Single	ABS	TC
Smothers	White	Double	ABS	TC
White	Fall	Single	ABS	TC
Fall	Swann	Double	ABS	TC
Swann	Sadler	Single	ABS	TC
Sadler	Priddy	Double	ABS	TC
Priddy	Busick	Single	ABS	TC
Busick	Cox	Double	ABS	TC
Cox	Hoskins	Single	ABS	TC
Hoskins	Bowers	Double	ABS	TC
Bowers	Lake	Single	ABS	TC
Lake	Lee	Double	ABS	TC
Lee	Reid	Double	ABS	TC
Reid	N. Kannapolis	Single	ABS	TC
N. Kannapolis	Haydock	Double	ABS	TC
Haydock	Junker	Single	ABS	TC
Junker	Paw Creek	Double	ABS	TC
Paw Creek	South Fork	Single	ABS	TC
South Fork	Arlington	Double	ABS	TC
Arlington	Sewell	Single	ABS	TC
Sewell	Grover	Double	ABS	TC
Grover	Broad River	Single	ABS	TC
Broad River	Thicketty	Double	ABS	TC
Thicketty	Beaumont	Single	ABS	TC
Beaumont	Lyman	Double	ABS	TC
Lyman	Taylors	Single	ABS	TC
Taylors	Crosswell	Double	ABS	TC
Crosswell	Haywood	Single	ABS	TC
Haywood	Traber	Double	ABS	TC
Traber	Johnson	Single	ABS	TC
Johnson	Rowland	Double	ABS	TC
Rowland	Keowee	Single	ABS	TC
Keowee	Cheney	Double	ABS	TC
Cheney	Jason	Single	ABS	TC
Jason	Hunter	Double	ABS	TC
Hunter	Tugalo	Single	ABS	TC
Tugalo	Baldwin	Double	ABS	TC
Baldwin	Yonah	Single	ABS	TC
Yonah	Cagle	Double	ABS	TC
Cagle	Red Lane	Single	ABS	TC
Red Lane	Chicopee	Double	ABS	TC
Chicopee	Grif	Single	ABS	TC
Grif	Allen	Double	ABS	TC
Allen	Walters	Single	ABS	TC
Walters	Shadow Brook	Double	ABS	TC
Shadow Brook	Duluth	Single	ABS	TC
Duluth	Carolina	Double	ABS	TC
Carolina	Norcross	Single	ABS	TC
Norcross	Armour	Double	ABS	TC
Armour	Howell	Double	ABS	TC
Durmid	M.P. 172.8 (Old Line)	Single	ABS	261 (Note 5)

6. METHOD OF OPERATION (Cont'd)

BETWEEN	AND	† TRACKS	* SIGNALS	AUTHORITY FOR MOVEMENTS #
Hurt	SOU Connection	Single	ABS	TC
Manassas	Edinburg	Single	NS	TWC
Calverton	Casanova	Single	NS	YL
Greensboro	Fetner	Single	NS	TWC
Boylan	Garner	Single	ABS	TC
Garner	Goldsboro	Single	NS	TWC
Glenn	Carrboro	Single	NS	TWC
Pomona	Rural Hall	Single	NS	TWC
Sanford	Pomana	Single	NS	TWC
Winston Jct.	Charlotte	Single	NS	TWC
Dundee	Ringgold	Single	NS	YL
O&H Jct.	East Durham	Single	NS	TWC
Henderson	O&H Jct.	Single	NS	TWC
Stokesland	Eden	Single	NS	TWC
Asheboro	High Point	Single	NS	TWC
Morehead City	Goldsboro	Single	NS	TWC
Havelock	Kellum	Single	NS	TWC
Chocowinity	Raleigh	Single	NS	TWC
Chocowinity	New Bern	Single	NS	TWC
Mackeys	Chocowinity	Single	NS	TWC
Lee Creek	Chocowinity	Single	NS	TWC
Varina	Fayetteville	Single	NS	TWC
Raleigh	Cumnock	Single	NS	TWC
Charlotte Jct.	S. Advance	Single	ABS	TC
S. Advance	Andrews Yd.	Single	ABS	TWC (Note 1)
R106.0	Andrews Yd.	Single	ABS	Yard Limits (Notes 1 & 3)
R107.9	Gadsden St.	Single	NS	Yard Limits
Gadsden St.	Cayce	Single	ABS	Yard Limits
Gadsden St.	CSXT Conn. Trk.	Single	ABS	Yard Limits
Cayce	Augusta	Single	NS	TWC
Beaumont	Springdale	Single	ABS (Note 2)	TWC
Springdale	Andrews Yd.	Single	NS	TWC
Belton	Walhalla	Single	NS	TWC
Cayce	Springfield	Single	NS	TWC
Newberry	Brickdale	Single	NS	TWC
Yadkin Jct.	Albemarle	Single	NS	TWC
Halls Ferry Jct.	Whitney	Single	NS	TWC
Toccoa	Elberton	Single	NS	TWC
Lula	Athens	Single	NS	TWC
Salisbury	Majolica	Double	ABS	251
Majolica	Asheville	Single	ABS	TWC (Note 1)
Asheville	Murphy Jct.	Double	ABS	TC (Note 1)
Asheville	Green River	Single	ABS	TWC (Note 1)
Green River	Melrose	Single	ABS	TC
Melrose	Hayne Jct.	Single	ABS	TWC
Murphy Jct.	Dillsboro	Single	NS	TWC
Hendersonville	Brevard	Single	NS	TWC
Columbia	Charleston	Single	NS	TWC
Shelby	Kings Creek	Single	NS	TWC
Tirzah	Kershaw	Single	NS	TWC
Hasskamp	Kingville	Single	NS	TWC
Oakwood	Warrenville	Single	NS	TWC

† - Within TC territory between Reid (M.P. 337.3) and Armour (M.P. 632.5), the two main tracks where double track extends are identified as No. 1 on the East side and No. 2 on the West side.

*NS = Non-Signaled; ABS = Automatic Block System.

TC = Traffic Control; RC = Remote Control;

251 = Rule 251; 261 = Rule 261;

MBS = Manual Block System;

YL Rule 93; TWC = Track Warranty Control.

(Note 1) On the R-Line between South Advance, M.P. R0.5, and Andrews Yard, M.P. SC127.5, that portion of Operating Rule 404 relating to 5 minutes is increased to **six minutes**.

That portion of Rule 404 relating to five (5) minutes is changed as follows:

M.P. S79.0 and M.P. S79.4	7 minutes
M.P. S129.6 and M.P. S132.2	12 minutes
M.P. W24.6 and M.P. W28.8	7 minutes

(Note 2) Westbound only.

(Note 3) Trains or engines will move between signal at M.P. R107.6 and signal at M.P. SC127.5 against opposing trains or engines by block signals whose indications will supersede timetable or train order superiority of trains for both opposing and following movements on the same track.

From Andrews Yard to south end of yard cut-off all movements will be governed by signal at M.P. SC127.5.

Unless otherwise provided, all movements through extended Automatic Block territory will not proceed west of Andrews Yard (CSXT Crossing) when signal at M.P. SC127.5 indicates STOP.

(Note 4) TC – Horn tracks.
251- North and South Freight tracks.

(Note 5) Trains and engines must obtain permission from train dispatcher before entering automatic block signal territory between Durmid (M.P. 175.5) and M.P. 172.8 (Old Line).

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 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 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.

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.

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

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

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

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

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

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

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

(a) A representative of the Federal Railroad Administration,

(b) An officer of Norfolk Southern, or

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

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

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

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

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

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

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

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

18. At any time a train separates twice or has an air hose parture 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 parture, this information must be passed on to the relieving crew and Dispatcher.

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

If authorized speed on track(s) immediately adjacent to MW&S forces is greater than 25 MPH, the Chief Dispatcher will arrange for issuance of 25 MPH slow order, to be in effect only when passing work limits during specified time period. Restriction will have been complied with when leading end of train or engine reaches end of work limits, or when notified by MW&S foreman or supervisor that leading end has passed entire work gang. Engine whistle and bell must be sounded frequently when approaching and passing work limits.

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

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

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

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

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

(b) Limits being cleared; and

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

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

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

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

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

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

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

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

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

24. Due to more responsive brake valves on certain types of freight car equipment, when a running release is made and it is necessary to reapply the air brakes within 15 seconds, a service application

of at least 5 PSI greater than the previous brake pipe reduction must be made to insure that all brakes reapply.

25. 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.

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

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

ABS AND NON-SIGNALED TERRITORY

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

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

TRAFFIC CONTROL AND REMOTE CONTROL TERRITORY

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

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

INTERLOCKINGS

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

7b. DIVISION WIDE

None.

To call dispatcher in emergency situation with Tone Caller:

1. Dial your normal tone digit.
2. Wait for answer tone, then dial "0" for emergency.

7c. BY LOCATION

ASHEVILLE DISTRICT/DANVILLE DISTRICT

Dynamic brake must not be used on south leg of wye at Salisbury.

COLUMBIA DISTRICT

Dual mileposts have been established between Warrenville and Hamburg. Mileposts SA64 through SA73. Attached to each of these SA Mileposts, SA64 through SA73, is an R180 through R189 and they are as follows:

SA64 - R180	SA65 - R181	SA66 - R182
SA67 - R183	SA68 - R184	SA69 - R185
SA70 - R186	SA71 - R187	SA72 - R188
SA73 - R189		

The R180 through R189 will be used to identify locations given in Track Warrants and for all other operating purposes including slow orders.

SKYLAND, N. C. — CP&L LEAD

The following instructions will govern when switching Carolina Power & Light Company:

A train or engine that desires to use the above track, must request permission from the Dispatcher prior to such use. The Dispatcher must then ascertain that there will be no conflicting movements before granting such permission. No more than one train or engine can occupy this track at the same time.

All unit CP&L coal trains will use 15 retainers on high pressure before using the CP&L lead. The retainers will be set on high pressure when train is stopped at main line switch and brake is applied.

Trains must not be operated between main track and CP&L unless all brakes are operational. Cars must be handled with engine on head end. If dynamic brakes are inoperative, ⅓ of the retainers must be set up before leaving main track.

Any train that places cars in the plant when CP&L personnel is not available to receive waybills should leave waybills in CP&L's adjacent to shaker pit.

When placing coal in yard of CP&L Plant, cuts must be made in clear of other tracks. All switches in plant are without normal position. Expect to find switches lined against your movement.

All conductors must complete and turn in Form 612 to Asheville Yard Office all cars placed for unloading. This includes cars moved from Arden, or other locations previously set off by another train.

As a safety precaution for crews shoving into CP&L's loading receiving yard, a white line has been painted across all the tracks. This line is 150' from the butting blocks.

A switch point derail and a "Hayes" derail are located 675' outside the gate of Steam Plant. Cars will only be left between the switch point derail and the first trestle toward the main line, which will hold approximately 50 coal cars.

Neither loaded nor empty cars will be left at any time on the grade of CP&L lead at Skyland between the main line track and the trestle at the bottom of the grade.

Exception: Empty cars may be cut off at the main track switch for switching purpose only. After the air brake system has been properly charged and a minimum of 10% hand brakes have been applied, but not less than Division Policy requires. These cars must not be left unattended.

The following instructions will govern when switching VME Americas. (This track springs from the CP&L Co. lead which springs from the main line at M.P. W7.3):

There will be no cars placed in this plant that do not have operative hand and air brakes. Before any crew leaves the main line with cars ahead of the engine to switch this plant, train line pressure will be increased to 100 pounds, car properly charged and air brake test

made. When cars are being shoved into plant, they will have 100% handbrakes applied and handbrakes will be tested to know that they are in proper working order. While cars are being shoved and during switching operation, handbrakes will be applied to a point where wheel will not slide, but before leaving cars standing, handbrakes will be fully applied.

Any cars to be switched will be made at the main line and the CP&L lead.

When train speed on the CP&L coal trains between M.P. W0.0 and W5.0 is reduced to six (6) MPH due to tonnage or weather conditions, the train must be stopped, the rear section of the train properly secured, and train doubled to Buena Vista.

When necessary to clear westbound trains at CP&L lead, the front section must be doubled to Buena Vista and the rear section taken to CP&L to clear the main line.

One hundred percent (100%) handbrakes must be applied on cars left at Buena Vista. At least 15 cars must be taken in a doubling movement to Buena Vista.

SPECIAL INSTRUCTIONS GOVERNING HANDLING OF TRAINS ON SALUDA MOUNTAIN

In addition to the provisions of Operating Rules 102(b) and 103(f), and of Rules for Equipment Operation and Handling A-6(a), A-19, A-22, A-23, A-29, A-32, and I-241, which pertains to the operation of train or engines on grades, the following procedures must be followed when operating trains on Saluda Mountain between Milepost W32.2 and W36.0.

The Belmont coal train must have 100% retainers set to the slow direct position before leaving Asheville, NC. In addition, the Belmont coal train must reset 50 retainers to the high pressure position at Saluda, NC, Paces Crossing, M.P. 31.2, before going down Saluda Mountain.

On arrival at Melrose, NC, all retainers must be returned to the exhaust position.

Retaining valves must not return to the Tennessee Division in any position other than exhaust position.

Reference Item 7c, 1(c), Special Instructions Governing Handling of Trains on Saluda Mountain, in the current Piedmont Division Timetable #16, Page 52. The following instructions will now apply:

1. The maximum allowable tonnage for eastbound non-radio trains between Hendersonville and Melrose is 5500 tons for 3 SD 40's, 2 C39-8's, 2 DB-40C's, 2 SD 60's, 2 SD 70's, and 5000 tons for 2 SD 50's. These trains are also subject to the following restrictions. (Unit coal trains with unique numbers 590 and Y90, 701-799 or Q01-Q99 that consist entirely of "Silverside" coal gondolas in the series SOU 1000-1749 are not included in these restrictions.)

   (a) A minimum of 25% of the cars in these trains must be empty except unit coal trains with unique numbers 590 and Y90.

   (b) Blocks of empty equipment must not be handled on the head-end of any eastbound trains between Saluda and Melrose unless the entire train consists of empty equipment. In mixed freight trains blocks of 7 or more empty cars must be handled in the rear one-third of the train.

   (c) A maximum number of 62 loaded coal cars can be handled eastbound from Saluda to Melrose. Trains handling mixed freight are restricted to 35 loaded cars of coal which must be handled on the head end of the train.

2. Eastbound trains must make a running test of the dynamic brakes between Tuxedo and Saluda to insure that the dynamic brakes on all units are operating properly. Eastbound trains powered by locomotives with one or more inoperative dynamic brake will not pass STOP Sign No. 1 (M.P. W32.2) and/or will not be operated Saluda to Melrose without authority of Road Foreman in charge of train.

Road Foreman will not be required to accompany Eastbound trains with 2500 tons or less if the engineer is Saluda Mountain qualified. Exception: Solid loaded coal trains consisting of 2500 tons must be accompanied by a Road Foreman of Engines.

3. Eastbound trains with 30 cars or less will stop west of STOP Sign No. 1, 320 feet east of Main Street Crossing, Saluda, and trains with more than 30 cars may pass STOP Sign No. 1 without stopping and proceed to a point between STOP Sign No. 1 and STOP Sign No. 2, M.P. W32.6, 2200 feet east of Stop Sign No. 1. This permits the train to be balanced on the crest while crew members activate retaining valves and inspect the brakes, (per Rule A-6(a)), and the air brake system is properly charged.

4. Trains will not depart from STOP Signs No. 1 or No. 2, Saluda, until the brake pipe pressure has been charged to 100 P.S.I. for at least 5 minutes. EXCEPTION: Loaded non-radio coal trains without 25% empty equipment must be charged to 110 P.S.I. for at least five minutes. Brake pipe pressure in each instance must be confirmed by an operative end of train device.

5. After all brakes have been inspected as outlined above, all retaining valve handles must be turned to the High Pressure (HP) setting per Rule A-32, before the train is moved. Permission, in each instance, must be obtained by the Road Foreman of Engines in charge of train before handling any car with air brakes cut-out or a defective retaining valve eastbound between Saluda and Melrose.

6. In addition to Instructions 3, 4, and 5 above, unit coal train with 45 or less loaded general service coal cars must have hand brakes applied on the head 10 cars after a full service brake application has been made.

7. In lieu of Instructions 3, 4, and 5 above, unit coal trains with unique numbers 701-799 or Q01-Q99 that consist entirely of "Silverside" coal gondolas in the series SOU 1000-1749 and that are operated as radio trains will stop at Paces' Crossing, Saluda, and turn a minimum of 30 retaining valves to HP (See Rule A-32) to control the forward end of the train as it crosses the crest of Saluda Mountain. These trains may then pass STOP Sign No. 1 and No. 2 without stopping.

8. As soon as the eastbound train begins to move from the crest of the grade, the dynamic brake must be fully applied and the PC switch cut-out must be activated on the controlling unit, which must be so equipped. As soon as practical and before the train accelerates to 600 AMPS dynamic braking effort (900 amps for high adhesion locomotives), and/or 6 MPH, make several automatic brake reductions and release the automatic brake after each application so that the trains' brake cylinders and retaining valve pipes will be charged. Brake applications thereafter must be made as often as necessary to maintain a speed that will permit a brake application of less than 8 pounds reduction to stop the train.

Eastbound trains descending Saluda Mountain must charge all retainers regardless of tonnage or number of cars in consist.

The dynamic brake must not be depended upon to control train speed entirely.

9. When a train of either direction incurs an unusual loss of brake pipe or main reservoir pressure for any reason including an emergency brake application, the train must be brought to an immediate stop, and hand brakes must be applied to the east half of the train to keep it from moving and must not be released until the problem has been corrected and the air brake system has been properly recharged.

(Unit trains with unique numbers 590 and Y90, 701-799 or Q01-Q99 must have 100% hand brakes applied.)

10. Locomotives operating on Saluda Mountain between M.P. W32.2 and M.P. W35.0 must be equipped with an operative extended range dynamic brake. In the event the dynamic brake fails on line of road,

the district road foreman must be notified before the train passes M.P. W32.2. If the dynamic brakes fail on one or more units of an eastbound train operating between Saluda and Melrose, the train must be stopped immediately and hand brakes applied to the front half of the train to keep it from moving and must not be released until the problem has been corrected and the air brake system has been properly recharged. If the problem cannot be corrected, the train must not be moved without the authority in each instance of the Road Foreman of Engine in charge of the train.

11. When operating light engine consist SD50, SD60, SD70, C39-8, D8-40C type locomotives between Asheville and Hayne and one dynamic brake fails, the engineer must notify the Asheville District Greenville Dispatcher before passing Stop Board No. 1 at Saluda eastbound.

It will be permitted to go down Saluda with one dynamic brake providing the operative dynamic brake is 100% and the retarding forces are such that the locomotive consist can be stopped in compliance with the operating rules and special instructions.

In addition a running test of the operative dynamic brake must be made betwen M.P. W31.0 and W32.0. The engineer must be on the Locomotive with the operative dynamic brake to insure a safe operation.

12. Trains must not exceed a speed of 8 MPH and must use a minimum of 22 minutes between the stopping location at Saluda and Melrose, except as follows:

(a) Trains consisting of 50% or greater loaded coal hoppers must not exceed 6 MPH and must use a minimum of 29 minutes between the stopping location at Saluda and Melrose.

(b) Light engine movements on trains handling only a caboose must not exceed 15 MPH and must use a minimum of 12 minutes between the stopping location at Saluda and Melrose.

(c) Eastbound trains other than light engines must not be headed in at Melrose. (Does not include unit trains with unique Nos. 590, Y90, 701-799 or Q01-Q99 doubling down Saluda Mountain.)

13. After an eastbound train is stoped at Melrose, retaining valve handles must be turned down and/or a hand brake released and the train inspected for defective brake rigging and wheels.

14. If a westbound train stalls on the grade, a sufficient number of hand brakes must be immediately applied to the east half of the train to keep it from moving. If such a train is forced to double, hand brakes must be applied to 100% of the cars detached as outlined in Rule 102(b). In the event that the westbound train involved is a passenger train, all retaining valves must also be turned to the High Pressure (HP) position as outlined in Rule A-32. A speed of 8 MPH will not be exceeded for a reverse movement. All members of the crew must be informed of the situation, and the air brake system must be fully charged prior to releasing any hand brakes or making any additional move. As eastbound movement of such passenger train must be authorized, in each instance, by the Division Superintendent and must be handled per instructions of No. 12 above.

15. In addition to the requirements of Rules A-22, L-205, and L-206, all helper units used westbound between Melrose and Saluda must be placed on the head end of the train. The addition of the helper engines must not cause the appropriate head end locomotives to exceed the guidelines of Rule L-205.

16. Light engines must not be towed eastbound. Conductors will check each individual train leaving Asheville on A&S District and if the respective train consist varies from the above instructions, will immediately notify the Chief Dispatcher or Assistant Superintendent. He will also stop the train whose consist varies and not allow it to leave Saluda until the train meets the requirements of the above instructions.

17. Special movements such as steam trains, rail trains, rail grinders, Jordan Spreader, etc., must have approval of Assistant Superintendent, Chief Dispatcher's office, before being operated on Saluda Mountain.

18. MELROSE AND SALUDA, N. C.

All westbound unit chip trains, doubling Saluda Mountain, can handle only 13 loaded chip cars each trip in series SOU 139495 through 139752. If you have any other chip cars mixed with this series, you must limit number of loaded chip cars to 10 cars per each cut doubled. When handling mixed freight cars with loaded chip cars, only 10 loaded chip cars may be handled in each cut along with mixed freight up to tonnage.

Westbound unit chip train at Melrose, N.C. must allow ten (10) minutes per cut for air brake auxiliary charging time. This charging period will not be necessary on the first cut unless train stops in emergency at Melrose. If an emergency brake application occurs while stopping at Melrose, a ten (10) minute charging period is also required for the first cut.

When conditions may cause stalling in the East Switch at Saluda, cuts should be handled on the main track and set over in the West End of the siding at Saluda.

All eastbound trains making the descent between Saluda and Melrose, N.C. must first obtain permission from the Asheville District Dispatcher at Greenville, S.C.

SPECIAL INSTRUCTIONS GOVERNING THE HANDLING OF TRAINS ON OTHER MOUNTAIN GRADES

Descending

Trains or engines running light, towing engines, or operating with less than 50% tonnage must have all units on line when descending mountain grades. This does not include engines in tow.

Mountain grades are defined as follows:

Between Saluda and Melrose
Between Ridgecrest and Old Fort
Between Balsam and Addie

BETWEEN RIDGECREST AND OLD FORT — Trains handled by Locomotives **not equipped** with dynamic brake or Locomotive with dynamic brake **inoperative:**

1. Air on engine and train must be fully charged.

2. Before beginning the descent, all trains must stop and inspect and test the air brakes except it will not be necessary to inspect and test air brakes before leaving Ridgecrest.

3. A car with defective brakes must be set out and repaired before forwarding.

4. Excluding empty cars, handles of all retainer valves must be turned up.

5. Upon arrival at foot of grades, a careful inspection of running gear must be made, especially of the wheels for cracked flanges, treads or other conditions.

6. The inspection and tests prescribed in the preceding paragraphs, will be made by car inspectors when provided, otherwise by trainmen under supervision of conductor.

BETWEEN ASHEVILLE AND OLD FORT — Trains handled by Locomotives **equipped** with dynamic brakes:

On Eastbound freight trains running test of the dynamic brake must be made on descending grade through M.P. S136.0 to M.P. S135.0. If dynamic brake is working properly, it will not be necessary to stop at Ridgecrest and turn up retainers before descending Blue Ridge Mountain. After starting down descending grade East of Ridgecrest engineer should gradually reduce throttle to idle position and when the train speed reaches 10 MPH, the dynamic brake should be applied

and speed of train should be held to 15 MPH, using automatic air brakes when necessary to assist in holding the train.

The above applies to all radio trains except when the train speed reaches 10 MPH, the dynamic brake should be applied.

In order to avoid damage to units, at any time when a set of units has a unit not equipped with dynamic brake or the dynamic brake inoperative, it will be necessary to turn up retainers before descending mountain grades where retainers are not used with full dynamic brake.

Should the dynamic brake fail while descending grade from Ridgecrest to Old Fort, the train must be stopped immediately and retainers turned up and train controlled by automatic air brake.

Eastbound passenger trains will turn up retainers at Ridgecrest, N.C.

There are no restrictions in the number of Big Red and/or Little Big Red coal hoppers that may be handled down Blue Ridge Mountain in a single train. The number of Big Reds and/or Little Big Reds will not exceed tonnage rating of locomotives.

One hundred (100) pound train line pressure will be used on trains handling 30 or more Big Reds and must be operated with locomotives equipped with dynamic brakes.

Under no circumstances will through freight trains between Asheville and Spencer, except unit coal trains, have more than 80 lbs. of train line pressure.

When picking up Big Red coal cars at Old Fort, N.C., train line will be charged to 80 lbs. and brake placed in emergency position and then recharged to 80 lbs.

When a train with 100 pound train line pressure out of Asheville continues on east of Old Fort, Greenlee, etc., either as a "Turn" or a "Thru Train," the train line pressure must be reduced at Old Fort to 80 pounds pressure. Train line pressure **MUST NOT** exceed 80 pounds into any terminal.

When cuts of cars are bled down after being set out, sufficient hand brakes **MUST BE** applied to cars as required by operating rules.

As information, Big & Little Big Red Hopper cars consist of:

Big Red Cars, Southern series "5000 to "6599 — with cubic capacity of 4,000 and six dump doors — with gross weight of 286,000.

Little Big Red Cars, Southern series "6600 to "9299, series 550000 to 552061, and series 560000 to 560999 — with cubic capacity of 3,000 and three or four dump doors — with gross weight of 286,000.

Permission must not be given for a train to pass stop signal when block is occupied by another train.

NW unit coal trains and C coal trains descending Blue Ridge Mountain will stop at Grovestone, N.C., and turn up retainers on the head 25 cars to the high pressure position.

When train is required to stop and proceed at more than one (1) stop signal while descending Blue Ridge Mountain, between Ridgecrest and Old Fort, crew members must turn up one-third of retainers on head end to full pressure.

All trains descending Old Fort Mountain consisting of 75% or more loaded coal cars must stop at Grovestone, N. C. and turn head 25 retainers on full pressure. In addition, retainers must not be turned up on empties.

Big Red Radio Unit Catawba Coal Trains must stop at Grovestone, N.C. and turn 35 retainers up to the high pressure position. Upon Arrival at Old Fort, N.C., the retainers must be returned to the exhaust position.

Loaded ballast trains descending Blue Ridge Mountain must stop at Grovestone, N.C. and turn twenty-five (25) retainers to the high pressure position.

"All eastbound non radio trains handling solid loaded bulk commodities with less than 60 (sixty) cars will stop at the west end of Swannanoa Tunnel, Ridgecrest, N.C., and turn up 25 (twenty-five) retainers to the high pressure position before descending Blue Ridge Mtn."

All freight trains operating between Asheville, NC and Old Fort, NC with solid loaded bulk commodity consist must have 25% retainers set to the high pressure position before passing Ridgecrest, NC, M.P. 125.0. All retaining valves must be returned to the exhaust position at Old Fort.

Ascending

When helping engines are used, they will be placed as follows:

1. On the rear of ALL trains on all grades except Melrose to Saluda. On head end of ALL trains, Melrose to Saluda.

2. Air brakes must be working through rear car or engine of train and double-heading cock beneath Engineer's brake valve on pusher engine closed.

3. All test of brakes must be made after pusher engines are coupled to train.

4. The cars of all passenger trains must have air brakes in good working order.

Any ascending freight train stopping on mountain grades as defined in the Timetable for any cause must:

(1) Protect train when required by Rule 99.

(2) Set hand brakes securely.

(3) Notify all members of the train and engine crews that the front engine will take forward part of train to top of grade.

(4) Take as many cars from head of train as front engine or engines can pull without taking slack being sure that the brakes on rear portion are holding train.

(5) Head engine or engines returning for rear portion of train must move under control, couple to train with care, be assured coupling has been made and air brakes tested throughout train before hand brakes released.

(6) Helper engineer take slack and in doing so close throttle gradually and allow weight of train to force engine back if necessary. Use independent brake to grade the slack desired, then blow ahead and start train.

7d. ADDITIONAL YARD LIMITS

All trains and engines (INCLUDING FIRST CLASS TRAINS) must move at yard speed (Rule 93) within yard limits as follows:

Between AF Tower (M.P. 9.1) and CR Tower (M.P. 10.7) (North and South freight tracks).

Greensboro, N.C. (M.P. H0.0 to M.P. H2.0)
Within Yard Limits at Rock Hill
Between Reynolds Street and Augusta Yard
Between M.P. O4.0 and Charlotte Yard
Within Yard Limits, Asheville
Within Yard Limits, Belton

7e. JOINT TRACKAGE

Trains and engines of Piedmont Division will use the tracks of other divisions or foreign lines in accordance with their timetables, rules and regulations, as follows:

Between	RR or Division
AF Tower to Bristow	VRE*
AF Tower to CR Tower (Horn Track) (Note 1)	CSXT Ry.
AF Tower to Orange	CSXT Ry.
AF Tower to Salisbury	AMTRAK*
AF Tower to RO Tower	CSXT Ry.
Potomac Yard	(Potomac Yard Instructions)
Raleigh CSXT-SOU Jct., Boylan to Fetner	CSXT

* These railroads operate over NS tracks.

7e. JOINT TRACKAGE (Cont'd)

RO Tower to Virginia Ave.	CR R.R.
Virginia Ave. to Washington	W. T. Co.
SCL Jct. (M.P. VF42.2) to Fayetteville (M.P. VF42.9)	CSXT
Rural Hall, N.C. (Note 6)	YV R.R.
M.P. H57 to CSXT Junction (Note 2)	CSXT
M.P. H125.5 to M.P. H127.5	CSXT*
Greenville N.C. to Lee Creek	CSXT*
Pinetown North to Pinetown South	CLNA*
Morehead City (M.P. EC94.0 to End)	NCP R.R., BMH*
Hurt to Altavista Yard (NW)	Virginia Div.
Lynchburg Yd. to Montview Yd. to Kinney Yd.	Virginia Div.
Oxford, N.C. (M.P. D54.2 to M.P. 55.0)	NCVA
Selma Jct. to Greensboro	AMTRAK*
Winston-Salem Terminal	Virginia Div.
Armour, North Avenue Station & Inman Yard	Georgia Div.
Reynolds St. and Gwinnett St. in Augusta	A & S
Reynolds St. and M.P. D122	Georgia Div.
Shelby (M.P. SF384.6) and Lattimore, N.C. (M.P. SF390.0)	CSXT
Asheville Yard (M.P. S141) and Murphy Jct., (M.P. S142.3)	Tenn. Div.
7 Mile yard to Pregnall	CSXT*
Charleston, S.C. (Note 3)	CSXT
Anderson and Belton Jct., S.C. Pickens RR	CSXT
Newberry and CSXT M.P. C33	CSXT
Estover and Foxville	CSXT

* These railroads operate over NS tracks.

Note 1. CSXT crews using Horn track between AF and CR interlocking must be governed by NS timetable, special instructions and CSXT train dispatcher, Jacksonville, and Norfolk Southern dispatchers at Greenville, S.C.

Note 2. Use of the CSXT main line between M.P. H57 and the D&S Junction (SOU) will be authorized only by CSXT dispatcher. Phone to CSXT dispatcher is located at D&S Junction and at interlocking plant, M.P. H57. All movements will be at yard speed not exceeding 15 MPH. The crossover track located at M.P. H57 is to be used by yard engines only, unless in case of emergency permission is granted by chief dispatcher, Greenville, S.C.

Note 3. NS Crews may use YV trackage between M.P. K37 and M.P. K40 and between M.P. CF28 and M.P. CF51. All movements must be made at Yard Speed within these limits. All switches and derails must be approached prepared to stop short unless it is known that such switches and derails are properly lined for the desired movement.

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 1: Where maximum authorized speed is 21-30 MPH, minimum flagging distance will be 1 mile at following locations:
Between M.P. NE0.0 and M.P. NE5 southbound.
Between M.P. P3.0 and M.P. P7.0 southbound.
Between Halls Ferry Jct. (M.P. WF0.0) and Whitney (M.P. WF6.0) eastbound.

Note 2: Where maximum authorized speed is 41-50 MPH, minimum flagging distance will be 1½ miles at following location:
Between M.P. R167.0 and M.P. R177.0 southbound.

CABOOSE AND WHEEL CARS

Cabooses and wheel cars may be cut off in motion and allowed to roll to a coupling at Spencer Yard (see Rule 103(h)).

8. SPRING SWITCHES

Spring switches are located as follows:

Allison	N&S
Cayce	R Line and C Line Junction Switch
Vaucluse (See Note)	North and south end siding
Summit	South end siding
Newberry V47.2	Self Restoring Switch
Henley	North and south end siding
Majolica	End of double track
Barber	East and west end siding
Eufola	East and west end siding
Catawba	Duke Power Lead
Claremont	East and west end siding
Oyama	East and west end siding
Connelly Springs	East and west end siding
Bridgewater	East and west end siding
Clinchcross	East and west end siding
Old Fort	East and west end siding
Coleman	West end siding
Grovestone	East and west end siding
Hendersonville	TR Line and W Line Junction Switch
Naples	East and west end siding
Sigsbee	West switch, Hayne Yard Lead
Charleston	Entrance Read's Branch

NOTE 1: Spring switches at Allison are protected by signals at M.P. B20.3 and M.P. B21.8 and by Approach Signals at M.P. B18.8 and M.P. B23.3.

NOTE 2: Spring switches at Vaucluse are protected by signals at M.P. R177.1 and M.P. R174.9, and by Approach Signals at M.P. R178.2 and M.P. R173.9.

NOTE 3: Spring switches at Summit are protected by Approach Signal at M.P. R136.2, Operating Rules 311 and 312 govern. Spring switch marker light located at M.P. R136.6, Operating Rules 313 and 314 govern.

WHEN SIGNAL AT EITHER END OF SIDING IS RED, STOP AND EXAMINE SWITCH POINTS. These signals indicate ONLY the position of the switch points, Rules 313 and 314; they are not Automatic Block signals, therefore do not show if the main track is clear or occupied.

9-a. SPEED RESTRICTIONS
General Speed Restrictions

CONDITIONS	MAXIMUM Miles Per Hour All Trains and Engines
CARS	
Trains handling more than 40 empty multi-levels unless handled as solid block on the rear of train (up to 70 empty multi-levels) or in solid train (up to 150 empty multi-levels)	25
Trains handling more than 40 OTTX flat cars either loaded or empty	30
PRR (or PC or CR) short gons in series 13000-15999 and 500000-502920, loaded	30
empty	35
Short ore hopper cars (35' or less): DM&IR, loaded	40
empty	45
Other, loaded	30
empty	35
Trains handling empty bulkhead flat cars and/or empty woodrack cars, foreign or system EXCEPTION: Restriction does not apply to center beam flat cars.	45
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

9-b. SPEED RESTRICTIONS BY DISTRICT

Except where 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 304 (Diverging Route Clear), a train must approach these turnouts not exceeding the speed authorized for that turnout.

WASHINGTON DISTRICT

BETWEEN AF TOWER AND MONROE (M.P. 165.1)

Passenger trains ..... 79 MPH
Rail Highway trains ..... 60 MPH
Freight trains ..... 50 MPH
Except limit speed between AF Tower and Monroe as follows:
On Horn Track and through turnout connecting Horn Track to No. 2 main track at CR Tower (M.P. 10.7) ..... 35 MPH
Through turnout between south freight track and No. 2 main track at M.P. 10.5 ..... 25 MPH
Maximum authorized speed on the Manassas Wye tracks ..... 10 MPH
Track #2, M.P. 67.3 to M.P. 68.0 ..... 35 MPH

EXCEPT:

THROUGH TURNOUTS

Location	Mile Post	Maximum Speed in MPH Pass.	Freight
C. R. Tower	10.7	45	45
Edsall	12.9	45	40
Burke	20.0	45	40
Clifton	26.8	45	40
Powell	33.8	25	25
South Manassas	35.7	25	25
Bristow	36.4	45	40
Calverton	46.0	45	40
Remington	56.0	45	40
Mountain Run	65.9	45	40
Winston	70.8	45	40
Rapidan	80.0	45	40
Orange	84.7	45	40
Weyburn	92.1	50	45
Gilbert	102.0	50	45
Rio	109.9	50	45
Teel	114.8	45	40
Red Hill	120.4	50	45
Applegate	126.6	50	45
Hamner	132.0	50	45
Oak Ridge	143.4	50	45
Kingswood	148.0	45	40
Tye River	150.1	50	45
Angelo	160.8	50	45
McIvor	164.2	45	40

EXCEPT:

ON CURVES

M.P. Location Between		Speed in MPH Pass./Rhwy.	Frt.	M.P. Location Between		Speed in MPH Pass./Rhwy.	Frt.
AF Tower and Rapidan				**Rapidan and Charlottesville**			
9.1	to 11.0	45	45	79.0	to 79.7	55	50
14.0	to 17.0	60	50	79.7	to 83.0	60	50
17.0	to 18.5	50	50	83.0	to 84.6	40	40
18.5	to 20.1	55	50	84.6	to 85.2	30	30
20.1	to 20.3	50	50	85.2	to 86.0	40	40
20.3	to 23.5	55	50	86.0	to 88.4	65	50
23.5	to 28.2	50	50	88.4	to 88.6	60	50
28.2	to 28.7	40	40	88.6	to 93.6	65	50
28.7	to 30.7	50	50	93.6	to 95.2	60	50
30.7	to 33.0	70	50	95.2	to 95.4	55	50
41.8	to 42.8	65	50	95.4	to 101.7	60	50
56.0	to 57.0	60	50	101.7	to 105.5	65	50
67.0	to 69.0	40	40	105.5	to 106.0	55	50
69.0	to 70.0	55	50	106.0	to 106.3	45	45

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

EXCEPT: **ON CURVES**

M.P. Location Between	Speed in MPH Pass./Rhwy.	Frt.
Rapidan and Charlottesville (Cont'd)		
106.5 to 106.8	50	50
106.8 to 108.1	60	50
108.1 to 108.3	55	50
108.3 to 110.0	60	50
110.0 to 112.0	65	50
Charlottesville and Red Hill		
112.0 to 112.5		
No. 1 trk.	20	20
No. 2 trk.	25	25
112.5 to 115.5	65	50
115.5 to 115.8	55	50
115.8 to 116.8	60	50
116.8 to 117.5	55	50
117.5 to 120.0	60	50
120.0 to 120.4	65	50
Red Hill and McIvor		
120.4 to 124.6	65	50
124.6 to 124.8	60	50
124.8 to 128.0	65	50
128.0 to 128.3	45	45

M.P. Location Between	Speed in MPH Pass./Rhwy.	Frt.
Red Hill and McIvor (Cont'd)		
128.3 to 129.7	60	50
131.5 to 132.5	60	50
132.5 to 133.3	55	50
133.3 to 133.5	45	45
133.5 to 135.2	50	50
135.2 to 135.7	50	45
135.7 to 136.3	50	50
136.3 to 138.4	65	50
138.4 to 138.9	60	50
138.9 to 139.5	45	40
148.0 to 153.5	55	50
153.5 to 156.0	65	50
156.0 to 156.5	60	50
156.5 to 158.3	65	50
158.3 to 159.1	60	50
159.1 to 159.4	55	50
159.4 to 164.1	60	50
McIvor and Monroe		
164.1 to 164.5	60	50
164.5 to 165.1	55	50

BETWEEN MANASSAS AND EDINBURG

ALL TRAINS:

M.P. B 0.00 to M.P. B 1.00	15 MPH
M.P. B 1.00 to M.P. B14.50	45 MPH
M.P. B14.50 to M.P. B23.30	40 MPH
M.P. B23.30 to M.P. B29.00	45 MPH
M.P. B29.00 to M.P. B39.00	35 MPH
M.P. B39.00 to M.P. B50.80	40 MPH
M.P. B50.80 to M.P. B67.90	35 MPH
M.P. B67.90 to M.P. B85.40	10 MPH

EXCEPT:

Limit speed on South Leg of Wye to	10 MPH
Limit speed on Graham Quarry Lead (M.P. B3.0) to	5 MPH
Limit speed through siding at Allison to	25 MPH
Limit speed between M.P. B33.20 and M.P. B33.70 to	25 MPH
Limit speed between M.P. B33.70 and M.P. B35.20 to	20 MPH
Limit speed between M.P. B36.80 and M.P. B37.30 to	30 MPH
Limit speed on VA Division Connection Track to	15 MPH
Limit speed over VA Division Railroad Crossing Riverton Jct. M.P. B50.90 to	10 MPH

EXCEPT: **THROUGH TURNOUTS**

Location	Mile Post	Maximum Speed in MPH Pass.	Freight
Allison	B20.4		25
Allison	B21.8		25

EXCEPT: **ON CURVES**

M.P. Location Between	Speed in MPH Pass. / Frt.	M.P. Location Between	Speed in MPH Pass. / Frt.
B 1.00 to B 3.80	35	B29.50 to B30.20	15
B 8.50 to B 9.50	40	B36.80 to B37.30	30
B14.80 to B16.40	35	B50.50 to B50.80	35

BETWEEN CALVERTON AND CASANOVA

All trains	Yard Speed not exceeding 20 MPH
Except limit speed as follows:	
Both legs of wye	10 MPH

DANVILLE DISTRICT

Between Monroe (M.P. 165.1) and Spencer Yard (M.P. 325.0)	
Passenger trains	79 MPH
Rail Highway trains	60 MPH
Except Train 221 when handling boxcars equipped with roller bearing wheels between Greensboro and Linwood, NC.	60 MPH
Freight trains	50 MPH

Except:

On Virginia Division connection at Montview (M.P. 174.6)	20 MPH
On the north leg of wye at Montview and west leg of wye at Kinney Yard	15 MPH
On yard tracks Kinney Yard, Lynchburg	10 MPH
On SOU-NW connection track at Hurt, Va. (M.P. 197.8)	30 MPH
All trains and engines moving in either direction on main track No. 2 between M.P. 283.3 and M.P. 284.2. (Within these limits the main track switch is not electrically locked.)	20 MPH
On all tracks, NF&D, Danville, Virginia	10 MPH
Within the fence at Goodyear Tire and Rubber Company, NF&D, Danville, Virginia	10 MPH
On Yard tracks 2 and 3 ¼ north yard, Montview, Virginia, from derail to main line switch	10 MPH
On Belt Line, M.P. 305 to M.P. 306.7, Thomasville, N.C.	10 MPH
At Salisbury	
On south leg of wye	10 MPH
On north leg of wye (M.P. S0.0 to M.P. S0.5)	15 MPH
All trains entering or leaving Spencer Yard on inbound or outbound leads	25 MPH

EXCEPT: **THROUGH TURNOUTS**

Location	Mile Post	Maximum Speed in MPH Pass.	Freight
Rivermont	170.8	50	45
Montview	174.6	45	40
Montview (Virginia Div. Connection Track)	174.6	20	20
Walke	180.1	50	45
Deal	190.0	50	45
Lane	195.2	45	40
Hurt	197.8	45	40
Hurt Connection	197.8	30	30
Green	202.1	50	45
Smothers	212.0	50	45
Day	216.7	45	40
White	222.0	50	45
Fall	232.5	50	45
Bentley	239.8	45	40
Swann	245.3	50	45
Sadler	256.1	50	45
Edna	260.4	45	40
Priddy	265.6	50	45
Busick	277.6	50	45
Elm	284.4	45	40
Pomona	287.1	45	40
Cox	289.3	50	45
Hoskins	298.0	50	45
Varner	303.5	45	40
Bowers	309.9	50	45
Lake	314.0	50	45
Maybelle	319.4	45	40
Lee	323.0	45	40

EXCEPT: **THROUGH TURNOUTS (Cont'd)**

Location	Mile Post	Maximum Speed in MPH Pass.	Freight
Sharp	324.5	45	40
Duke	327.4	45	40
Lee	323.0	45	40
Sharp	324.5	45	40

EXCEPT: **ON CURVES**

M.P. Location Between	Speed in MPH Pass./Rhwy.	Frt.
Monroe and Harris		
165.1 to 167.0	55	50
167.0 to 168.5	65	50
168.5 to 169.1	60	50
Harris and Walke		
169.1 to 173.8	40	40
173.8 to 175.0	50	50
178.0 to 178.5	60	50
178.5 to 180.0	70	50
Walke and Smothers		
186.0 to 186.8	70	50
187.0 to 188.0	55	50
188.0 to 194.5	70	50
194.5 to 196.3	55	50
196.3 to 198.0	55	50
198.0 to 198.4		
No. 1 trk.	45	40
No. 2 trk.	40	40
198.4 to 202.8	55	50
202.8 to 203.1	45	45
203.1 to 204.4	65	50
207.5 to 208.0	55	50
208.0 to 209.3	50	50
209.3 to 211.5	70	50
211.5 to 212.0	65	50
Smothers and Swann		
212.0 to 214.0	70	50
214.0 to 218.9	60	50
218.9 to 219.2	45	45
219.2 to 220.0	55	50
220.0 to 222.0	60	50
222.0 to 224.5	70	50
224.5 to 227.0	60	50
227.0 to 227.5	65	50
227.5 to 234.7	70	50
234.7 to 235.0	55	50
235.0 to 237.5	40	35
240.0 to 241.9	50	50
241.9 to 244.8	65	50
244.8 to 245.3	55	50

M.P. Location Between	Speed in MPH Pass./Rhwy.	Frt.
Swann and Reidsville		
245.3 to 245.7	60	50
245.7 to 246.3	45	45
246.3 to 247.3	55	50
248.1 to 248.3	50	45
248.3 to 251.0	60	50
251.0 to 254.0	70	50
254.0 to 254.2	65	50
254.2 to 256.0	70	50
256.0 to 256.7	50	45
256.7 to 257.7	65	50
257.7 to 259.1	60	50
259.1 to 260.0	45	45
Reidsville and Greensboro		
260.0 to 260.2	60	50
260.2 to 262.6		
No. 1 trk.	70	50
No. 2 trk.	60	50
262.6 to 266.0	70	50
266.0 to 267.5	65	50
267.5 to 269.5	70	50
269.5 to 270.0	65	50
270.0 to 278.4	70	50
278.4 to 280.9	65	50
280.9 to 281.2	50	50
281.2 to 283.3	55	50
283.3 to 284.2	20	20
Greensboro and Lee		
284.2 to 290.5	65	50
293.5 to 294.5	65	50
294.5 to 295.5	60	50
295.5 to 298.0	65	50
309.4 to 316.6	70	50
316.6 to 317.0	65	50
317.0 to 319.0	70	50
319.7 to 320.1	60	50
322.0 to 322.3	60	50

BETWEEN GREENSBORO AND GOLDSBORO

Passenger trains	M.P. H0.0 to M.P. H73.0 (Fetner)	59 MPH
	M.P. H80.9 (Boylan) to M.P. 109.2 (Selma Jct.)	49 MPH
All trains	M.P. H73.0 (Fetner) to SOU Jct.-Raleigh (Boylan) CSXT	CSXT Rules
Freight trains	M.P. H0.0 to M.P. H73.0 (Fetner)	49 MPH
	M.P. H80.9 (Boylan) to Goldsboro	40 MPH

Except: Limit speed as follows:

All trains

Over D&S Automatic Interlocking, Durham, N.C. M.P. H57.4 ..... 20 MPH

Through interlocking plant — Boylan (M.P. H80.9) ..... 20 MPH

All trains and engines moving on main track between Boylan, M.P. H80.9 and Cabarrus St., M.P. H81.2 (Within these limits, switches are not electrically locked.) ..... 20 MPH

Hand-thrown switches between Cabarrus Street, M.P. H81.2 and Garner, M.P. H87.8, except Cargill, M.P. H81.8, Winn Dixie, M.P. H82.9, and K&L Scrap, M.P. H83.2, are not equipped with electric locks. Trains must not clear main line between Cabarrus Street, M.P. H81.2, and Garner, M.P. H87.8, except at Cargill, M.P. H81.8, Winn Dixie, M.P. H82.9, and K&L Scrap, M.P. H83.2.

All trains, other than AMTRAK over Bridge M.P. 95.2 ..... 25 MPH

On connection track, Selma Junction, N.C., M.P. H109.3 ..... 25 MPH

Over railroad crossing at grade interlocked Selma, N.C., M.P. H109.4 ..... 20 MPH

On CP&L lead—Goldsboro, yard speed not exceeding ..... 20 MPH

On all tracks CP&L yard, Goldsboro, N.C. ..... 10 MPH

On Old Main Line, Goldsboro, N.C. (M.P. H127.5) ..... 10 MPH

On all yard tracks at Goldsboro, N.C. ..... 10 MPH

Except:

All sidings and industry tracks unless otherwise provided ..... 10 MPH

EXCEPT: **THROUGH TURNOUTS**

Location	Mile Post	Maximum Speed in MPH Pass.	Freight
Elm ("H" Line)	284.3	15	15
Fetner (CSXT Jct.)	H73.0	25	15
Boylan (From & To Raleigh Yd. via Sou Jct.)		10	10
Boylan (From & To Raleigh Station)		20	20
Selma Jct.	H109.3	25	25
Selma	H109.7	15	15
Selma	H111.0	25	25

EXCEPT **ON CURVES BETWEEN**

M.P. Location Between	Speed in MPH Pass./Rhwy.	Frt.
Greensboro and Goldsboro		
H 6.0 to H 6.1	55	49
H 21.9 to H 22.2	50	49
H 22.2 to H 26.3	55	49
H 26.3 to H 27.1	45	40
H 27.4 to H 27.8	55	49
H 27.8 to H 27.9	50	45
H 27.9 to H 28.6	45	40
H 36.3 to H 36.7	55	49
H 37.7 to H 38.0	55	49
H 38.0 to H 38.6	50	45
H 38.6 to H 38.9	55	49
H 39.5 to H 40.3	45	40
H 41.8 to H 42.3	45	40
H 42.3 to H 42.9	55	49
H 43.4 to H 43.7	55	49
H 44.9 to H 45.3	45	40

M.P. Location Between	Speed in MPH Pass./Rhwy.	Frt.
Greensboro and Goldsboro (Cont'd)		
H 45.6 to H 46.5	55	49
H 47.1 to H 47.3	55	49
H 48.1 to H 48.4	45	40
H 50.4 to H 50.9	45	40
H 51.2 to H 51.5	55	49
H 51.8 to H 53.5	50	45
H 53.6 to H 57.1	35	35
H 57.8 to H 59.4	50	45
H 59.4 to H 59.9	55	49
H 64.5 to H 64.9	55	49
H 69.0 to H 70.5	55	49
H 72.6 to H 73.0	45	40
H 73.2 to H 73.6	45	45
H 84.2 to H 85.4	45	40
H109.6 to H110.0		25
H127.5 to H130.0		10

BETWEEN O&H JCT. AND EAST DURHAM

All trains - M.P. D54.5 (O&H Jct.) to M.P. D72.6 ..... 25 MPH
M.P. D72.6 to M.P. D86.4 (East Durham) ... 35 MPH

Except:
All **loaded** ballast trains between O&H Junction, Milepost D54.5 and Butner, North Carolina, Milepost D72.6 must not exceed ..... 10 MPH

BETWEEN O&H JCT. AND HENDERSON

All trains ..... 25 MPH
Except:
At M.P. 110.5 ..... 10 MPH
At M.P. 111.4 ..... 10 MPH

EXCEPT: **ON CURVES**

M.P. Location Between	Speed in MPH Pass. / Frt.	M.P. Location Between	Speed in MPH Pass. / Frt.
111.70 to 112.0	10		

BETWEEN JEFFERSON ST. (LYNCHBURG) AND DURMID-OLD MAIN LINE

All trains ..... 10 MPH

BETWEEN DUNDEE AND RINGGOLD

All trains ..... 20 MPH
Except
Between M.P. F0.0 and M.P. F1.0 ..... 10 MPH

BETWEEN GLENN AND CARRBORO

All trains ..... 10 MPH

BETWEEN STOKESLAND (M.P. 5.3DW) AND EDEN (M.P. 25.9L)

All trains - M.P. 5.3DW to M.P. 19.7DW ..... 30 MPH
M.P. 19.7L to M.P. 25.0L ..... 30 MPH
M.P. 25.0L to M.P. 25.9L ..... 10 MPH
Except
Over switch at M.P. 19.7L ..... 10 MPH

EXCEPT: **ON CURVES BETWEEN**

M.P. Location Between	Speed in MPH Pass. / Frt.	M.P. Location Between	Speed in MPH Pass. / Frt.
5.3DW to 5.8DW	10	16.0DW to 16.2DW	25
5.8DW to 6.4DW	15	16.2DW to 16.4DW	10
6.4DW to 7.1DW	20	16.4DW to 16.9DW	20
7.1DW to 7.2DW	15	16.9DW to 17.2DW	25
7.2DW to 7.4DW	20	19.7L to 20.0L	15
10.8DW to 11.0DW	25	23.4L to 23.6L	20

BETWEEN HIGH POINT AND ASHEBORO

All trains ..... 25 MPH
Except:
M.P. M0.0 to M.P. M3.0 ..... 10 MPH
Limit speed to 10 MPH on Wye track, M.P. M1.5 to M.P. M1.9, South High Point, N.C.
M.P. M27.0 to M.P. M30.7 ..... 10 MPH

CHARLOTTE NORTH DISTRICT

BETWEEN SPENCER YARD (M.P. 325.0) AND GREENVILLE (M.P. 484.4)

Passenger trains ..... 79 MPH
Rail Highway trains ..... 60 MPH
Freight trains ..... 50 MPH
On inbound or outbound leads Spencer Yard, yard speed not exceeding ..... 25 MPH

At Salisbury
On south leg of wye track ..... 10 MPH
On north leg of wye track (M.P. S0.0 to M.P. S0.5) ..... 15 MPH
M.P. 375.6 to M.P. 376.8 ..... 35 MPH
Over CSXT crossings at Graham, M.P. 377.1, main tracks No. 1 and No. 2 ..... 30 MPH
All trains and engines in either direction on Track No. 1 or Track No. 2 between M.P. 483.6 and M.P. 484.4. The hand throw main track switches within these limits are not electrically locked ..... 20 MPH

EXCEPT: **THROUGH TURNOUTS**

Location	Mile Post	Maximum Speed in MPH Pass.	Freight
Duke	327.4	45	40
Salisbury	333.1	45	40
Salisbury	333.7	45	40
Reid	337.3	50	45
North Kannapolis	347.3	50	45
Adams	354.1	45	40
Haydock	360.1	50	45
Junker	372.2	50	45
AT&O (dual-control crossovers)	375.2	15	15
Charlotte Jct.	380.8	45	40
Paw Creek	385.7	50	45
South Fork	390.6	50	45
Ranlo	396.7	45	40
Arlington	402.3	50	45
Sewell	408.6	50	45
Hudson	413.6	45	40
Grover	418.7	50	45
Broad River	427.2	50	45
Cherokee	432.8	45	40
Thicketty	437.5	50	45
Beaumont	451.3	50	45
Hayne Jct. (dual-control crossovers)	453.6	15	15
Frey Creek	459.5	45	40
Lyman	464.8	50	45
Taylor	475.9	50	45
Worley	481.0	45	40

ON CURVES

M.P. Location Between			Speed in MPH Pass./ Rhwy.	Frt.	M.P. Location Between			Speed in MPH Pass./ Rhwy.	Frt.
327.4	to	328.0	45	45	432.0	to	435.0	55	50
328.0	to	330.0	65	50	435.0	to	442.8	60	50
330.0	to	334.5	50	50	442.8	to	443.5	55	50
342.4	to	355.0	65	50	443.5	to	450.5	60	50
355.0	to	360.0	60	50	452.7	to	452.8	35	35
360.0	to	374.8	70	50	452.8	to	455.0	40	35
374.8	to	375.6	60	50	455.0	to	458.0	60	50
375.6	to	376.8	35	35	458.0	to	458.4	55	50
376.8	to	377.3	30	30	458.4	to	463.0	60	50
378.2	to	390.5	60	50	463.0	to	467.2	45	40
390.5	to	391.5	45	45	467.2	to	468.0	50	50
391.5	to	398.4	60	50	468.0	to	470.0	70	50
398.4	to	399.3	55	50	470.5	to	478.2	60	50
399.3	to	405.2	60	50	478.2	to	478.6	55	50
405.2	to	406.1	55	50	478.6	to	480.0	60	50
406.1	to	406.4	50	50	480.0	to	483.0	65	50
406.4	to	419.0	60	50	483.0	to	483.5	45	40
419.0	to	422.1	70	50	483.5	to	484.4	20	20
422.1	to	432.0	60	50					

BETWEEN POMONA AND OLD SALEM YARD—K24.0

All trains ..... 35 MPH
Except: Pomona - over Wye Tracks ..... 10 MPH
Capitol Lead, M.P. K4.2 ..... 5 MPH
Lindley Lead, M.P. K4.3 ..... 5 MPH
Sequoia Supply, M.P. K4.3 ..... 5 MPH
All sidings, and industry tracks unless otherwise provided ..... 10 MPH

EXCEPT: **ON CURVES BETWEEN**

M.P. Location Between	Speed in MPH Pass. / Frt.	M.P. Location Between	Speed in MPH Pass. / Frt.
K13.7 to K14.2	30		

BETWEEN OLD SALEM YARD (K24.0) AND RURAL HALL (K37.0)

All trains ..... 30 MPH
Except: Winston-Salem - W.S.S.B interlocking limits ..... 15 MPH
All sidings, and industry tracks unless otherwise provided ..... 10 MPH

EXCEPT: **ON CURVES**

M.P. Location Between	Speed in MPH Pass. / Frt.	M.P. Location Between	Speed in MPH Pass. / Frt.
K24.0 to K26.0	20	K28.0 to K28.2	25
K26.0 to K26.7	25	K31.8 to K32.0	25

BETWEEN WINSTON JCT. AND CHARLOTTE

All trains ..... 35 MPH
Except:
Through switch Winston Jct. ..... 15 MPH
In all R.J. Reynolds track Davie, N.C. (M.P. L19.0) ..... 10 MPH
Spencer cut-off track (M.P. L38.9 M.P. S11.0.) ..... 15 MPH
On Wye tracks Barber ..... 10 MPH
Within interlocking Barber ..... 20 MPH
Over Wye track Mooresville (M.P. L53.1) ..... 10 MPH
On Armitage Shanks Lead Track (M.P. O29.1 - M.P. O30.6) ..... 10 MPH
Between Atando Jct. (M.P. O2.7) and Tryon Street, Charlotte ..... 10 MPH
Between Charlotte, N.C. and Winston Salem, N.C. on "L" line between M.P. L0.0 and M.P. L53.5 and on "O" line betwen M.P. O4.0 and M.P. O29.5, all unit grain trains and all trains with SD (six-axle) power ..... 25 MPH

EXCEPT: **ON CURVES BETWEEN**

M.P. Location Between	Speed in MPH Pass. / Frt.	M.P. Location Between	Speed in MPH Pass. / Frt.
L 0.0 to L 1.4	25	L19.6 to L21.7	30
L 1.7 to L 2.7	30	L22.2 to L24.4	30
L13.8 to L15.5	30		

BETWEEN GREENSBORO AND SANFORD

All trains
Between Greensboro and Gulf (M.P. CF120.7) ..... 30 MPH
Between Gulf (M.P. CF120.7) and Sanford (CF130.1) ..... 25 MPH
Except: Between M.P. CF68.3 and M.P. CF69.9 ..... 10 MPH
Between M.P. CF69.9 and M.P. CF72.0 ..... 25 MPH
Between M.P. CF120.4 and M.P. CF120.7 including through ACWR Junction Switch ..... 10 MPH

EXCEPT: **ON CURVES BETWEEN**

M.P. Location Between	Speed in MPH Pass. / Frt.	M.P. Location Between	Speed in MPH Pass. / Frt.
CF68.5 to CF68.9	10	CF109.5 to CF109.7	20

BETWEEN YADKIN JCT. AND ALBEMARLE

All trains ..... 25 MPH
Except:
M.P. N14.8 to M.P. N15.3 ..... 10 MPH
M.P. N19.0 to M.P. N24.0 ..... 10 MPH
M.P. N28.3 to M.P. N31.7 ..... 10 MPH

BETWEEN HALLS FERRY JCT. AND BADIN

All trains ..... 25 MPH

EXCEPT: **ON CURVES BETWEEN**

M.P. Location Between	Speed in MPH Pass. / Frt.	M.P. Location Between	Speed in MPH Pass. / Frt.
WF5.6 to WF6.1	10	WF9.1 to WF9.3	10

CHARLOTTE SOUTH DISTRICT

BETWEEN GREENVILLE (M.P. 484.4) AND HOWELL (M.P. 635.21)

Passenger trains ..... 79 MPH
Rail Highway trains ..... 60 MPH
Freight trains ..... 50 MPH
Except:
Over CSXT crossing at M.P. 585.0 ..... 35 MPH
Between M.P. 631.5 and M.P. 633.3 ..... 40 MPH
Between M.P. 633.3 and M.P. 634.7 ..... 35 MPH
Between M.P. 634.7 and Howell (M.P. 635.21) ..... 15 MPH

EXCEPT: **THROUGH TURNOUTS**

Location		Mile Post	Maximum Speed in MPH Pass.	Freight
Fallis	(crossover)	486.5	45	40
Crosswell		489.2	45	40
Haywood		493.6	45	40
Metler	(crossover)	498.5	45	40
Traber		504.1	45	40
Johnson		508.0	45	40
Rowland		511.9	45	40
Keowee		517.0	45	40
Courtenay	(crossover)	519.6	45	40
Cheney		525.6	45	40
Jason		530.2	45	40
Hunter		533.8	45	40
Tugalo		542.1	45	40
Park	(crossover)	545.1	45	40
Ayersville	(crossover)	552.0	45	40
Mt. Airy	(crossover)	558.0	45	40
Baldwin		562.0	45	40
Yonah		569.1	45	40
Cagle		574.0	45	40
Red Lane		581.1	45	40
Midland	(crossover)	585.0	45	40
Chicopee		588.0	45	40
Grif		592.3	45	40
Allen		594.8	45	40
Walters		599.8	45	40
Shadow Brook		605.2	45	40
Duluth		612.7	45	40
Carolina		615.0	45	40
Norcross		619.0	45	40
Ray	(crossover)	621.4	45	40
Goodwin	(crossover)	626.3	45	40
Foremost	(crossover)	630.9	45	40

ON CURVES BETWEEN

M.P. Location Between			Speed in MPH Pass. / Frt.	Rhwy.	M.P. Location Between			Speed in MPH Pass. / Frt.	Rhwy.
484.4	to	484.5	20	20	502.0	to	503.2	50	50
484.5	to	486.0	50	50	503.2	to	505.2	60	50
486.0	to	493.4	60	50	505.2	to	505.5	50	50
494.4	to	494.7	65	50	505.5	to	506.5	65	50
496.1	to	496.5	45	45	506.7	to	508.7	50	50
496.5	to	497.0	50	50	509.5	to	516.8	60	50
497.0	to	502.0	60	50	517.2	to	522.0	65	50

ON CURVES BETWEEN (Cont'd)

M.P. Location Between			Speed in MPH Pass. / Rhwy.	Frt.	M.P. Location Between			Speed in MPH Pass. / Rhwy.	Frt.
522.0	to	522.6	45	40	571.2	to	573.0	60	50
522.6	to	523.1	55	50	577.4	to	578.6	65	50
523.1	to	527.5	60	50	578.6	to	579.3	60	50
527.5	to	530.5	65	50	581.4	to	584.0	65	50
530.5	to	536.8	60	50	584.0	to	584.2	55	50
536.8	to	541.4	60	50	584.2	to	595.3	60	50
541.4	to	542.0	55	50	595.3	to	595.8	65	50
542.0	to	547.0	60	50	598.6	to	602.1	60	50
549.5	to	552.2	65	50	602.1	to	602.4	55	50
552.2	to	552.6	60	50	602.4	to	604.3	60	50
552.6	to	553.9	55	50	607.9	to	608.1	65	50
553.9	to	556.1	60	50	608.1	to	609.7	60	50
558.3	to	559.0	60	50	612.4	to	6.. 7	65	50
559.0	to	561.2	55	50	613.7	to	614.1	60	50
561.2	to	562.5	60	50	618.0	to	627.3	60	50
562.5	to	562.7	55	50	627.3	to	630.0	50	50
562.7	to	567.1	60	50	630.0	to	635.3	40	40
567.1	to	571.2	55	50					

BETWEEN BELTON AND WALHALLA

All trains

Between M.P. Z0.0 and M.P. Z10.0	10 MPH
Between M.P. Z10.0 and M.P. Z34.5	35 MPH
Except at M.P. Z16.0	25 MPH
M.P. Z24.5	25 MPH
Between M.P. Z34.5 and M.P. Z36.3	10 MPH
Between M.P. Z36.3 and M.P. Z43.0	25 MPH
Between M.P. Z43.0 and M.P. Z44.0	10 MPH

BETWEEN LULA AND WATKINSVILLE

All trains	35 MPH
Except between M.P. NE36.5 and M.P. F95.0	10 MPH

BETWEEN TOCCOA AND ELBERTON

All trains	25 MPH
Except between M.P. P35.40 and M.P. P35.50	10 MPH
M.P. P43.50 and M.P. P43.60	10 MPH
M.P. P48.8 and M.P. P49.0	10 MPH

BETWEEN GREENVILLE AND PIEDMONT

Except as otherwise restricted, trains and engines will observe yard speed not exceeding 10 MPH on the V-line between C&G Junction (M.P. V143.4) and Dunbar Street (M.P. V142.5). Train and engines will observe yard speed not exceeding 25 MPH between Dunbar Street (M.P. 142.5) and Piedmont (M.P. V132) and will observe yard speed not exceeding 10 MPH on the Donaldson Center Lead.

NS DISTRICT

BETWEEN MACKEYS AND RALEIGH (M.P. NS231.2)

All Trains - M.P. NS 82.7 to M.P. NS 90.0	25 MPH
M.P. NS 90.0 to M.P. NS125.4	40 MPH
M.P. NS125.4 to M.P. NS126.9	10 MPH
M.P. NS126.9 to M.P. NS132.0	40 MPH
M.P. NS132.0 to M.P. NS158.5	49 MPH
M.P. NS158.5 to M.P. NS176.1	40 MPH
M.P. NS176.1 to M.P. NS181.9	49 MPH
M.P. NS181.9 to M.P. NS185.0	35 MPH
M.P. NS185.0 to M.P. NS202.0	49 MPH
M.P. NS202.0 to M.P. NS230.5	49 MPH

Except:

Over #1, #2, and #3 Storage Tracks, Plymouth, N.C.	10 MPH
In siding Alligoods	10 MPH
Drawbridge over Pamlico River (M.P. NS126.1)	10 MPH
On all yard tracks, Chocowinity, N.C.	10 MPH
In siding at Simpson, N.C., M.P. NS141.1	10 MPH
Over railroad crossing, M.P. NS160.4	25 MPH
M.P. NS182.3 (CSXT Interlocking)	20 MPH

EXCEPT **ON CURVES BETWEEN**

M.P. Location Between	Speed in MPH Pass./Frt.	M.P. Location Between	Speed in MPH Pass./Frt.
NS106.1 to NS107.0	30	NS203.0 to NS203.6	40
NS114.6 to NS115.2	30	NS204.8 to NS205.1	40
NS117.7 to NS117.8	30	NS209.8 to NS210.7	40
NS129.8 to NS130.2	10	NS213.8 to NS224.2	40
NS194.0 to NS194.2	45	NS224.2 to NS228.0	35

BETWEEN RALEIGH AND CUMNOCK

All trains	25 MPH

EXCEPT: **THROUGH TURNOUTS**

Location	Mile Post	Maximum Speed in MPH Pass.	Freight
Varina	NS250.7/VF0.0		10

BETWEEN VARINA AND FAYETTEVILLE

All trains	35 MPH
Except:	
M.P. VF13.6 to VF13.9 (over Cade River Bridge)	10 MPH
M.P. VF17.0 to VF17.9	25 MPH
M.P. VF41.8 to VF43.0	10 MPH

EXCEPT **ON CURVES BETWEEN**

M.P. Location Between	Speed in MPH Pass./Frt.	M.P. Location Between	Speed in MPH Pass./Frt.
VF 0.0 to VF 0.2	25	VF 14.8 to VF 15.2	25
VF 0.2 to VF 3.8	30	VF 18.8 to VF 19.6	30
VF 7.4 to VF 7.7	30	VF 21.1 to VF 25.3	30
VF 8.9 to VF 13.6	30	VF 30.4 to VF 30.6	30
VF 13.9 to VF 14.1	25	VF 35.5 to VF 35.7	30
VF 14.1 to VF 14.8	30	VF 37.7 to VF 38.2	30

BETWEEN PHOSPHATE JCT. AND LEE CREEK

All trains

M.P. WL0.0 to M.P. WL0.5	10 MPH
M.P. WL0.5 to M.P. WL30.5	30 MPH
M.P. WL30.5 to M.P. WL31.5	10 MPH

Except

In Texas Gulf Plant, Lee Creek, N. C.	10 MPH

BETWEEN CHOCOWINITY AND NEW BERN

All trains

M.P. NB0.0 to M.P. NB21.5	35 MPH
M.P. NB21.5 to M.P. NB29.0	30 MPH
M.P. NB29.0 to M.P. 30.7	10 MPH

Except

From Weyco, N.C. (M.P. NB21.5) to Weyerhaeuser yard speed not exceeding 20 MPH and 10 MPH in plant.	
Over Neuse River Bridge (M.P. NB30.0)	10 MPH
On all yard tracks, Chocowinity, N.C.	10 MPH

A&EC DISTRICT

BETWEEN GOLDSBORO AND MOREHEAD CITY

All trains - Goldsboro (M.P. EC0.0) to (M.P. EC29)	25 MPH
M.P. EC29 to M.P. EC37.2	30 MPH
M.P. EC37.2 to M.P. EC57.0	25 MPH
M.P. EC57.0 to M.P. EC59.3	10 MPH
M.P. EC59.3 to M.P. EC94.0	30 MPH

PIEDMONT DIVISION

Except:
- Between M.P. EC0.3 and M.P. EC1.5 ..... 10 MPH
- On Barrus Track, M.P. EC28.2 from Adams Switch to end Barrus Track ..... 5 MPH
- Over Trent River Drawbridge M.P. EC59.3 ..... 10 MPH
- Between Havelock and Cherry Point ..... 10 MPH
- Over Neuse River Bridge ..... 10 MPH
- On all yard and siding tracks on A&EC ..... 10 MPH

BETWEEN HAVELOCK, CAMP LEJEUNE AND KELLUM

All trains ..... 25 MPH

Except:
- On White Oak River Trestle from M.P. CL13.7 to M.P. CL14.0 ..... 10 MPH
- On inside wye Camp Le Jeune M.P. CL0.0, outside wye Camp LeJeune, M.P. CL2.7, and on wye Marine Jct. M.P. CL8.0 ..... 10 MPH

EXCEPT — ON CURVES BETWEEN

M.P. Location Between	Speed in MPH Pass. / Frt.	M.P. Location Between	Speed in MPH Pass. / Frt.
CK 6.3 to CK 8.1	10		

COLUMBIA DISTRICT

BETWEEN CHARLOTTE JCT. AND COLUMBIA

All trains ..... 50 MPH

Except:
- Over tracks in Arrowood Industrial Area (M.P. R9.5) ..... 10 MPH
  - Except: Over Kemwove track ..... 5 MPH
- Over CSXT R.R. crossing (M.P. R43.4) ..... 40 MPH
- On any track over CSXT R.R. grade crossing (M.P. SC127.3) ..... 10 MPH
- Over Celanese lead and storage tracks (M.P. R21) ..... 10 MPH
- Trains or engines operating on tracks other than *main track in Rock Hill yard must not exceed* ..... 10 MPH
- All sidings and industry tracks unless otherwise provided ..... 10 MPH

EXCEPT — ON CURVES BETWEEN

M.P. Location Between	Speed in MPH Pass. / Frt.	M.P. Location Between	Speed in MPH Pass. / Frt.
R 11.5 to R 11.9	40	R 70.9 to R 71.1	35
R 16.1 to R 16.5	45	R 73.5 to R 74.0	45
R 23.3 to R 24.0	40	R 76.6 to R 76.8	45
R 24.0 to R 26.0	45	R 79.5 to R 80.9	45
R 39.1 to R 39.3	45	R 83.0 to R 83.6	40
R 44.6 to R 45.0	45	R 85.4 to R 85.6	45
R 47.8 to R 48.3	45	R 97.2 to R 98.1	45
R 57.8 to R 58.8	45	R 99.2 to R101.0	45
R 61.9 to R 62.4	45	R106.0 to R107.8	35
R 62.4 to R 62.9	35	R107.8 to R SC128.0	20
R 62.9 to R 64.7	45	R108.9 to R109.8	20
R 66.6 to R 66.8	45	R109.8 to R110.4	40
R 68.6 to R 68.9	40		

BETWEEN COLUMBIA AND AUGUSTA

All trains ..... 49 MPH

Except: Between M.P. R189.4 and M.P. R190.2 ..... 25 MPH
Between M.P. R190.2 and M.P. R190.5 ..... 10 MPH

- On any track over CSXT R.R. grade crossing (M.P. SC127.3) do not exceed ..... 10 MPH
- All sidings and industry tracks unless otherwise provided ..... 10 MPH

EXCEPT — ON CURVES BETWEEN

M.P. Location Between	Speed in MPH Pass. / Frt.	M.P. Location Between	Speed in MPH Pass. / Frt.
R 121.6 to R 122.3	45	R 173.2 to R 173.8	35
R 129.7 to R 133.7	45	R 173.8 to R 179.3	45
R 168.4 to R 168.7	45	SA 64.7 to SA 71.4	45
R 168.7 to R 169.1	35	SA 71.4 to SA 72.0	35
R 169.1 to R 170.3	45	SA 72.0 to SA 73.2	45
R 171.1 to R 173.2	45		

BETWEEN COLUMBIA AND SPARTANBURG

All trains ..... 45 MPH

Except:
- Through dual control crossovers at Beaumont, do not exceed ..... 25 MPH
- Over Broad River Bridge M.P. W115.6 ..... 20 MPH
- Over Greenville Line Junction switch at Alston (M.P. W135.5), do not exceed ..... 25 MPH
- On any track over CSXT R.R. grade crossing (M.P. SC127.3), do not exceed ..... 10 MPH

EXCEPT — ON CURVES BETWEEN

M.P. Location Between	Speed in MPH Pass. / Frt.	M.P. Location Between	Speed in MPH Pass. / Frt.
W 67.7 to W 68.8	25	W127.9 to W128.1	40
W 68.8 to W 70.8	30	W133.6 to W134.6	40
W 87.0 to W 87.2	40	W134.6 to W135.6	25
W 92.3 to W 92.7	40	W135.9 to W136.2	35
W 95.5 to W 95.9	25	W147.7 to W148.1	35
W 96.9 to W 97.2	40	W158.8 to W160.7	40
W115.4 to W116.2	20	W160.7 to W161.0	25
W116.4 to W123.8	40	W161.0 to Andrews Yd.	20

BETWEEN COLUMBIA AND SPRINGFIELD

All trains ..... 25 MPH

BETWEEN ALSTON AND BRICKDALE

All trains ..... 35 MPH

Except at:
- M.P. V26.0 ..... 10 MPH
- Between M.P. V56.3 and M.P. V71.0 ..... 30 MPH
- All sidings and industry tracks unless otherwise provided ..... 10 MPH

EXCEPT: — ON CURVES BETWEEN

M.P. Location Between	Speed in MPH Pass. / Frt.	M.P. Location Between	Speed in MPH Pass. / Frt.
V25.0 to V25.5	25	V68.0 to V68.2	15
V64.0 to V65.0	25		

WARRENVILLE AND OAKWOOD

All trains ..... 25 MPH

AIKEN AND N. AIKEN (INDUSTRIAL LEAD)

All trains - Yard speed not exceeding ..... 10 MPH

BETWEEN EDGEFIELD AND TRENTON (INDUSTRIAL LEAD)

All trains - Yard speed not exceeding ..... 10 MPH

ASHEVILLE DISTRICT

SALISBURY AND OLD FORT (M.P. S111.1)

Rail Highway trains ..... 60 MPH

Freight trains ..... 45 MPH

Except:
- On South leg of wye ..... 10 MPH
- Between M.P. S0.0 and M.P. S0.5 ..... 15 MPH

Barber - within interlocking limits ..... 40 MPH
On all Wye tracks ..... 10 MPH
On Spencer cut off track (M.P. L38.9 - M.P. S11.0) ..... 15 MPH
Catawba, N.C. - on Plant Marshall Lead ..... 35 MPH
On Yard Tracks 1 through 6 ..... 10 MPH
All other tracks ..... 5 MPH
Bridgewater - on siding ..... 10 MPH

EXCEPT **ON CURVES BETWEEN**

M.P. Location Between			Speed in MPH Pass./ Rhwy.	Frt.	M.P. Location Between			Speed in MPH Pass./ Rhwy.	Frt.
S 4.3	to	S 6.0	50	45	S 64.9	to	S 65.2	45	45
S 6.0	to	S 7.2	40	40	S 65.2	to	S 67.1	50	45
S 7.2	to	S 30.2	50	45	S 67.1	to	S 67.4	45	45
S 30.2	to	S 32.8	45	40	S 67.4	to	S 70.0	50	45
S 32.8	to	S 33.0	40	35	S 70.0	to	S 76.7	45	40
S 33.0	to	S 34.8	50	45	S 76.7	to	S 78.2	40	40
S 34.8	to	S 35.2	45	40	S 78.2	to	S 78.4	35	35
S 35.2	to	S 37.2	50	45	S 79.4	to	S 81.9	40	40
S 37.2	to	S 37.6	25	20	S 81.9	to	S 88.6	45	40
S 37.6	to	S 45.4	50	45	S 88.6	to	S 89.8	35	35
S 45.4	to	S 46.0	45	45	S 89.8	to	S 90.6	25	25
S 46.0	to	S 47.2	50	45	S 90.6	to	S 92.2	45	40
S 47.2	to	S 48.1	15	15	S 92.2	to	S 92.8	40	40
S 48.1	to	S 50.1	50	45	S 92.8	to	S 96.8	45	40
S 50.1	to	S 50.3	40	40	S 96.8	to	S 97.5	40	40
S 50.3	to	S 54.7	50	45	S 97.5	to	S103.9	45	40
S 54.7	to	S 58.0	45	40	S103.9	to	S107.2	50	45
S 58.0	to	S 64.9	50	45	S107.2	to	S111.1	40	35

BETWEEN OLD FORT (M.P. S111.1) AND RIDGECREST (M.P. S123.1)
Rail Highway trains ..... 30 MPH
All freight trains ..... 20 MPH
Except - Eastward trains between M.P. S123.0 and M.P. S111.5 for train handling on grade ..... 15 MPH
Light engines or engines with caboose only ..... 25 MPH

EXCEPT **ON CURVES BETWEEN**

M.P. Location Between			Speed in MPH Pass. / Frt.		M.P. Location Between			Speed in MPH Pass. / Frt.	
S121.6	to	S123.3	25	25					

BETWEEN RIDGECREST (M.P. S123.1) AND ASHEVILLE (M.P. S138.2)
Rail Highway trains ..... 60 MPH
Freight trains ..... 45 MPH
Except: Ridgecrest - on siding ..... 10 MPH
Grovestone Industry Leead - M.P. S127.9 ..... 5 MPH
Asheville on Wye Track ..... 10 MPH

EXCEPT **ON CURVES BETWEEN**

M.P. Location Between			Speed in MPH Pass./ Rhwy.	Frt.	M.P. Location Between			Speed in MPH Pass./ Rhwy.	Frt.
S121.6	to	S123.3	25	25	S136.2	to	S136.9	35	35
S123.3	to	S128.3	45	45	S136.9	to	S137.5	30	30
S128.3	to	S129.3	40	40	S137.5	to	S138.2	25	25
S129.3	to	S136.2	40	35					

ASHEVILLE YARD
No 1 and No. 2 main tracks between Asheville (M.P. S138.2) and Murphy Jct. (M.P. S142.3) ..... 20 MPH
All yard tracks Nos. 2 thru 17 (M.P. S141.3) ..... 10 MPH
All industrial tracks in Asheville Terminal ..... 5 MPH

CRAGGY LINE (INDUSTRIAL LEAD)
All trains ..... 10 MPH

ASHEVILLE (M.P. W0.0) AND HAYNE (M.P. W65.8)
All trains ..... 50 MPH
Cane Creek Lead (W10.4) ..... 10 MPH
CP&L Lead and Yard ..... 10 MPH

BETWEEN SALUDA AND MELROSE
Eastbound:
Freight trains, with dynamic brakes operative ..... 8 MPH
Except that a minimum of 22 minutes must be used.
Light engines or engines with caboose only ..... 15 MPH
Except that a minimum of 12 minutes must be used.
The above speeds apply between STOP Board at crest of mountain Saluda and Melrose.

Westbound:
All trains ..... 20 MPH
Except through turnout at:
Sigsbee (W62.0) ..... 25 MPH

SALUDA, NC (M.P. W32)
Westbound trains must not block Moody Crossing unnecessarily. Eastbound trains must not block crossing except to balance train and turn up retainers.
Tryon, N.C. (M.P. W40.3 to M.P. W41.2) ..... 25 MPH

EXCEPT **ON CURVES BETWEEN**

M.P. Location Between			Speed in MPH Pass. / Frt.	M.P. Location Between			Speed in MPH Pass. / Frt.
W 0.0	to	W 3.2	25	W 28.7	to	W 32.0	25
W 3.2	to	W 6.1	35	W 32.0	to	W 32.3	15
W 6.1	to	W 9.0	40	W 32.3	to	W 34.7	
W 9.0	to	W 11.5	35	EASTBOUND			8
W 11.5	to	W 16.9	40	WESTBOUND			20
W 16.9	to	W 21.9	35	W 34.7	to	W 35.0	15
W 21.9	to	W 22.0	30	W 35.0	to	W 40.1	20
W 22.0	to	W 24.8	35	W 40.1	to	W 41.0	30
W 24.8	to	W 25.2	30	W 41.0	to	W 43.1	35
W 25.2	to	W 25.3	25	W 43.1	to	W 62.4	40
W 25.3	to	W 28.7	20	W 62.4	to	W 65.7	25

BETWEEN MURPHY JUNCTION AND WAYNESVILLE (M.P. T27.1)
All trains ..... 30 MPH
Except M.P. T15.6 ..... 10 MPH

EXCEPT **ON CURVES BETWEEN**

M.P. Location Between			Speed in MPH Pass. / Frt.	M.P. Location Between			Speed in MPH Pass. / Frt.
T 0.0	to	T 1.0	15	T 16.1	to	T 19.4	25
T 1.0	to	T 1.4	25	T 22.3	to	T 23.5	25
T 3.8	to	T 5.1	25	T 23.5	to	T 24.5	15
T 8.0	to	T 8.2	25	T 24.5	to	T 25.7	20
T 15.2	to	T 16.1	20	T 25.7	to	T 27.0	25

BETWEEN WAYNESVILLE (M.P. T27.1) AND DILLSBORO (M.P. T48.0)
All trains ..... 25 MPH

EXCEPT **ON CURVES BETWEEN**

M.P. Location Between	Speed in MPH Pass. / Frt.	M.P. Location Between	Speed in MPH Pass. / Frt.
T 28.0 to T 30.5	15	T 38.0 to T 40.3	15
T 30.5 to T 34.6	20	T 40.3 to T 41.2	10
T 34.6 to T 37.4	15	T 41.2 to T 47.0	15
T 37.4 to T 38.0	10		

BETWEEN HENDERSONVILLE AND BREVARD

All trains:

M.P. TR 0.0 - TR2.0 ..... 15 MPH
M.P. TR 2.0 - TR19.0 ..... 30 MPH
M.P. TR19.0 - TR19.8 ..... 10 MPH

EXCEPT **ON CURVES BETWEEN**

M.P. Location Between	Speed in MPH Pass. / Frt.	M.P. Location Between	Speed in MPH Pass. / Frt.
TR 3.2 to TR 3.6	25	TR13.4 to TR 13.5	25
TR 7.3 to TR 7.4	25	TR16.2 to TR 16.3	25
TR 8.2 to TR 8.5	25	TR17.2 to TR 17.3	25
TR 9.3 to TR 9.9	25	TR18.1 to TR 18.3	25
TR11.2 to TR11.4	25	TR18.9 to TR 19.0	25

NEWTON, NC

Between M.P. HG80.1 and M.P. HG77.0 (Industrial Lead) ... 10 MPH

CHARLESTON DISTRICT

BETWEEN CHARLESTON AND COLUMBIA

Seven Mile Yard and Andrews Yard ..... 49 MPH
Except: Within CSXT interlocking limits at Seven Mile .. 20 MPH
M.P. SC0.0 and SC2.2 ..... 10 MPH
M.P. SC2.2 and SC7.0 ..... 20 MPH
All industry and yard tracks between Charleston and Columbia, S.C. ..... 10 MPH
Except:
Mobil Chemical at Charleston, S.C. ..... 5 MPH
Wellington Industry at Summerville, S.C. ..... 5 MPH
Aluminum Plant at Summerville, S.C. ..... 5 MPH
Airco Industry at Ridgeville, S.C. ..... Yard Speed
All sidings and industry tracks unless otherwise provided ..... 10 MPH

EXCEPT **ON CURVES BETWEEN**

M.P. Location Between	Speed in MPH Pass. / Frt.	M.P. Location Between	Speed in MPH Pass. / Frt.
SC 62.4 to SC62.7	40		

READS BRANCH

All trains ..... 10 MPH

HASSKAMP AND KINGVILLE

All trains
M.P. SB0.0 to M.P. SB4.5 ..... 35 MPH
M.P. SB11.8 to M.P. SB22.0 ..... 10 MPH
Except:
At M.P. SB4.6 on Eastover Lead Yard Speed not exceeding ..... 20 MPH (Except 10 MPH on all curves)
All sidings and industry tracks unless otherwise provided ..... 10 MPH

BETWEEN KERSHAW AND SHELBY

All trains ..... 25 MPH
Except:
Between M.P. SB160.0 and M.P. SB158.2 (Washburn Lead) ..... 10 MPH
Between M.P. SB151.30 and M.P. SB151.20 ..... 10 MPH
Over Buffalo River Bridge (M.P. SB142.6) ..... 10 MPH
Between M.P. SB140.5 and M.P. SB140.0 ..... 10 MPH

Between M.P. SB136.6 and M.P. SB136.0 ..... 10 MPH
Between M.P. SB110.8 and M.P. SB106.0 ..... 10 MPH
Between M.P. SB99.90 and M.P. SB99.80 ..... 10 MPH
Between M.P. SB99.80 and M.P. SB91.30 ..... 35 MPH
Industry Track - Track No. 8 at M.P. SB90.1 inside Bowater Co. Plant ..... 5 MPH
Over Catawba River Bridge (M.P. SB89.7) ..... 15 MPH

EXCEPT: **ON CURVES BETWEEN**

M.P. Location Between	Speed in MPH Pass. / Frt.	M.P. Location Between	Speed in MPH Pass. / Frt.
SB151.0 to SB150.8	10	SB133.6 to SB133.4	10
SB140.5 to SB140.0	10		

MARION

All trains (SB205 - SB208.5) ..... 10 MPH

9-c. SPEED RESTRICTIONS OVER CROSSINGS

The following speed restrictions for all trains are in effect because the road crossing starts for the signal protection are not spaced the appropriate distance. Maximum allowable speed can be resumed after the engines occupy the retricted crossing.

All public road crossings must not be intentionally blocked longer than 10 minutes.

BETWEEN ALEXANDRIA AND SALISBURY

Manassas (M.P. 31.0 to M.P. 33.0) (Note 1) ..... 25 MPH
Manassas (M.P. 33.5) (Note 1) ..... 35 MPH
Manassas (M.P. 34.6) (Note 1) ..... 45 MPH
Culpeper (M.P. 67.0 to M.P. 67.6) ..... 35 MPH
Orange (M.P. 84.6 to M.P. 85.9) ..... 25 MPH
Charlottesville (M.P. 111.5 to M.P. 113.3) ..... 25 MPH
Lynchburg (M.P. 173.8) ..... 45 MPH
Danville* (M.P. 235.1 to M.P. 241.1) (Note 2) ..... 35 MPH
Reidsville (M.P. 259.6 to M.P. 261.6) (Note 3) ..... 35 MPH
M.P. 261.6 to M.P. 261.8 ..... 45 MPH
Greensboro ..... (Note 4)
High Point (M.P. 297.9 to M.P. 300.8) ..... 40 MPH
Thomasville (M.P. 304.5 to M.P. 307.0) ..... 35 MPH
Lexington (M.P. 316.2 to M.P. 318.0) ..... 45 MPH
Linwood ..... *

BETWEEN MANASSAS AND EDINBURG

Manassas (M.P. B0.0 to M.P. B2.5) ..... 25 MPH
Toms Brook (M.P. B67.0 to M.P. B68.0) ..... 25 MPH

BETWEEN MACKEYS AND CUMNOCK (Note 5)

Plymouth ..... *
Washington (M.P. NS125.6) ..... 10 MPH
Chocowinity ..... *
Greenville (M.P. NS144.9 to M.P. NS149.2) (Note 6) .... 35 MPH
Wilson (M.P. NS181.6) ..... 10 MPH
Farmville ..... *
Zebulon (M.P. NS208.0 to M.P. NS209.2) ..... 25 MPH
Wendell (M.P. NS213.0 to M.P. NS214.1) ..... 25 MPH
Knightdale (M.P. NS220.0 to M.P. NS221.3) ..... 35 MPH

BETWEEN NEW BERN AND CHOCOWINITY

M.P. NB21.5 Weyco Lead (Note 8) ..... 10 MPH

BETWEEN O&H JCT. AND EAST DURHAM

Oxford (M.P. D55.1 to M.P. D55.3) ..... 10 MPH

BETWEEN HENDERSON AND O&H JCT.

Henderson (M.P. I12.0 to M.P. I14.0) (Note 9) ..... 10 MPH

BETWEEN GREENSBORO AND SANFORD

Siler City (M.P. CF103.5 to M.P. CF106.0) ..... 20 MPH
Sanford (M.P. CF129.5 to M.P. CF130.0) ..... 35 MPH

BETWEEN WINSTON JCT. AND CHARLOTTE

Mooresville (M.P. 028 and M.P. 029.1) ..... 25 MPH

BETWEEN GREENSBORO AND GOLDSBORO

Gibsonville (M.P. H14.4 to M.P. H14.8) ..... 35 MPH
Elon College (M.P. H16.3 to M.P. H17.3) ..... 35 MPH
Burlington-Graham (M.P. H20.6 to M.P. H23.6) ..... 35 MPH
Mebane* (M.P. H31.4 to M.P. H31.7) ..... 25 MPH
Buckhorn Road (M.P. H34.1) Rail-Highway and
Passenger only ..... 59 MPH
Cary (M.P. H72.4 to M.P. H73.5) ..... 35 MPH
Raleigh (M.P. H76.5 to M.P. H78.4) ..... 45 MPH
Princeton (M.P. H117.4 to M.P. H117.7) ..... 20 MPH
Goldsboro* (M.P. H127.9 to M.P. H130.0) ..... 35 MPH

BETWEEN GOLDSBORO AND MOREHEAD CITY

Goldsboro* (M.P. EC0.0 to M.P. EC1.5) ..... 10 MPH
LaGrange (M.P. EC13.8) ..... 25 MPH
Kinston (M.P. EC25.7 to M.P. EC26.6) ..... 10 MPH
New Bern (M.P. EC58.2 to M.P. EC59.2) (Note 10) ..... 10 MPH
Newport (M.P. EC83.0 to M.P. EC85.0) ..... 25 MPH
Morehead City (M.P. EC91.3 to M.P. EC92.4) (Note 11) 20 MPH
Morehead City (M.P. EC92.4 to M.P. EC94.1) (Note 11) 15 MPH

BETWEEN HIGH POINT AND ASHEBORO

High Point (M.P. M0.0 to M.P. M3.0) ..... 10 MPH

BETWEEN SALISBURY AND ATLANTA

Albemarle (M.P. N29.3) ..... 10 MPH
Anderson (M.P. Z9.5 to M.P. Z11.0) (Note 12) ..... 5 MPH
Bath (Note 13) .....
Belton (Note 14) ..... 5 MPH
Blacksburg (Shelby St., M.P. 424.0) ..... 50 MPH
Chi[illegible] Grove (M.P. 342.7 to M.P. 343.6) ..... 50 MPH
Commerce, GA (M.P. NE20.0 to NE21.6) ..... 10 MPH
Easley (M.P. 495.5 to M.P. 496.5) ..... 45 MPH
Gainesville (M.P. 584.1 to M.P. 585.5) ..... 35 MPH
Greenville (M.P. V141.7 to M.P. V142.9 and at
White Horse Rd., M.P. V138.9) (Note 15) ..... 10 MPH
Kings Mountain (M.P. 410.5 to M.P. 411.2) ..... 50 MPH
Landis (M.P. 345.5 to M.P. 346.1) ..... 50 MPH
Spartanburg (M.P. 451.2 to M.P. 453.3) ..... 50 MPH
Toccoa (M.P. 547.1 Sage St.) ..... 50 MPH

BETWEEN CHARLOTTE AND AUGUSTA

Aiken (M.P. AB21.5 to M.P. AB24.0) ..... 15 MPH
Aiken, SC (M.P. SA56.5 to M.P. SA58.3) ..... 15 MPH
Chester (M.P. R43.0 to M.P. R44.8) ..... 40 MPH
Columbia
(M.P. R105.6) ..... 45 MPH
(M.P. R106.0 to M.P. R107.9) ..... 35 MPH
(M.P. R108.2 to M.P. R109.1;
M.P. W159.5 to M.P. W161.2) ..... 20 MPH
(Lincoln St. Crossing, M.P. R108.5) ..... 15 MPH
Whaley St. ..... 20 MPH
Kershaw, SC (M.P. SB59.0 to M.P. SB60.0) ..... 15 MPH
Rock Hill, SC (M.P. SB98.4 to M.P. SB100.8) ..... 25 MPH
Winnsboro (M.P. R70.5 to M.P. R72.1) ..... 30 MPH

BETWEEN COLUMBIA AND CHARLESTON

Orangeburg, SC (M.P. SC79.3 to M.P. SC79.8) ..... 15 MPH
Ridgeville, SC (M.P. SC31.3 to M.P. SC31.4) ..... 35 MPH
(between 6:00 AM - 8:30 AM)

BETWEEN ASHEVILLE AND SPARTANBURG

Hendersonville, NC (M.P. W19.6 to M.P. W20.2) ..... 35 MPH
Tryon, NC (M.P. W40.3 to M.P. W41.2) ..... 25 MPH

BETWEEN DILLSBORO AND SALISBURY

Canton (Note 16)
Hazelwood, NC (M.P. T28.0 to M.P. T29.6) ..... 35 MPH
Hickory, NC (M.P. S55.0 to M.P. S60.0) ..... 35 MPH
Marion, NC (M.P. S98.3 to M.P. S99.4) ..... 35 MPH
Statesville, NC (M.P. S23.6 to M.P. S26.0) ..... 35 MPH

BETWEEN SPARTANBURG AND COLUMBIA

Columbia (M.P. W159.5 to M.P. W161.2) ..... 20 MPH

NOTE 1: Crossings must not be blocked longer than 5 minutes.

NOTE 2: Golf Club Road, M.P. 241.0 (Stokesland) must not be blocked by standing trains.

NOTE 3: All trains stopping to meet or be passed between Sadler and Edna will arrange to stop train between the private crossing at Mile Post 257.2 and Carter Street crossing at Reidsville, Mile Post 259.6.

NOTE 4: Rucker Street (M.P. 288.0); Rail Street (M.P. 288.3); and Boston Road (M.P. 288.5) must not be blocked by standing trains.

NOTE 5: Approach all crossings protected by signals between Mile Post NS83 and Mile Post NS90 prepared to stop and proceed over crossing when signals are seen to be working or flag protection provided account rust on rail.

NOTE 6: All trains and engines will provide flag protection over 9th, 10th and 14th Streets.

NOTE 7: Until engine occupies Highway 102 crossing.

NOTE 8: The crossing signals at Hwy. 17 on the Weyco track are programmed for speed of 10 MPH. Trains must approach this crossing not more than 10 MPH. If amber indicator light on signal case is not working, Hwy. 17 crossing must be flagged.

NOTE 9: All engine and train movements over Raleigh road (U.S. Hwy. 1), Roanoke Ave., Garnett St., Dorsey Ave., and Young St. must be protected by flag before movement enters crossing. Do not exceed 10 MPH at M.P. 110.5 and M.P. 111.4.

NOTE 10: All trains and engines will provide flag protection over street crossings between M.P. EC58.6 and M.P. EC59.2, unless protected by automatic signals known to be working. Train whistle is not be sounded within these limits except in emergency.

NOTE 11: Fourth Street intersection, M.P. EC94.1, must not be blocked by standing train in excess of ten (10) minutes.
From 7:00 AM through 6:00 PM, a standing train must not block the intersection of 7th, 8th, 9th, 10th and 11th Streets for more than ten (10) minutes.
Whistle must not be sounded while operating within the coprorate limits of Town, M.P. EC91.3 to M.P. EC94.2, except whistle may be sounded approaching and crossing over 24th Street and westbound trains and engines may sound whistle while approaching and crossing over 4th Street, M.P. EC94.1.

NOTE 12: Anderson - Movements preceded by Flagman over Tower Street, M.P. Z10.3.

NOTE 13: Bath - Flagman must precede movement over Highway 421 on Dixie Clay Co. lead track at Bath, M.P. SA68.1.

NOTE 14: Belton - Trains will flag Anderson, Breazeale, Blue Ridge, and South Main Streets.

NOTE 15: Greenville - All movements will be protected by flagman at Rhett St. All movement on Ulmer Lumber Co. track at Washington Ave. will be proceeded by Flagman.

NOTE 16: Flagman must precede move over Main Street T16.7.

NOTE 17: Flagman must precede move over Highway 176 on Buc Lead at Union, S.C.

NOTE 18: All northbound trains stopping to meet or be passed at Walters (M.P. 600) will stop short of intermediate signals 602.6 & 602.8 to prevent blocking crossings in Buford, Ga.

OTHER RESTRICTIONS OVER HIGHWAY & STREET GRADE CROSSINGS

All trains and engines must flag over the following crossings:

Canton ..... Main Street

Sylva ..... Allen St., M.P. T46.2

Crossings must not be blocked more than five (5) minutes:

Shelby ..... Graham, Warren & Marion Streets

Crossing must not be blocked more than ten (10) minutes:

Blacksburg ..... All Crossings

ENKA, NC

State Road #3448 (M.P. T7.5) and Vulcan Materials Road (M.P. T7.1) must not be blocked, except when picking up.

GROVESTONE, NC

Train must not block Ingles crossing for more than ten (10) minutes.

HENDERSONVILLE, NC

Limit speed to 5 MPH over road crossings between M.P. TR0.5 and TR1.0. These crossings must be flagged at night.

SENECA, SC

Walnut Street Crossing, M.P. 522.6, must **NOT** be blocked by standing trains.

9-d. CHECKING LOCOMOTIVE SPEED INDICATOR

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

DANVILLE DISTRICT

M.P. 170	to M.P.	171
M.P. 181	to M.P.	182
M.P. 184	to M.P.	185
M.P. 229	to M.P.	230
M.P. 243	to M.P.	244
M.P. 253	to M.P.	254
M.P. 267	to M.P.	268
M.P. 292	to M.P.	293
M.P. 315	to M.P.	316
M.P. 326	to M.P.	327
M.P. H5	to M.P.	H6
M.P. H25	to M.P.	H26
M.P. H61	to M.P.	H62
M.P. H71	to M.P.	H70
M.P. H88	to M.P.	H89
M.P. H107	to M.P.	H108
M.P. H120	to M.P.	H121
M.P. H124	to M.P.	H123
M.P. M5	to M.P.	M6
M.P. 7DW	to M.P.	8DW
M.P. 11DW	to M.P.	12DW

WASHINGTON DISTRICT

M.P. 25	to M.P.	26
M.P. 159	to M.P.	158
M.P. B12	to M.P.	B13
M.P. B57	to M.P.	B58
M.P. B70	to M.P.	B71

RICHMOND DISTRICT

M.P. D59	to M.P.	D60
M.P. D78	to M.P.	D77

RALEIGH DISTRICT

M.P. NS247	to M.P.	NS248
M.P. NS237	to M.P.	NS238

RALEIGH DISTRICT (Cont'd)

M.P. NS252	to M.P.	NS253
M.P. VF1	to M.P.	VF2
M.P. VF39	to M.P.	VF40

ALBEMARLE DISTRICT

M.P. NS223	to M.P.	NS224
M.P. NS177	to M.P.	NS178
M.P. NS187	to M.P.	NS188
M.P. NS135	to M.P.	NS136
M.P. NS118	to M.P.	NS119
M.P. NB3	to M.P.	NB4
M.P. NB25	to M.P.	NB26
M.P. WL3	to M.P.	WL4

A&EC

M.P. EC8	to M.P.	EC9
M.P. EC55	to M.P.	EC54
M.P. EC63	to M.P.	EC64
M.P. EC73	to M.P.	EC74
M.P. EC79	to M.P.	EC80
M.P. EC88	to M.P.	EC87
M.P. CL4	to M.P.	CL5
M.P. CL24	to M.P.	CL25

WINSTON-SALEM DISTRICT

M.P. K2.0	to M.P.	K3.0
M.P. K25.0	to M.P.	K26.0
M.P. K29.0	to M.P.	K30.0
M.P. K31.0	to M.P.	K32.0
M.P. CF71.0	to M.P.	CF72.0
M.P. CF74.0	to M.P.	CF75.0
M.P. CF118	to M.P.	CF119
M.P. CF125	to M.P.	CF126
M.P. L1.0	to M.P.	L2.0
M.P. L5.0	to M.P.	L6.0
M.P. O7.0	to M.P.	O8.0
M.P. O4.0	to M.P.	O5.0

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

SOUTHWARD		NORTHWARD	
BETWEEN SALISBURY AND GREENVILLE			
M.P. 339	to M.P. 340	M.P. 478	to M.P. 477
M.P. 350	to M.P. 351	M.P. 469	to M.P. 468
M.P. 462	to M.P. 463	M.P. 447	to M.P. 446
		M.P. 371	to M.P. 370
BETWEEN GREENVILLE AND ATLANTA			
M.P. 488	to M.P. 489	M.P. 631	to M.P. 630
M.P. 500	to M.P. 501	M.P. 627	to M.P. 626
M.P. 513	to M.P. 514	M.P. 611	to M.P. 610
M.P. 561	to M.P. 562	M.P. 588	to M.P. 587
M.P. 616	to M.P. 617	M.P. 582	to M.P. 581
		M.P. 527	to M.P. 526
BETWEEN CHARLOTTE JUNCTION AND COLUMBIA			
M.P. R6	to M.P. R7	M.P. R99	to M.P. R98
M.P. R27	to M.P. R28		
M.P. R97	to M.P. R98		
BETWEEN COLUMBIA AND AUGUSTA			
M.P. R118	to M.P. R119	M.P. SA68	to M.P. SA67
BETWEEN YADKIN JUNCTION AND ALBEMARLE			
M.P. N3	to M.P. N4	M.P. N27	to M.P. N26
BETWEEN TOCCOA AND ELBERTON			
M.P. P5	to M.P. P6		

EASTWARD		WESTWARD	
BETWEEN COLUMBIA AND SPARTANBURG			
M.P. W73	to M.P. W74		
M.P. W75	to M.P. W76	M.P. W146	to M.P. W145
M.P. W81	to M.P. W82	M.P. W152	to M.P. 151
BETWEEN BELTON AND WALHALLA			
M.P. Z29	to M.P. Z28	M.P. Z7	to M.P. Z8

BETWEEN ASHEVILLE AND SALISBURY

Low Speeds -	M.P. S1.0	to M.P. S2.0	Westbound
	M.P. S39.0	to M.P. S40.0	Westbound
	M.P. S55.0	to M.P. S56.0	Westbound
	M.P. S111.0	to M.P. S112.0	Westbound
	M.P. S139.0	to M.P. S138.0	Eastbound
	M.P. S99.0	to M.P. S98.0	Eastbound
	M.P. S75.0	to M.P. S74.0	Eastbound
	M.P. S53.0	to M.P. S52.0	Eastbound
High Speeds -	M.P. S8.0	to M.P. S9.0	Westbound
	M.P. S44.0	to M.P. S45.0	Westbound
	M.P. S56.0	to M.P. S57.0	Westbound
	M.P. S102.0	to M.P. S103.0	Westbound
	M.P. S135.0	to M.P. S134.0	Eastbound
	M.P. S77.0	to M.P. S76.0	Eastbound
	M.P. S51.0	to M.P. S50.0	Eastbound

BETWEEN BILTMORE AND HAYNE

Low Speed	M.P. W2.0	to M.P. W3.0	Eastbound
High Speed	M.P. W7.0	to M.P. W8.0	Eastbound
Low Speed	M.P. W64.0	to M.P. W63.0	Westbound
High Speed	M.P. W61.0	to M.P. W60.0	Westbound

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

BETWEEN HENDERSONVILLE AND BREVARD

Low Speed	M.P. TR2.0	to M.P. TR3.0	
High Speed	M.P. TR4.0	to M.P. TR5.0	

BETWEEN ASHEVILLE AND DILLSBORO

Low Speed	M.P. T1.0	to M.P. T2.0	Westbound
High Speed	M.P. T10.0	to M.P. T11.0	Westbound
Low Speed	M.P. T28.0	to M.P. T29.0	Westbound
High Speed	M.P. T31.0	to M.P. T32.0	Westbound
Low Speed	M.P. T46.0	to M.P. T45.0	Eastbound
High Speed	M.P. T34.0	to M.P. T33.0	Eastbound

BETWEEN CHARLESTON AND COLUMBIA

Low Speed	M.P. SC10.0	to M.P. SC11.0	Westbound
High Speed	M.P. SC14.0	to M.P. SC15.0	Westbound
Low Speed	M.P. SC122.0	to M.P. SC121.0	Eastbound
High Speed	M.P. SC94.0	to M.P. SC93.0	Eastbound

BETWEEN KINGVILLE AND HASSKAMP

M.P. SB2 to M.P. SB3

BETWEEN KERSHAW AND TIRZAH

M.P. SB61	to M.P. SB62
M.P. SB66	to M.P. SB67
M.P. SB94	to M.P. SB95
M.P. SB96	to M.P. SB97
M.P. SB102	to M.P. SB103

BETWEEN KINGS CREEK AND SHELBY

M.P. SB137	to M.P. SB138
M.P. SB144	to M.P. SB145
M.P. SB149	to M.P. SB150

NOTE: Tests for accuracy will be made at other locations in addition to those shown when necessary. Engineers in outlying local freight or branch line service will choose appropriate locations for making tests to check speed indicators.

TABLE FOR DETERMINING TRAIN SPEEDS

Sec. per Mile	Miles per Hour	Sec. per Mile	Miles per Hour	Sec. per Mile	Miles per Hour	Sec. per Mile	Miles per Hour
45	80.0	61	59.0	84	42.9	116	31.0
46	78.3	62	58.1	86	41.9	118	30.5
47	76.6	63	57.1	88	40.9	120	30.0
48	75.0	64	56.3	90	40.0	122	29.5
49	73.5	65	55.4	92	39.1	124	29.0
50	72.0	66	54.5	94	38.3	126	28.6
51	70.6	67	53.7	96	37.5	128	28.1
52	69.2	68	52.9	98	36.7	130	27.7
53	67.9	69	52.2	100	36.0	135	26.7
54	66.7	70	51.4	102	35.3	140	25.7
55	65.5	72	50.0	104	34.6	145	24.8
56	64.3	74	48.6	106	34.0	150	24.0
57	63.2	76	47.4	108	33.3	180	20.0
58	62.1	78	46.2	110	32.7	240	15.0
59	61.0	80	45.0	112	32.1	360	10.0
60	60.0	82	43.9	114	31.6	720	5.0

10a. DIESEL UNIT RATING IN TONS

BETWEEN	AND	**C36-7 C39-8 D8-40C D9-40C **SD50 SD60 SD70	C30-7 SD40	B30-7A B36-7 D8-32B GP40X GP49 GP50 GP59 GP60	B23-7 GP38 GP40 U23B
South or Westward					
Pot Yard	Monroe	3500	2550	2150	1600
Monroe	Montview	6500	4700	3950	2950
Montview	Dundee	4600	3350	2800	2100
Dundee	Pomona	4050	2950	2450	1850
Pomona	Linwood	5950	4300	3600	2700
Linwood	Charlotte	5700	4150	3450	2600
Charlotte	Greenville	4700	3450	2850	2150
Greenville	Cornelia	4300	3100	2600	1950
Cornelia	Inman Yard	6600	4800	4000	3000
O&H Jct.	East Durham	3300	2400	2000	1500
Henderson	Oxford	•	•	1250	950
Morehead City	New Bern	11000	8000	6650	5000
New Bern	Goldsboro	9900	7200	6000	4500
Havelock	Camp Lejeune	8800	6400	5350	4000
Goldsboro	Selma	7350	5350	4450	3350
Selma	Raleigh	5950	4300	3600	2700
Raleigh	Pomona	4500	3250	2750	2050
Manassas	Markham	3850	2800	2350	1750
Markham	Strasburg	3400	2450	2050	1550
Strasburg	Edinburg	3500	2550	2150	1600
Asheboro	High Point	•	•	2000	1500
Stokesland	Leaksville Jct.	•	•	1850	1400
Leaksville	Eden	•	•	1250	950
Mackeys	Chocowinity	10200	7400	6200	4650
Chocowinity	Wilson	10200	7400	6200	4650
Wilson	Neverson	7700	5600	4650	3500
Neverson	Raleigh	4300	3100	2600	1950
Lee Creek	Chocowinity	9350	6800	5650	4250
Chocowinity	New Bern	7600	5500	4600	3450
Pomona	Friendship	7800	5650	4750	3550
Friendship	Winston-Salem	4500	3250	2750	2050
Winston-Salem	Rural Hall	3950	2850	2400	1800
Sanford	Liberty	3400	2450	2100	1550
Liberty	Greensboro	3300	2400	2000	1500
Winston-Salem	Mocksville	3500	2550	2150	1600
Mocksville	Barber	4600	3350	2800	2100
Barber	Mooresville	4950	3000	3000	2250
Mooresville	Charlotte	8550	6250	5250	3900
Raleigh	Varina	4250	3100	2600	1950
Varina	Brickhaven	5600	4050	3400	2550
Brickhaven	Cumnock	4700	3450	2850	2150
Varina	Lillington	5050	3650	3100	2300
Lillington	Fayetteville	13100	9500	7950	5950
Charlotte	Columbia	6700	4850	4050	3050
Columbia	Augusta	5250	3850	3200	2400
Piedmont	Greenville	5150	3750	3150	2350
Columbia	Greenwood	5400	3900	3250	2450
Columbia	Springfield	4300	3100	2600	1950
Belton	Walhalla	•	•	2000	1500
Yadkin Jct.	Albemarle	•	•	2000	1500
Halls Ferry	Badin	•	•	1600	1200
Edgefield	Trenton	3050	2250	1850	1400
Lula	Athens	•	•	3200	2400

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

BETWEEN	AND	**C36-7 C39-8 D8-40C D9-40C **SD50 SD60 SD70	C30-7 SD40	B30-7A B36-7 D8-32B GP40X GP49 GP50 GP59 GP60	B23-7 GP38 GP40 U23B
South or Westward (Cont'd)					
Athens	Watkinsville	*	*	3200	2400
Toccoa	Elberton	3500	2550	2150	1600
Gebo	Clover	*	*	1800	1350
Asheville	Coburn	3050	2250	1850	1400
Coburn	Canton	2100	1500	1250	950
Canton	Balsam	*	*	1000	750
Balsam	Dillsboro	*	*	2750	2050
Linwood	Barber	5700	4150	3450	2600
Barber	Statesville	5500	4000	3350	2500
Statesville	Morganton	4400	3200	2700	2000
Morganton	Marion	3500	2550	2150	1600
Marion	Old Fort	4500	3250	2750	2050
Old Fort	Asheville	1800	1300	1100	825
Charleston	Branchville	10200	7450	6200	4650
Branchville	Kingville	8800	6400	5350	4000
Kingville	Columbia	12100	8800	7350	5500
Columbia	Hayne	5600	4050	3400	2550
Hayne	Melrose	2900	2100	1750	1325
Melrose	Saluda	860	620	520	390
Saluda	Asheville	3200	2300	1950	1450
Oakwood	Aiken	11200	8150	6800	5100
Hendersonville	Brevard	2400	1750	1500	1100
Rock Hill	Catawba Jct.	4050	2950	2500	1850
Shelby	Kershaw	2650	1900	1600	1200
Hasskamp	Kingville	12100	8800	7350	5500
North or Eastward					
Inman	Chamblee	4700	3450	2850	2150
Chamblee	Greenville	4950	3600	3000	2250
Greenville	Spartanburg	5250	3850	3200	2400
Spartanburg	Charlotte	4850	3500	2950	2200
Charlotte	Linwood	5700	4150	3450	2600
Linwood	Pomona	5700	4150	3450	2600
Pomona	Monroe	5050	3650	3050	2300
Monroe	Charlottesville	3950	2850	2400	1800
Charlottesville	Manassas	5050	3650	3100	2300
Manassas	Pot Yard	4400	3200	2650	2000
Pomona	Durham	4950	3600	3000	2250
Durham	Raleigh	4700	3450	2850	2150
Raleigh	Selma	5050	3650	3100	2300
Selma	Goldsboro	6600	4800	4000	3000
Goldsboro	Morehead City	11000	8000	6650	5000
Camp Lejeune	Havelock	8800	6400	5350	4000
E. Durham	Lyons (M.P. D70.0)	4400	3200	2650	2000
Lyons (M.P. D70.0)	O&H Jct	*	*	2000	1500
Oxford	Henderson	*	*	950	700
Edinburg	Strasburg	4050	2950	2450	1850
Strasburg	Manassas	3150	2250	1900	1425
High Point	Asheboro	*	*	2000	1500
Winston-Salem	Friendship	4700	3450	2850	2150
Friendship	Pomona	7050	5100	4250	3200
Rural Hall	Winston-Salem	3500	2550	2150	1600
Greensboro	Sanford	5500	4000	3350	2500
Charlotte	Barber	4150	3050	2550	1900

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

BETWEEN	AND	**C36-7 C39-8 D8-40C D9-40C **SD50 SD60 SD70	C30-7 SD40	B30-7A B36-7 D8-32B GP40X GP49 GP50 GP59 GP60	B23-7 GP38 GP40 U23B
North or Eastward (Cont'd)					
Barber	Mocksville	5150	3750	3150	2350
Mocksville	Winston-Salem	3950	2850	2400	1800
Cumnock	Colon	3850	2800	2350	1750
Colon	Duncan	4500	3250	2750	2050
Duncan	Varina	7050	5100	4250	3200
Varina	Raleigh	5400	3900	3250	2450
Fayetteville	Senter	9250	6700	5600	4200
Senter	Lillington	8550	6250	5200	3900
Lillington	Kipling	2950	2150	1800	1350
Kipling	Varina	3750	2700	2250	1700
Leaksville Jct.	Stokesland	*	*	1550	1150
Eden	Leaksville Jct.	*	*	2000	1500
Chocowinity	Mackeys	10200	7450	6200	4650
Raleigh	Eagle Rock	4050	2950	2450	1850
Eagle Rock	Neverson	4850	3500	2950	2200
Neverson	Wilson	7700	5600	4650	3500
Wilson	Chocowinity	11000	8000	6650	5000
Chocowinity	Lee Creek	9350	6800	5650	4250
New Bern	Chocowinity	8350	6050	5050	3800
Springfield	Columbia	4050	2950	2450	1850
Augusta	Trenton	4600	3350	2800	2100
Trenton	Columbia	7350	5350	4450	3350
Columbia	Charlotte	6150	4450	3750	2800
Greenville	Piedmont	8800	6400	5350	4000
Greenwood	Columbia	5250	3850	3200	2400
Aiken	Edgefield	2100	1500	1250	950
Athens	Lula	*	*	1750	1300
Watkinsville	Athens	*	*	3200	2400
Elberton	Toccoa	2200	1600	1350	1000
Walhalla	Belton	*	*	2450	1850
Albemarle	Yadkin Jct	*	*	2000	1500
Badin	Halls Ferry	*	*	1500	1100
Clover	Gebo	*	*	1800	1350
Asheville	Old Fort	3050	2250	1850	1400
Old Fort	Statesville	4400	3200	2700	2000
Statesville	Linwood	5500	4000	3350	2500
Dillsboro	Addie	*	*	1500	1100
Addie	Balsam	*	*	600	450
Balsam	Canton	*	*	1250	950
Canton	Asheville	3850	2800	2350	1750
Aiken	Oakwood	19800	14400	12000	9000
Asheville	Hendersonville	3200	2300	1950	1450
Hendersonville	Hayne	2750	2000	1700	1250
Hayne	Pacolet	5500	4000	3350	2500
Pacolet	Columbia	16500	12000	10000	7500
Columbia	Kingville	15700	11450	9550	7150
Kingville	Branchville	7050	5100	4250	3200
Branchville	Charleston	15300	11100	9250	6950
Kingville	Haskamp	13200	9600	8000	6000
Kershaw	Shelby	2650	1900	1600	1200
Catawba Jct.	Rock Hill	2100	1500	1300	950
Brevard	Hendersonville	3100	2250	1850	1400

* 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 the Chief Dispatcher by the 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 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
3201-3528	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 9,350 feet account temperature.

11. LOAD LIMITS AND EQUIPMENT RESTRICTIONS

a. Locomotives — Instructions and Restrictions

1. Engineers operating multiple unit engine consist equipped with MU hose must have the MU hose coupled and cut in service.

2. During switching moves with multiple unit engine consist, the independent brake must be applied gradually to a safe level to control slack run in or run out for the prevention of damage to equipment. After the slack is bunched or stretched throughout the cars being handled, a heavier application of the independent brake must be made to complete the stop.

3. All units of radio operated empty coal trains must be on head end of train and in accordance with Rule R-306 of NS-1. The lead unit and the first unit behind the Radio Control Car must be on line. All other units will be shut down in accordance with Rule L-236 of NS-1 unless tagged by Mechanical Department to not shut engine down. Radio continuity must be maintained and feed valve on radio unit must be maintained in the "Out" position.

4. Air brakes are not to be cut out on Radio control mid train power (not radio receiver car) by air bleeders or other employees when bleeding air on train in yards.

Additionally, hostlers and yard crews, when operating such locomotive units, are to make brake test prior to moving locomotive units from trains, set out track or other locations.

5. Employees setting up radio units and radio receiver cars on radio trains must see that all windows and doors on radio units are closed before train departs terminal, in compliance with Operating Rule GR-18.

6. When a locomotive is set out at an outlying point, including on line of road, a 27-point jumper cable must be left with the locomotive or at that location.

7. If it is necessary to add oil to a locomotive air compressor, governor, or engine crankcase at any outlying point where a Mechanical Department representative is not present, the employee who is to add the oil must first check with the Mechanical Department.

8. Anytime a M/U hose, M/U valve, or an air brake control stand is changed on a locomotive consist, a retest of locomotive consist air brakes must be performed to insure brakes properly apply and release.

11. LOAD LIMITS AND EQUIPMENT RESTRICTIONS (Cont'd)

b. DIESEL UNIT AND CAR RESTRICTIONS

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

GROSS WEIGHT IN POUNDS

Between	UNIT		LOADED CAR	
	4-AXLE	6-AXLE	4-AXLE	6-AXLE
Chessie Trains A.F. Tower & Orange	245,000 (d)291,000	(d)(h)420,000	220,000 (a)286,000 (c)315,000	(d)315,000 (d)(z)376,000
Alexandria & Salisbury	245,000 (d)291,000	(d)(g)(h)420,000	220,000 (a)(k)286,000 (c)(j)315,000	(d)(u)315,000
Manassas & Edinburg	245,000 (d)281,000	(d)420,000	220,000 (a)286,000	(d)315,000
Calverton & Cassanova	245,000 (d)281,000	(d)420,000	220,000 (a)286,000	(d)315,000
Greensboro & Goldsboro	245,000 (d)281,000	(d)(g)420,000	220,000 (a)(n)286,000	(d)315,000
Pomona & M.P. K57	245,000 (d)281,000	(d)(g)420,000	220,000 (a)286,000	(d)315,000
Greensboro & Gulf	245,000 (d)281,000	(d)(g)420,000	220,000 (a)286,000	(d)315,000
Winston Salem & Mooresville	245,000 (d)281,000	(d)(g)420,000	220,000 (a)286,000	(d)(t)315,000
High Point & Asheboro	245,000 (d)281,000	(d)(g)420,000	220,000 (a)286,000	(d)315,000
O&H Jct. & Butner	245,000 (d)281,000	(d)(g)420,000	220,000 (a)(k)286,000	(d)(u)315,000
Butner & E. Durham	245,000 (d)281,000	(d)(g)420,000	220,000 (a)(l)286,000	(d)(v)315,000
O&H Jct. & Henderson	245,000 (d)281,000	(d)(g)420,000	220,000 (a)286,000	(d)315,000
Glenn & Carrboro	245,000 (d)281,000	(d)420,000	220,000 (a)263,000	(d)300,000
Danville & Eden	245,000 (d)(c)281,000	(d)(g)(h)420,000	220,000 (a)263,000 (a)(k)286,000	300,000 (d)(u)315,000
Mooresville & Charlotte	(d)281,000	(d)(g)420,000	220,000 (a)286,000	(d)315,000
Spencer Yard & Halls Ferry Jct.	245,000 (d)281,000	(d)(g)420,000	220,000 (a)286,000	(d)315,000
Halls Ferry Jct. & Albemarle	245,000 (d)281,000	(d)420,000	220,000 (a)263,000	(d)300,000
Halls Ferry Jct. & Badin	245,000 (d)281,000	(d)420,000	220,000 (a)286,000	(d)315,000
Bolin & Gebo	245,000 (d)281,000	(h)(d)414,000	220,000 (a)263,000	(d)300,000
Kings Creek & Blacksburg	245,000 (d)281,000	(d)(g)420,000	220,000 (a)286,000	(d)315,000
Blacksburg & Shelby	(f)(aa)261,500 (d)	Not Authorized	220,000 (a)(p)265,000	(d)270,000
Spencer Yard & Armour	245,000 (d)291,000	(d)(g)420,000	220,000 (a)286,000 (c)315,000	(d)394,500
Toccoa & Elberton	245,000 (d)281,000	(d)(g)420,000	220,000 (a)286,000	(d)315,000
Lula & Athens	245,000 (d)281,000	(d)(g)420,000	220,000 (a)286,000	(d)315,000
M.P. E95.0 & Athens	245,000 (d)268,000	Not Authorized	220,000 (a)(bb)263,000	270,000 (d)300,000
Piedmont & Greenville	245,000 (d)281,000	(d)(g)420,000	220,000 (a)(o)265,000	(d)(y)300,000

11. LOAD LIMITS AND EQUIPMENT RESTRICTIONS (Cont'd)

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

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

GROSS WEIGHT IN POUNDS

Between	UNIT		LOADED CAR	
	4-AXLE	6-AXLE	4-AXLE	6-AXLE
Seneca & Belton	245,000 (d)281,000	(g) (d)(h)(i)420,000	220,000 (o)(a)(l)263,000	(d)(v)315,000
Seneca & Walhalla	245,000 (d)281,000	(d)(h)(g)420,000	220,000 (a)(k)286,000	(d)(u)315,000
Gulf & Sanford	245,000 (d)281,000	(d)(g)420,000	220,000 (a)265,000	(d)300,000
Mackeys & Phosphate Jct.	245,000 (d)281,000	(d)(g)420,000	220,000 (a)265,000	(d)300,000
Phosphate Jct. & Raleigh	245,000 (d)281,000	(d)(g)420,000	220,000 (a)286,000	(d)315,000
Phosphate Jct. & Lee Creek	245,000 (d)281,000	(d)420,000	220,000 (a)286,000	(d)315,000
Choc-owinity & New Bern	245,000 (d)281,000	(d)420,000	220,000 (a)286,000	(d)315,000
Raleigh & Cumnock	245,000 (d)281,000	(d)(g)420,000	(a)(O)265,000	(d)(y)300,000
Varina & Fayetteville	(d)281,000	(d)(g)(h)420,000	220,000 (a)(k)286,000	(d)(u)315,000
Goldsboro & New Bern	245,000 (d)(c)281,000	(d)(h)420,000	220,000 (a)(k)(o)265,000	(d) (u)(y)300,000
New Bern & Morehead City	245,000 (d)281,000	(d)(g)420,000	220,000 (a)(n)286,000	(d)(x)315,000
Havelock & Kellum	245,000 (d)281,000	(d)(g)420,000	220,000 (a)265,000	(d)300,000
Charlotte & Columbia	245,000 (d)291,000	(g) (d)(h)(i)420,000	220,000 (a)(m)286,000	(d)(w)315,000
Spartanburg & Columbia	245,000 (d)291,000	(g) (d)(h)(i)420,000	220,000 (a)(m)286,000	(d)(w)315,000
Columbia & Augusta	245,000 (d)291,000	(d) (g)(dd)420,000	220,000 (a)263,000 (a)(k) (m)(q)286,000	(d) (q)(w)315,000
Columbia & Springfield	245,000 (d)281,000	(d)420,000	220,000 (a)265,000 (a)(m)286,000	(d)(w)315,000
Newberry & M.P. V71.0	245,000 (d)281,000	(d)(h)(g)420,000	(a)(r)251,000	200,000 (d)300,000
Aiken & N. Aiken	245,000 (d)281,000	(d)420,000	220,000 (a)286,000	(d)315,000
Edgefield & Trenton	245,000 (d)281,000	(d)420,000	220,000 (a)286,000	(d)315,000
Kershaw & Rock Hill	245,000 (d)281,000	(d)(g)420,000	(l)220,000 (a)(l)(s)263,000	(d) (s)(v)270,000
Rock Hill & Tirzah	245,000 (d)281,000	(d)(g)420,000	220,000 (a)286,000	(d)315,000
Oakwood & Warrenville	245,000 (d)(c)281,000	(d)(h)420,000	220,000 (a)(k)286,000	(d)(u)315,000
Asheville & Salisbury	245,000 (d)291,000	(d)(g)420,000	220,000 (a)315,000	(d)394,500
Asheville & Hayne	245,000 (d)281,000	(d)(g)420,000	220,000 (a)286,000	(d)315,000
Asheville & Dillsboro	245,000 (cc)(d)281,000	(cc) (d)(g)420,000	220,000 (a)(n)263,000 (a)(m)286,000	(d) (w)(x)300,000
Hendersonville & Brevard	245,000 (d)281,000	(d)(g)392,000	220,000 (a)263,000	(d)300,000
SB-205.0 & Marion	245,000 (d)281,000	(d)420,000	220,000 (a)286,000	(d)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

Between	UNIT		LOADED CAR	
	4-AXLE	6-AXLE	4-AXLE	6-AXLE
Asheville & Craggy Mtn. RR	(f)250,000	Not Authorized	210,000	Not Authorized
Charleston & Columbia	245,000 (d)291,000	(d)(g)420,000	(c)220,000 (a)315,000	(d)394,500
Reads Branch (Charleston)	245,000 (d)291,000	(d)(g)420,000	220,000 (a)286,000	(d)315,000
Kingville & Waterec. S.C. Elect. & Gas Co.	245,000 (d)281,000	(d)(h)420,000	220,000 (a)263,000 (a)(k)286,000	(d)270,000 (d)(u)315,000
SB11.7 & Haskamp	245,000 (d)281,000	(d)420,000	220,000 (a)263,000	(d)270,000

(a) Loaded 4-wheel truck cars weighing between 220,001 lbs. and 286,000 lbs. may be handled at the weight shown in the table provided their coupled length, truck centers and axle spacing are not less than the following:

Coupled Length ..... 57'-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) Not used.

(c) Loaded 4-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.

(d) Must not be operated on side or industry tracks except where authorized.

(e) 4-axle unit must not exceed 10 MPH

(1) Danville District
Danville & Eden
Cascade Creek Bridge (M.P. 19.7DW)

(2) Columbia District
Oakwood & Warrenville
US 421 Underpass (M.P. SA61.26)

(3) A&EC District
Goldsboro & New Bern
Neuse River Bridge (M.P. EC27.9)

(f) Only single units may be operated

(1) Charlotte District - North
Blacksburg & Shelby
provided unit is not coupled to a car exceeding 177,000 lbs. and speed of 10 MPH is not exceeded over Buffalo Creek Bridge (M.P. SB142.6)

(2) Asheville District
Asheville & Craggy Mountain RR
provided speed does not exceed 10 MPH

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

(g) 6-axle units are prohibited on:

(1) Kings Creek to Shelby

SB138.5	Broad River Brick Co.
SB147.6	Fiber Industries, Inc.
SB152.3	Tripple D.

(2) Toccoa - Elberton

P1.4	Rogers Furniture
P1.7	Stovall Lumber
P2.1	Harbin Lumber
P2.5	Martin Lumber
P3.1	Varco
P3.8	Coats & Clark
P11.1	Lime Track
P17.8	Lavonia Pulpwood
P18.2	Lavonia House Track
P18.4	Lavonia Roller Mill
P18.6	Vandiver Feed
P18.7	Whithworth Feed
P19.5	Longstar Lumber
P24.1	Set-off Bowersville
P25.9	Cannon Woodyard
P29.6	Amerigas
P30.3	Bowman House Track
P30.8	House & Steem Track
P32.8	Royston Mfg.
P35.5	Vanna Feed
P38.6	Bowman Feed
P46.8	Childs Pulpwood
P48.3	Georgia Granite
P49.9	Elberton House Track

(3) Athens - Watkinsville

NE18.2	Goldkist
NE18.3	Gas Track
NE20.3	Run Around Track
NE21.3	Harmony Mill
NE21.9	Pulpwood Track
NE22.9	Goldkist
NE37.3	Westinghouse
NE37.7	Dairy Pak
NE37.9	Premium Beer Co. Track
NE38.7	Rubber Track
NE38.9	Wye

(4) Asheville - Dillsboro

T5.9	Enka Plant
T27.1	Waynesville Team Track

between Canton and Dillsboro

(5) Columbia - Augusta

R179.1	J. M. Huber Clay
R164.4	AB Line to Edgefield
R124.8	PYA Monarch

(6) Columbia - Spartanburg

W95.3	B.U.C. Industry Lead

(7) Prosperity - Brickdale

CSXT M.P. C42.9	I.T. Cousins

(8) Columbia - Charleston

SC23.7	Aluminum Plant Track
SC78.6	Palmetto Baking

(9) Kingville - Hasskamp

SB5 to SB22	Main Track

(h) 6-axle units must not exceed 10 MPH

(1) Washington District
Chessie Trains A. F. Tower & Orange
yard tracks in Potomac Yard
Alexandria & Salisbury
Florida Ave. underpass (M.P. 174.1) - Lynchburg - when coupled to any car exceeding 220,000 lbs.

(2) Danville District
Danville & Eden
Cascade Creek Bridge (M.P. 19.7DW)

(3) Charlotte District - North
Bolin & Gebo
Big Long Creek (M.P. HG47.3)

(4) Charlotte District - South
Seneca & Belton
Broadway Creek Bridge (M.P. Z5.8)
Equinox Creek Bridge (M.P. Z11.5)

Seneca & Walhalla
Spring St. underpass (M.P. Z43.8)

(5) NS District
Varina & Fayetteville
Cape Fear River Bridge (M.P. VF13.7)
Lower Little River (M.P. VF25.0)

(6) Columbia District
Columbia & Augusta
Savannah River Bridge (M.P. R190.2)
(must not be coupled to car exceeding 263,000 lbs.)

Oakwood & Warrenville
US 421 underpass (M.P. SA61.26)

(7) Charleston District
Kingville & Wateree, S.C. Elec. & Gas Co.

(8) A&EC District
Goldsboro & New Bern
Neuse River Bridge (M.P. EC27.9)

(i) 6-axle units must not be operated coupled to other units or to cars weighing more than:

100,000 lbs.

(1) Charlotte District — South
Seneca & Belton
Broadway Creek Bridge (M.P. Z5.8)

(j) 4-axle loaded car prohibited

(1) Washington District
Alexandria & Salisbury
Old main line - Durmid to Lynchburg

(k) 4-axle loaded car must not exceed 10 MPH

(1) Washington District
Alexandria & Salisbury
Florida Ave. underpass (M.P. 174.1) - when coupled to any car exceeding 220,000 lbs.

(2) Danville District
O&H Jct. & Butner
Tar River Bridge (M.P. D61.5)
Ledge Rock Creek Bridge (M.P. D67.7)
Danville & Eden
Cascade Creek Bridge (M.P. 19.7DW)

(3) Charlotte District - South
Seneca & Walhalla
Spring St. underpass (M.P. Z43.8)

(4) NS District
Varina & Fayetteville
Cape Fear River Bridge (M.P. VF13.7)
Lower Little River (M.P. VF25.0)

(5) Columbia District
Columbia & Augusta
Savannah River Bridge (M.P. R190.2)
Oakwood & Warrenville
US 421 underpass (M.P. SA61.26)

(6) Charleston District
Kingville & Wateree, S.C. Elec. & Gas Co.

(7) A&EC District
Goldsboro & New Bern
Neuse River Bridge (M.P. EC27.9)

(l) 4-axle loaded car must not exceed 15 MPH

(1) Danville District
Butner & E. Durham
Old Durham Rd. underpass (M.P. D81.8)

(2) Charlotte District - South
Seneca & Belton
Broadway Creek Bridge (M.P. Z5.8)
Equinox Creek Bridge (M.P. Z11.5)

(3) Columbia District
Kershaw & Rock Hill
Catawba River Bridge (M.P. SB89.2)

(m) 4-axle loaded car must not exceed 20 MPH

(1) Columbia District
Andrews Yard (Columbia, S.C.)
Congaree River Bridge (M.P. R109.6)

(2) Asheville District
Asheville and Dillsboro
Bridges (M.P. T40.5)

(n) 4-axle loaded car must not exceed 25 MPH

(1) A&EC District
New Bern & Morehead City
Newport River Bridge (M.P. EC84.3)

(2) Asheville District
Asheville & Dillsboro
Eighth Scotts Creek Br. (M.P. T40.5) when coupled length is less than 50 ft. and exceeds 220,000 lbs.

(3) Danville District
Greensboro & Goldsboro
Old U.S. 70 Underpass (M.P. H95.2)

(o) 286,000 lbs. maximum gross weight

(1) Charlotte District - South
Piedmont & Greenville
between M.P. V135.0 and Greenville - including
Donaldson Center Industrial Lead
Seneca & Anderson

(2) Raleigh District
Raleigh & Cumnock
between Raleigh and Brickhaven - including CPL lead track

(3) A&EC District
Goldsboro & New Bern
between Goldsboro and Kinston - except over Neuse River (M.P. EC27.9)

(p) Cars exceeding 220,000 lbs. may be handled over Buffalo Creek Bridge (M.P. SB142.6) with the following restrictions:

(1) Cars with coupled length less than 50 ft. must not be coupled to cars exceeding 100,000 lbs.

(2) Cars with coupled length over 50 ft. must not be coupled to cars exceeding 177,000 lbs.

(3) Speed must not exceed 15 MPH.

(q) Must be separated from engine or car weighing in excess of 70,000 lbs. gross by at least one car weighing not more than 70,000 lbs. gross over Savannah River Bridge, M.P. R190.2, and speed must not exceed 10 MPH over this bridge.

(r) Cars having a coupled length of 59' 0"or greater and also an axle spacing of 5' 10" or greater may be handled at a maximum gross weight of 263,000 lbs. between Alston and M.P. V71.0. When handling cars loaded to 263,000 lbs. gross weight, speed must not exceed 25 MPH over Broad River, M.P. V25.1 and must not exceed 10 MPH over Lower Saluda River, M.P. V67.9.

(s) Cars exceeding 220,000 lbs. must not be coupled to a car exceeding 220,000 lbs., EXCEPT cars not exceeding 263,000 lbs. having a coupled length of not less than 37'-7" may be handled coupled to each other and must not exceed 10 MPH.

(t) 6-axle loaded car prohibited

(1) Danville District
Winston Salem & Mooresville
North leg of wye - Mooresville.

(u) 6-axle loaded car may not exceed 10 MPH

(1) Washington District
Alexandria & Salisbury
Florida Ave. Underpass (M.P. 174.1) when coupled to any car exceeding 220,000 lbs.

(2) Danville District
O&H Jct. & Butner
Tar River Bridge (M.P. D61.5)
Ledge Rock Creek Br. (M.P. D67.7)

Danville & Eden
Cascade Creek Br. (M.P. 19.7DW)

(3) Charlotte District - South
Seneca & Walhalla
Spring St. Underpass (M.P. Z43.8)

(4) NS District
Varina & Lafayette
Cape Fear River Br. (M.P. VF13.7)
Lower Little River (M.P. VF25.0)

Oakwood & Warrenville
US 421 Underpass (M.P. SA61.26)

(5) Charleston District
Kingville & Wateree S.C. Elec. & Gas co.

(6) A&EC District
Goldsboro & New Bern
Neuse River Bridge (M.P. EC27.9)

(v) 6-axle loaded car must not exceed 15 MPH

(1) Danville District
Butner & E. Durham
Old Durham Road Underpass (M.P. D81.8)

(2) Charlotte District - South
Seneca & Belton
Broadway Creek Bridge (M.P. Z5.8)
Equinox Creek Bridge (M.P. Z11.5)

(3) Columbia District
Kershaw & Rock Hill
Catawba River Bridge (M.P. SB89.2)

(w) 6-axle loaded car must not exceed 20 MPH

(1) Columbia District
Andrews Yard - Columbia, S.C.
congaree River Bridge (M.P. R109.6)

(2) Asheville District
Asheville & Dillsboro
Bridges M.P. T40.5

(x) 6-axle loaded car must not exceed 25 MPH

(1) A&EC District
New Bern & Morehead City
Newport River Bridge (M.P. EC84.3)

(2) Asheville District
Asheville & Dillsboro
Eighth Scotts Creek Bridge (M.P. T40.5) when coupled length less than 50 ft. and weight exceeds 220,000 lbs.

(y) 315,000 lbs. maximum gross weight

(1) Charlotte District - South
Piedmont & Greenville
between M.P. V135.0 and Greenville
including Donaldson Center Industrial lead

(2) A&EC District
Goldsboro & New Bern
between Goldsboro and Kinston
except over Neuse River (M.P. EC27.9)

(3) NS District
Raleigh & Cumnock
between Raleigh and Brickhaven
including CPL lead track

(z) 6-axle loaded car must have at least one spacer car not exceeding 169,000 lbs. gross weight at each end

(1) Washington District
Chessie Trains A.F. Tower & Orange

(aa) Single units not exceeding 261,500 lbs. may be operated between Blacksburg and Shelby provided unit is not coupled to car exceeding 177,000 lbs. gross and speed of 10 MPH is not exceeded over Buffalo Creek Bridge (M.P. SB142.6).

(bb) Charlotte District South - Athens to Watkinsville
Four wheel truck cars weighing more than 220,000 lbs. but not more than 263,000 lbs., must not be coupled to engine or car weighing more than 100,000 lbs. over structure at M.P. F98.8.

(cc) Locomotives Prohibited

(1) Asheville District
Murphy Jct. & Waynesville
on scales at Vulcan Materials M.P. T7.0

(dd) 6 axle units must not exceed 20 MPH and must not be coupled to car exceeding 263,000 lbs.

(1) Columbia District
Andrews Yard & Columbia, S.C.
Congaree River Bridge (M.P. R109.6)

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**

(a) Washington District

(1) Alexandria to Salisbury
M.P. 174.0, Florida Ave. (Lynchburg), 10 MPH
M.P. 235.2, Dan River (Danville), Group 1 must not be handled

(2) Manassas to Edinburg
M.P. B51.0, South Shenandoah River, 10 MPH

(b) Danville District

(1) Greensboro to Gulf
limit speed to 20 MPH

(2) Pomona to M.P. K37
Group 1 must not be handled

(3) O&H Jct. to E. Durham
M.P. D61.5, Tar River, 10 MPH
M.P. D67.7, Ledge rock Creek, 10 MPH
M.P. D81.8, Old Durham Rd., 10 MPH

(4) Eden
M.P. 19.7DW, Cascade Creek Bridge, 10 MPH

(5) Danville to Blanche, N.C.
Group 1 must not be handled

(6) Glenn to Carrboro
limit speed to 10 MPH

(c) Charlotte District - North

(1) Halls Ferry Jct. to Albemarle
M.P. N29.5, Town Creek #1, Group 1, 10 MPH

(2) Bolin to Gebo
M.P. HG47.3, Big Long Creek, 10 MPH

(3) Kings Creek to Shelby
M.P. SB142.6, Buffalo Creek, derricks must not be handled
M.P. SB143.5, Kings Creek, 10 MPH

(d) Charlotte District - South

(1) Belton to Walhalla
M.P. Z43.8, Spring St. Underpass, 10 MPH

(e) NS District

(1) Gulf to Sanford
limit speed to 20 MPH

(2) Raleigh to Cumnock
Group 1 must not be handled

(3) Varina to Fayetteville
Group 1 must not be handled
M.P. VF0.0 to VF38.3, Group 2, 25 MPH
M.P. VF13.7, Group 2, 10 MPH
M.P. VF38.3 to VF43.0, Group 2, 10 MPH

(f) A&EC District

(1) Goldsboro to New Bern
Group 1 must not be handled over Neuse River -
M.P. EC27.9
M.P. EC27.8, open deck trestle, Group 2, 10 MPH
M.P. EC27.9, Neuse River Bridge, Group 2, 10 MPH
and Approach Trestles
M.P. EC42.8, open deck trestle, Group 2, 10 MPH

(2) New Bern to Morehead City
M.P. EC59.3, Trent River Bridge, Group 2, 10 MPH
and Approach Trestles
M.P. EC84.3, Newport River Bridge, Group 2, 10 MPH

(3) Havelock to Camp Lejeune
Havelock to Cherry Point
Group 1 must not be handled

(g) Columbia District

(1) Columbia to Augusta
M.P. R109.6, Congaree River, 15 MPH
M.P. R190.2, Savannah River, 10 MPH

(2) Aiken to N. Aiken
Edgefield to Trenton
limit speed to 10 MPH

(3) Kershaw to Tirzah
M.P. SB89.2, Catawba River, 10 MPH, handle only under their own power, must not couple to any car or engine

(h) Asheville District

(1) Asheville to Dillsboro
M.P. T38.5, Scotts Creek #1, 20 MPH
M.P. T40.5, Scotts Creek #8, 20 MPH

(2) Hendersonville to Brevard
Asheville to Craggy Mountain RR
Derricks must not be handled

d. LOCOMOTIVE CRANES/DERRICK CARS/PILE DRIVERS

SOU 903093 (DC-3), SOU 992312 (LC-35), NW 500504 (LC-4803), SOU 992340 (LC-8201), NW 514892 (LC-8501), and SOU 992412 (LC-89036)

1. Must not exceed 25 MPH.
2. May be operated on all main and passing tracks.
3. Locomotive cranes, derrick cars, and derrick cars with attached boom idler cars, must not be moved over humps or through retarders 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 40 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 514765, 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
16 axle CEBX 800	15 MPH	25 MPH

   (b) APWX 1004 (12 axle) and all cars having sixteen (16) or more axles must be handled in a special train of no more than ten (10) cars when loaded.
   (c) Loaded cars having twelve (12) or more axles, when not moving in a special train, must be handled at the head end of a train, and train length must not exceed 100 cars. Loaded cars must be accompanied by sufficient cars that can be used as brake cars in the event it becomes necessary to set such load out between terminals and when securing car in yards, terminals, or sidings.
   (d) In addition to the above restrictions, the cars listed below must not be placed in trains requiring pusher service, must not be humped, or flat switched with motive power detached, and when moving empty must be handled on rear end of train, properly locked, secured, and switching moves kept to a minimum.

CAR IDENTITY AND AXLES	NO.	CAR IDENTITY AND AXLES	NO.
APWX 1004	12	GEX 80000	16
BBCX 1000	20	GEX 80002	16
CAPX 1001	20	GEX 80003	20
CEBX 100	12	GPUX 100	12
CEBX 101	12	HEPX 200	20
CEBX 800	36	KWUX 10	20
CPOX 820	20	ABWX 20002	12
CWEX 1016	12	WECX 101	20
DODX 39898	8	WECX 102	22
DODX 39899	8	PTDX 200	12
GEX 711	12	PTDX 201	14
GEX 40010	20	PTDX 202	20
GEX 40013	12	PTDX 203	14
GEX 40017	12	PTDX 204	12
GEX 40018	12	WECX 301	22

   (e) Cars with ten (10) axles or more, either loaded or empty must not be forwarded in a train without permission of the Division Superintendent.
2. Transformers, rotors, circuit breakers, or similar electrical equipment with net weight exceeding 200,000 lbs., loaded on well, depressed, or flat car must be handled on or near the head end of trains, except on locals. When these loads are designated to move on locals or high-wide specials, they will be positioned as instructed by Control Center.
3. Loads with waybill having "high value" sticker, transformers, rotors, circuit breakers, or similar electrical equipment loaded on well, depressed or flat cars will not be humped or permitted to roll free. Instead, they will be shoved to a coupling with motive power attached. Cars being coupled to such equipment will be handled in the same manner.

i. EXCESSIVE DIMENSION EQUIPMENT

1. Before handling cars exceeding Plate "B" on tracks other than main tracks or sidings, it must be determined that adequate clearance exists.
2. 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 Piedmont Division EXCEPT:
   (a) Plate "C" cars cannot be handled at:
   M.P. 375.88, train shed, on mail track, Charlotte.
   (b) Plate "E" cars cannot be handled at:
   1. M.P. 375.88, train shed, on mail track, Charlotte.
   2. M.P. 0.7 (NF 204.80), NS - Main Overhead Bridge, NF&D Danville Spur, Danville, VA.
   (c) Plate "F" cars cannot be handled at:
   1. M.P. 112.2, Main Street overhead bridge, old passenger track, Charlottesville, VA.
   2. M.P. 112.2, Main Street overhead bridge, stub end track, Charlottesville, Va.

3. M.P. 0.7 (NF204.80), NS-Main Overhead Bridge, NF&D Danville Spur, Danville, Va.
4. M.P. 375.88, train shed, on mail track, Charlotte, NC.

5. 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.

4. 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 Piedmont Division
EXCEPT:

(a) M.P. 112.20, Main Street overhead bridge, all tracks, Charlottesville, VA.
(b) M.P. WB0.2, NS L-line overhead bridge, Watering Branch Spur, Lynchburg, VA.
(c) M.P. WB0.3, US 29 overhead bridge, Watering Branch Spur, Lynchburg, VA.
(d) M.P. 0.7 (NF204.80), NS Main overhead bridge, N&FD Danville Spur, Danville, VA.
(e) M.P. 375.88, train shed, on mail track, Charlotte, NC.
(f) M.P. CF68.14, Friendly Avenue overhead bridge, Greensboro, N.C.
(g) M.P. CF68.75, NS Main overhead bridge, Greensboro, N.C.
(h) M.P. NE38.90, CSXT overhead bridge, Athens, GA.
(i) M.P. 044.50, Boulevard St. overhead bridge, on Alexander RR connecting track, Statesville, N.C.
(j) M.P. SB140.25, N. Academy Sts. overhead bridge, Blacksburg, S.C.
(k) M.P. Z10.20, Murray Ave. overhead bridge, Anderson, S.C.
(l) M.P. Z42.60, SC 11 overhead bridge, West Union.

5. Double stack cars.

(a) Double stack cars not exceeding 20'-5" above top of rail (Two 9'6" high x 8'6" wide containers) may only be handled on main tracks and sidings between:
1. AT&O Junction and Inman Yard.
2. Charlotte and Columbia.
3. Spartanburg and Columbia.
4. Charleston and Columbia.

(b) Do not handle double stack cars:
1. M.P. 375.88, train shed, on mail track, Charlotte, N.C.
2. M.P. 452.50, Church St. overhead bridge, on lead to old main, Spartanburg, S.C.

6. Other cars.

(a) 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.
(b) TTX cars exceeding 17'-8" above top-of-rail (ATR) cannot be handled between Manassas, VA and Monroe, VA.

7. All high and wide shipments must have copy of clearance file attached to regular waybill, and movements must be made in strict compliance with clearance file information.

Conductors on trains handling high and/or wide shipments will verify car initial and numbers with waybills and clearance files. Conductors will also verify route of each car by comparing route on waybill with **Restricted Route** as shown on Clearance File. **Restricted Route** will be more detailed. If any discrepancy exists, conductor will notify the chief dispatcher by the quickest available means of communication.

When only one such shipment is handled on through, local, or high and wide trains, extra copies of clearance file covering movement will be furnished with Dispatcher's Bulletins so that both head end and rear end crews may have a copy of the clearance restriction.

When handling more than one such shipment, chief dispatchers will determine the most restrictive of all shipments, and extra copies of this file will be furnished with Dispatcher's Bulletins to both head end and rear end crews.

Train dispatchers, with the assistance of train and engine crews, will establish meeting and passing points, in accordance with clearance files, of all trains to be met or passed.

Train and engine crews will be responsible for passing standing cars on adjacent side, industrial, and yard tracks in accordance with clearance file restriction.

The safe and proper handling of high and wide shipments requires strict compliance with instructions contained in the clearance file by train and engine crews and train dispatchers. Trains meeting or passing another train with high and wide shipments must comply with instructions received from train dispatcher.

8. 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.

9. 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.

10. Attention is called to the fact that backhoes specially designed to unload crossties from gondolas constitute an excessive dimension car (15'1" wide) when mounted on top of a gondola.

To insure the safety of work trains as well as movements subject to passing on adjacent track(s), the following precautions must be taken when the backhoe is mounted on top of the car:

(a) Equipment must be kept under observation with particular care being taken to avoid contact with side structures or obstructions.
(b) Protection must be provided for movements on adjacent track(s) unless it is known, positively, they can pass safely.

When working in a multiple track area the work train conductor must provide advance notice to the dispatcher, yardmaster, or other employee responsible for directing train and engine movements, that the backhoe will work from the top of gondola(s) while unloading crossties and horizontal clearance problem could exist account car being excessive dimension while in this mode.

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.

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2. ALL LONG CARS or similar type equipment are restricted from A&EC Yard Tracks 1, 2 and 3 at Goldsboro, N.C.

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3. Long (75 ft. or more) cars may be handled on main and passing tracks without restrictions account curvature and grade except as noted below.

On Arnold Stone Co. M.P. K9.7

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4. Eighty-four (84 ft.) cars or longer must be handled on rear of train up and down Blue Ridge and Saluda Mountain.

Between Asheville and Dillsboro — Must be handled on rear of train coupled on each end to cars not shorter than 50 feet.

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5. Because of excessive curvature, two engines coupled cannot be operated on Georges Brothers Siding, Aiken, S.C. (M.P. SA57.3). Use only one engine, and then it must be coupled only to a box car not exceeding fifty feet in length.

Cars exceeding 50 ft. in length coupled to a car exceeding 50 ft. in length will not negotiate turnout to I.T. Cousins track, M.P. V46.3. Do not allow more than one engine on this track.

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6. Eighty-five foot long flat cars, loaded or empty, being handled in Koppers Company Track (M.P. H66.9), Clegg, N.C., must not be coupled to cars or engines 40 feet or less in length.

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7. Cars exceeding 60 feet in length cannot be handled on Snow Lumber Company Track at High Point, N.C., beyond Springdale Avenue or Dixie Clay Lead Bath, S.C. (M.P. SA68.1).

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8. Do not switch with or place 60 ft. or longer cars on Track 2, J.M. Huber Warehouse (M.P. R179.1).

Cars with length in excess of 55 ft. must not be put in chip track, Halls Ferry Junction, N.C. (M.P. N25.1).

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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.

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.

Trains handling more than 40 empty multilevels will be governed by general speed restrictions contained in Section 9a of the timetable Special Instructions.

Between	And	Maximum Trailing Tonnage Southward/ Westward	Safe Tonnage Northward/ Eastward
Alexandria	Monroe	9200	8300
Monroe	Linwood	9500	8400
Spartanburg	Greenville	10400	9300
Greenville	Atlanta	9600	9000
Morehead City	Goldsboro	18700	18700
Raleigh	Greensboro	5300	5300
Manassas	Riverton	6400	6400
Winston-Salem	Mooresville	7500	6900
Mooresville	Charlotte	8000	9200
Charlotte	Andrews Yard	8600	8600
Columbia	Warrenville	10400	10400
Linwood	Statesville	9400	10600
Statesville	Old Fort	8400	8400
Old Fort	Asheville	Rear Only	Rear Only
Columbia	Hayne	6750	6750
Hayne	Asheville	Rear Only	Rear Only

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 practicable, articulated cars and cars with slackless drawbars should be placed ahead of cars with conventional draft gears, which in turn should be placed ahead of cars with end-of-car cushion units.

Trains handling any of the aforementioned equipment must not be pushed with more than the equivalent of twelve conventional (non-high adhesion) powered axles. High adhesion axles are equivalent to one and one-third conventional axles.

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3. The following restrictions are applicable to two-unit TTEX cars in 353000 series and to two-unit RTTX cars in series 165200 to 165552:

1. Cars having three loaded trailers, or cars having empty or loaded trailers at both outer loading positions can be handled without restrictions.
2. Empty cars or cars carrying one loaded or empty trailer at one outer loading position must be handled per the following restrictions:
   - A. Trailing tonnage restricted to 4000 tons except in radio controlled trains. Yard shove movements are restricted to 400 tons and must not exceed twelve (12) powered conventional or ten (10) powered high adhesion axles.
   - B. Car must not be handled in the first ten (10) cars ahead of radio controlled units or rear end helpers. Helper units must not exceed twelve (12) powered conventional or ten (10) powered high adhesion axles.
   - C. Locomotive amperage must be limited to 400 AMPS in dynamic braking while these cars are traversing turnouts or crossover restricted to 25 MPH or less and while within terminal limits.

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4. All cars handled in rail-highway trains must be equipped with roller bearings. No exceptions.

Rail-highway trains will not handle 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.

6. 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.

7. 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.

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. 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 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.

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. 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.

18. 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.

19. 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."

20. End doors must be closed and secured on enclosed multi-level cars before they are moved.

21. Oversize shipments must not be left on any track adjacent to the main track or sidings unless authorized by the Chief Dispatcher.

22. 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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23. 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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24. Center partition lumber cars, foreign or system, must not be moved when cars are partially unloaded. These cars must not be pulled from industry or moved without the tie down cables being secured. Loading and unloading instructions, along with warnings not to move car without cables secured, are stencilled on these cars at several locations. System cars are in series SOU 118300 through SOU 118335, and NS 120000 through NS 120249, and NS 114000 through NS 114024.

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25. A crane or other machine equipped with a boom, even if boom is detached, loaded on open top car or moving on its own wheels must not be handled in trains unless the boom end is trailing except that it may be handled in local freight and work trains with boom forward when properly anchored. (Exception: Machines, including cranes and military equipment, loaded on open top car may be handled in any train with boom or rotating part forward provided that is is properly anchored with visible securement and does not overhang the end of the car.)

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26. 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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27. 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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28. 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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29. Employees are prohibited from mounting, dismounting or riding cars in the series TBCX 76702 through TBCX 76710, which is a modified flat car containing a covered housing for transporting aircraft parts shipped by Gruman Aviation (Boeing Commerical).

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

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30. When complying with instructions in regard to placement in train of placarded cars containing hazardous materials, company material cars in series NW 565900-565984 and SOU 911208-911270, and similar type cars carrying freight cars wheels are to be considered as a loaded flat car and therefore are not to be placed next a a loaded placarded tank car.

31. **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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32. **Welded Rail Trains and Associated Equipment:**

Two loaded rail trains, or one loaded and one empty rail train, may be handled as one movement. When loaded and empty rail trains are handled together, the empty train must be on the rear.

Empty rail trains may now be handled on the rear of revenue freight trains, excluding those designated as corporate trains. Should pusher service be required, the pusher must be placed ahead of the empty rail equipment.

Rail Laying, T&S, and associated equipment may be handled on a loaded rail train, but must be handled on the rear end only.

Rail trains are permanently coupled together by having the approved locking device inserted in the uncoupling lever mechanism and secured with a bolt. These cars are not to be separated, and in the event of a bad order car, the entire train must be set off until repairs are made.

In the event of bad ordering any rail train and associated equipment the Chief Dispatcher must notify Rail Welding Plant in Atlanta, Ga.

Crew members taking charge of a loaded welded rail train will inspect it to determine that the uncoupling lever mechanism locks are in place on each car before train is moved, except when relieving a crew that has previously handled the train, or when notified by the proper authority that the securement between the cars has been checked. This paragraph does not apply to a rail train originating in Atlanta, Ga.

Loaded rail trains must not be originated from any crew change point without first being inspected and approved for movement by Maintenance of Way forces.

Rail trains and associated equipment must not be handled without air on the trains and all other NS Rules applying to train air brakes and services apply when handling these trains.

In addition, the following **thirteen groups of cars**, coupled together and equipped to pick up and to unload strands of welded or bolted rail, **are not to be separated** account of possible damage to the hydraulic hose connection between these cars:

NW 516813, 516814, 516815, and 516816
NW 516975, 516976, 516977, and 516978
NW 517007, 517008, 517009, and 517010
NW 517037, 517038, 517039, and 517043
SOU 991636, 991639, 991634, and 992997
SOU 991534, 991535, 991536, and 992998
SOU 991734, 991735, 991736, and 992999
SOU 992834, 992835, 992836, and 992990
SOU 992936, 992935, and 992934
SOU 992984, 992985, and 992986
NW 527956 and NW 527957
NW 517041 and NW 517042
NW 527986 and NW 527909

12. PASSENGER TRAIN NOTES

None

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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 specialty other than appearing here.

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

OT Otology	PS Plastic Surgery
OTO Otolaryngology	PSF Facial Plastic Surgery
P Psychiatry	PTH Pathology
PA Clinical Pharmacology	PUD Pulimonary Diseases
PD Pediatrics	PYA Psychoanalysis
PDA Pediatric Allergy	PYM Psychosomatic Medicine
PDC Pediatric Cardiology	R Radiology
PDE Pediatric Endocrinology	RHI Rhinology
PDR Pediatric Radiology	RHU Rheumatology
PDS Pediatric Surgery	RIP Radioisotophic Pathology
PH Public Health	TR Therapeutic Radiology
PHO Pediatric Hematology—Oncology	TRS Traumatic Surgery
PM Physical Medicine and Rehabilitation	TS Thoracic Surgery
PNP Pediatric Nephrology	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

RODANIA
Quartz - Model 9361

14. AUTHORIZED WATCHES (Cont'd)

Watches Authorized for use under Rule 2 are:

WRIST WATCHES (Cont'd)

SEIKO
Railroad Approved - Quartz Model

SPEIDEL
Railroad Approved - Quartz Model

WYLER
Railroad Approved - Incaflex Model

15. AGENCY HOURS OF OPERATION

STATION	WEEKDAYS	SAT. & SUN.
Andrews Yard	Continuous	Continuous
Augusta Yard	7:00 a.m. to 3:00 p.m.	Same
	11:00 p.m. to 7:00 a.m.	Same
	3:00 p.m. to 11:00 p.m.	Sun. Only
Asheville	Continuous	Continuous
Badin	8:00 a.m. to 5:00 p.m.	Closed
Blacksburg	7:00 a.m. to 4:00 p.m.	Closed
Chamblee	Continuous	Continuous
Charlotte	Continuous	Continuous
Charlottesville	8:00 a.m. to 5:00 p.m.	Sat. Same Sun. Closed
Chocowinity	5:00 a.m. to 6:00 p.m. 7:00 p.m. to 3:00 a.m.	Sat. 5:00 a.m. to 1:00 p.m. 7:00 p.m. to 3:00 a.m.
Culpeper	8:00 a.m. to 5:00 p.m.	Sat. Same Sun. Closed
Dundee	6:30 a.m. to 11:00 p.m.	Closed
East Durham	7:00 a.m. to 6:00 p.m.	Closed
Eden	8:00 a.m. to 5:00 p.m.	Closed
Gainesville	Continuous	6:15 a.m. to 10:15 p.m.
Goldsboro	8:00 a.m. to 10:00 p.m.	Sat. 8:00 a.m. to 3:00 p.m. Sun. Closed
Greensboro-Pomona	5:30 a.m. to 10:30 p.m.	Same
Hayne	Continuous	Continuous
Manassas	Continuous	Continuous
Montview	Continuous	Continuous
New Bern	8:00 a.m. to 5:00 p.m. 8:00 p.m. to 4:00 a.m.	Closed
N. Winston Yd.	Continuous	Continuous
Oyama	Continuous	Sat. 8:00 a.m. to 3:00 p.m. Sun. Closed
Raleigh	Continuous	Continuous
Rock Hill	Continuous	6:00 a.m. to 10:00 p.m.
Seneca	6:30 a.m. to 3:30 p.m.	Sat. Same Sun. Closed
Seven Mile	6:30 a.m. to 12:30 a.m.	Same
Spencer Yard	Continuous	Continuous

16. COMMUNICATION & SIGNAL INFORMATION

a. Instructions for handling Electric Switch Locks.

1. G.R.S. Electric Lock:

The locking mechanism is located in a metal housing on a post adjacent to the switch stand and is connected by means of a lock rod to the switch points. Release of the locks is automatic for trains entering the switches from the main track. For trains or engines moving

from the siding or spur track to the main track after clearing the main track, a predetermined release time is required before the lock and switch can be operated.

(a) For movement from main track to siding or spur track:

1. Stop engine or cars just ahead of switch points.
2. Open door of lock housing which has a standard switch lock.
3. Lift lock lever until it rests against stop in 45 degree position. When indicator clears or moves to the unlock position, complete the movement of lock lever to the extreme left hand position. This unlocks the switch and it can be operated the same as any other hand thrown switch.

(b) For movements from siding or spur track to the main track:

1. Secure permission from the control station to operate the electric lock and enter the main track. The switch must be unlocked and thrown before the derail or inside crossover switch is operated.
2. Lift lock lever until it rests against stop in 45 degree position. Immediately or after predetermined time interval has expired, indicator should show "clear" or "unlock" and switch can be unlocked by completing the movement of the lock lever to the extreme left hand position.

(c) For movements using controlled electric locks:

1. Proceed as above after obtaining release from control station.

(d) After a movement into or out of the switch has been completed and the hand lever of switch returned to normal position, the crank handle in the lock housing must be restored to the right hand or normal position and the door on the lock housing closed and locked.

An emergency release is provided in the lock housing for use in case of trouble or if the electric lock fails to operate promptly. To operate the emergency release, after obtaining permission from control station, break seal and move emergency lever to release position, then operate in the usual manner. When emergency release is operated to enter main track from a spur, Rule 404 must be observed. If emergency release is operated, notify control station immediately as signals will remain in stop position until mechanism has been reset by signal maintainer.

2. US&S Electric Locks

One type of locking mechanism is located in a metal housing on a post adjacent to the switch stand and is connected by means of a lock rod to the switch point and is actuated by operating handle. The second type of locking mechanism locks the operating lever of switch and is actuated by a foot pedal. The release of the locks is automatic for train entering the switches from the main track.

(a) For movement from main track to siding or spur track:

1. Stop engine or cars just ahead of switch points.
2. Actuate operating handle or foot pedal to unlock position. This unlocks the switch and it can be operated the same as any other hand throw switch.

(b) For movement from siding or spur track to the main track:

1. Secure permission from the control station to operate the electric lock and enter main track. the switch must be unlocked and thrown before the derail or inside crossover switch is operated.
2. Actuate operating handle or foot pedal to request unlock of switch. Immediately or after predetermined time interval has expired the switch is unlocked and it can be operated the same as any other hand throw switch.

(c) For movements using controlled electric locks:

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.

16b. DETECTORS

1. Location of Detectors

Location		Milepost	Type	Direction
Washington District				
Burke, VA (Tracks 1 & 2)	*	18.8	SAD	Both
Manassas, VA (Tracks 1 & 2)	*	31.6	SAD	Both
Nokesville, VA	*	38.3	SAD	Both
Bealeton, VA (Tracks 1 & 2)	*	52.7	SAD	Both
Culpepper, VA	*	64.4	SAD	Both
Rapidan, VA	*	79.2	SAD	Both
Somerset, VA	$ *	91.5	SAD	Both
Proffit, VA	# *	105.5	SAD	Both
Hickory Hill, VA (Tracks 1 & 2)	*	115.8	SAD	Both
Applegate, VA	$$ *	126.5	SAD	Both
Gordon, VA	*	140.3	SAD	Both
Tye River, VA	*	150.2	SAD	Both
Sweet Brier, VA	*	160.1	SAD	Both
Rivermont, VA	*	170.8	SAD	Both
Haymarket, VA	*	B10.1	SAD	Both
The Plains, VA	*	B19.7	SAD	Both
Delaplane, VA	*	B33.6	SAD	Both
Linden, VA	*	B42.9	SAD	Both
Danville District				
Lawyers, VA	*	180.8	SAD	Both
Otter River, VA	*	189.7	SAD	Both
Motley, VA (Tracks 1 & 2)	*	201.5	SAD	Both
Gretna, VA	*	209.5	SAD	Both
Chatham, VA (Tracks 1 & 2)	*	218.3	SAD	Both
Blairs, VA	$ *	229.0	SAD	Both
Bentley, VA (Tracks 1 & 2)	*	240.0	SAD	Both
Ruffin, NC	# *	251.5	SAD	Both
Reidsville, NC	*	266.0	SAD	Both
Rudd, NC	*	276.5	SAD	Both
Hilltop, NC	*	291.5	SAD	Both
High Point, NC (Tracks 1 & 2)	*	301.9	SAD	Both
Lake, NC	*	313.9	SAD	Both
Gibsonville, NC	*	H15.5	SAD	Both
Mebane, NC	*	H29.4	SAD	Both
Glen, NC	*	H43.9	SAD	Both
IBM, NC	*	H62.3	SAD	Both
Charlotte North District				
Reid	*	338.0	SAD	Both
Kannapolis	*	346.8	SAD	Both
Adams (Tracks 1 & 2)	*	355.3	SAD	Both
Hahn	$ *	367.5	SAD	Both
Charlotte (Tracks 1 & 2)	*	378.8	SAD	Both
South Fork	*	390.3	SAD	Both
Arlington	*	402.6	SAD	Both
Hudson (Tracks 1 & 2)	*	413.4	SAD	Both
Blacksburg		427.0	SAD	Both
Thicketty	*	437.6	SAD	Both

16b. DETECTORS (Cont'd)

1. Location of Detectors

Location		Milepost	Type	Direction
Charlotte North District (Cont'd)				
Zion Hill	*	448.3	SAD	Both
Fair Forest (Tracks 1 & 2)	*	457.2	SAD	Both
Lyman	*	467.8	SAD	Both
Paris (Tracks 1 & 2)	*	479.3	SAD	Both
Charlotte South District				
Lathem	*	492.5	SAD	Both
Liberty	*	504.2	SAD	Both
Clemson	*	513.7	SAD	Both
Cheney	*	526.1	SAD	Both
Madison	# *	539.2	SAD	Both
Ayersville (Tracks 1 & 2)	*	552.4	SAD	Both
Alto	*	564.1	SAD	Both
Cagle	*	575.1	SAD	Both
Oakwood	*	588.6	SAD	Both
Walters	*	598.2	SAD	Both
Duluth	*	611.0	SAD	Both
Norcross	*	619.0	SAD	Both
Goodwin (Tracks 1 & 2)	*	626.6	SAD	Both
NS District				
Simpson, NC	*	NS143.0	SAD	Both
Farmville, NC	*	NS158.3	SAD	Both
Stantonsburg	*	NS172.8	SAD	Both
Wilson, NC	*	NS187.8	SAD	Both
Middlesex	*	NS202.3	SAD	Both
Eagle Rock, NC	*	NS215.8	SAD	Both
A&EC District				
Cary, NC	*	EC14.2	SAD	Both
Neuse River, NC	*	EC28.8	SAD	Both
Cove, NC	*	EC43.9	SAD	Both
Cherry Point, NC	*	EC81.4	SAD	Both
Columbia District				
Fort Mill	*	R 13.1	SAD	Both
Rock Hill	*	R 26.6	SAD	Both
Chester	*	R 39.9	SAD	Both
Cornwell	*	R 51.9	SAD	Both
Adger	*	R 65.6	SAD	Both
Simpson	*	R 75.7	SAD	Both
Blythewood	*	R 87.7	SAD	Both
Talcott	*	R101.7	SAD	Both
Arthur	*	R116.3	SAD	Both
Barr	*	R126.2	SAD	Both
Batesburg	*	R140.8	SAD	Both
Ward	*	R155.0	SAD	Both
Trenton	*	R165.9	SAD	Both
Graniteville	*	R178.0	SAD	Both
White Stone	*	W 75.2	SAD	Both
Jonesville	*	W 85.4	SAD	Both
Union	*	W 93.0	SAD	Both
Santuc	*	W102.4	SAD	Both
Carlisle	*	W112.4	SAD	Both
Strother	*	W124.2	SAD	Both
Parr	*	W133.8	SAD	Both
Richtex	*	W144.9	SAD	Both
Fornance	*	W155.8	SAD	Both
Asheville District				
Azalea	*	S133.2	SAD	Both
Black Mountain	*	S125.2	SAD	Both
Greenlee	# *	S107.0	SAD	Both
Marion	*	S 99.0	SAD	Both
Bridgewater	*	S 87.0	SAD	Both

16b. DETECTORS (Cont'd)

1. Location of Detectors

Location		Milepost	Type	Direction
Asheville District (Cont'd)				
Morganton	*	S 76.8	SAD	Both
Hildebran	*	S 62.9	SAD	Both
Conover	*	S 50.6	SAD	Both
Catawba	*	S 38.3	SAD	Both
Statesville	*	S 29.1	SAD	Both
Elmwood	*	S 19.0	SAD	Both
Majolica	*	S 4.8	SAD	Both
Candler	*	T 9.2	SAD	Both
Arden	*	W 9.1	SAD	Both
Hendersonville	*	W 20.9	SAD	Both
Saluda	*	W 29.9	SAD	Both
Landrum	*	W 46.0	SAD	Both
Inman	*	W 56.5	SAD	Both
Charleston District				
Summerville		SC 21.9	SAD	Both
Dorchester		SC 36.9	SAD	Both
Reevesville		SC 54.4	SAD	Both
Rowesville		SC 70.1	SAD	Both
Orangeburg	*	SC 83.0	SAD	Both
Fort Motte	*	SC 97.4	SAD	Both
Gadsden	*	SC111.4	SAD	Both
Hopkins	*	SC117.9	SAD	Both

* Also has Dragging Equipment Detector
\# Also has Hot Wheel Detector
$ Detects overheight loads - southbound only
$$ Detects overheight loads - northbound only
SAD = Stand Alone Detector

2. INSTRUCTIONS FOR 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 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 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.

Trains receiving indication of excessive dimension car(s) from Blairs, Va. or Hahn, N.C., Applegate or Somerset, Va. Detectors will stop and inspect train and report to the train dispatcher at Greenville, S.C. Car initial, number, waybill destination, condition of car, and advise if car is covered by high wide file.

If stopped by Applegate or Someset detectors, car(s) must be set out prior to reaching overhead bridge, M.P. 112.2 and not moved until mechanical inspection is made and movement authorized by Chief Dispatcher.

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 defect 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 defect 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.

3. 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.

DRAGGING EQUIPMENT - RULE 316

Location of Dragging Equip. Detector	Location of Lights	Track	Direction Activated
Danville District			
M.P. 174.6 (Only 1 D.E.D. NW Conn Track)	172.0 & 172.2	1 & 2	Northbound
M.P. 175.3	172.0 & 172.2	1 & 2	Northbound
Charlotte South District			
M.P. 521.9	517.1		Northbound

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4. SLIDE DETECTOR

Eastbound trains approaching and finding signal located at M.P. S118.4 displaying STOP, will proceed after receiving permission from the dispatcher and are to look for slide at Graphite (M.P. S118.1). This signal works in conjunction with slide detector.

Westbound trains passing field signal at M.P. S115.3 displaying RESTRICTED PROCEED should watch for slide at Graphite (M.P. S118.1).

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5. STEAM-POWERED TRAINS

Stand-Alone Detectors

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 lists designated AAR channels when using "All Channel" radios:

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

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

Transmitting on unauthorized channels is a violation of Federal Law, and is prohibited.

16d. LOCATION OF DISPATCHER-CONTROLLED RADIO BASE STATIONS

EMERGENCY ACCESS

In case of an emergency where the dispatcher is needed immediately, field personnel can press a "0" within five seconds of the answer-back tone from first setting up the radio. You will receive a second answer-back tone which lets you know that the call is shown as an emergency on the dispatcher's display and that the radio is being monitored. Refer to Operating Rule 503 concerning radio use during emergencies.

Location	Frequency	DTMF Access Code	Hours
Washington District			
Alexandria, VA (Barnaby)	SOU 1 & 2	2	Continuous
Calverton, VA	SOU 1 & 2	2	Continuous
Clark Mtn., VA (Orange)	SOU 1 & 2	2	Continuous
Fairfax, VA	SOU 1 & 2	2	Continuous
Heard Mtn., VA (Covesville)	SOU 1 & 2	2	Continuous
High Peak, VA (Monroe)	SOU 1 & 2	2	Continuous
Linden, VA	SOU 1	5	Continuous
Marshall, VA	SOU 1	5	Continuous
Mtn. Chapel, VA (Charlottesville)	SOU 1 & 2	2	Continuous
Woodstock, VA	SOU 1	5	Continuous
Danville District			
Bear Creek, NC	SOU 1	18	Continuous *
Bear Creek, NC	SOU 1	28	See # Below
E. Durham, NC	SOU 1	15	Continuous *
E. Durham, NC	SOU 1	25	Continuous $
Greensboro, NC	SOU 1 & 2	5	Continuous
Greensboro, NC	SOU 1 & 2	5	Continuous
(Use 3 for the Raleigh Disp. or 5 for the Greensboro S. Disp.)			
High Peak, VA	SOU 1 & 2	5	Continuous
Lexington, NC	SOU 1 & 2	5	Continuous
Long Mtn., VA (Rustburg)	SOU 1 & 2	5	Continuous
Mebane, NC	SOU 1	12	Continuous
Mooresvlle, NC	SOU 1	12	Continuous
Old Salem Yard	SOU 1	18	Continuous
Reidsville, NC	SOU 1 & 2	5	Continuous
Selma, NC	SOU 1	12	Continuous
Stem, NC	SOU 1	18	Continuous
White Oak Mtn., VA (Chatham)	SOU 1 & 2	5	Continuous

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

Location	Frequency	DTMF Access Code	Hours
Charlotte North District			
Kannapolis, NC	SOU 1 & 2	2	Continuous
Charlotte, NC	SOU 1 & 2	2	Continuous
Crowders Mtn., NC	SOU 1 & 2	2	Continuous
Spartanburg, SC	SOU 1 & 2	2	Continuous
Paris Mtn., SC	SOU 1 & 2	2	Continuous
Lexington, NC	SOU 1 & 2	2	Continuous
Charlotte South District			
Bowman, GA	SOU 1 & 2	5	Continuous
Seneca, SC	SOU 1 & 2	5	Continuous
Currahee Mtn., GA	SOU 1 & 2	5	Continuous
Gainesville, GA	SOU 1 & 2	5	Continuous
Duluth, GA	SOU 1 & 2	5	Continuous
Center, GA	SOU 1 & 2	5	Continuous
Paris Mtn., SC	SOU 1 & 2	5	Continuous
Spartanburg, SC	SOU 1 & 2	5	Continuous
NS District			
Bell Arthur	SOU 1	12	Continuous
Chocowinity, NC	SOU 1	18	Continuous
Fayetteville, NC	SOU 1	18	Continuous
Middlesex, NC	SOU 1	15	Continuous
Plymouth, NC	SOU 1	15	Continuous
Raleigh, NC	SOU 1	18	Continuous *
Raleigh, NC	SOU 1	28	Continuous $
Varina, NC	SOU 1	15	Continuous
Wilson, NC	SOU 1	18	Continuous
A&EC District			
Goldsboro, NC	SOU 1	18	Continuous
Havelock, NC	SOU 1	18	Continuous
Kinston, NC	SOU 1	15	Continuous
New Bern, NC	SOU 1	12	Continuous
Columbia District			
Fort Mill, SC	SOU 1 & 2	3	Continuous
Chester, SC	SOU 1 & 2	3	Continuous
Adger, SC	SOU 1 & 2	3	Continuous
Jonesville, SC	SOU 1 & 2	4	Continuous
Santuc, SC	SOU 1 & 2	4	Continuous
Strother, SC	SOU 1 & 2	4	Continuous
Montgomery, SC	SOU 1 & 2	3	Continuous
Montgomery, SC	SOU 1 & 2	4	Continuous
Greenwood, SC	SOU 1	4	Continuous
Newberry, SC	SOU 1 & 2	4	Continuous
Columbia, SC	SOU 1 & 2	3	Continuous
Columbia, SC	SOU 1 & 2	4	Continuous
(Use 3 for the R-Line or 4 for the W-Line.)			
Fredonia, SC	SOU 1 & 2	3	Continuous
Ward, SC	SOU 1 & 2	3	Continuous
Madison, SC	SOU 1 & 2	3	Continuous
Augusta, GA	SOU 1 & 2	3	Continuous
Anderson, SC	SOU 1 & 2	3	Continuous
Charlotte, NC	SOU 1 & 2	3	Continuous
Halls Ferry Jct.	SOU 1	4	Continuous
Seneca, SC	SOU 1 & 2	3	Continuous
Spartanburg, SC	SOU 1 & 2	4	Continuous

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

Location	Frequency	DTMF Access Code	Hours
Asheville District			
Asheville, NC	SOU 1 & 2	8	Continuous
Black Mtn., NC	SOU 1 & 2	8	Continuous
Bridgewater, NC	SOU 1 & 2	8	Continuous
Canton, NC	SOU 1 & 2	8	Continuous
Claremont, NC	SOU 1 & 2	8	Continuous
Greenlee, NC	SOU 1 & 2	8	Continuous
Hildebran, NC	SOU 1 & 2	8	Continuous
Pinnacle Mtn., NC	SOU 1 & 2	8	Continuous
Tryon Peak, NC	SOU 1 & 2	8	Continuous
Elmwood, NC (Young Mtn.)	SOU 1 & 2	8	Continuous
Lancaster, SC	SOU 1 & 2	8	Continuous
Statesburg, SC	SOU 1 & 2	7	Continuous
Orangeburg, SC	SOU 1 & 2	7	Continuous
Dorchester, SC	SOU 1 & 2	7	Continuous
Gadsden, SC	SOU 1	7	Continuous
Crowder's Mtn., NC	SOU 1 & 2	8	Continuous
Spartanburg, SC	SOU 1 & 2	8	Continuous
Columbia, SC	SOU 1 & 2	8	Continuous
Charleston District			
Orangeburg, SC	SOU 1 & 2	8	Continuous
Dorchester, SC	SOU 1 & 2	8	Continuous
Gadsden, SC	SOU 1	8	Continuous
Charleston, SC	SOU 1 & 2	7	Continuous

* 7:00 AM - 3:00 PM, M-F, Raleigh Dist. Dispatcher
All Other, Greensboro South Dispatcher

$ All times, Greensboro North Dispatcher

All times except 7:00 AM - 3:00 PM, M-F, Greensboro North Dispatcher

16e. LOCATION OF WAYSIDE RADIO BASE STATIONS

Location	Frequency	Hours
Washington District		
Charlottesville, VA	SOU 1	See Section 15
Culpeper, VA	SOU 1	See Section 15
Manassas, VA	SOU 1	See Section 15
Montview, VA	SOU 1 & NW 1	Continuous
Danville District		
Dundee, VA	SOU 1	Continuous
E. Durham, NC	SOU 1 & NW 1	See Section 15
Greensboro-Pomona, NC	SOU 1 & Terminal	See Section 15
North Winston, NC	SOU 1 & NW 1	Continuous
Spencer Yd., NC	SOU 1 & Terminal	Continuous
Charlotte North District		
Charlotte, NC (Airline Yard)	SOU 1 & Terminal	Continuous
Spartanburg, SC (Hayne Yard)	SOU 1	Continuous
Greenville, SC	SOU 1	Continuous
Badin, NC	SOU 1	See Section 15
Rock Hill, SC	SOU 1	See Section 15
Charlotte South District		
Seneca, SC	SOU 1	See Section 15
Gainesville, GA	SOU 1	See Section 15
Chamblee, GA	SOU 1 & Terminal	Continuous
Atlanta, GA (Inman Yard)	SOU 1 & Terminal	Continuous

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

Location	Frequency	Hours
NS District		
Chocowinity, NC	SOU 1	See Section 15
Glenwood Yd., NC	SOU 1	Continuous
Varina, NC	SOU 1	Continuous
A&EC District		
Goldsboro, NC	SOU 1	See Section 15
Morehead City, NC	SOU 1	Continuous
New Bern, NC	SOU 1	See Section 15
Columbia District		
Columbia, SC (Andrews Yard)	SOU 1 & Terminal	Continuous
Augusta Yd., GA	SOU 1	See Section 15
Aiken	SOU 1	See Section 15
Asheville District		
Asheville, NC	SOU 1 & Terminal	Continuous
Oyama, NC	SOU 1	See Section 15
Charleston District		
Charleston, SC	SOU 1	See Section 15
Dorchester, SC (Controlled from Charleston)	SOU 1	See Section 15

17. HAZARDOUS MATERIALS

A. GENERAL INSTRUCTIONS:

1. Compliance with the Code of Federal Hazardous Materials Regulations (49 CFR) of the U.S. Department of Transportation (found in the current edition of the AAR Bureau of Explosives Tariff BOE-6000 Series), and Norfolk Southern's special rules for handling hazardous materials, is required of all employees of Norfolk Southern Railway Company. References to specific sections of the 49 CFR included in the BOE Tariff are enclosed in brackets, for example [174.24].

2. A carrier must forward each shipment of hazardous materials promptly and within 48 hours (Saturdays, Sundays, and holidays excluded) after acceptance at the originating point, except that where biweekly or weekly service only is performed, a shipment of hazardous materials must be forwarded on the first available train [174.14].

3. Definitions of terms for these instructions are listed in 49 CFR Section 171.8. For technical interpretations on these instructions call Hazardous Materials Management in Roanoke at 7-981-3762 or (703)-981-3762; or in Atlanta at 7-529-2242 or (404)-529-2242.

B. SWITCHING OF PLACARDED CARS:

1. Every employee involved in the switching of hazardous materials cars, both on line of road and in yards, must be familiar with and be governed by the instructions contained in the "Hazardous Materials Switching Chart" found in the back of the timetable [174.82-174.83].

2. When switching loaded placarded tank cars, or switching cars that will couple to loaded placarded tank cars, maximum reasonable efforts must be made to achieve couplings at speeds not to exceed 4 MPH.

3. Employees must position themselves at least fifteen (15) feet, and more if possible, from the manway and valves prior to coupling. Contents of tank cars may splash during or immediately following coupling due to improperly secured closures.

4. Persons having access to waybills or shipping instructions must see that concerned employees are notified when hazardous materials are to be handled.

5. Cars placarded "EXPLOSIVES", "FLAMMABLE GAS", or "FLAMMABLE" must not be left on any track unless track is free from combustible material such as dead grass and weeds.

B. SWITCHING OF PLACARDED CARS: (Cont'd)

6. Residue (empty) DOT-115 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-115*****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 (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.

D. KEY TRAINS: (Cont'd)

— 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 (4909259)
7. Dichloropropane/Dichloropropene mixture (4910234)
8. Dichloropropene (4909255)
9. Ethyl Chloride (4905712/4908162)
10. Ethylene Dibromide - (Also PIH) (4921497)
11. Ethylene Dibromide and Methyl Bromide Mixtures - (Also PIH) (4921438)
12. Ethylene Dichloride (4909166/4912081)
13. Epichlorohydrin (4921005)
14. Methyl Chloroform or 1,1,1-Trichloroethane (4925182)
15. Methylene Chloride (Dichloromethane) (4925131)
16. Methylene Chloride/Chloroform Mixture (4960150)
17. Perchloroethylene (Tetrachloroethylene) - (4840355/4925202)
18. Perchloroethylene/Trichloroethylene mixture (4940373)
19. Trichloroethylene (4925181)

NOTE: Yard movements on a main track will also be governed by the definition and operating requirements of **KEY TRAINS** if the intended movement will exceed one mile.

2. **KEY TRAINS** will be identified at certain locations on train consist copy, but at all locations conductor will be responsible for examining waybills to ascertain whether or not hazardous materials cars in train meet **KEY TRAIN** criteria. Conductor will promptly notify the dispatcher, or the appropriate authority for notification purposes (trainmasters, yardmasters, and operators as applicable) who in turn will notify the dispatcher, if the train or yard movement is to be designated as a **KEY TRAIN**.

3. In addition to the above, yard clerical forces handling outbound trains at train makeup or intermediate terminals must notify the dispatcher or the appropriate authority for notification purposes, if a train is to be designated as a **KEY TRAIN**. This notification should be made as soon as possible and may be made by telephone, or by entering information directly into the Computer Aided Dispatching system where this capability is available. In the event the computer is down, or if not equipped to determine this information by computer, a review of waybills must be made to determine **KEY TRAIN** status.

4. If train sets out or picks up loaded hazardous materials cars on line of road, and set-out or pick-up changes **KEY TRAIN** status, conductor will promptly notify dispatcher. The positions of the hazardous materials cars picked up will be recorded by the conductor on his consist.

5. The following **RESTRICTIONS** must be observed for movement of **KEY TRAINS:**

(a) Maximum authorized speed of 50 MPH, unless further restricted.

(b) At meeting or passing points, when practicable, **KEY TRAIN** will hold main track unless a speed of 15 MPH or greater is authorized for siding or auxiliary track.

D. KEY TRAINS (Cont'd):

(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].

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].

E. DOCUMENTATION: (Cont'd)

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 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.

17. HAZARDOUS MATERIALS (Cont'd)

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
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).

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

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 2.1 **POISON GAS** primary placard and a **FLAMMABLE GAS** secondary placard will not be cut off in motion. A Car Movement Restriction Message has been added to the computerized switch list to flag these cars.

5. If more than one of the UN/NA 4-digit identification number markings on placards, orange panels, or white square-on-point configurations are lost, damaged, or destroyed in transit, the carrier shall replace them as soon as practicable. The numbers may be entered legibly by hand using an indelible marking material [172.338].

6. A bulk packaging that contains a marine pollutant must be marked on each end and each side with the MARINE POLLUTANT mark. EXCEPTION: On a bulk packaging, freight container, or transport vehicle that bears a placard specified in hazardous materials timetable Rule G.5, the MARINE POLLUTANT marker is not required [172.203(l) & 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.

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

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.

(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 574).

(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.

17. HAZARDOUS MATERIALS (Cont'd)

L. INSTRUCTIONS TO EMPLOYEES IN THE EVENT OF A HAZARDOUS MATERIALS INCIDENT OR ACCIDENT:

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

20. INDEX TO SPECIAL INSTRUCTIONS (Cont'd)

Effective October 1, 1994

NORFOLK SOUTHERN

HAZARDOUS MATERIALS POSITION IN TRAIN CHART

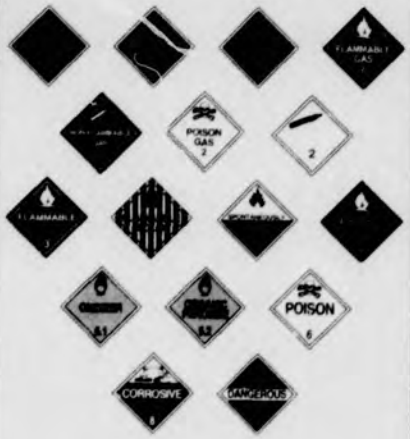
HOW TO USE THIS CHART

TO DETERMINE WHERE A PLACARDED CAR CAN BE PLACED IN A TRAIN, FOLLOW THESE STEPS:

1) DETERMINE THE TYPE OF PLACARDS APPLIED TO THE CAR.
2) DETERMINE THE TYPE OF CAR (TANK CAR OR OTHER RAIL CAR).
3) FOLLOW VERTICALLY DOWN THE APPROPRIATE COLUMN OF THE CHART TAKING NOTE OF THE SYMBOL **X**, WHICH INDICATES A RESTRICTION.
4) FOLLOW HORIZONTALLY ACROSS EACH ROW TO DETERMINE WHAT RESTRICTIONS ARE APPLICABLE.

EQUIVALENT PLACARDS

CARS WITH PLACARDS DISPLAYING 4-DIGIT IDENTIFICATION NUMBERS OR NON-BULK CONTAINERS DISPLAYING A PLACARD WITHOUT THE WORD DESCRIPTOR WILL BE HANDLED THE SAME AS CARS WITH WORD DESCRIPTION PLACARDS.

GROUP 1	GROUP 2	GROUP 3	GROUP 4	GROUP 5	GROUP 6
	 Hazard Zone A  PG1 Hazard Zone A	 See Note (1)			

	RESTRICTIONS	Any Car	Loaded Tank Car	Empty/residue Tank Car	Any Car	Loaded Tank Car	Empty/residue Tank Car	Loaded Other Than Tank Car	Any Car	Any Car
1.	WHEN TRAIN LENGTH PERMITS, PLACARDED CAR MAY NOT BE NEARER THAN THE SIXTH CAR FROM ENGINE OR OCCUPIED CABOOSE	X	X			X				
2.	WHEN TRAIN LENGTH DOES NOT PERMIT, PLACARDED CAR MUST BE PLACED NEAR THE MIDDLE OF THE TRAIN, BUT NOT NEARER THAN THE SECOND CAR FROM AN ENGINE OR OCCUPIED CABOOSE	X	X			X				
3.	MUST NOT BE NEXT TO — ENGINE	X	X	X	X	X	X			
4.	MUST NOT BE NEXT TO — OCCUPIED CABOOSE	X	X (See Note (2))	X	X	X	X			
5.	MUST NOT BE NEXT TO — OPEN TOP CAR - (Includes bulk head flat cars) APPLIES WHEN ANY LADING PROTRUDES BEYOND THE CAR ENDS OR IF SHIFTED WOULD PROTRUDE BEYOND THE CAR ENDS	X	X			X				
6.	MUST NOT BE NEXT TO — LOADED FLAT CAR- EXCEPT: CLOSED TOFC/COFC EQUIPMENT, MULTI-LEVELS, AND OTHER SPECIALLY EQUIPPED CARS WITH TIE-DOWN DEVICES FOR HANDLING VEHICLES	X	X			X				
7.	MUST NOT BE NEXT TO — ANY RAIL CAR, TRANSPORT VEHICLE, OR FREIGHT CONTAINER WITH TEMPERATURE CONTROL EQUIPMENT OR INTERNAL COMBUSTION ENGINE IN OPERATION	X	X			X				
8.	MUST NOT BE NEXT TO — GROUP 1: DIVISION 1.1 OR 1.2 (CLASS A EXPLOSIVES)		X		X	X		X		
9.	MUST NOT BE NEXT TO — GROUP 2: DIVISION 2.3 HAZARD ZONE A (POISON GAS) OR DIVISION 6.1 PG I HAZARD ZONE A (POISON)	X			X	X		X		
10.	MUST NOT BE NEXT TO — GROUP 3: CLASS 7 RADIOACTIVE	X	X			X		X		
11.	MUST NOT BE NEXT TO — ANY LOADED PLACARDED CAR, OTHER THAN A CAR PLACARDED WITH THE SAME PLACARD; OR ANY CAR PLACARDED AS IN GROUP 5 OR MARKED AS IN GROUP 6	X	X		X					

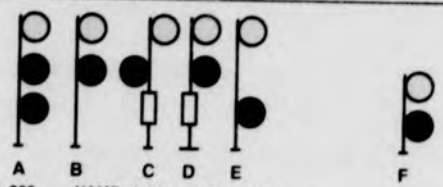
NOTES (1) ANY CAR PLACARDED AS IN GROUP 3, MAY NOT BE PLACED NEXT TO CARS CONTAINING UNDEVELOPED FILM.

(2) ANY CAR PLACARDED AS IN GROUP 1 OR GROUP 2, IN A MOVING OR STANDING TRAIN, MUST BE NEXT TO AND AHEAD OF ANY CAR OCCUPIED BY GUARDS OR TECHNICAL ESCORTS ACCOMPANYING THE PLACARDED RAIL CAR. HOWEVER, IF A RAIL CAR OCCUPIED BY THE GUARDS OR TECHNICAL ESCORTS HAS TEMPERATURE CONTROL EQUIPMENT IN OPERATION, IT MUST BE THE FOURTH CAR BEHIND ANY CAR PLACARDED AS IN GROUP 1.

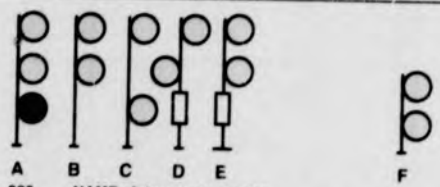
NORFOLK SOUTHERN RAILWAY
AUTOMATIC BLOCK, INTERLOCKING, TC AND REMOTE CONTROL SIGNALS

HIGH SIGNAL DWARF SIGNAL

RULE 301 **NAME: Clear**
INDICATION: Proceed at authorized speed.



RULE 302 **NAME: Approach Diverging**
INDICATION: Proceed preparing to take diverging route beyond next signal at authorized speed.

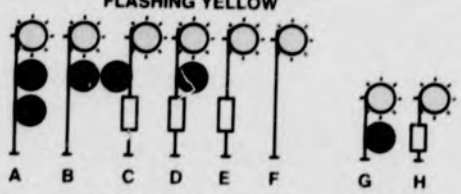


RULE 303 **NAME: Advance Approach**
INDICATION: Proceed preparing to stop at second signal.

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

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

FLASHING YELLOW



RULE 306 **NAME: Approach Restricted**
INDICATION: Proceed, approaching next signal at Restricted Speed, not exceeding 15 MPH. Train or engine 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.

RESTRICTED SPEED - A speed that will permit stopping within half the range of vision, short of train, engine, obstruction, railroad car, men or equipment fouling track, Stop signal, derail or switch lined improperly and looking out for a broken rail, but not exceeding 20 MPH.

(Note: The provisions of Restricted Speed do not solely provide protection for men or equipment working on or near the track.)

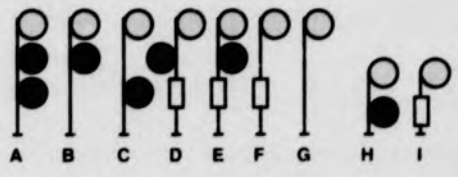
SLOW SPEED - A speed not exceeding 15 MPH.

NORFOLK SOUTHERN RAILWAY
AUTOMATIC BLOCK, INTERLOCKING, TC AND REMOTE CONTROL SIGNALS

HIGH SIGNAL DWARF SIGNAL

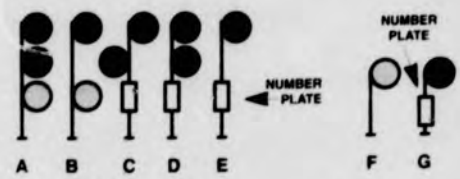
FLASHING YELLOW

RULE 306.1 **NAME: Diverging Route Approach Restricted.**
INDICATION: Proceed through diverging route, observing authorized speed through turnout(s) or crossover(s), approaching next signal at Restricted Speed, not exceeding 15 MPH. Train or engine exceeding Medium Speed must at once reduce to that speed.



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

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



RULE 309 **NAME: Restricting**
INDICATION: Proceed at Restricted Speed.

RULE 310 **NAME: Stop**
INDICATION: Stop.

RUNNING TIMES OF TRAINS, IN MINUTES — FOR INSPECTION CAR OPERATION ONLY

INSTRUCTIONS — (1) Use MAXIMUM SPEED for kind of train (passenger or freight) unless line-up shows lower train speed (if timetable maximum speed is not listed below, use next higher MPH column). (2) Use MILES from train's last recorded (timetable or line-up) location to point where inspection car clears. (3) Read MPH column down to MILES line for running time of train in minutes. Example — a train at 45 MPH going 11 miles uses 14 minutes. (4) Add running time to the train's time at last recorded location to determine when the train is due at clearing point. **CLEAR THIS TIME NOT LESS THAN TEN MINUTES. See Rule 824.**

Miles	10 MPH	15 MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	75 MPH	79 MPH
1	6	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2	12	8	6	—	—	—	—	—	—	—	—	—	—	—	—
3	18	12	9	7	6	5	—	—	—	—	—	—	—	—	—
4	24	16	12	9	8	6	6	5	—	—	—	—	—	—	—
5	30	20	15	12	10	8	7	6	6	5	5	—	—	—	—
6	36	24	18	14	12	10	9	8	7	6	6	5	5	—	—
7	42	28	21	16	14	12	10	9	8	7	7	6	6	5	5
8	48	32	24	19	16	13	12	10	9	8	8	7	6	6	6
9	54	36	27	21	18	15	13	12	10	9	9	8	7	7	6
10	60	40	30	24	20	17	15	13	12	10	10	9	8	8	7
11	66	44	33	26	22	18	16	14	13	12	11	10	9	8	8
12	72	48	36	28	24	20	18	16	14	13	12	11	10	9	9
13	78	52	39	31	26	22	19	17	15	14	13	12	11	10	9
14	84	56	42	33	28	24	21	18	16	15	14	12	12	11	10
15	90	60	45	36	30	26	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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ARCADIA
FORT WAYNE
WOODBURN
LIMA
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PLYMOUTH
WARSAW
VALPARAISO
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GRANITE CITY
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MT VERNON
HUNTINGBURG
KEENSBURG
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EVANSVILLE
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MARYVILLE
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OAK HILL
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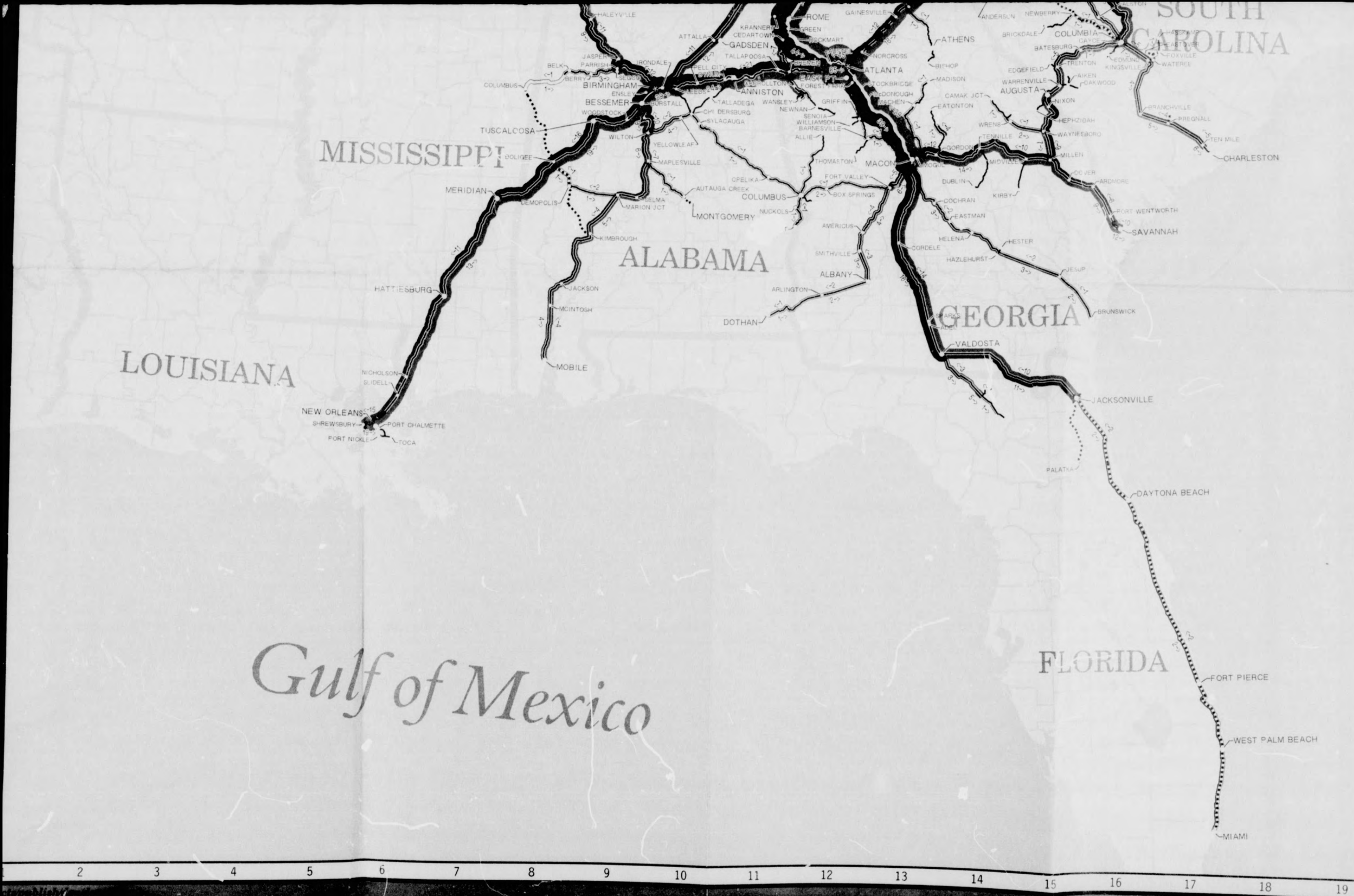
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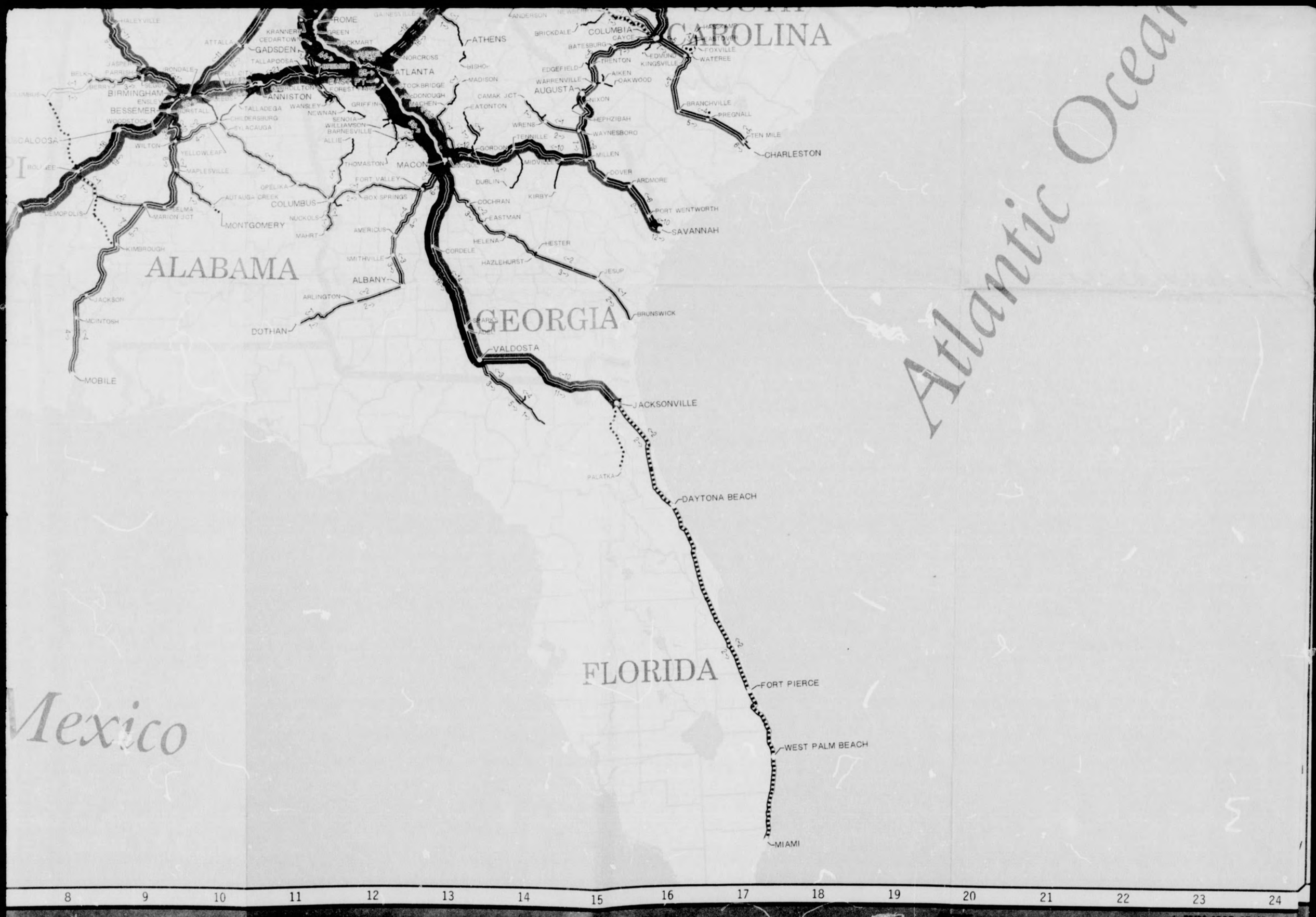
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LOCATIONS OVER 50 MGT TOTAL

SHOWN ON MAP BY YELLOW TRACK LINE

Line Segment	Milepost Range	From - To Stations		Inc MGT	Dec MGT	Total MGT	Map Grid
(In Descending Order by Total MGT)						Over 100 MGT	
07	332.40 - 338.20	CITICOJC,TN	CHATTANO,TN	58.32	67.34	125.65	L-11
04 H	134.70 - 148.24	AUSTELL ,GA	ATLANTA ,GA	64.54	44.53	109.08	N-12
62 N	462.98 - 470.00	SPRIGG ,WV	WILLIAMY,WV	47.12	60.19	107.31	H-14
92 B	244.70 - 249.70	BELLEVUE,OH	SOUTHWES,OH	49.74	55.80	105.53	D-13
55 N	332.80 - 360.30	WHITETHO,VA	EASTENDB,WV	23.04	80.20	103.24	I-15
						100 MGT to 90 MGT	
62 N	438.15 - 462.98	GILBERTB,WV	SPRIGG ,WV	37.09	60.69	97.77	I-15
62 N	470.00 - 484.29	WILLIAMY,WV	NAUGATUC,WV	42.78	51.67	94.45	H-14
62 N	360.30 - 438.15	EASTENDB,WV	GILBERTB,WV	22.39	67.96	90.35	H-15
						90 MGT to 80 MGT	
04 H	148.24 - 154.60	ATLANTA ,GA	SOUTHYAR,GA	48.98	37.65	86.63	N-12
						80 MGT to 70 MGT	
62NA	.00 - 4.03	NAUGATUC,WV	UPPERBUR,WV	40.29	39.62	79.91	H-14
55 N	128.89 - 133.40	CREWE ,VA	BURKEVIL,VA	24.18	55.60	79.77	I-19
92 B	371.40 - 372.72	FTWAYNE ,IN	RUNNIONA,IN	38.22	40.50	78.72	D-11
04 H	240.40 - 242.05	MACONJCT,GA	MACON ,GA	40.23	37.67	77.91	O-13
07 A	235.07 - 238.10	JERSEY ,TN	CITICOJC,TN	31.93	45.27	77.20	L-11
04 A	226.68 - 235.07	OOLTEWAH,TN	JERSEY ,TN	31.92	45.24	77.16	L-11
55 B	.00 - [illegible] 33	BURKEVIL,VA	ABILENEC,VA	22.59	54.32	76.92	I-18
04 H	26.70 - 79.80	COHUTTA ,GA	ROME ,GA	49.20	26.19	75.39	L-11
10	254.81 - 258.30	TUNNEL25,TN	HARRIJCT,TN	41.75	33.48	75.22	K-12
10	115.50 - 116.64	DANVJCTN,KY	DANVILLE,KY	41.45	33.64	75.09	H-12
07 A	362.00 - 363.10	DECATURJ,AL	DECATUR ,AL	18.02	56.34	74.37	M-9
10	116.64 - 254.81	DANVILLE,KY	TUNNEL25,TN	41.05	33.25	74.30	J-12
55 N	88.31 - 128.89	JACK ,VA	CREWE ,VA	21.27	52.62	73.89	I-19
55LP	1.00 - 5.10	NORFOLK ,VA	BRIDGES ,VA	21.71	51.77	73.49	I-21
55 N	257.40 - 262.80	ROANOKE ,VA	SALEMCRS,VA	32.24	40.92	73.17	I-17
94 S	213.00 - 229.90	WBJUNCTI,MO	HARDIN ,MO	36.25	36.04	72.28	F-3
94 S	229.90 - 242.30	HARDIN ,MO	CAJUNCTI,MO	36.23	35.97	72.20	F-2
55 N	1.23 - 8.40	BRIDGES ,VA	CANALDRI,VA	19.81	50.26	70.07	I-21
						70 MGT to 60 MGT	
04 H	79.80 - 134.70	ROME ,GA	AUSTELL ,GA	43.85	25.12	68.97	M-12
55 N	8.40 - 77.81	CANALDRI,VA	POE ,VA	19.23	48.88	68.11	I-20
55 P	.00 - 8.86	POE ,VA	JACK ,VA	19.19	48.66	67.85	I-19
55 V	251.14 - 264.30	SALEMCON,VA	BRADSHVA,VA	.62	67.10	67.72	I-16
04 H	181.00 - 218.70	MCDONOUG,GA	SCHERER ,GA	38.77	28.77	67.54	N-13
04 H	154.60 - 181.00	SOUTHYAR,GA	MCDONOUG,GA	38.72	28.61	67.34	N-12
55 V	264.30 - 316.80	BRADSHVA,VA	WHITETHO,VA	.21	66.90	67.11	I-16
62NA	4.03 - 59.13	UPPERBUR,WV	KENOVA ,WV	37.96	26.53	64.49	H-14
07 A	401.10 - 404.11	SHEFFIEL,AL	NORALA ,AL	25.81	36.49	62.30	M-9
						60 MGT to 50 MGT	
07 TC	46.00 - 46.50	FRISCO ,TN	FRISCSXT,TN	31.32	27.90	59.22	J-14
92 B	365.40 - 371.40	NE-TOWER,IN	FTWAYNE ,IN	27.39	30.06	57.45	D-11
04 H	15.20 - 26.70	OOLTEWAH,TN	COHUTTA ,GA	35.80	20.99	56.79	L-11
03	323.10 - 334.62	LINWOOD ,NC	SPENCER ,NC	27.81	28.94	56.75	K-16
55 V	200.30 - 240.00	HURTCONN,VA	CROSSOVE,VA	2.70	53.89	56.59	I-17
55 N	262.80 - 297.63	SALEMCRS,VA	WALTON ,VA	31.32	24.72	56.03	I-16
07	331.20 - 332.40	TENBRIDG,TN	CITICOJC,TN	30.00	25.51	55.51	L-11
55 V	240.00 - 243.10	CROSSOVE,VA	45CROSSO,VA	1.55	53.81	55.36	I-17
92 S	1.00 - 96.00	COLUMBUS,OH	SOUTHWES,OH	30.23	24.69	54.92	E-13
62 N	567.89 - 608.50	KENOVA ,WV	VERA ,OH	30.20	23.94	54.14	G-13
10	258.30 - 331.20	HARRIJCT,TN	TENBRIDG,TN	29.52	24.41	53.93	L-11
08CM	134.96 - 156.00	BIRMINGH,AL	BURSTALL,AL	24.44	29.49	53.93	N-9
10	2.45 - 115.50	CINCINNA,OH	DANVJCTN,KY	28.04	24.85	52.89	G-12
92 N	608.50 - 704.60	VERA ,OH	COLUMBUS,OH	28.51	23.72	52.23	F-13
07 A	91.30 - 124.00	NEWLINE ,TN	KNOXVILL,TN	28.24	22.90	51.14	K-13
55 V	243.10 - 251.04	45CROSSO,VA	SALEMCON,VA	.41	50.63	51.04	I-17
04 H	242.05 - 243.50	MACON ,GA	MEAD JCT,GA	26.86	24.00	50.87	O-13
04 H	239.20 - 240.40	N.MACON ,GA	MACONJCT,GA	25.59	25.16	50.74	O-13
55LP	.00 - 1.00	LAMBERTS,VA	NORFOLK ,VA	11.43	39.29	50.73	I-20
94 S	259.56 - 266.60	MAXWELL ,MO	BIRMINGH,MO	25.75	24.90	50.65	F-2

[illegible]	[illegible]	[illegible] ,TN	[illegible] ,TN	31.32	27.90	59.22	J-14
92 B	365.40 - 371.40	NE-TOWER,IN	FTWAYNE ,IN	27.39	30.06	57.45	D-11
04 H	15.20 - 26.70	OOLTEWAH,TN	COHUTTA ,GA	35.80	20.99	56.79	L-11
03	323.10 - 334.62	LINWOOD ,NC	SPENCER ,NC	27.81	28.94	56.75	K-16
55 V	200.30 - 240.00	HURTCONN,VA	CROSSOVE,VA	2.70	53.89	56.59	I-17
55 N	262.80 - 297.63	SALEMCRS,VA	WALTON ,VA	31.32	24.72	56.03	I-16
07	331.20 - 332.40	TENBRIDG,TN	CITICOJC,TN	30.00	25.51	55.51	L-11
55 V	240.00 - 243.10	CROSSOVE,VA	45CROSSO,VA	1.55	53.81	55.36	I-17
92 S	1.00 - 96.00	COLUMBUS,OH	SOUTHWES,OH	30.23	24.69	54.92	E-13
62 N	567.89 - 608.50	KENOVA ,WV	VERA ,OH	30.20	23.94	54.14	G-13
10	258.30 - 331.20	HARRIJCT,TN	TENBRIDG,TN	29.52	24.41	53.93	L-11
08CM	134.96 - 156.00	BIRMINGH,AL	BURSTALL,AL	24.44	29.49	53.93	N-9
10	2.45 - 115.50	CINCINNA,OH	DANVJCTN,KY	28.04	24.85	52.89	G-12
92 N	608.50 - 704.60	VERA ,OH	COLUMBUS,OH	28.51	23.72	52.23	F-13
07 A	91.30 - 124.00	NEWLINE ,TN	KNOXVILL,TN	28.24	22.90	51.14	K-13
55 V	243.10 - 251.04	45CROSSO,VA	SALEMCON,VA	.41	50.63	51.04	I-17
04 H	242.05 - 243.50	MACON ,GA	MEAD JCT,GA	26.86	24.00	50.87	O-13
04 H	239.20 - 240.40	N.MACON ,GA	MACONJCT,GA	25.59	25.16	50.74	O-13
55LP	.00 - 1.00	LAMBERTS,VA	NORFOLK ,VA	11.43	39.29	50.73	I-20
94 S	250.56 - 266.60	MAXWELL ,MO	BIRMINGH,MO	25.75	24.90	50.65	F-2
04 H	218.70 - 239.20	SCHERER ,GA	N.MACON ,GA	25.41	25.14	50.56	O-12

of Transportation.

Norfolk Southern's Corporate Vision

Be the safest, most customer–focused and successful transportation company in the world

For Full Detail of Traffic, See Engineering Systems Publication "GROSS TRAFFIC DENSITY"

MAP LEGEND

Increasing Milepost Direction In RED
Decreasing Milepost Direction In GREEN
Red and Green Line Widths Scaled at 250 Million Gross Tons (MGT) per inch and Rounded to whole MGT

0.5	TO	2	MGT
2	TO	4	MGT
4	TO	6	MGT
6	TO	8	MGT
8	TO	12	MGT
12	TO	16	MGT
16	TO	20	MGT
20	TO	24	MGT
24	TO	30	MGT
30	TO	36	MGT
36	TO	42	MGT
42	TO	48	MGT
48	TO	56	MGT
56	TO	64	MGT
64	TO	72	MGT
72	TO	80	MGT
80	TO	90	MGT
90	TO	100	MGT
100	TO	110	MGT
110	TO	120	MGT

SINGLE MAIN / DOUBLE MAIN

DIVISION HEADQUARTERS

..... NS TRACKAGE OR HAULAGE RIGHTS

SCALE

0 25 50 75 100 125

MILES

INSET SHOWN AT DOUBLE SIZE (HALF SCALE)

90 TO 100 MGT
100 TO 110 MGT
110 TO 120 MGT

SINGLE MAIN / DOUBLE MAIN

DIVISION HEADQUARTERS

..... NS TRACKAGE OR HAULAGE RIGHTS

SCALE

0 25 50 75 100 125

MILES

INSET SHOWN AT DOUBLE SIZE (HALF SCALE)

1996 DIRECTIONAL TRAFFIC DENSITY

Request Additional Copies From:

Material Management System
Form 1997-2
Item # 420-328990

NS

NORFOLK SOUTHERN

ENGINEERING DEPARTMENT

Engineering Systems
Geographic Information Systems

STB FD 33388 6-23-97 A 180274MAPA

BC
AB
SK
MB
WA
OR
ID
MT
ND
SD
WY
NE
NV
UT
CO
Vancouver
Victoria
Kamloops
Calgary
Regina
Seattle
Tacoma
Spokane
Portland
Eugene
Boise
Pocatello
Idaho Falls
Butte
Helena
Great Falls
Missoula
Billings
Minot
Casper
Cheyenne
Denver
Ogden
Salt Lake City
Provo
Reno
Sacramento
San Francisco
Oakland
Stockton
San Jose
Fresno
Klamath Falls
Walla Walla
Pasco
Yakima
Winnemucca
Elko
Wells
Rock Springs
Laramie
Boulder
Grand Junction
Moab
Medford
Redding
Eureka
Astoria
Longview
Bend
La Grande
Baker
Coeur d'Alene
Sandpoint
Havre
Shelby
Glasgow
Williston
Fargo
Bismarck
Rapid City
Sheridan
Gillette
Lethbridge
Medicine Hat
Saskatoon
Moose Jaw
Swift Current
Yorkton
Melville
Fort Macleod
Hood River
Twin Falls
Minidoka
Shoshone
Mountain Home
Nampa
Emmett
Cascade
Payette
Dillon
Livingston
Big Timber
Lewistown
Miles City
Glendive
Sidney
Scottsbluff
Alliance
North Platte
Sterling
Fort Collins
Greeley
Glenwood Springs
Thompson Springs
Green River
Evanston
Kemmerer
Montpelier
Wendover
Hazen
Truckee
Marysville
Chico
Oroville
Modesto
Merced
Madera
Santa Rosa
Richmond
Redwood City
Gilroy
Hollister
Santa Cruz
Coos Bay
Roseburg
Grants Pass
Yreka
Mount Shasta
Alturas
Lakeview
Klamath Falls

ON
PQ
MN
WI
MI
NY
ME
NB
Moosonee
Moose River
Cochrane
Hearst
Nakina
Thunder Bay
Sault Ste. Marie
Sudbury
North Bay
Chapais
Senneterre
Quebec
Saint John
MONTREAL
Ottawa
TORONTO
Buffalo
Rochester
Syracuse
Albany
Boston
Portland
Minneapolis
Green Bay
Milwaukee
CHICAGO
Detroit
Toledo
Cleveland
Pittsburgh
Columbus
Indianapolis
Harrisburg
Philadelphia
NEW YORK
Baltimore
Washington
Atlantic City
Omaha
KANSAS CITY
Atlantic

Pacific Ocean

Ocean

Gulf of Mexico

Finance Docket No. 33388

Exhibit 1
Section 1180.6(a)(6)

MAP A

LINES OF APPLICANT CARRIERS
AND OTHER RAILROADS
PRIOR TO THE TRANSACTION

Legend

- CR (Exisiting)
- CSXT (Existing)
- NS (Existing)
- CR Trackage/Haulage Rights (Existing)
- CSXT Trackage/Haulage Rights (Existing)
- NS Trackage/Haulage Rights (Existing)
- Other Railroad Lines

Title This Jacket

STB FD-33388 6-23-97 A

ID-180274MAPB


BC
AB
SK
MB
WA
OR
ID
MT
ND
SD
WY
NE
NV
UT
CO
CA
Vancouver
Victoria
Kamloops
Calgary
Regina
Seattle
Tacoma
Spokane
Portland
Eugene
Boise
Pocatello
Helena
Great Falls
Missoula
Butte
Billings
Minot
Casper
Cheyenne
Denver
Colorado Springs
Ogden
Salt Lake City
Provo
Reno
Sacramento
Stockton
San Francisco
Oakland
San Jose
Fresno
Grand Junction
Pasco
Walla Walla
Klamath Falls
Medford
Winnemucca
Elko
Wells
Rock Springs
Laramie
North Platte
Grand Island

ON
PQ
ME
NB
MN
WI
MI
IA
IL
IN
NY
PA
VT
NH
MA
CT
RI
WV
VA
Port-Cartier
Gaspe
Matane
Mont Joli
Moosonee
Moose River
Chapais
Faribault
Matagami
Franquet
Matapedia
Gloucester
St-Felicien
Ha-ha Bay
Riviere-Du-Loup
Nelson Jct
Van Buren
Caribou
Moncton
Quebec
Saint-Charles
Saint John
McAdam
Clermont
Nakina
Longlac
Kawa
Reddit
Richan
Dryden
Indian Bay
Hearst
Carlstock
Hillsport
Cochrane
Taschereau
Senneterre
Frossart
Nipigon
Timmins
Rouyn
Oba
Franz
Missonga
Thunder Bay
Atikokan
Warroad
Baudette
International Falls
Mabella
Michipicoten
Wayland
Gladwick
North Cobalt
Kirkland Lake
Saint-Gabriel
Sorel
Lac megantic
Mattawamkeag
Greenville
Bangor
Rockland
Portland
Mattawa
Sudbury
Sturgeon Falls
Pembroke
Ottawa
MONTREAL
Smiths Falls
Plattsburgh
Newport
Stewartstown
Madison
Waterville
Rumford
Berlin
Lewiston
Hibbing
Virginia
Taconite Harbor
Two Harbors
Grand Rapids
Bemidji
Detroit Lakes
Brookston
Superior
Ashland
Ontonagon
Baraga
Ishpeming
Sault Ste. Marie
Newberry
Blind River
Trout Lake
McFarland
Manistique
Escanaba
Channing
Gordon
Hayward
Glidden
Brainerd
Staples
McGregor
Deerwood
Bruno
Brook Park
Royalton
North Branch
Minneapolis
Mankato
Austin
Rochester
Winona
Eau Claire
Wausau
Marinette
Menominee
Green Bay
Oconto Falls
Petoskey
Rogers City
Alpena
Gaylord
Traverse City
Roscommon
Oscoda
Parry Sound
Bala
Huntsville
Washago
Peterborough
Brighton
Cobourg
Wilkinson
Philadelphia
Newton Falls
Port Henry
Massena
Lowville
Lyons Falls
Pulaski
Utica
Syracuse
Richmondville
Albany
Bennington
Worcester
Boston
Buzzards Bay
South Dennis
Providence
Springfield
Hartford
New London
Montauk
New Haven
Sayville
NEW YORK
northeast New Jersey
TORONTO
Rochester
Sodus Point
Buffalo
Geneva
Groveland
Ithaca
Norwich
Binghamton
Rhinecliff
Port Jervis
Waterbury
Dunkirk
Machias
Towanda
Scranton
Wellsboro
Menoopany
Emporium
Williamsport
Allentown
Reading
Harrisburg
Philadelphia
Winslow
Atlantic City
Pennsville
Baltimore
Washington
Easton
Georgetown
Pocomoke City
Exmore
Front Royal
Manassas
Culpeper
Fredericksburg
Charlottesville
Staunton
Timberville
Hagerstown
Chambersburg
Cumberland
Garrett
Pittsburgh
Wheeling
Powhatan Point
New Martinsville
Clarksburg
Parkersburg
Petersburg
Gilmer
Point Pleasant
Erie
Warren
Kerrtown
Oil City
Knox
Tyrone
Kreamer
Cleveland
Toledo
Monroe
Detroit
Ann Arbor
Adrian
Jackson
Battle Creek
Kalamazoo
Lansing
Flint
Saginaw
Port Huron
St Thomas
Ridgetown
Leamington
Goderich
Guelph
Exeter
Carsonville
Caro
Midland
Alma
Clare
Cadillac
Baldwin
Ludington
Manitowoc
Sheboygan
Port Washington
Milwaukee
Kenosha
Muskegon
Grand Rapids
Fennville
Benton Harbor
CHICAGO
South Bend
Goshen
Warsaw
Fort Wayne
White Pigeon
Lafayette
Indianapolis
Terre Haute
Muncie
Richmond
Springfield
Middletown
Cincinnati
Columbus
Delaware
Mansfield
Washington Court House
Waverly
Portsmouth
Maysville
Shelbyville
Bloomington
Elnora
Effingham
St. Elmo
Litchfield
Springfield
Decatur
Danville
Champaign
Bloomington
Peoria
Streator
Kankakee
Joliet
Rockford
Janesville
Madison
Dubuque
Galena
Savanna
Cedar Rapids
Waterloo
Marshalltown
Fort Dodge
Des Moines
Grinnell
Oskaloosa
Burlington
Galesburg
Quincy
Hannibal
Moberly
Jacksonville
Carrollton
Louisiana
Mexico
KANSAS CITY
St. Joseph
Chillicothe
Princeton
Creston
Albert Lea
Mason City
New Hampton
Marquette
La Crosse
Wisconsin Rapids
New Lisbon
Portage
Oshkosh
Fond du Lac
Dallas

Pacific Ocean

Ocean

Gulf of Mexico

Finance Docket No. 33388

Exhibit 1
Section 1180.6(a)(6)

MAP B

LINES OF APPLICANT CARRIERS
AND OTHER RAILROADS
FOLLOWING THE TRANSACTION

Legend

- CSXT (Existing)
- NS (Existing)
- CSXT Trackage/Haulage Rights (Existing)
- NS Trackage/Haulage Rights (Existing)
- Other Railroad Lines
- Shared Assets Areas (Post-Transaction)
- CSXT (Post-Transaction)
- NS (Post-Transaction)
- CSXT Trackage/Haulage Rights (Post-Transaction)
- NS Trackage/Haulage Rights (Post-Transaction)

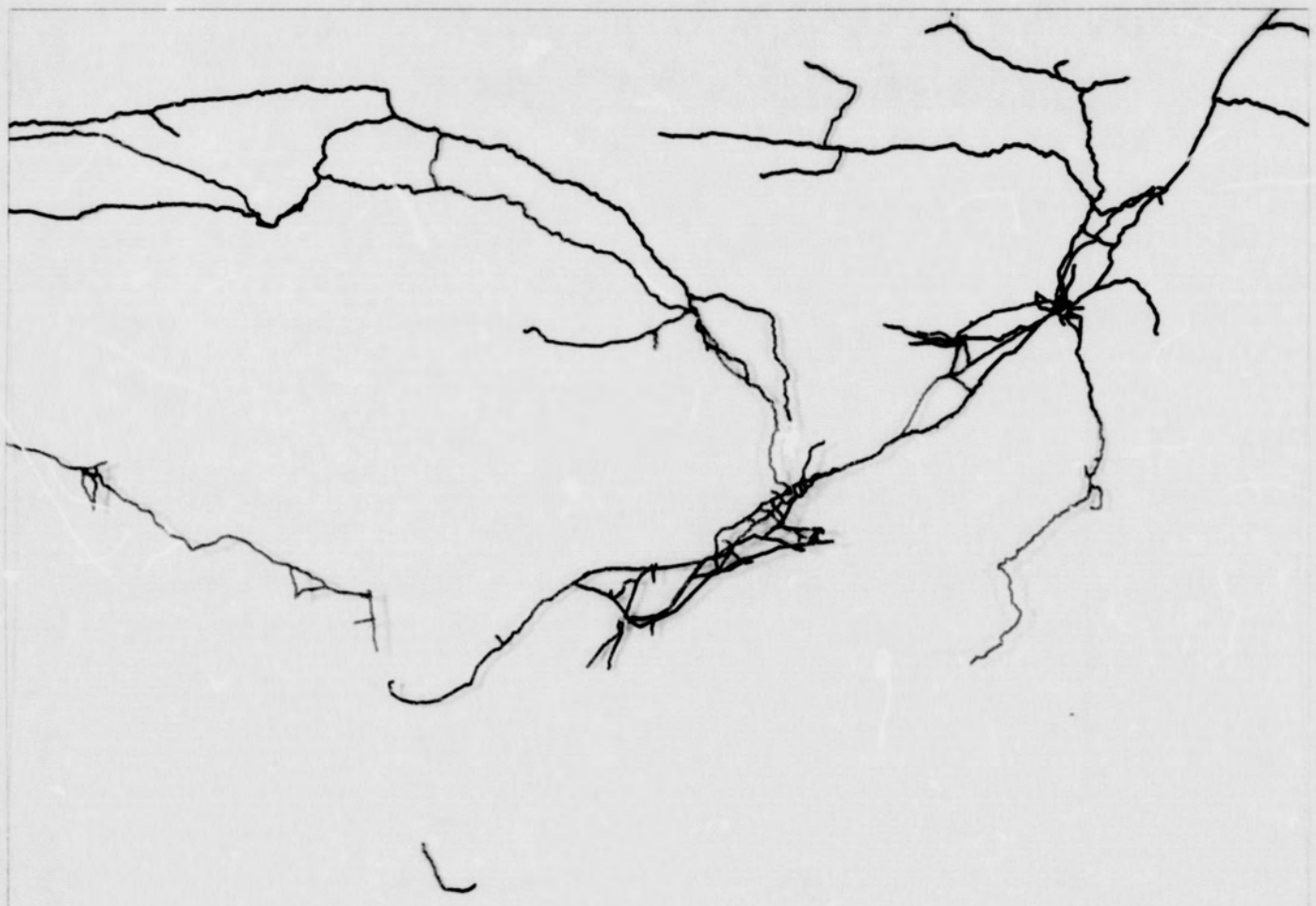
NOTE: This map generally depicts the allocation of Conrail assets following the Transaction; a detailed description is provided in the agreements in Volume 8 of the Application.

Surface Transportation Board
Finance Docket No. 33388

CSXT, NS and Shared Assets Areas (Post-Transaction)

Surface Transportation Board
Finance Docket No. 33388

Existing CR System, Including Existing Trackage/Haulage Rights

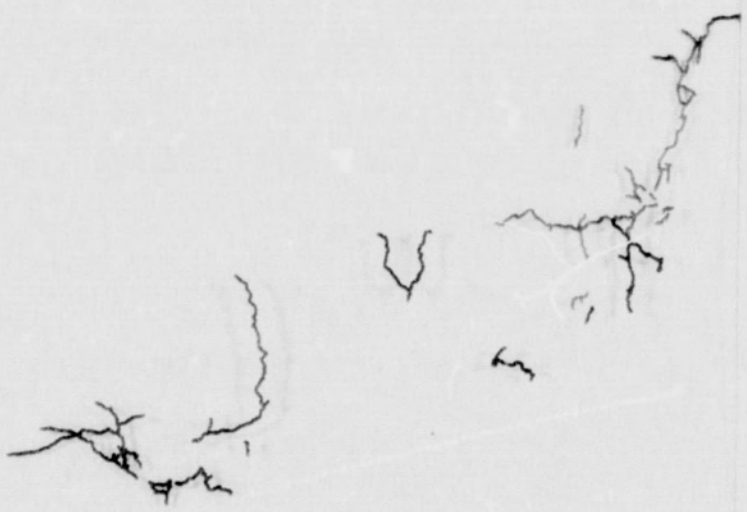


Surface Transportation Board
Finance Docket No. 33388

Existing CN and CP Systems

Surface Transportation Board
Finance Docket No. 33388

Class I Rail Systems



Surface Transportation Board
Finance Docket No. 33388

Regional Class II Systems (Northeast Area)

Surface Transportation Board
Finance Docket No. 33388

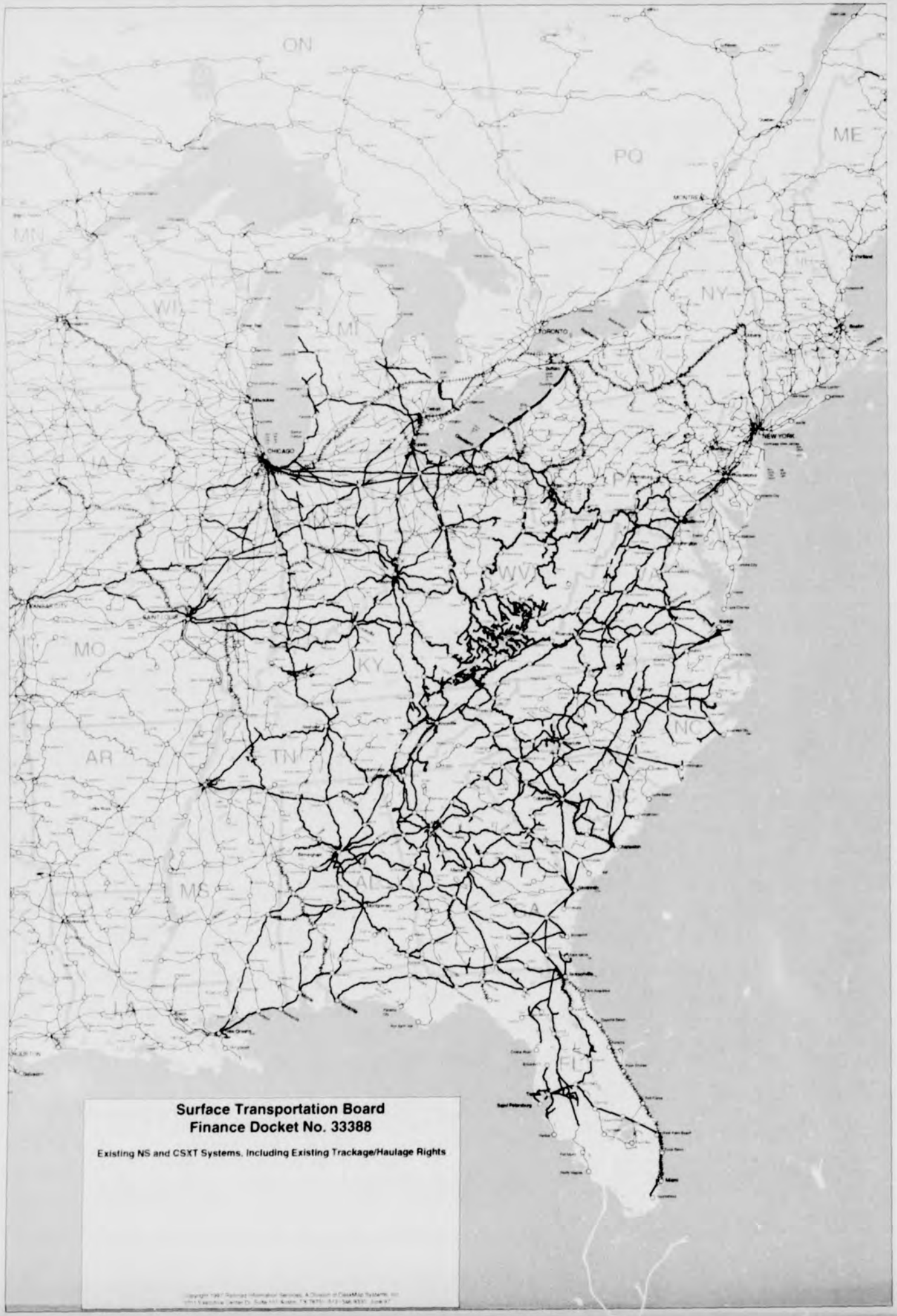
Shortlines (Northeast Area)

Surface Transportation Board
Finance Docket No. 33388

NS and Shared Assets Areas (Post-Transaction)

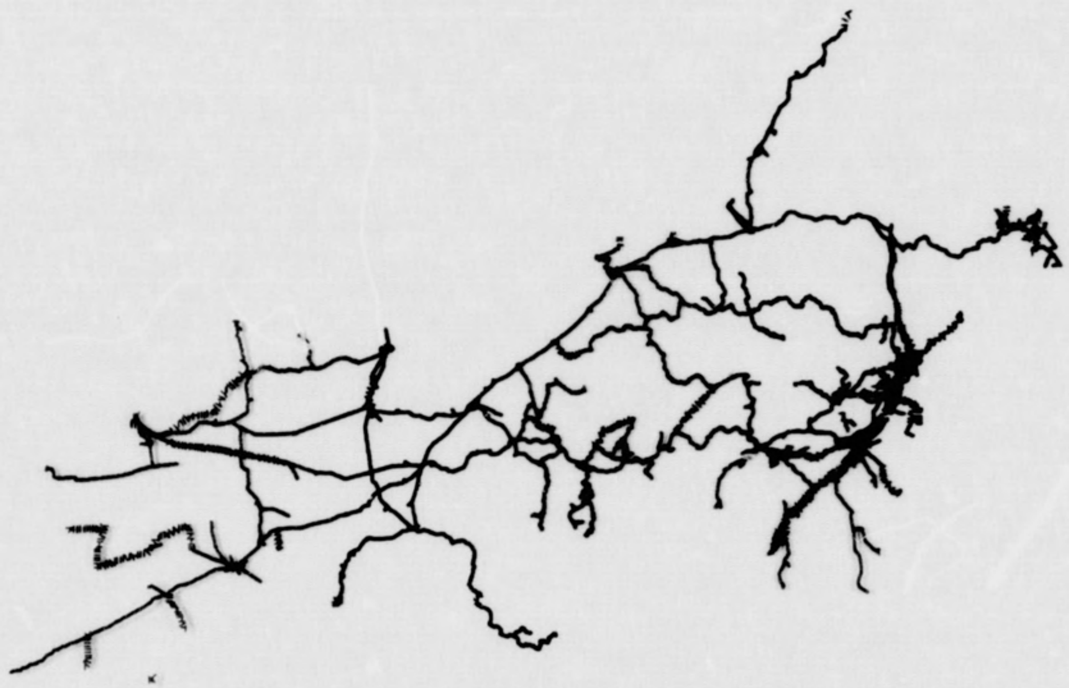
Surface Transportation Board
Finance Docket No. 33388

CSXT and Shared Assets Areas (Post-Transaction)



Surface Transportation Board
Finance Docket No. 33388

Existing NS and CSXT Systems, Including Existing Trackage/Haulage Rights

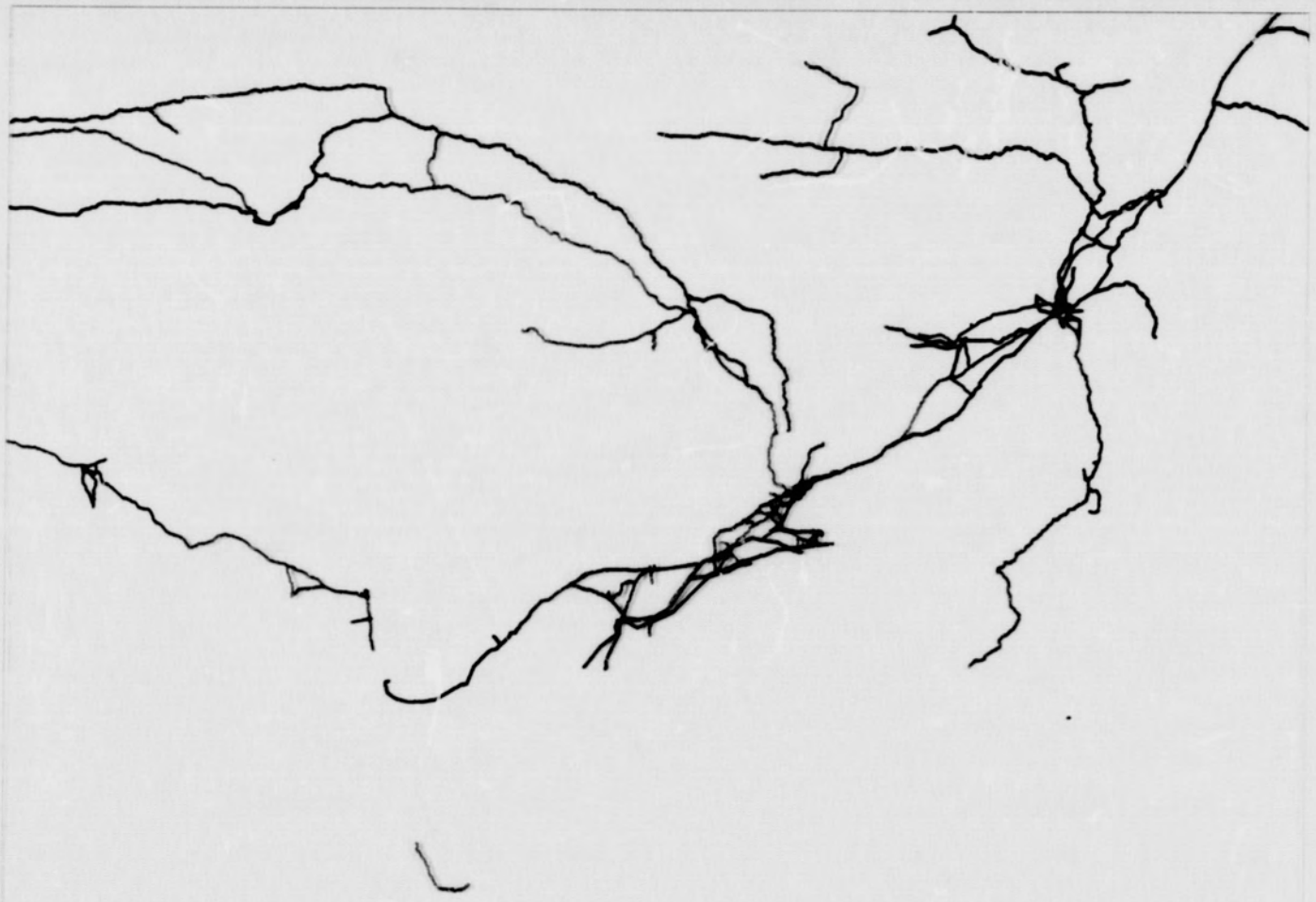


Surface Transportation Board
Finance Docket No. 33388

Existing CR System, Including Existing Trackage/Haulage Rights

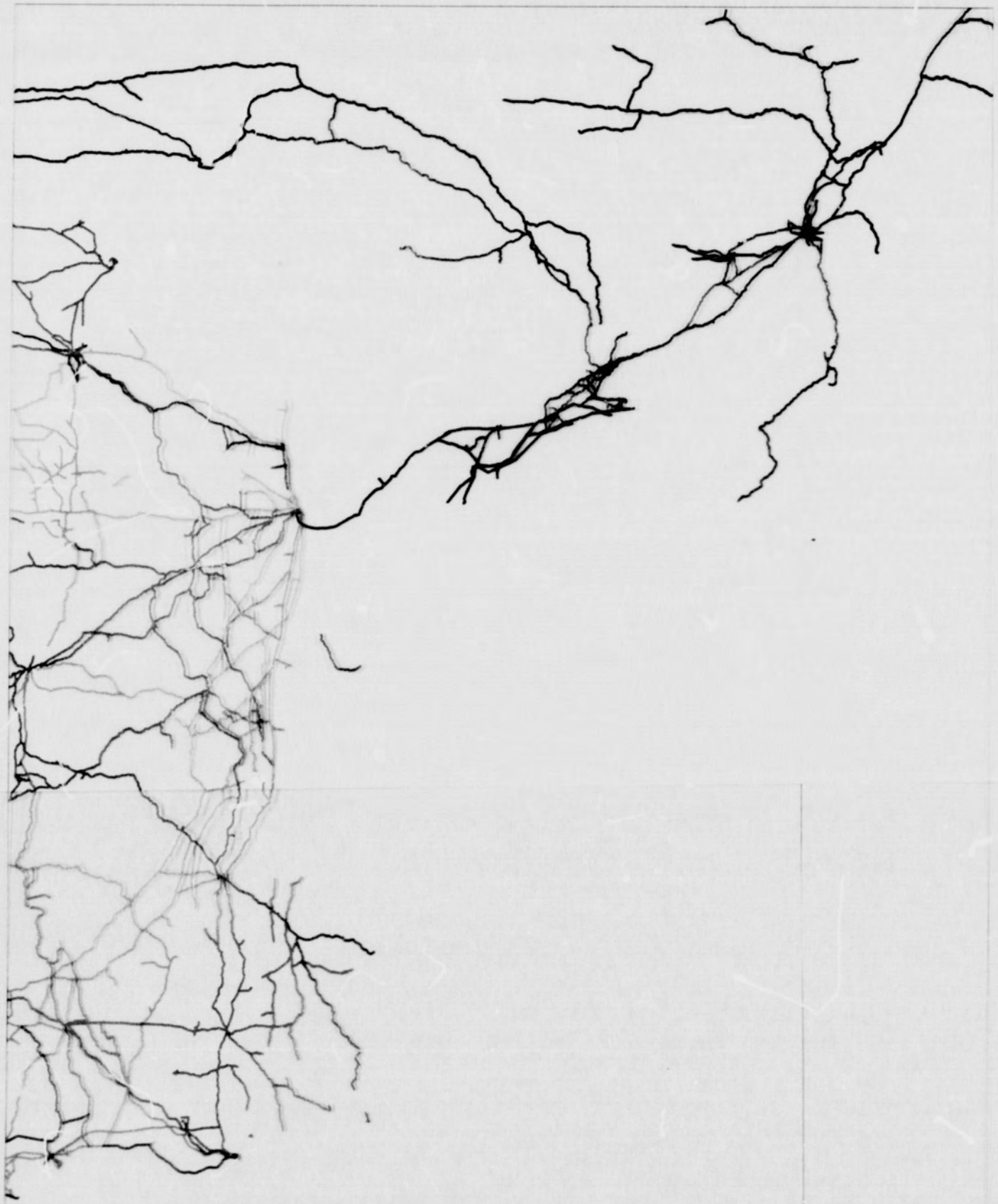
Surface Transportation Board
Finance Docket No. 33388

CSXT, NS and Shared Assets Areas (Post-Transaction)



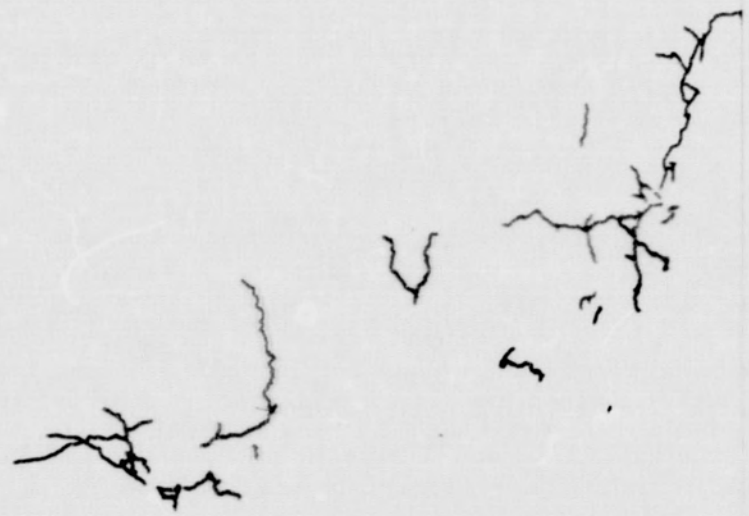
Surface Transportation Board
Finance Docket No. 33388

Existing CN and CP Systems



Surface Transportation Board
Finance Docket No. 33388

Class I Rail Systems



Surface Transportation Board
Finance Docket No. 33388

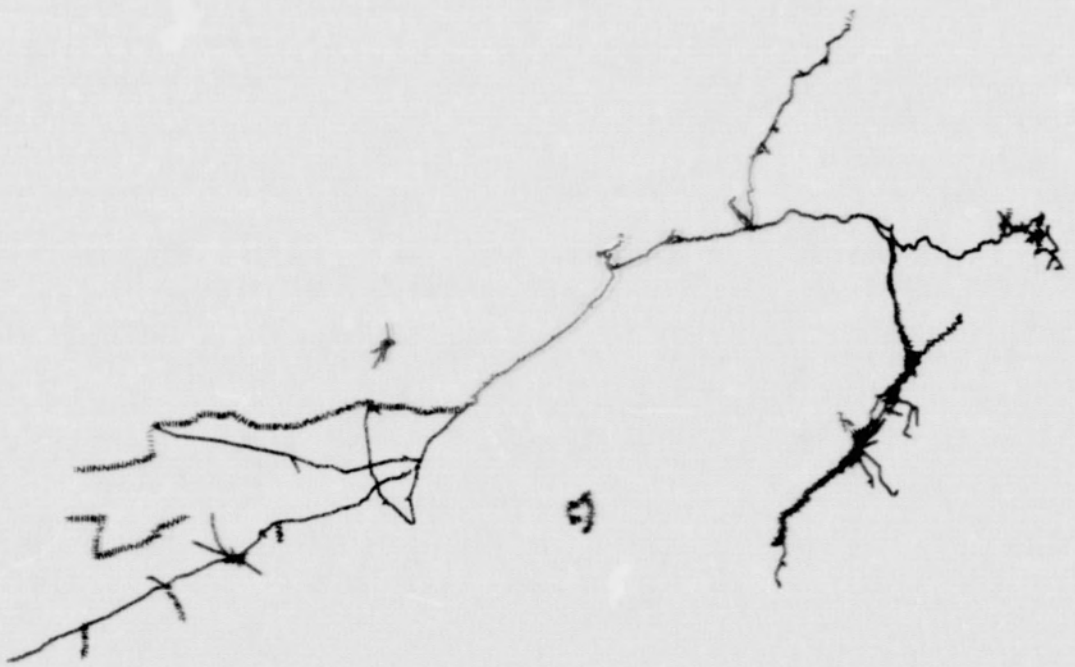
Regional Class II Systems (Northeast Area)

Surface Transportation Board
Finance Docket No. 33388

Shortlines (Northeast Area)

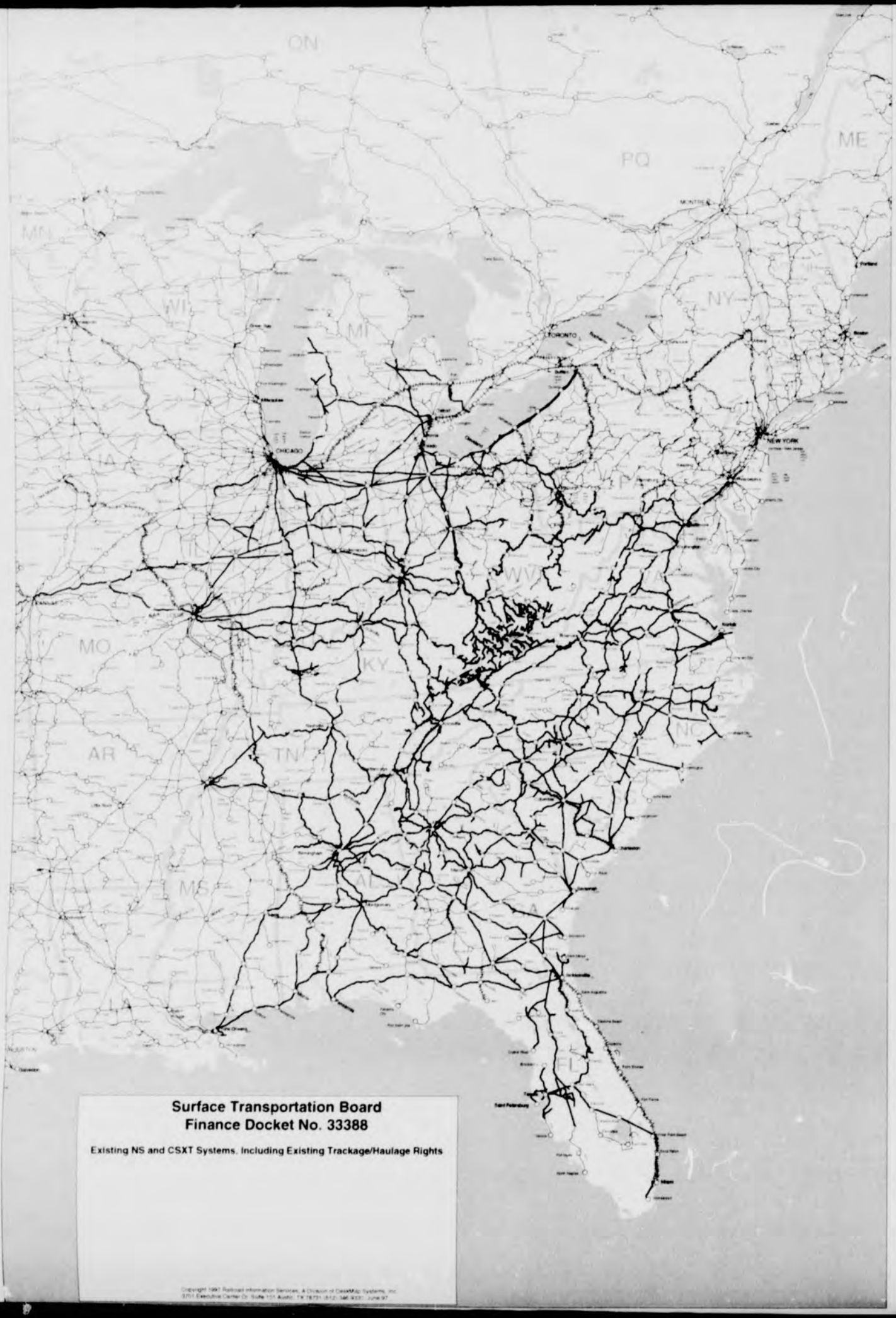
Surface Transportation Board
Finance Docket No. 33388

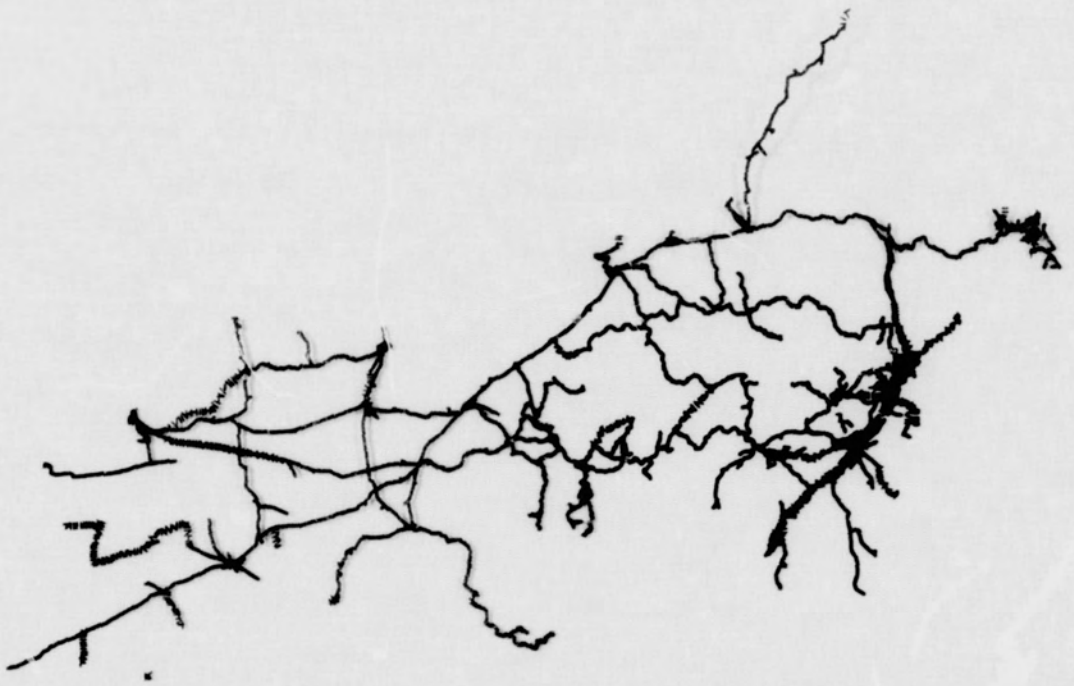
NS and Shared Assets Areas (Post-Transaction)



Surface Transportation Board
Finance Docket No. 33388

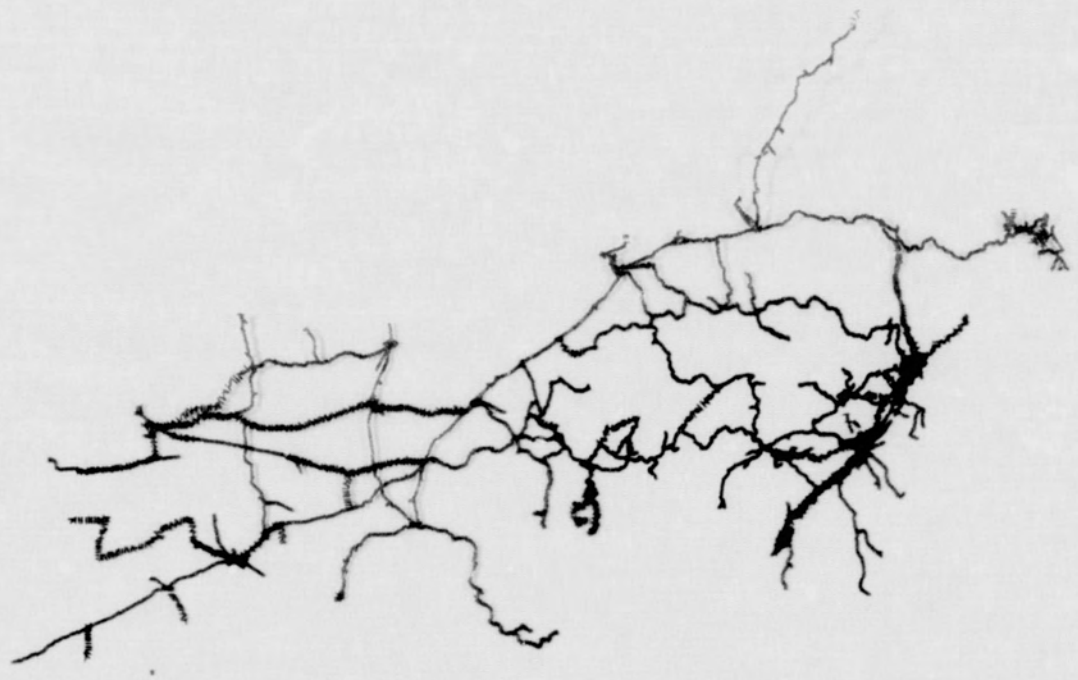
CSXT and Shared Assets Areas (Post-Transaction)





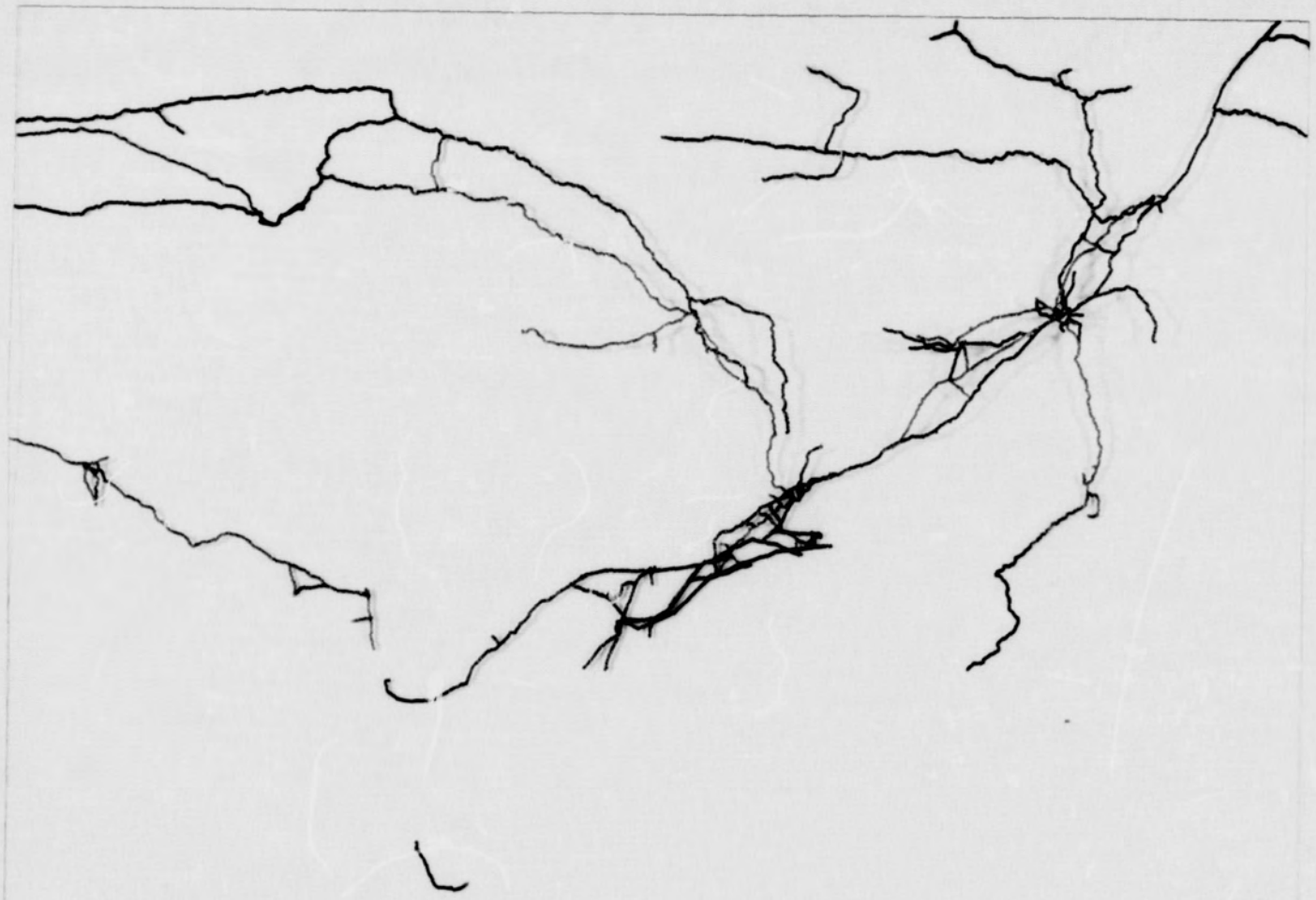
Surface Transportation Board
Finance Docket No. 33388

Existing CR System, Including Existing Trackage/Haulage Rights



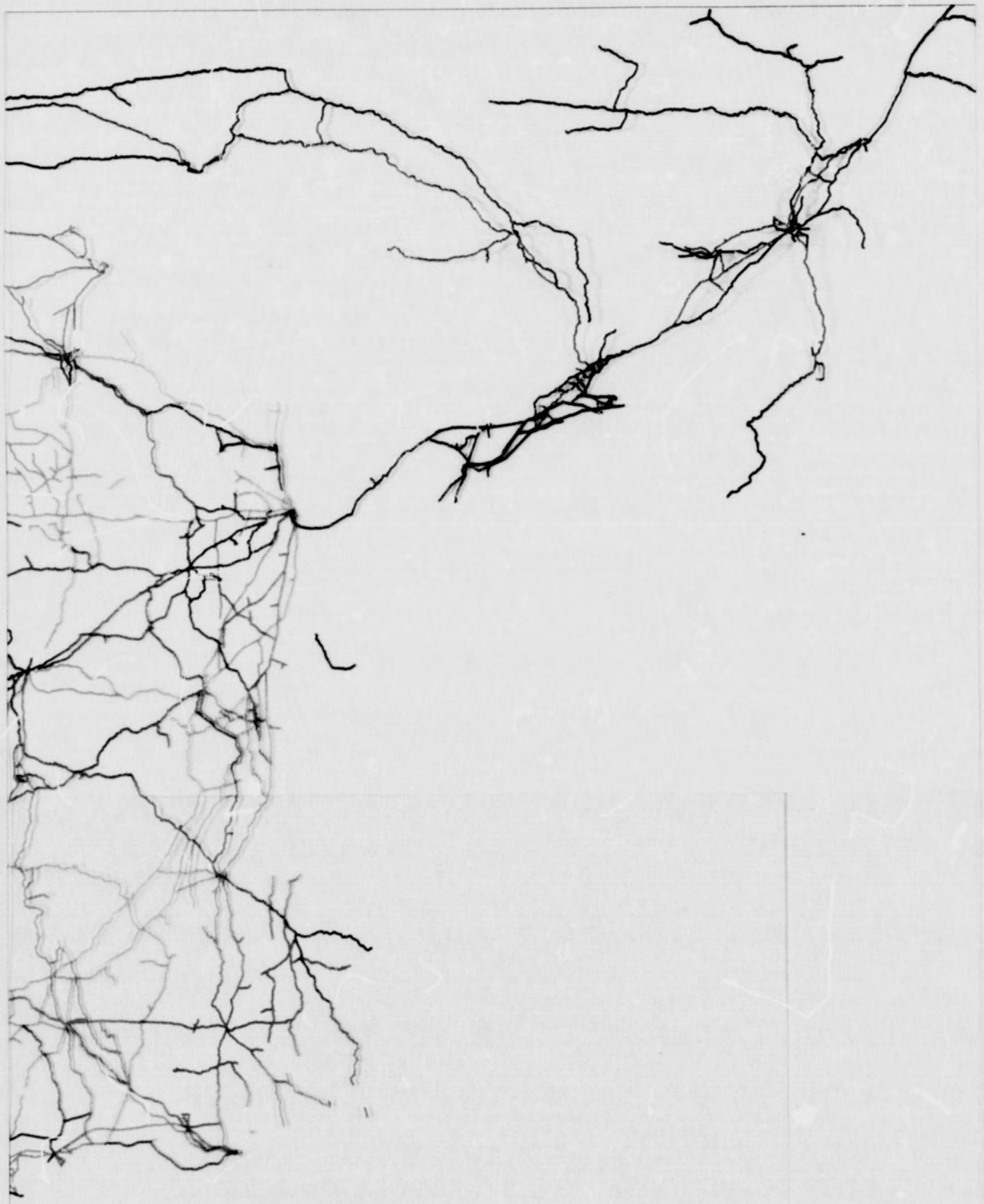
Surface Transportation Board
Finance Docket No. 33388

CSXT, NS and Shared Assets Areas (Post-Transaction)



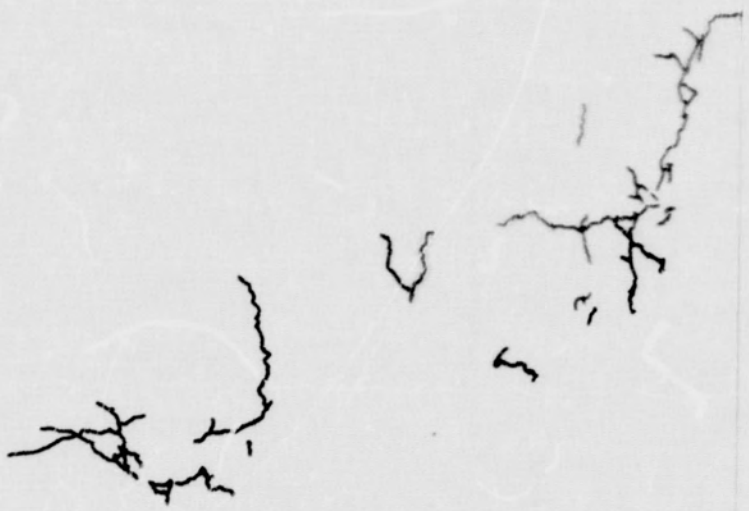
Surface Transportation Board
Finance Docket No. 33388

Existing CN and CP Systems



Surface Transportation Board
Finance Docket No. 33388

Class I Rail Systems



Surface Transportation Board
Finance Docket No. 33388

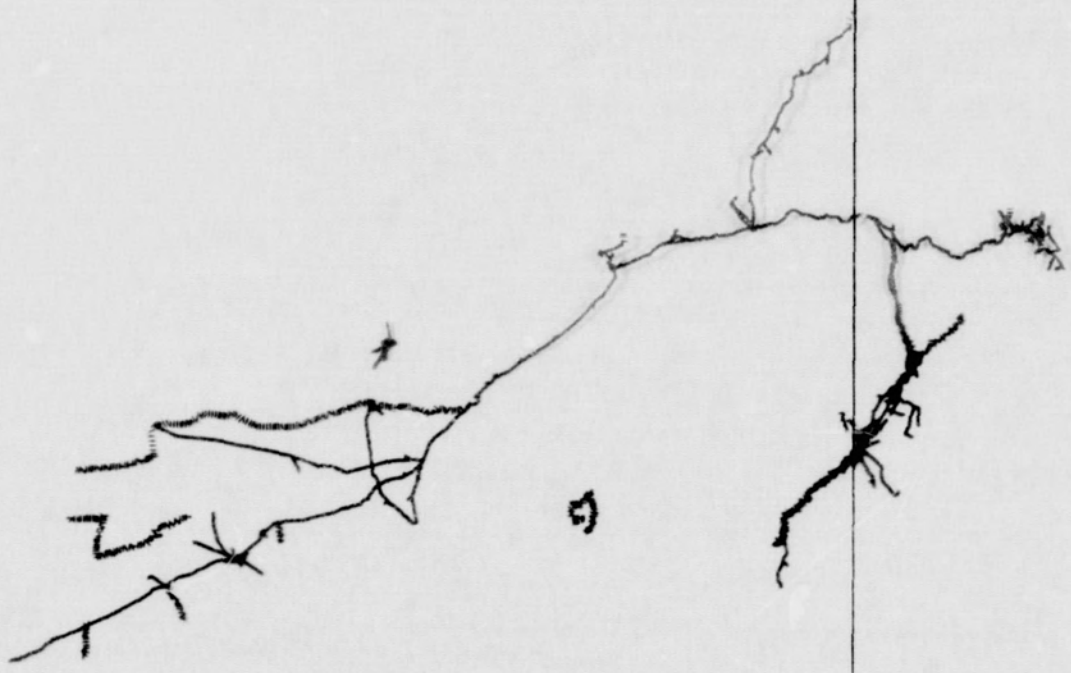
Regional Class II Systems (Northeast Area)

Surface Transportation Board
Finance Docket No. 33388

Shortlines (Northeast Area)

Surface Transportation Board
Finance Docket No. 33388

NS and Shared Assets Areas (Post-Transaction)



Surface Transportation Board
Finance Docket No. 33388

CSXT and Shared Assets Areas (Post-Transaction)

Surface Transportation Board
Finance Docket No. 33388

Existing NS and CSXT Systems, Including Existing Trackage/Haulage Rights

RAILROAD COMPANIES INTERCHANGING WITH CR, CSXT, OR NS

AA	Ann Arbor (Mich. Interstate)
ABC	Akron & Barberton Cluster
ACJR	Ashtabula, Carson & Jefferson
ACWR	Aberdeen, Carolina & Western
ADBF	Adrian & Blissfield
AF	Alabama & Florida
AGLF	Atlantic & Gulf
ALAB	Alabama
ALQS	Aliquippa & Southern
ALS	Alton & Southern
ALY	Allegheny & Eastern
AMHR	Landisville
AN	Apalachicola Northern
APD	Albany Port District
AR	Aberdeen & Rockfish
ARA	Arcade & Attica
ARC	Alexander
ASRY	Ashland
ATW	Atlantic and Western
AVR	Allegheny Valley
AWW	Algers, Winslow & Western
BAYL	Bay Lines
BB	Buckingham Branch
BCLR	Bay Colony
BDRY	Belvedere & Delaware
BEEM	Beech Mountain
BITY	Bristol Industrial Terminal
BLE	Bessemer & Lake Erie
BLOL	Bloomer Line
BMH	Beaufort and Morehead City
BNSF	Burlington Northern Santa Fe
BPRR	Buffalo & Pittsburgh
BRC	Belt Railway of Chicago
BRW	Black River & Western
BS	Birmingham Southern
BSOR	Buffalo Southern
BVRY	Brandywine Valley
CA	Chesapeake & Albemarle
CALA	Carolina Southern
CBL	Conemaugh & Black Lick
CBRM	Chillicothe-Brunswick Rail Maint.
CC	Chicago, Central & Pacific
CCKY	Chattooga & Chickamauga
CCRA	Camp Chase Industrial
CEIW	Central Indiana & Western
CERA	Central of Indianapolis
CF	Cape Fear
CFWR	Caney Fork & Western
CHR	Chestnut Ridge
CHRR	Chesapeake
CHTS	Chester Valley
CIND	Central of Indiana
CIRR	Chattahoochee Industrial
CISD	Colonel's Island
CLNA	Carolina Coastal
CMGN	Central Michigan
CMPA	Madison
CN	Canadian National
CP	Canadian Pacific
CPDR	Carolina Piedmont
CR	Conrail
CRL	Chicago Rail Link
CRLE	Coe Rail
CSKR	C & S
CSL	Chicago Short Line
CSO	Connecticut Southern
CSS	Chicago, South Shore & South Bend
CSXT	CSX Transportation
CTN	Canton
CTR	Clinton Terminal
CTRN	Central of Tenn. Ry & Navigation
CUOH	Columbus & Ohio River
CUVA	Cuyahoga Valley
CWCY	Caldwell County
CWRY	Commonwealth
DC	Delray Connecting Railroad
DER	Dunn Erwin Rwy
DL	Delaware-Lackawanna
DLWR	Depew, Lancaster & Western
DRHY	Durham Transport
DT	Decatur Junction
DV	Delaware Valley
EARY	Eastern Alabama
ECBR	East Cooper & Berkeley
EEC	East Erie Commercial
EFRR	Effingham
EIRC	Eastern Illinois
EJE	Elgin, Joliet & Eastern
EJR	East Jersey Railroad and Terminal
ELKR	Elk River
EPRY	East Penn
ESHR	Eastern Shore
ETRY	East Tennessee
FCEN	Florida Central
FEC	Florida East Coast
FGLK	Finger Lakes
FI	Flats Industrial
FNOR	Florida Northern
FRR	Falls Road
FWCR	Florida West Coast
GAFL	Georgia & Florida
GBRY	Gettysburg
GC	Georgia Central
GMRY	Great Miami & Scioto

RAILROAD COMPANIES INTERCHANGING WITH CR, CSXT, OR NS

GNRR	Georgia Northeastern
GNWR	Genesee & Wyoming
GR	Grand Rapids Eastern
GRWR	Great Walton
GSM	Great Smokey Mountain Rwy.
GSWR	Georgia Southwestern
GU	Grafton & Upton
GWRC	Georgia Woodlands
GWWE	Gateway Eastern
GWWR	Gateway Western
HB	Hampton & Branchville
HCRR	Honey Creek
HESR	Huron & Eastern
HMCR	Huntsville & Madison County
HRRC	Housatonic
HRS	Hollidaysburg & Roaring Springs
IAIS	Iowa Interstate
IC	Illinois Central
ICRK	Indian Creek
IHB	Indiana Harbor Belt
ILW	Illinois Western
IN	Indiana Northeastern
INRD	Indiana
IOCR	Indiana & Ohio Central
IORY	Indiana & Ohio Railway
ISRR	Indiana Southern
ISSR	ISS Rail
JEFW	Jefferson Warrior
JKL	J. K. Line
JTFS	Juniata Terminal
JVRR	Juniata Valley
KBSR	Kankakee, Beaverville & Southern
KCS	Kansas City Southern
KJR	Kiske Junction
KT	Kentucky & Tennessee
KWT	KWT Rwy.
LAL	Livonia, Avon & Lakeville
LANO	Lancaster Northern
LC	Lancaster & Chester
LIRC	Louisville & Indiana
LNAL	Louisville, New Albany & Corydon
LRS	Laurinburg & Southern
LSRC	Lake State
LT	Lake Terminal
LVRR	Lycoming Valley
LW	Louisville & Wadley
LXOH	Lexington & Ohio
LXVR	Luxapalila Valley
MBRR	Meridian & Bigbee
MCER	Massachusetts Central
MCLR	McLaughlin Line
MCRR	Monongahela Connecting
MDDE	Maryland & Delaware
MDLR	Midland Terminal
ME	Morristown & Erie
MGRI	MG Rail
MIDH	Middletown & Hummelstown
MJ	Manufacturers' Junction
MKC	McKeesport Connecting
MMID	Maryland Midland
MMRR	Mid-Michigan
MNJ	Middletown & New Jersey
MPA	Maryland & Pennsylvania
MS	Michigan Shore
MSCI	Mississippi Central
MSE	Mississippi Export
MSO	Michigan Southern
MSTR	Massena Terminal
MVRY	Mahoning Valley
MWHA	Mohawk, Adirondack & Northern
NBE	Nittany & Bald Eagle
NCR	Northern Central
NCVA	North Carolina & Virginia
NCYR	Nash County RR
NDCR	NDC Railroad Co.
NECR	New England Central
NERR	Nashville & Eastern
NHRR	New Hope & Ivyland
NOPB	New Orleans Public Belt
NOW	Northern Ohio & Western
NPB	Norfolk & Portsmouth Belt Line
NS	Norfolk Southern
NSHR	North Shore
NSR	Newburg & South Shore
NTRY	Nimishillen & Tuscarawas
NYA	New York & Atlantic
NYCH	New York Cross Harbor
NYLE	New York & Lake Erie
NYSW	New York, Susquehanna & Western
OCTL	Oil Creek & Titusville
OGEE	Ogeechee
OHCR	Ohio Central
OHIC	Ohi-Rail
OHRY	Owego & Harford
OMID	Ontario Midland
OSRR	Ohio Southern
PAL	Paducah & Louisville
PAM	Pittsburgh, Allegheny & McKees Rocks
PBL	Philadelphia Belt Line
PBNE	Philadelphia, Bethlehem & New England
PBR	Patapsco & Back Rivers
PBRR	Pine Belt Southern
PDRR	Pee Dee River
PICK	Pickens

RAILROAD COMPANIES INTERCHANGING WITH CR, CSXT, OR NS

PIR	Pittsburgh Industrial
PJR	Port Jersey
POV	Pittsburgh & Ohio Valley
PPU	Peoria & Pekin Union
PRV	Pearl River Valley
PRYL	Port Royal
PSR	Pittsburg & Shawmut
PTSC	Port Terminal Railroad of South Carolina
PUCC	Port Utilities Commission of Charleston
PVRR	Pioneer Valley
PW	Providence & Worcester
QBT	Quincy Bay Terminal
RBMN	Reading, Blue Mountain & Northern
RCC	Red-Mont
RJCM	R. J. Corman, Memphis
RJCN	R. J. Corman, Allentown
RJCP	R. J. Corman, Pennsylvania
RJCR	R. J. Corman
RJCW	R. J. Corman, Western Ohio
RSM	Railroad Switching Serv. of Missouri
RSNR	Red Springs & Northern
RSR	Rochester & Southern
RT	River Terminal
SAN	Sandersville
SB	South Buffalo
SBLN	Sterling Belt Line
SBRR	Stourbridge
SBVR	South Branch Valley
SCRF	South Carolina Central
SCTR	South Central Tennessee
SCXF	South Central Florida Express
SGLR	Seminole Gulf
SH	Steelton & Highspire
SIND	Southern Indiana
SLRR	St. Lawrence & Raquette River
SM	St. Mary's
SLRS	Switching Management Services
SOM	Somerset
SRC	Strasburg
SRNJ	Southern Railroad of New Jersey
SSDK	Savannah State Docks
ST	ST Rail System
STLH	St. Lawrence & Hudson
SUAB	Southern Alabama
SVRR	Shamokin Valley
SWP	Southwest Pacific
TASD	Terminal Railway, Ala. State Docks
TBRY	Thermal Belt
TCKR	Turtle Creek Industrial
TMSS	Towanda-Monroeton Shippers Lifeline
TPW	Toledo, Peoria & Western
TRRA	Terminal RR Assoc. of St. Louis
TSBY	Tuscola & Saginaw Bay
TSRR	Tennessee Southern
TTIS	Transkentucky Transportation
TTR	Talleyrand Terminal
TYBR	Tyburn
UCIR	Union County Industrial
UMP	Upper Merion & Plymouth
UP	Union Pacific
URR	Union Railroad
VR	Valdosta
VRR	Vaughan
VRRC	Vandalia
WCOR	Wellsboro & Corning
WCTR	WCTU Company
WE	Wheeling & Lake Erie
WGCR	Wiregrass Central
WHOE	Walking Horse & Eastern
WJ	West Michigan
WKR	Western Kentucky
WNFR	Winifrede
WSOR	Wisconsin & Southern
WSRY	Winamac Southern
WSS	Winston-Salem Southbound
WTNN	West Tennessee
WTRM	Warren & Trumbull
WTRY	Wilmington Terminal
WW	Winchester & Western
WWRC	Wilmington & Western
WYEC	WYE Transportation
YARR	Youngstown & Austintown
YB	Youngstown Belt
YKR	Yorkrail
YVRR	Yadkin Valley