



ALABAMA DIVISION



SOUTHERN REGION

TIMETABLE NUMBER

1

EFFECTIVE MARCH 15, 2018

**COMMITTED TO
SAFETY**

DOUBLE ZEROS

**ZERO INJURIES
ZERO INCIDENTS**

ALABAMA DIVISION TIMETABLE

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NORFOLK SOUTHERN DIVISION HEADQUARTERS
Train Dispatching Office
1400 Norfolk Southern Drive
Birmingham, AL 35210

Assistant Superintendent – Dispatch	Microwave 451-4760 Bell 205-451-4760
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Chief Dispatcher	Microwave 451-4742 Bell 205-451-4742
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3B Dispatcher	Microwave 451-4845 Bell 205-451-4845
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Birmingham / AGS South Dispatcher	Microwave 451-4842 Bell 205-451-4842
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Central of Georgia Dispatcher	Microwave 451-4844 Bell 205-451-4844
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East End Dispatcher	Microwave 451-4860 Bell 205-451-4860
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NO & NE Dispatcher	Microwave 451-4843 Bell 205-451-4843
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Chattanooga North Dispatcher	Microwave 451-4884 Bell 205-451-4884
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Knoxville West Dispatcher	Microwave 451-4745 Bell 205-451-4745
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EMERGENCY	911
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ALABAMA DIVISION TIMETABLE

GENERAL INFORMATION

A. STATION PAGE

Each station page will contain the following information:

1. Rules in Effect
2. Maximum Speeds
3. Checking Locomotive Speed Indicator
4. Diesel Unit Ratings
5. Locomotive and Car Restrictions
6. Switches and Derails
7. Communication Information
8. Detector Instructions
9. District Instructions

B. EXPLANATION OF CHARACTERS

Symbols:

- (A) — Automatic Interlocking
- (C) — Controlled Interlocking
- (CP) — Controlled Point
- CS — Controlled Siding
- 773 — Dispatcher Radio Call-in Code
- (DB) — Drawbridge
- Frt. — Freight Trains
- Jct. — Junction
- (N) — Non-Interlocked Railroad Crossing at Grade
- N/S — Non-Signaled
- PTC — Territory with Positive Train Control installed for use
- r — Radio Base Station, Wayside
- R — Radio Base Station, Monitored-Continuously
- SS — Signaled Siding
- ss — Spring Switch
- S — Stop Sign
- Y — Wye
- (YL) — Yard Limit

Train Inspection Detectors:

- DED — Dragging Equipment Detector
- HCD — High Car Detector (includes Excessive Height Detectors)
- HBD — Hot Box Detector (includes TSA, SAD and HBD detectors)
- HWD — Hot Wheel Detector
- WCD — Wide Car Detector
- SSD — Stress State Detector
- SWD — Sliding Wheel Detector

All train inspection detectors are listed on the station pages according to milepost location. Unless otherwise indicated, train inspection detectors are Radio Alarm and operate in both directions on single or multiple track. Detectors on Single Track — Track will not be shown.

ALABAMA DIVISION TIMETABLE

GENERAL INFORMATION (CONT.)

C. DIESEL UNIT GROUPS

GROUP 1 = B-23-7, GP-38, GP-38-2, GP-38-AC, GP-40

2 = B-30-7A, B-36-7, B-40-2, D8-32-B, GP-40X, GP-49, GP-50,
GP-59, GP-60

3 = C-30-7, SD-40, SD-40-2

4 = C-36-7, SD-50

5 = C-39-8, D8-40-C, D9-40-C, D9-40-CW, SD-60, SD-70

6 = C-44-AC, C-60-AC, C-90-AC, SD-70-MAC, SD-80, SD-80-MAC,
SD-90-MAC

D. MAIN TRACK CONTROL

Unless otherwise noted on the station pages, the Train Dispatcher controls all Main Tracks, Controlled Points, and Controlled Interlockings.

E. DIVISION SPECIAL INSTRUCTIONS

All Alabama Division Special Instructions have reference to a rule and are numbered or lettered as shown in the following examples:

AL-110-1 — Refers to NS Operating Rule 110.

AL-L-236-1 — Refers to NS-1 Rule L-236.

AL-1110-1 — Refers to NS Safety and General Conduct Rule 1110.

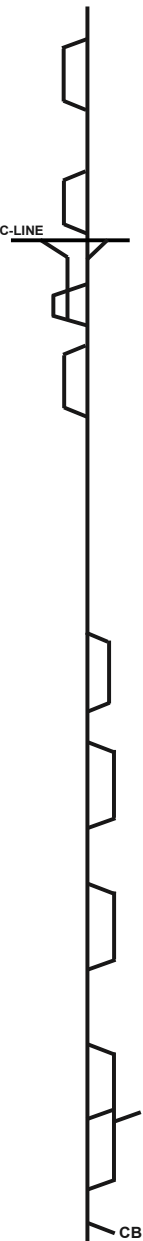
NOTE:

- NS Operating Rules are Numbered 899 and below.
Safety and General Conduct Rules are numbered 900 and up.
- AL indicates the Special Instruction is specific to the Pocahontas Division.
- "-1," "-2," etc., will number concurrent division instructions that reference the same system instruction.

ALABAMA DIVISION TIMETABLE

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East End District.....	671.0 – 792.7	8–18
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NO & NE District	NO 0.4 – NO 195.6	153–165
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EAST END DISTRICT				
WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
			EAST END DISPATCHER..... 802	
	SS	671.6	HBD-DED (<i>Villa Rica</i>)	
	93 06	675.5	TAYLOR..... CP	
		677.5	TEMPLE..... CP	
		680.6	HBD-DED (<i>Morgan</i>)	
	SS	682.6	SEWELL..... CP	
	11 040			
		685.0	BREMEN..... C	
	SS	692.7	HUBBARD..... CP	
	11 255			
		695.2	TALLAPOOSA..... CP	
		697.9	HBD-DED (<i>Tallapoosa</i>)	
		699.9	GA/AL State Line	
		707.4	HBD-DED (<i>Fruithurst</i>)	
	SS	708.4	FOSTER..... CP	
	10 230			
		710.5	EDWARDSVILLE..... CP	
	SS	714.1	OWENS..... CP	
	11 030			
		716.3	HEFLIN..... CP	
		718.2	HBD-DED (<i>Cleburne</i>)	
	SS	727.1	ARDREY..... CP	
	97 25			
		729.1	DEARMANVILLE..... CP	
		730.2	HBD-DED-HWD (<i>Dearmanville</i>)	
	SS	733.4	LARDENT..... CP	
	73 23			
		735.0	ANNISTON..... CP	
	99 54			
	SS	736.7	LETCHERS..... CP	
		741.6	HBD-DED (<i>Bynum</i>)	
		741.7	Coldwater Branch	

EAST END DISTRICT				
WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
	SS	743.0	EAST END DISPATCHER.....802	
			BYNUM.....CP	
		746.4	GRAY.....CP	
		751.8	HBD-DED (<i>Lincoln</i>)	
	SS	754.1	LINCOLN.....CP	
		756.1	EMBRY.....CP	
		758.0	COOSA.....CP	
	SS	762.9	HBD-DED (<i>Pell City</i>)	
		767.8	HOLT.....CP	
		769.8	ROBERTS.....CP	
		771.6	HBD-DED (<i>Cook Springs</i>)	
	SS	776.2	BROMPTON.....CP	
		778.1	COLEMAN.....CP	
		781 .8	HBD-DED (<i>Leeds</i>)	
	SS	781.9	LEEDS.....CP	
		782.7	CENTRAL.....CP	
		783.7	HENRY ELLEN.....CP	
		787.7	LOVICK.....CP	
		790.7	NORRIS JCT.CP	
			TERMINAL DISPATCHER.....803	
		791.8	IRONDALE JUNCTION.....CP	
		792.7	20TH STREET.....CP	

EAST END DISTRICT			
1. RULES IN EFFECT			
Between	Main 1 Track	Main 2 Track	
	Rules		
Villa Rica and 20 th Street	261 PTC	261 PTC	
2. MAXIMUM SPEEDS			
Between	Psgr.	Rhwy.	Frt.
	MPH		
MP 669.9, Villa Rica, and MP 790.7, Norris Junction	79	60	50
Except: MP 670.1 to MP 670.3, Curve	45	45	40
MP 670.9 to MP 671.6, Curves	55	55	50
MP 672.2 to MP 672.8, Curves	75	60	50
MP 673.4 to MP 673.7, Curve	50	50	50
MP 674.0 to MP 674.3, Curve	35	35	35
MP 674.3 to MP 674.6, Curve	40	40	40
MP 675.5, Taylor, Through turnout	30	30	30
MP 675.5 to MP 677.5, Through signaled siding	30	30	30
MP 675.5 to MP 677.5, Curves	45	45	45
MP 677.5, Temple, Through turnout	30	30	30
MP 677.9 to MP 679.4, Curves	35	35	35
MP 679.4 to MP 682.6, Curves	40	40	40
MP 682.7 to MP 685.0, Through signaled siding	30	30	30
MP 682.7 to MP 683.9, Curves	45	45	40
MP 683.9 to MP 684.9, Curves	40	40	40
MP 684.9, Bremen, Through turnout	30	30	30
MP 685.0, Over Central of Georgia R.R. Crossing	30	30	30
MP 685.3, On South Wye Track	15	15	15
MP 685.9 to MP 687.8, Curves	40	40	40
MP 688.2 to MP 690.3, Curves	35	35	35
MP 690.7 to MP 692.4, Curves	35	35	30
MP 692.4 to MP 692.7, Curve	40	40	40
MP 692.7, Hubbard, Through turnout	30	30	30
MP 692.7 to MP 695.2, Through signaled siding	30	30	30
MP 692.7 to MP 694.2, Curves	40	40	40
MP 694.2 to MP 694.4, Curve	45	45	45
MP 694.6 to MP 695.2, Curve	50	50	45
MP 695.2, Tallapoosa, Through turnout	30	30	30
MP 695.2 to MP 695.7, Curve	50	50	45
MP 695.7 to MP 699.4, Curves	55	55	50
MP 700.8 to MP 701.5, Curves	35	35	35
MP 702.1 to MP 708.4, Curves	45	45	40
MP 708.4, Foster, Through turnout	30	30	30
MP 708.4 to MP 710.4, Through signaled siding	30	30	30
MP 708.4 to MP 710.2, Curves	45	45	40
MP 710.4, Edwardsville, Through turnout	30	30	30
MP 710.6 to MP 713.9, Curves	40	40	40
MP 714.1, Owens, Through turnout	30	30	30

EAST END DISTRICT			
2. MAXIMUM SPEEDS			
Between	Psg.	Rhwy.	Fr.
	MPH		
MP 714.1 to MP 716.3, Through signaled siding	30	30	30
MP 714.1 to MP 714.9, Curves	40	40	40
MP 715.1 to MP 716.1, Curves	45	45	40
MP 716.3, Heflin, Through turnout	30	30	30
MP 716.3 to MP 719.2, Curves	45	45	40
MP 719.4 to MP 721.9, Curves	35	35	35
MP 722.2 to MP 723.2, Curve	55	55	50
MP 723.8 to MP 724.7, Curve	75	60	50
MP 725.8 to MP 726.7, Curves	55	55	50
MP 727.1, Ardrey, Through turnout	30	30	30
MP 727.1 to MP 729.1, Through signaled siding	30	30	30
MP 728.0 to MP 729.1, Curves	55	55	50
MP 729.1, Dearmanville, Through turnout	30	30	30
MP 729.1 to MP 731.3, Curves	55	55	50
MP 732.4 to MP 733.1, Curve	50	50	45
MP 733.2 to MP 733.4, Curve	45	45	45
MP 733.4, Lardent, Through turnout	30	30	30
MP 733.4 to MP 735.0, Through signaled siding	30	30	30
MP 734.1 to MP 735.0, Curves	45	45	45
MP 735.0, Anniston, Through crossover to siding	20	20	20
MP 735.0 to MP 736.6, Restricted Speed, signaled siding	15	15	15
MP 735.5 to MP 736.4, Curve	45	45	45
MP 736.6, Letchers, Through turnout	30	30	30
MP 737.3 to MP 738.2, Curve	45	45	45
MP 738.4 to MP 741.9, Curves	60	60	50
MP 741.9 to MP 742.3, Curve	45	45	40
MP 742.9, Bynum, Through turnout	30	30	30
MP 742.9 to MP 746.3, Through signaled siding	30	30	30
MP 743.5 to MP 746.4, Curves	50	50	45
MP 746.4, Gray, Through turnout	30	30	30
MP 746.4 to MP 752.0, Curves	50	50	45
MP 752.0 to MP 756.1, Curves	60	60	50
MP 754.1, Lincoln, Through turnout	25	25	25
MP 754.1 to MP 756.2, Restricted Speed, controlled siding	15	15	15
MP 754.8 to MP 756.1, Restricted Speed, Honda Setout Tk.	15	15	15
MP 756.1, Embry, Through turnout to signaled siding	30	30	30
MP 756.1, Embry, Through turnout to controlled siding	25	25	25

EAST END DISTRICT

2. MAXIMUM SPEEDS (CONT.)

Between	Psg.	Rhwy.	Fr.
	MPH		
MP 756.1 to MP 758.0, Through signaled siding	30	30	30
MP 756.2 to MP 756.7, Curves	55	55	50
MP 758.0, Coosa, Through turnout	30	30	30
MP 758.0 to MP 763.2, Curves	55	55	50
MP 764.6 to MP 764.9, Curve	50	50	50
MP 764.9 to MP 767.8, Curves	40	40	40
MP 767.8, Holt, Through turnout	30	30	30
MP 767.8 to MP 769.8, Through signaled siding	30	30	30
MP 767.8 to MP 769.4, Curves	50	50	50
MP 769.5 to MP 769.8, Curve	45	45	45
MP 769.8, Roberts, Through turnout	30	30	30
MP 769.8 to MP 770.5, Curves	35	35	35
MP 770.5 to MP 771.0, Curves	30	30	30
MP 771.2 to MP 771.5, Curve	35	35	35
MP 771.5 to MP 771.9, Curves	50	50	50
MP 772.1 to MP 772.8, Curves	55	55	50
MP 772.8 to MP 774.5, Curves	55	55	50
MP 774.8 to MP 775.7, Curves	40	40	35
MP 775.9 to MP 776.2, Curve	45	45	40
MP 776.2, Brompton, Through turnout	30	30	30
MP 776.2 to MP 778.2, Through signaled siding	30	30	30
MP 776.6, Head end only over road crossing	55	55	55
MP 776.8 to MP 777.1, Curve	55	55	50
MP 778.2, Coleman, Through turnout	30	30	30
MP 779.0 to MP 781.0, Curves	50	50	45
MP 781.9, Leeds, Through turnout	25	25	25
MP 781.9 to MP 783.7, Through Signaled Siding	25	25	25
MP 782.2 to MP 782.6, Curve	40	40	35
MP 782.6, Central, Through turnout	30	30	30
MP 782.7 to MP 784.1, Curves	35	35	30
MP 783.7, Henry Ellen, Through turnout	25	25	25
MP 784.1 to MP 787.7, Curves	35	35	30
MP 787.7, Lovick, Through turnout	35	35	30
MP 787.7 to MP 790.7, Curves	35	35	30

EAST END DISTRICT

2. MAXIMUM SPEEDS (CONT.)

Between	Psg.	Rhwy.	Frt.
	MPH		
MP 790.7, Norris Junction, Through West Crossover	30	30	30
MP 790.7, Norris Junction, and MP 792.7, 20 th Street	55	55	50
<i>Except:</i> MP 790.7 to MP 791.8, Curves	40	40	35
MP 791.8, Irondale Junction, Through turnout and crossover	25	25	25
MP 792.7, 20 th Street, Through Crossover	25	25	25

3. CHECKING LOCOMOTIVE SPEED INDICATOR

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

LOCATION OF TEST MILE SIGNS:

MP 787.0 to MP 786.0
MP 786.0 to MP 785.0
MP 770.0 to MP 769.0
MP 734.0 to MP 733.0
MP 679.0 to MP 678.0
MP 660.0 to MP 659.0
MP 664.0 to MP 663.0
MP 691.0 to MP 690.0

NOTE: Tests for accuracy will be made at other locations in addition to those shown. Engineers will choose appropriate locations to check speed indicators.

EAST END DISTRICT

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Westward Atlanta to Birmingham	1600	2150	2550	3150	3500	4900
Eastward Birmingham to Anniston	1400	1850	2250	2745	3050	4270
Anniston to Birmingham	1800	2400	2850	3555	3950	5530

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

Loaded 4-axle cars may be handled up to the weight shown provided the stenciled Load Limit (Weight of car and lading) is NOT exceeded:

Between	Unit		Loaded Car	
	4-Axle	6-Axle	4-Axle	6-Axle
Birmingham and Atlanta	291,000	420,000	315,000	394,000

B. TRAILING TONNAGE RESTRICTIONS

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

1. Empty Multi-level cars.
2. Empty Intermodal single-platform flats and such loaded with empty trailers or containers.
3. Empty 85-foot-long or longer flats and such flat cars when loaded with empty trailers or containers, or loaded with only one (1) trailer or container.
4. Empty Intermodal single-axle truck flat car or such cars loaded with empty trailers or containers.
5. Empty single or multiple-unit double-stack (well) cars, or empty single or multiple unit spine cars. Be governed by Appendix 1 in the System Timetable.

Maximum safe trailing tonnage behind Restricted Equipment between Birmingham and Atlanta is as follows:

Eastward — 7,400

Westward — 6,800

C. HEIGHT RESTRICTIONS

1. Double stack cars not exceeding 20'03" (two 9'06" high x 8'06" wide containers) above the top of the rail may only be handled on Main Tracks and Sidings between Inman Yard and Birmingham.

EAST END DISTRICT

5. LOCOMOTIVE AND CAR RESTRICTIONS (CONT.)

D. LOCATIONS OF EQUIPMENT RESTRICTIONS

1. MUSCADINE, AL

Cars set out in the Muscadine Spur, MP 702.1, must be placed 200 feet west of the inside switch to allow room for track machinery.

2. ANNISTON, AL

a. Any westward train setting cars out at Anniston are to leave cars in the Coal Track or the South Transfer Track only.

b. Crews working Huron Valley Street will not place equipment or operate engines past the crossing adjacent to the scale house.

3. BREMEN, GA

High and wide cars must not be set out in #1 Storage Track at Bremen.

6. SWITCHES AND DERAILS

A. NORMAL POSITION OF HAND OPERATED SWITCHES

System instructions govern.

B. HANDLING OF DERAILS

System instructions govern.

C. SWITCHES NOT EQUIPPED WITH ELECTRIC LOCKS

None.

D. RADIO CONTROLLED SWITCHES

None.

7. COMMUNICATION INFORMATION

A. DIAL IN RADIO CODES

Emergency	911
East End Dispatcher M-F	812
Operations Service and Support (OSS)	808
Mechanical Operations Center (MOC)	124
LCDI Help Desk	126
Wayside Help Desk	128
BNSF Birmingham Sub-District Dispatcher	740
CSXT Birmingham Dispatcher	Tone 5

B. AAR RADIO CHANNELS

Base Station	Channel 1 TX and RX	Channel 2 TX (RX)
Norfolk Southern Road	056-056	049-009
Norris Yard Inbound	026-065	N/A
Norris Yard Outbound	036-093	N/A
Inman Yard Road Channel	042-042	N/A

C. TELEPHONE NUMBERS

Alabama Division Safety Hot Line	800-813-2586
Alabama Division Chief Dispatcher	205-451-4742
Alabama Division East End Dispatcher	205-451-4557
Alabama Division Terminal Dispatcher	205-451-4842
Georgia Division Inman Yard Dispatcher	404-529-1588
Operation Service and Support (OSS)	404-589-6020

EAST END DISTRICT	
8.	DETECTOR INSTRUCTIONS
A. STRESS STATE DETECTORS	None.
B. HIGH CAR AND CLEARANCE DETECTORS	None.
C. OTHER INSTRUCTIONS	None.
9.	DISTRICT INSTRUCTIONS
A. CLOSE CLEARANCE	No additional requirements.
B. TRACK PERMISSION	
1. SOUTH ANNISTON	Permission required from the East End Dispatcher
2. MOBILE MAINLINE	Permission is required from the 3B Dispatcher to pass the yard board at MP 67N.
C. INTERLOCKING INSTRUCTIONS	
1. BREMEN	Controlled interlocking at Bremen is controlled by the East End Dispatcher.
D. DRAWBRIDGES	None.
E. HANDBRAKE REQUIREMENTS	
1. BRAKE STICK USAGE	<p>All local assignments at Anniston and Douglasville Yards are required to use a brake stick while applying and releasing hand brakes on freight cars. If you have been assigned a brake stick, you are required to have it with you and utilize it while on duty. If you do not have a brake stick assigned to you, there will be a supply of community brake sticks available for your use in holders mounted on the wall in Crew Rooms at the Anniston and Douglasville Depot. If you use a shared brake stick, it is required that you sign it out and return it at the end of your tour of duty. If, for some reason there are no brake sticks available, employees must contact the Trainmaster for guidance.</p>
2. ANNISTON	<p>Any westward train setting cars out at Anniston are to leave Ammunition loads for the Army Depot at Bynum must be set out on the Hill Track unless otherwise instructed. 100% handbrakes and a C-102 test of handbrake effectiveness are required.</p>

EAST END DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

F. TRAIN HANDLING INSTRUCTIONS

None.

G. ROAD CROSSINGS

1. DO NOT BLOCK ORDER

a. Andy Mountain Road, MP 666.1

b. Smith Road, MP 693.6

2. QUIET ZONES

None.

3. RUSTY RAIL CONDITIONS

None.

H. LOCATIONS WHERE GRAVITY DROPPING CARS IS AUTHORIZED

None.

I. STEEP GRADES - END OF TRAIN DEVICES

The following designated sections of track are identified as average grades of:

2% or greater over a distance of 2 continuous miles or

1% or greater over a distance of 3 continuous miles:

Milepost	Length (Miles)	Grade-Avg. %
675.4 to 680.0	4.6	1.15
695.5 to 699.4	3.9	1.20
719.6 to 725.0	5.4	1.25
786.0 to 790.5	4.5	1.25

J. EXCESSIVE CURVATURE RESTRICTIONS

None.

K. JOINT TRACKAGE

1. Trains and engines of the Alabama Division will use tracks of other divisions and foreign lines in accordance with their Timetables, Rules, and Regulations as shown below:

(a) None.

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

(a) Between MP 669.9, Villa Rica, and MP 798.4, Birmingham Station, Amtrak will use tracks of the East End District.

L. HAZMAT SPILL PAN LOCATIONS

None.

EAST END DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

M. GENERAL INSTRUCTIONS

1. FAST FIVE ASSIGNMENTS

All FF assignments working towards Atlanta should make arrangements to contact the Chief Dispatcher prior to putting off duty or expiring under the hours of service to determine if they will be required to report back for service at the expiration of their rest.

2. FRA EXCEPTED TRACK

a. None.

N. HIGH THREAT URBAN AREAS AND KEY TRAIN SECUREMENT

1. HTUAs

None.

2. Locations where key trains, or cuts of cars meeting the definition of a key train, may be left unattended on a main track or siding outside of a yard or terminal:

None.

NA / WEST END DISTRICT

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
			TERMINAL DISPATCHER.....803	
		798.2	27TH STREET.....C	
		798.5	CSXT CROSSING.....C	
		798.6	SECOND AVENUE.....CP	
		800.4	BLOCK TWO.....C	
			NA/WEST END DISPATCHER.....801	
		800.8	LEHIGH.....Y, CP	
		800.9	North Birmingham.....N	
		801.1	Boyles.....A	
		801.5	DED (North Birmingham)	
		807.1	HBD-DED (Coalburg)	
	SS 78 82	812.2	BROOKSIDE.....CP	
	SS	813.9	BLOSSBURG.....CP	
		816.6	HBD-DED-HWD (Lynn's Crossing)	
	79 89	820.6	LOCUST.....CP	
		822.6	BRYAN.....CP	
		826.6	HBD-DED (Doliska)	
		836.1	HBD-DED-HWD (Cordova)	
	SS 90 46	837.5	STANDARD.....CP	
		839.5 / NA 95.6 NA 86.6	PARRISH.....CP	
			HBD-DED (Jasper)	
	SS	NA 86.4	JASPER.....C	
	79 33	NA 80.3	GAMBLE.....CP	
		NA 78.7	BURTON.....CP	
		NA 77.5	HBD-DED (Saragossa)	
		NA 68.5	HBD-DED (Nauvoo)	

NA / WEST END DISTRICT				
WEST ↓	SIDINGS IN FEET	MP	STATION	NOTES
			NA/WEST END DISPATCHER.....801	
	SS 83 63	NA 67.9	NAUVOO.....CP	
		NA 66.1	ASH.....CP	
	SS 88 32	NA 61.5	LYNN.....CP	
		NA 59.6	BANKHEAD.....CP	
		NA 57.2	HBD-DED (Natural Bridge)	
	SS 86 77	NA 50.5	YANKEE.....CP	
		NA 48.7	DELMAR.....CP	
		NA 47.9	HBD-DED (Haleyville)	
		NA 45.8	HALEYVILLE.....CP	
		NA 36.2	HBD-DED (Bear Creek)	
	SS 91 72	NA 33.8	PHILCO.....CP	
		NA 32.0	FRANKLIN.....CP	
		NA 23.8	HBD-DED-HWD (Isbell)	
	SS 81 03	NA 15.9	HYDE.....CP	
		NA 14.2	LITTLEVILLE.....CP	
		NA 9.9	HBD-DED (Spring Valley)	
			MEMPHIS WEST DISTRICT DISPATCHER.....809	
		NA 5.1	LEE.....Y, CP	
		NA 3.7	NORALA.....CP	
		402.8 A	WILSON (Sheffield Yard).....CP	

NA / WEST END DISTRICT			
1. RULES IN EFFECT			
Between	Main 1 Track	Main 2 Track	Main 3 Track
	Rules		
27 th Street and Block Two	261	261	261
Block Two and Wilson	261		
2. MAXIMUM SPEEDS			
Between	RHWY.	FRT.	
	MPH		
MP 798.2 and MP 806.7 <i>Except:</i> MP 792.2, 27 th Street, CSXT Connection Tracks (New Way)	20 10	20 10	
CSXT – Birmingham Amtrak Station Tracks	10	10	
MP 143.5, CSXT Tracks (14 th Street) to MP 798.7, Morris Avenue – Restricted Speed not exceeding	10	10	
MP 800.7, Block Two, Crossover from Single Main to Track No.3 west of BNSF Crossing	20	20	
MP 806.7 and MP 839.5 <i>Except:</i> MP 832.5 to BN Transfer Track	25 5	25 5	
MP 838.6 to MP 839.0, Through signaled siding	10	10	
MP NA 95.6 and MP NA 3.7, Norala <i>Except:</i> MP NA 86.6 to MP NA 86.1, Curves	25 20	25 20	
MP NA 83.6, Jasper Lumber Supply Company Spur	5	5	
MP NA 5.0, Lee, Through turnout	20	20	
MP NA 5.0, Lee, and MP 402.8 A, Wilson	20	20	
3. CHECKING LOCOMOTIVE SPEED INDICATOR			
Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.			
LOCATION OF TEST MILE SIGNS:			
WESTWARD		EASTWARD	
MP 803.0 to MP 804.0		MP 835.0 to MP 834.0	
MP NA 90.0 to MP NA 89.0		MP NA 9.0 to MP NA 10.0	
MP NA 77.0 to MP NA 76.0		MP NA 21.0 to MP NA 22.0	
MP NA 51.0 to MP NA 52.0		MP NA 43.0 to MP NA 42.0	
MP NA 66.0 to MP NA 67.0		MP NA 26.0 to MP NA 25.0	
NOTE: Tests for accuracy will be made at other locations in addition to those shown. Engineers will choose appropriate locations to check speed indicators.			

NA / WEST END DISTRICT

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Westward						
Norris Yard to Parrish	1450	1950	2300	2880	3200	4480
Parrish to Spruce Pine	1600	2150	2550	3150	3500	4900
Spruce Pine to Sheffield	2250	3000	3600	4455	4950	6930
Eastward						
Sheffield to Parrish	1300	1750	2050	2565	2850	3990
Parrish to Norris Yard	1650	2200	2650	3240	3600	5040

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

Loaded 4-axle cars may be handled up to the weight shown provided the stenciled Load Limit (Weight of car and lading) is NOT exceeded:
315,000 lbs.

B. TRAILING TONNAGE RESTRICTIONS

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

1. Empty Multi-level cars.
2. Empty Intermodal single-platform flats and such loaded with empty trailers or containers.
3. Empty 85-foot-long or longer flats and such flat cars when loaded with empty trailers or containers, or loaded with only one (1) trailer or container.
4. Empty Intermodal single-axle truck flat car or such cars loaded with empty trailers or containers.
5. Empty single or multiple-unit double-stack (well) cars, or empty single or multiple unit spine cars. Be governed by Appendix 1 in the System Timetable.

Maximum safe trailing tonnage behind Restricted Equipment between Birmingham and Sheffield is as follows:

Northward / Eastward — 5,000

Southward / Westward — 4,900

C. HEIGHT RESTRICTIONS

Double stack cars:

Double-stack cars not exceeding 20'03" (two 9'06" high x 8'06" wide containers) above top of the rail may only be handled on Main Tracks and sidings between Sheffield and Birmingham.

D. LOCATIONS OF EQUIPMENT RESTRICTIONS

1. Locomotives left standing at Parrish will be left behind derail protection. Locomotives may be left in Yard Tracks 1-5.
2. Do not move 89-foot flat or TTX cars onto East or West legs of Wye at Parrish, AL.

NA / WEST END DISTRICT		
6. SWITCHES AND DERAILS		
A. NORMAL POSITION OF HAND OPERATED SWITCHES		
1. Normal position for Wye switch located on Segco Lead connecting East and West Leg of Wye at Parrish, AL, approximately MP 838.8, will be lined and locked for movement on the East Leg of the Wye. The above switch must not be left unattended unless in the normal position.		
B. HANDLING OF DERAILS		
No additional restrictions.		
7. COMMUNICATION INFORMATION		
A. DIAL IN RADIO CODES		
Emergency	911	
NA / West End Dispatcher	801	
Birmingham Terminal Dispatcher	803	
Memphis East District Dispatcher	811	
Memphis West District Dispatcher	809	
Operations Service and Support (OSS)	808	
Mechanical Operations Center (MOC)	124	
LCDI Help Desk	126	
Wayside Help Desk	128	
B. AAR RADIO CHANNELS		
Base Station	Channel 1 TX and RX	Channel 2 TX (RX)
NA/West End Dispatcher	056-056	048-009
SERC	082-082	N/A
C. TELEPHONE NUMBERS		
Operation Service and Support (OSS)	404-589-6020	
Mechanical Operations Center	404-582-6700 / 7-582-6700	
LCDI Help Desk	7-981-4256	
NA/West End Dispatcher	205-451-4844	M/W 451-4844
SERC – RCI on-duty crew leader	205-674-8701	
8. DETECTOR INSTRUCTIONS		
A. STRESS STATE DETECTORS		
None.		
B. HIGH CAR AND CLEARANCE DETECTORS		
None.		
C. OTHER INSTRUCTIONS		
None.		

NA / WEST END DISTRICT

9. DISTRICT INSTRUCTIONS

A. CLOSE CLEARANCE

No additional requirements.

B. TRACK PERMISSION

1. NS Crews shall request permission to enter SERC's Mainline, such permission must include their NS job symbol and lead engine number. At the RCI Crew Leaders discretion, they will grant permission to operate on their tracks, recording the NS job symbol, lead engine number, as well as the date and time such permission was granted.

NS Crews shall repeat and record the date and time such permission was granted, as well as the RCI Crew Leaders initials. NS Crews shall request and receive permission from the on duty RCI Crew Leader prior to occupying SERC's Mainline at CP Locust (NS MP 821.0 / SERC MP 0.0), and they will receive permission up to SERC MP 0.6 (the North switch to the APC Storage Yard).

NS will not occupy limits on the SERC Mainline, south of The Flip Flop Derail at SERC MP 0.6, without further special permission from the RCI Crew Leader. NS Crews shall also receive permission from the on duty RCI Crew Leader as to which APC Storage Yard tracks they are to operate on.

NS will not occupy limits south of the APC Storage Yard, south of the Switch Point Derail on the ladder at SERC MP 1.1, without further special permission from the RCI Crew Leader.

2. All train and engine movements on the Main Track within Yard Limits must receive permission from the designated authority prior to entering the track segments listed below:
 - a. Parrish to West Parrish (MP 839.3 to MP 840.0) – NA Dispatcher
 - b. Parrish to Segco (ES Line) – NA Dispatcher

NA / WEST END DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

C. INTERLOCKING INSTRUCTIONS

1. Hand operated gate at North Birmingham, MP 800.9, will normally be set against Woodlawn-Bessemer Branch,, and the two (20) connecting track switches normally set for the Main Track. To operate the gate:
 - a. Pull up to clear post
 - b. Obtain permission from the Train Dispatcher to operate switches
 - c. The Train Dispatcher will release the electric lock; a five (5) minute time delay will run before the gate will unlock
 - d. Open the door of the electric box
 - e. Lift lever to 45 degree position
 - f. When indicator delays "UNLOCK," move the lever to the extreme left hand position
 - g. Raise hand lever between lock box and gate to vertical position
 - h. Open gate with release handle in frontAfter closing gate:
 - a. Secure the handle in front.
 - b. Restore the hand lever to horizontal position
 - c. Position lock lever in the box at the extreme right hand position
 - d. Latch the door

NA / WEST END DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

C. INTERLOCKING INSTRUCTIONS (CONT.)

2. BOYLES, MP 801.1

When NS signal fails to display a favorable indication, contact the NS dispatcher for permission to pass the Stop signal. After securing permission from the NS dispatcher, T&E crew member will follow the directions below:

If RED indicator light in NS box at bungalow is lit The RED light indicates that the ATN signals are at STOP. Immediately operate time release push button in NS box at bungalow and hold for three (3) seconds. If NS signal does not change to a favorable indication after waiting (3) minutes and RED indicator light remains lit, train or engine may proceed at restricted speed.

If GREEN indicator light is lit (or both indicator lights are dark)

The GREEN light indicates that the ATN has a CLEAR signal across the interlocking.

Wait four (4) minutes and if no conflicting movement is seen or heard, operated time release push button and hold for three (3) seconds. If NS signal does not change to a favorable indication after waiting an additional three (3) minutes, train or engine shall pass the home signal twenty (20) feet, stopping clear of any conflicting route. After waiting an additional six (6) minutes, train or engine may proceed at restricted speed. In either case, when movement is seen or heard on conflicting route, NS train movement must not be made until such conflicting movement is stopped and contact is made with the conflicting move to ensure full understanding of moves to be made.

3. CSX GATE XING, MP 798.6

When signal fails to display a favorable indication, contact the NS Dispatcher for permission to pass the signal. After securing permission from the NS Dispatcher to pass

the signal displaying stop, T&E crew member will locate the appropriate time release push button and follow the instructions below:

Note: If operating on Track 1, time release push button is located on a post in the northeast quadrant of the crossing. If operating on Track 2, time release push button is located on the CSXT signal bungalow in the southwest quadrant of the crossing.

IF INDICATOR LIGHT IS LIT

Immediately operate time release push button and hold for three (3) seconds. If signal does not change to a favorable indication after waiting twelve (12) minutes and indicator light remains lit, train or engine may proceed at restricted speed.

IF INDICATOR LIGHT IS NOT LIT

Wait twelve (12) minutes and if no conflicting movement is seen or heard, operate time release push button and hold for three (3) seconds. If signal does not change to a favorable indication after waiting an additional twelve (12) minutes, train or engine will pass the home signal twenty (20) feet, stopping clear of any conflicting route, then after waiting an additional twelve (12) minutes, movement may proceed at restricted speed.

In either case, when movement is seen or heard on conflicting route, movement must not be made until such conflicting movement is stopped and contact is made with the conflicting move to ensure full understanding of moves to be made.

NA / WEST END DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

C. INTERLOCKING INSTRUCTIONS (CONT.)

4. JASPER, MP NA 86.5

When signal fails to display a favorable indication, contact the NS dispatcher for permission to pass the signal. After securing permission from the NS dispatcher to pass the signal displaying stop, T&E crew member will locate the appropriate time release push button and follow the instructions below:

If indicator light is lit:

Immediately operate time release push button and hold for two (2) seconds. If signal does not change to a favorable indication after waiting 8 minutes 53 seconds and indicator light remains lit, train or engine may proceed at restricted speed.

If indicator light is not lit:

Wait five (5) minutes and if no conflicting movement is seen or heard, operate time release push button and hold for two (2) seconds. If signal does not change to a favorable indication after waiting an additional 8 minutes and 53 seconds, train or engine will pass the home signal twenty (20) feet, stopping clear of any conflicting route; then after waiting an additional eight (8) minutes, movement may proceed at restricted speed.

In either case, when movement is seen or heard on conflicting route, NS train movement must not be made until such conflicting movement is stopped and contact is made with the conflicting move to ensure full understanding of moves to be made.

D. DRAWBRIDGES

None.

E. HANDBRAKE REQUIREMENTS

1. When spotting cars at Parrish, AL, or Nauvoo Coal Track in Nauvoo, AL, the following will govern:
Five cars or less will require 100% handbrakes with a C-102 test of handbrake effectiveness. More than five (5) cars will require five handbrakes plus a sufficient amount as determined through a test as prescribed in NS-1 Rule C-102.

NA / WEST END DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

F. TRAIN HANDLING INSTRUCTIONS

1. Block Two

Westward signals at Block Two, MP 800.4, Tracks 1, 2, or 3 displaying Lunar White or Red over Lunar White are restricting signals and indicate proceed at Restricted Speed.

G. ROAD CROSSINGS

1. DO NOT BLOCK ORDER

a. When spotting cars in the Segco Mine Tracks at Parrish, AL, the end of the shove must be stopped at the road crossing prior to reaching the tipple. The lead end of the cut being shoved must then be preceded by a trainman on the ground and cars spotted two (2) car lengths from "Barney" cars.

b. CR 81, Phil Campbell Road, MP NA 33.1

2. QUIET ZONES

None.

3. RUSTY RAIL CONDITIONS

None.

H. LOCATIONS WHERE GRAVITY DROPPING CARS IS AUTHORIZED

Milepost	Location
846.3	Marietta
838.5	Parrish
832.6	Cordova
NA 83.7	Jasper Lumber
NA 61.8	Lynn
NA 46.2	Marshall Durbin (Haleyville)

I. STEEP GRADES - END OF TRAIN DEVICES

The following designated sections of track are identified as average grades of:

2% or greater over a distance of 2 continuous miles or

1% or greater over a distance of 3 continuous miles:

Milepost	Length (Miles)	Grade-Avg. %
852.8 to 857.4	4.6	1.25
NA 11.3 to NA 14.6	3.3	1.30
NA 24.1 to NA 30.0	5.9	1.55
NA 42.0 to NA 45.0	3.0	1.35
NA 82.1 to NA 86.2	4.1	1.15

J. EXCESSIVE CURVATURE RESTRICTIONS

None.

NA / WEST END DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

K. JOINT TRACKAGE

1. Trains and engines of the Alabama Division will use tracks of other divisions and foreign lines in accordance with their Timetables, Rules, and Regulations as shown below:

- (a) Between MP 798.7, Second Avenue, and MP 143.5, 14th Street – CSXT
- (b) SERC Mainline between MP 0.0 and MP 0.6, including all APC Storage Yard Tracks:

The APC Storage Yard has 4 tracks (With S-1 being the Yard Track closest to the SERC Mainline, and S-4 being the Yard Track furthest from the SERC Mainline):

- Storage Track 1 (S-1) – Approximately 2,329'
- Storage Track 2 (S-2) – Approximately 2,101'
- Storage Track 3 (S-3) – Approximately 1,897'
- Storage Track 4 (S-4) – Approximately 1,909'

** Unless otherwise instructed, NS crews will utilize S-04 for the NS inbound set offs and S-03 will be utilized for NS pick-ups.

** NOTE: All Storage Tracks have a Flip Flop Derail installed at the south end, designating the clearance point for each track.

** Further special permission(s) should only be ascertained if all other normal routes are blocked to return to the NS mainline; and all SERC derails must be returned to their previous positions after use.

Once all NS movements are completely clear of the Mainline at CP Locust, NS Crews are to contact the RCI Crew Leader to report all clear of their Mainline. They must again include their NS job symbol and lead engine number. The RCI Crew Leader will verify that NS is all clear, repeating their NS job symbol, and lead engine number, as well as giving a date and time of reporting clear. NS Crews shall repeat and record the date and time they were reported clear, as well as the RCI Crew Leaders initials.

2. Trains and engines of other divisions and foreign lines will use Alabama Division tracks as shown below:
 - (a) Between MP 798.6, Second Avenue, and MP 800.4, Block Two – CSXT
 - (b) Between MP 800.4, Block Two, and MP 791.0, Norris Yard – BNSF

L. HAZMAT SPILL PAN LOCATIONS

None.

M. GENERAL INSTRUCTIONS.

1. FRA EXCEPTED TRACK

None.

N. HIGH THREAT URBAN AREAS AND KEY TRAIN SECUREMENT

1. HTUAs

None.

2. Locations where key trains, or cuts of cars meeting the definition of a key train, may be left unattended on a main track or siding outside of a yard or terminal:
None.

BERRY BRANCH						
WEST ↓	SIDINGS IN FEET	MP	STATION			NOTES
			NA/WEST END DISPATCHER.....801			
		839.4	PARRISH.....YL CP			
		840.0	West Parrish.....YL			
		849.0	Oakman			
		862.0 / 0.0 AB	Berry.....YL			
		3.1 AB	Alta (P&M Mine)			
1. RULES IN EFFECT						
Between					Main Track	
					Rules	
Parrish and West Parrish					93	
West Parrish and Alta					171	
2. MAXIMUM SPEEDS						
Between					Main Track	
					MPH	
MP 839.4, Parrish, Through Crossovers					25	
MP 839.4 and MP 862.0					25	
Except:						
MP 855.2 to MP 855.4, Over trestle					20	
MP 0.0 AB and MP 3.1 AB					20	
3. CHECKING LOCOMOTIVE SPEED INDICATOR						
Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.						
LOCATION OF TEST MILE SIGNS:						
MP 850.0 to MP 851.0						
NOTE: Tests for accuracy will be made at other locations in addition to those shown. Engineers will choose appropriate locations to check speed indicators.						
4. DIESEL UNIT RATINGS						
	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Westward Barry to Parrish	1500	2000	2400	2970	3300	4620
Eastward Parrish to Barry	1500	2000	2400	2970	3300	4620

BERRY BRANCH		
5. LOCOMOTIVE AND CAR RESTRICTIONS		
A. WEIGHT RESTRICTIONS Loaded 4-axle cars may be handled up to the weight shown provided the stenciled Load Limit (Weight of car and lading) is NOT exceeded: 286,000 lbs.		
B. TRAILING TONNAGE RESTRICTIONS No additional restrictions.		
C. HEIGHT RESTRICTIONS No additional restrictions.		
D. LOCATIONS OF EQUIPMENT RESTRICTIONS No additional restrictions.		
6. SWITCHES AND DERAILS		
A. NORMAL POSITION OF HAND OPERATED SWITCHES		
1. ALTA LEAD The normal position for the non-interlocked junction switch between the Berry Branch and the Alta Lead at Berry, MP 862.0, is lined for movement from West Parrish to the Alta Lead.		
B. HANDLING OF DERAILS No additional restrictions.		
7. COMMUNICATION INFORMATION		
A. DIAL IN RADIO CODES		
Emergency	911	
NA / West End Dispatcher	801	
Operations Service and Support (OSS)	808	
Mechanical Operations Center (MOC)	124	
LCDI Help Desk	126	
Wayside Help Desk	128	
B. AAR RADIO CHANNELS		
Base Station	Channel 1 TX and RX	Channel 2 TX (RX)
NA/West End Dispatcher	056-056	N/A
C. TELEPHONE NUMBERS		
Alabama Division OSS	404-589-6020	
Mechanical Operations Center	404-582-6700 / 7-582-6700	
LCDI Help Desk	7-981-4256	
NA/West End Dispatcher	205-451-4844 / 7-451-4844	
8. DETECTOR INSTRUCTIONS		
A. STRESS STATE DETECTORS None.		
B. HIGH CAR AND CLEARANCE DETECTORS None.		
C. OTHER INSTRUCTIONS None.		

BERRY BRANCH								
9. DISTRICT INSTRUCTIONS								
A. CLOSE CLEARANCE No additional requirements.								
B. TRACK PERMISSION <ol style="list-style-type: none"> Before entering Yard Limits between Parrish and West Parrish, permission must be obtained from the West End Dispatcher. Before entering Yard Limits between Berry, MP 862.0 and the end of track dirt mound, MP 862.7, permission must be obtained from the West End Dispatcher. 								
C. INTERLOCKING INSTRUCTIONS None.								
D. DRAWBRIDGES None.								
E. HANDBRAKE REQUIREMENTS System instructions govern.								
F. TRAIN HANDLING INSTRUCTIONS No additional requirements.								
G. ROAD CROSSINGS <ol style="list-style-type: none"> DO NOT BLOCK ORDER None. QUIET ZONES None. RUSTY RAIL CONDITIONS None. 								
H. LOCATIONS WHERE GRAVITY DROPPING CARS IS AUTHORIZED None.								
I. STEEP GRADES - END OF TRAIN DEVICES The following designated sections of track are identified as average grades of: 2% or greater over a distance of 2 continuous miles or 1% or greater over a distance of 3 continuous miles: <table border="1"> <thead> <tr> <th>Milepost</th> <th>Length (Miles)</th> <th>Grade-Avg. %</th> </tr> </thead> <tbody> <tr> <td colspan="3">None.</td> </tr> </tbody> </table>			Milepost	Length (Miles)	Grade-Avg. %	None.		
Milepost	Length (Miles)	Grade-Avg. %						
None.								
J. EXCESSIVE CURVATURE RESTRICTIONS None.								

BERRY BRANCH

9. DISTRICT INSTRUCTIONS (CONT.)

K. JOINT TRACKAGE

1. Trains and engines of the Pocahontas Division will use tracks of other divisions and foreign lines in accordance with their Timetables, Rules, and Regulations as shown below:
(a) None
2. Trains and engines of other divisions and foreign lines will use Pocahontas Division tracks as shown below:
(a) None

L. HAZMAT SPILL PAN LOCATIONS

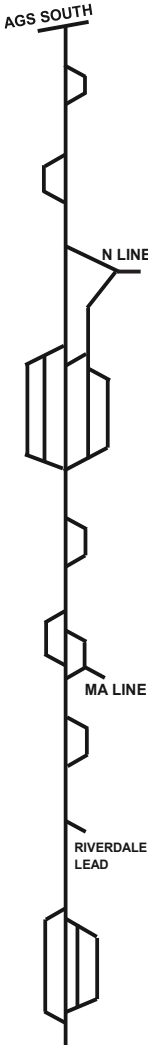
None.

M. GENERAL INSTRUCTIONS

1. **FRA EXCEPTED TRACK**
None.

N. HIGH THREAT URBAN AREAS AND KEY TRAIN SECUREMENT

1. **HTUAs**
None.
2. Locations where key trains, or cuts of cars meeting the definition of a key train, may be left unattended on a main track or siding outside of a yard or terminal:
None.

3-B NORTH DISTRICT				
SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTES
			3-B DISPATCHER805	
		35.0 R	BURSTALL(CP)	
	51 56	25.2 R	Nomen	
	SS	20.4 R	HBD-DED-HWD (<i>Turner</i>)	
	SS	11.2 R	Lacey	
	73 75	5.7 R	HBD-DED (<i>Dogwood</i>)	
		1.0 R	North Wilton	
		0.0 R / 139.3 N	Wilton.....Y	
		141.0 N	South Wilton	
	SS	146.5 N	HBD-DED (<i>Ashby</i>)	
	76 97	149.4 N	Bibb Mill	
		155.8 N	HBD-DED (<i>Randolph</i>)	
	57 38	160.6 N / MA 130.6	Maplesville	
		170.2 N	HBD-DED-HWD (<i>Plantersville</i>)	
	60 88	178.5 N	Freemont	
		182.5 N	HBD (<i>Burnsville</i>)	
		184.2 N	Riverdale	
		188.7 N	North Selma.....(YL)	
		191.4 N	Selma	
	11 933	190.3 N	Runaround	
		195.0 N	South Selma.....(YL)	
1. RULES IN EFFECT				
Between			Main Track	
			Rules	
Burstall and North Selma			171	
North Selma and South Selma			93	

3-B NORTH DISTRICT						
2. MAXIMUM SPEEDS						
Between						Freight MPH
MP 35.0 R, Burstall, and MP 0.0 R, Wilton						25
<i>Except:</i> MP 15.5 R to MP 15.6 R, Curve						20
MP 1.1 R to MP 0.0 R, Curves						20
MP 139.3 N, Wilton, and MP 195.0 N, South Selma						49
<i>Except:</i> MP 141.6 N to MP 141.8 N, Curves						40
MP 145.3 N to MP 145.8 N, Curves						40
MP 148.4 N to MP 148.7 N, Curve						45
MP 152.4 N to MP 152.9 N, Curves						45
MP 191.3 N to MP 192.8 N, Curves						20
<i>Auxiliary Tracks:</i> MP 184.2 N, Riverdale Lead, Restricted Speed not exceeding						15
3. CHECKING LOCOMOTIVE SPEED INDICATOR						
Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.						
LOCATION OF TEST MILE SIGNS:						
MP 12.0 R to MP 13.0 R						
MP 23.0 R to MP 24.0 R						
MP 179.0 N to MP 180.0 N						
NOTE: Tests for accuracy will be made at other locations in addition to those shown. Engineers will choose appropriate locations to check speed indicators.						
4. DIESEL UNIT RATINGS						
	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Southward						
Burstall to Nomen	1850	2450	2950	3645	4050	5670
Nomen to Wilton	2150	2850	3450	4230	4700	6580
Wilton to Randolph	2550	3400	4050	5040	5600	7840
Randolph to Selma	5200	6950	8300	10305	11450	16030
Northward						
Selma to Wilton	2050	2750	3250	4050	4500	6300
Wilton to Burstall	1950	2600	3100	2870	4300	6020

3-B NORTH DISTRICT

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

Loaded 4-axle cars may be handled up to the weight shown provided the stenciled Load Limit (Weight of car and lading) is NOT exceeded:

Units		Cars	
4-Axle	6-Axle	4-Axle	6-Axle
291,000	420,000	286,000	315,000

B. TRAILING TONNAGE RESTRICTIONS

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

1. Empty Multi-level cars.
2. Empty Intermodal single-platform flats and such loaded with empty trailers or containers.
3. Empty 85-foot-long or longer flats and such flat cars when loaded with empty trailers or containers, or loaded with only one (1) trailer or container.
4. Empty Intermodal single-axle truck flat car or such cars loaded with empty trailers or containers.
5. Empty single or multiple-unit double-stack (well) cars, or empty single or multiple unit spine cars. Be governed by Appendix 1 in the System Timetable.

Maximum safe trailing tonnage behind Restricted Equipment between Burstall and South Selma is as follows:

Northward / Eastward — 7,000

Southward / Westward — 7,000

C. HEIGHT RESTRICTIONS

No additional restrictions.

D. LOCATIONS OF EQUIPMENT RESTRICTIONS

1. Selma Oil, MP 191.9 N

Engines are not permitted past the first dirt crossing inside the industry gate at Selma Oil. All place cars are to be spotted inside the industry gate and in the clear of said crossing. All pull cars are to be placed at said crossing by the industry. If pull cars are not placed at the crossing, cars will not be pulled and OSS must be contacted.

2. International Paper Riverdale Mill

Only tank cars are allowed to enter Track #7 at International Paper Riverdale Mill. Covered hoppers, chip hoppers, and box cars will not clear the cat-walk at the tank car spots.

6. SWITCHES AND DERAILS

A. NORMAL POSITION OF HAND OPERATED SWITCHES

1. The following procedure is in effect for the meeting of trains at Fremont, AL, MP 179.0 N – Northward trains will hold the Mainline and will be responsible for restoring the North End Switch at Fremont to normal position. Southward trains will take the siding and will be responsible for restoring the South End Switch at Fremont to normal position after pulling from the siding. When available, the yard van at Selma will be dispatched to assist.
2. The normal position of the Wye Switch at MP 0.5 R is lined for Main Track movements between Burstall and Selma.
3. The normal position of the Wye Switch at MP 0.0 R is lined for Main Track movements between Burstall and Selma.

3-B NORTH DISTRICT

6. SWITCHES AND DERAILS (CONT.)

B. HANDLING OF DERAILS

1. When employees are placing or pulling cars in any track equipped with a derail on both ends at Wilton Yard, both derails must be in the off position before placing or pulling cars from the track(s).

C. RADIO CONTROLLED SWITCHES

1. North End Selma Runaround DTMF Switch – Instructions

Radio controlled Hydro switch installed and in operation at the MP 189.15 N (North end Selma Runaround Switch). This switch can be operated by three methods, radio controlled, push button and hand pump operation. Radio controlled operation will be the primary method of operation.

Radio Operation

When operated via radio(Road Channel 160.950MHZ), the indication of the switch position will be conveyed either through audible announcements, normal, reverse, switched not lined, and/ or through the switch indicators showing Green for normal, Amber for reverse, flashing red for switch out of correspondence. A solid red indicates the protection circuit is occupied and will not be able to respond to either a Radio or Push Button request as it is locked electronically. This protection circuit extends 150 feet on each side of the switch.

The Radio operation codes for the North end Selma Runaround Switch is as follows:

To request switch Normal #2000111

To request switch Reverse #2000133

Push Button Operation

Located on the side of the electronic box is a push button for the Normal and Reverse position. The box has a locking hasp that is equipped with a transportation lock. There are two buttons, one for the normal position and one for the reverse position. If there is a failure, the only method to throw the switch will be through the hand pump mechanism.

The hand pump is a dual action pump and normally takes only 9-10 pumps to throw the switch from one position to the other. As the spring holding the mechanism will take the switch point to the opposite position, ensure when hand pumping that the hand pump will not pump anymore under normal hand force.

2. South End Selma Runaround DTMF Switch – Instructions

Radio controlled Hydro switch installed and in operation at the MP 189.15 N (North end Selma Runaround Switch). This switch can be operated by three methods, radio controlled, push button and hand pump operation. Radio controlled operation will be the primary method of operation.

Radio Operation

When operated via radio(Road Channel 160.950MHZ), the indication of the switch position will be conveyed either through audible announcements, normal, reverse, switched not lined, and/ or through the switch indicators showing Green for normal, Amber for reverse, flashing red for switch out of correspondence. A solid red indicates the protection circuit is occupied and will not be able to respond to either a Radio or Push Button request as it is locked electronically. This protection circuit extends 150 feet on each side of the switch.

3-B NORTH DISTRICT

6. SWITCHES AND DERAILS (CONT.)

C. RADIO CONTROLLED SWITCHES (CONT.)

2. South End Selma Runaround DTMF Switch – Instructions (CONT.)

The Radio operation codes for the North end Selma Runaround Switch is as follows:

To request switch Normal #2000211

To request switch Reverse #2000233

Push Button Operation

Located on the side of the electronic box is a push button for the Normal and Reverse position. The box has a locking hasp that is equipped with a transportation lock. There are two buttons, one for the normal position and one for the reverse position. If there is a failure, the only method to throw the switch will be through the hand pump mechanism.

The hand pump is a dual action pump and normally takes only 9-10 pumps to throw the switch from one position to the other. As the spring holding the mechanism will take the switch point to the opposite position, ensure when hand pumping that the hand pump will not pump anymore under normal hand force.

7. COMMUNICATION INFORMATION

A. DIAL IN RADIO CODES

Emergency	911
3-B Dispatcher	805
Operations Service and Support (OSS)	808
Mechanical Operations Center (MOC)	124
LCDI Help Desk	126
Wayside Help Desk	128

B. AAR RADIO CHANNELS

Base Station	Channel 1 TX and RX	Channel 2 TX (RX)
3-B Dispatcher	056-056	048-009

C. TELEPHONE NUMBERS

Alabama Division OSS	404-589-6020
Mechanical Operations Center	404-582-6700 / 7-582-6700
LCDI Help Desk	7-981-4256
3-B Dispatcher	205-451-4845
AUT Train Dispatcher	866-386-9321

8. DETECTOR INSTRUCTIONS

A. STRESS STATE DETECTORS

None.

B. HIGH CAR AND CLEARANCE DETECTORS

None.

C. OTHER INSTRUCTIONS

None.

3-B NORTH DISTRICT

9. DISTRICT INSTRUCTIONS

A. CLOSE CLEARANCE

1. National Salvage, International Paper Riverdale Mill

- a. Close clearance exists north of the crossing on the west side at National Salvage, Riverdale, AL, MP 184.3 N (International Paper Lead), account ramp located behind the cross tie grinding machines. This structure will not clear an employee riding on the west side of the car.
- b. National Salvage (E24), of Riverdale Lead, has a close clearance structure that will not clear crewmembers while riding cars on the east rail behind the second and main unloading station. Crewmembers are not to attempt to ride cars past the second unloading station.

2. West Frazier

- a. Close clearance exists on the Chip Loading Track, West Frazier, Maplesville, MP 162.9 N, account cover over the conveyor belt. Employees must not ride on the side of cars when working this track.

B. TRACK PERMISSION

1. Before entering Yard Limits at North Selma or South Selma, permission must be obtained from the 3-B Dispatcher.

C. INTERLOCKING INSTRUCTIONS

System instructions govern.

D. DRAWBRIDGES

None.

E. HANDBRAKE REQUIREMENTS

1. Boral Brick Company

- a. When cars are left standing on the Runaround Track at Boral Brick Company, MP 32.0 R, five (5) or less cars will require 100% handbrakes are fully applied. If more than 5 cars are left, 5 handbrakes plus a sufficient amount as tested per NS-1 Rule C-102 will apply.
- b. All handbrakes will be applied on the downhill end of the cars.
- c. Handbrakes must not be released until locomotives are attached.

2. Selma

- a. When leaving a car or multiple cars coupled together in Selma Yard Tracks 1-9, the Runaround, and Mainline, the handbrake requirements will be one car – one handbrake, two cars – two or more cars coupled together – two consecutive handbrakes with no C-102 test required.
- b. Before kicking or free rolling cars in Selma Yard, a minimum of 3 consecutive handbrakes must be applied on cars at the extreme end of the track(s). A C-102 test of handbrake effectiveness is not required.

F. TRAIN HANDLING INSTRUCTIONS

System instructions govern.

3-B NORTH DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

G. ROAD CROSSINGS

1. DO NOT BLOCK ORDER

a. Fremont

The crossing located at Fremont, MP 178.3 N, and the private crossing located at MP 178.6 N, must be cut if equipment will be left in the siding for an extended period of time.

b. Wilton

Street crossings at Wilton must not be blocked in excess of eight (8) minutes by standing trains. During switch moves at Wilton, either the north or south crossing must remain open.

c. Eastern Valley Road

Arrangements should be made when working industries and sidings at Sparks Gap not to block Eastern Valley Road, MP 33.1 R.

2. QUIET ZONES

None.

3. RUSTY RAIL CONDITIONS

None.

H. LOCATIONS WHERE GRAVITY DROPPING CARS IS AUTHORIZED

None.

I. STEEP GRADES - END OF TRAIN DEVICES

The following designated sections of track are identified as average grades of:

2% or greater over a distance of 2 continuous miles or

1% or greater over a distance of 3 continuous miles:

Milepost	Length (Miles)	Grade-Avg. %
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None.

J. EXCESSIVE CURVATURE RESTRICTIONS

Listed below are milepost locations, name of industry, degree of curve in tracks, and maximum length of cars that can be placed at these locations:

140.8 N	Seaman Timber	18 degrees 00 minutes	73 ft, equipment length restriction
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K. JOINT TRACKAGE

1. Trains and engines of the Alabama Division will use tracks of other divisions and foreign lines in accordance with their Timetables, Rules, and Regulations as shown below:

- (a) NS crews have permission to operate on AUT other than main track between AUT MP 130.0 and AUT MP 131.0. Between AUT MP 131.0 and end of AUT track at AUT MP 130.0, maximum authorized speed is not to exceed 10MPH and GCOR 6.28 applies. Approach all highway grade crossings prepared to stop unless the route to be used is known to be clear. Any accident, incident or injury on this section of track is to be immediately reported to the AUT Train Dispatcher. All on track movements entering this track will announce their entry and exit on NS Road Channel 1.

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

- (a) MP 158 N – MP 162 N, Maplesville – Autauga Northern Railroad.

3-B NORTH DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

L. HAZMAT SPILL PAN LOCATIONS

1. Selma Car Shop.

M. GENERAL INSTRUCTIONS.

1. FRA EXCEPTED TRACK

None.

N. HIGH THREAT URBAN AREAS AND KEY TRAIN SECUREMENT

1. HTUAs

None.

2. Locations where key trains, or cuts of cars meeting the definition of a key train, may be left unattended on a main track or siding outside of a yard or terminal:

None.

ANNISTON DISTRICT

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTES
<div> <div>EAST END</div> <div> <div>CSXT</div> <div> <div> <div></div> <div></div> </div> <div>P LINE</div> <div> <div>CSXT</div> <div></div> </div> <div>CSXT</div> <div> <div>R LINE</div> <div></div> </div> </div> </div> </div>			3-B DISPATCHER.....805	
		61.0 N	Anniston.....YL	
		67.0 N	South Anniston.....YL	
		84.0 N	Talladega.....A	
		101.8 N	Coosa Pines.....Y	
		103.3 N	Childersburg	
		105.4 N	HBD-DED (<i>Childersburg</i>)	
		111.5 N	Yellowleaf.....S, N	
		119.9 N	HBD-DED (<i>Columbiana</i>)	
		130.9 N	Calera – CSXT.....A	
		132.8 N	HBD-DED (<i>South Calera</i>)	
		134.0 N	Roberta	
		138.0 N	East Wilton.....YL	
		139.2 N	Wilton.....YL	

1. RULES IN EFFECT	
	Main Track
Between	Rules
Anniston and South Anniston	93
South Anniston and East Wilton	171
East Wilton and Wilton	93

ANNISTON DISTRICT						
2. MAXIMUM SPEEDS						
Between						Freight
						MPH
MP 61.0 N, Anniston, and MP 139.2 N, Wilton						35
Except: MP 62.0 N and 80.0 N						10
MP 81.2 N, Georgia Pacific Track						5
MP 84.4 N, CSXT R.R. Crossing						20
MP 108.0 N to MP 108.2 N, Coosa River Bridge						10
MP 130.9 N, CSXT R.R. Crossing						20
MP 133.7 N, Vulcan Lead, Mainline to CR 16						5
MP 133.7 N, Vulcan Lead, CR 16 to Vulcan Plant						10
MP 133.9 N, Blue Circle Lead						5
MP 134.9 N, Chemical Lime Lead						5
3. CHECKING LOCOMOTIVE SPEED INDICATOR						
Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.						
LOCATION OF TEST MILE SIGNS:						
MP 66.0 N to MP 67.0 N						
MP 104.0 N to MP 105.0 N						
MP 127.0 N to MP 128.0 N						
NOTE: Tests for accuracy will be made at other locations in addition to those shown. Engineers will choose appropriate locations to check speed indicators.						
4. DIESEL UNIT RATINGS						
	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Southward Anniston to Wilton	3100	3450	4600	5500	7600	10640
Northward Wilton to Anniston	2000	2250	3000	3600	4950	6930
5. LOCOMOTIVE AND CAR RESTRICTIONS						
A. WEIGHT RESTRICTIONS						
Loaded 4-axle cars may be handled up to the weight shown provided the stenciled Load Limit (Weight of car and lading) is NOT exceeded between Ft. McClellan and Wilton:						
Units			Cars			
4-Axle	6-Axle		4-Axle	6-Axle		
291,000	420,000		286,000	315,000		
B. TRAILING TONNAGE RESTRICTIONS						
No additional restrictions.						
C. HEIGHT RESTRICTIONS						
No additional restrictions.						

ANNISTON DISTRICT

5. LOCOMOTIVE AND CAR RESTRICTIONS (CONT.)

D. LOCATIONS OF EQUIPMENT RESTRICTIONS

1. Wilton Yard

All local engines at Wilton will be left on the north end of the Cab Track after use on Saturdays for fueling.

2. Chemical Line Company

Crews working Chemical Lime Company at Roberta, engines must not be taken past the divider switch separating the Inside Track from the Straight Track. Cars can be shoved to the clear point and coupled into at the clear point of the Inside Track and Straight Track, but engines must not travel past the clear point of each track.

6. SWITCHES AND DERAILS

A. NORMAL POSITION OF HAND OPERATED SWITCHES

1. All crews must apply the Norfolk Southern switch lock to the New Connection Track located just west of the Blue Circle Cement loading silos when occupying the Vulcan Lead. All crews must remove the Norfolk Southern switch lock to the New Connection Track when finished using the Vulcan Lead.

B. HANDLING OF DERAILS

1. When employees are placing or pulling cars in any track equipped with a derail on both ends of the track in Wilton Yard, employees must line the derail to the off position at both ends of the track before proceeding with the placing or pulling cars in the track.
2. All crews entering the Vulcan Lead, MP 133.5 N, must be aware for the position of the industry's blue flag at or near the derail to the Entrance Switch of the Vulcan Lead Track.

7. COMMUNICATION INFORMATION

A. DIAL IN RADIO CODES

Emergency	911
3-B Dispatcher	805
Operations Service and Support (OSS)	808
Mechanical Operations Center (MOC)	124
LCDI Help Desk	126
Wayside Help Desk	128

B. AAR RADIO CHANNELS

Base Station	Channel 1 TX and RX	Channel 2 TX (RX)
3-B Dispatcher	056-056	048-009

C. TELEPHONE NUMBERS

Alabama Division OSS	404-589-6020
Mechanical Operations Center	404-582-6700 / 7-582-6700
LCDI Help Desk	7-981-4256
3-B Dispatcher	205-451-4845

ANNISTON DISTRICT	
8.	DETECTOR INSTRUCTIONS
A. STRESS STATE DETECTORS	
None.	
B. HIGH CAR AND CLEARANCE DETECTORS	
None.	
C. OTHER INSTRUCTIONS	
None.	
9.	DISTRICT INSTRUCTIONS
A. CLOSE CLEARANCE	
1. National Salvage, International Paper Riverdale Mill Precision Strip, Inc. at Talladega, AL, MP 80.1 N, has close clearance where the House Track enters the building. Employees must not ride the end or side of equipment past the obstruction.	
B. TRACK PERMISSION	
1. Before entering Yard Limits between Anniston and South Anniston, permission must be obtained from the East End Dispatcher.	
2. Before entering Yard Limits between East Wilton and Wilton, permission must be obtained from the 3-B Dispatcher.	
3. Vulcan Materials All crews pulling or spotting either loaded or empty trains from Vulcan Materials (R25) at Roberta will follow the following instructions: Crews must notify OSS in order to gain permission through Argos Yard while enroute to Vulcan, and again when ready to pass back through Argos Yard on the way out from Vulcan (R25). Crews gaining access to Vulcan Materials plant will use the gate on the south end of the facility, across from Argos Yard on CR16. An NS lock is provided for our access through the gate. Crews and PTI will no longer be permitted to use the service road through the Argos Quarry. Any crew pulling or spotting a train from Vulcan will notify OSS with accurate inbound / outbound times, and provide an accurate disposition of cars. If cars are left on Vulcan Lead, they will be reported as in R25, not VULC1. If it is full, and cars are placed in the yard, then such equipment needs to be recorded accordingly.	

ANNISTON DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

C. INTERLOCKING INSTRUCTIONS

1. CALERA, MP 130.9 N, AND TALLADEGA, MP 84.3 N

When NS signal fails to display a favorable indication, contact the NS dispatcher for permission to pass the Stop signal. After securing permission from the NS dispatcher, T&E crew member will follow the directions below:

If RED indicator light in NS box at bungalow is lit

The RED light indicates that the ATN signals are at STOP. Immediately operate time release push button in NS box at bungalow and hold for three (3) seconds. If NS signal does not change to a favorable indication after waiting (3) minutes and RED indicator light remains lit, train or engine may proceed at restricted speed. If GREEN indicator light is lit (or both indicator lights are dark)

The GREEN light indicates that the ATN has a CLEAR signal across the interlocking. Wait four (4) minutes and if no conflicting movement is seen or heard, operated time release push button and hold for three (3) seconds. If NS signal does not change to a favorable indication after waiting an additional three (3) minutes, train or engine shall pass the home signal twenty (20) feet, stopping clear of any conflicting route. After waiting an additional six (6) minutes, train or engine may proceed at restricted speed.

In either case, when movement is seen or heard on conflicting route, NS train movement must not be made until such conflicting movement is stopped and contact is made with the conflicting move to ensure full understanding of moves to be made.

D. DRAWBRIDGES

None.

E. HANDBRAKE REQUIREMENTS

1. Selma Yard

Before kicking or free rolling cars in Selma Yard, a minimum of three consecutive handbrakes must be applied on the cars at the extreme end of the track(s).

2. Blue Circle

When cars are left standing on the Blue Circle Lead, MP 133.9 N, handbrakes must be applied on the north end of the equipment.

F. TRAIN HANDLING INSTRUCTIONS

None.

ANNISTON DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

G. ROAD CROSSINGS

1. DO NOT BLOCK ORDER

All coal trains operating to/from Alabama Power Plant Gaston are prohibited from blocking the Main Street (CR 61) crossing in Wilsonville, AL, MP 111.6 N unnecessarily.

2. QUIET ZONES

None.

3. RUSTY RAIL CONDITIONS

Employees must protect all crossings on the Vulcan Lead Main from the ground.

H. LOCATIONS WHERE GRAVITY DROPPING CARS IS AUTHORIZED

1. MP 80.1 N – Precision Strip

I. STEEP GRADES - END OF TRAIN DEVICES

The following designated sections of track are identified as average grades of:

2% or greater over a distance of 2 continuous miles or

1% or greater over a distance of 3 continuous miles:

Milepost	Length (Miles)	Grade-Avg. %
None.		

J. EXCESSIVE CURVATURE RESTRICTIONS

Listed below are milepost locations, name of industry, degree of curve in tracks, and maximum length of cars that can be placed at these locations:

133.9 N	Blue Circle Lead	19 degrees 00 minutes	73 ft., equipment length restriction
133.7 N	Vulcan Materials	18 degrees 00 minutes	73 ft., equipment length restriction

K. JOINT TRACKAGE

1. Trains and engines of the Alabama Division will use tracks of other divisions and foreign lines in accordance with their Timetables, Rules, and Regulations as shown below:
 - (a) None.
2. Trains and engines of other divisions and foreign lines will use Alabama Division tracks as shown below:
 - (a) None.

L. HAZMAT SPILL PAN LOCATIONS

None.

M. GENERAL INSTRUCTIONS.

1. FRA EXCEPTED TRACK

- a. Anniston District, between MP 62.0 N and MP 80.0 N
- b. The MA Line, between MP MA 130.4 and MP MA 171.0, including the Mill Block and Mill Yard

N. HIGH THREAT URBAN AREAS AND KEY TRAIN SECUREMENT

1. HTUAs

None.

2. Locations where key trains, or cuts of cars meeting the definition of a key train, may be left unattended on a main track or siding outside of a yard or terminal:

None.

DEMOPOLIS DISTRICT				
SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTES
			3-B DISPATCHER.....805	
		206.8 N	Marion Junction.....Y	
		222.3 N	Uniontown	
		227.7 N	Faunsdale	
		234.6 N	Galion	
		240.0 N	Demopolis.....ⓧ	
		240.5 N	Spocari	
		241.3 N	AGR East Connection.....ⓧ	
		242.1 N	AGR West Connection.....ⓧ	
		244.4 N	Okie.....ⓧ	
1. RULES IN EFFECT				
Between				Main Track
				Rules
Marion Junction and Demopolis				171
Demopolis and AGR East Connection				93
AGR West Connection and Okie				93
2. MAXIMUM SPEEDS				
Between				Freight
				MPH
MP 206.8 N, Marion Junction, and MP 241.3 N, AGR East Connection				25
MP 242.1 N, AGR West Connection, and MP 244.4 N, Okie				10
Lead Track – MP GU 0.0, Okie, and MP GU 7.0, Rock Tenn Paper Company				10
3. CHECKING LOCOMOTIVE SPEED INDICATOR				
Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy. LOCATION OF TEST MILE SIGNS: MP 203.0 N to MP 202.0 N NOTE: Tests for accuracy will be made at other locations in addition to those shown. Engineers will choose appropriate locations to check speed indicators.				

DEMOPOLIS DISTRICT						
4. DIESEL UNIT RATINGS						
	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Southward Marion Junction to Demopolis	2950	3950	4700	5850	6500	9100
Northward Demopolis to Uniontown	2300	3100	3650	4545	5050	7070
Uniontown to Marion Junction	2700	3600	4300	4855	5950	8330
5. LOCOMOTIVE AND CAR RESTRICTIONS						
A. WEIGHT RESTRICTIONS Loaded 4-axle cars may be handled up to the weight shown provided the stenciled Load Limit (Weight of car and lading) is NOT exceeded between Marion Junction and Demopolis:						
Units			Cars			
4-Axle	6-Axle		4-Axle	6-Axle		
291,000	420,000		286,000	315,000		
B. TRAILING TONNAGE RESTRICTIONS No additional restrictions.						
C. HEIGHT RESTRICTIONS 1. Fully enclosed auto rack cars (exceeding Plate "F" but not exceeding 19'00" above top of the rail), may not be handled at MP 242.4 N, Cedar Avenue Overhead Bridge, Demopolis, AL						
D. LOCATIONS OF EQUIPMENT RESTRICTIONS 1. West Rock Paper Mill Only four axle locomotives are permitted inside the Mill.						
6. SWITCHES AND DERAILS						
A. NORMAL POSITION OF HAND OPERATED SWITCHES No additional instructions.						
B. HANDLING OF DERAILS No additional instructions.						
7. COMMUNICATION INFORMATION						
A. DIAL IN RADIO CODES						
Emergency			911			
3-B Dispatcher			805			
Operations Service and Support (OSS)			808			
Mechanical Operations Center (MOC)			124			
LCDI Help Desk			126			
Wayside Help Desk			128			
B. AAR RADIO CHANNELS						
Base Station	Channel 1 TX and RX			Channel 2 TX (RX)		
3-B Dispatcher	056-056			048-009		

DEMOPOLIS DISTRICT	
7. COMMUNICATION INFORMATION (CONT.)	
C. TELEPHONE NUMBERS	
Alabama Division OSS	404-589-6020
Mechanical Operations Center	404-582-6700 / 7-582-6700
LCDI Help Desk	7-981-4256
3-B Dispatcher	205-451-4845
AGR Dispatcher	866-527-3497
AGR Emergency Line	866-527-3499
8. DETECTOR INSTRUCTIONS	
A. STRESS STATE DETECTORS	
None.	
B. HIGH CAR AND CLEARANCE DETECTORS	
None.	
C. OTHER INSTRUCTIONS	
None.	
9. DISTRICT INSTRUCTIONS	
A. CLOSE CLEARANCE	
No additional instructions.	
B. TRACK PERMISSION	
No additional instructions.	
C. INTERLOCKING INSTRUCTIONS	
System instructions govern.	
D. DRAWBRIDGES	
None.	
E. HANDBRAKE REQUIREMENTS	
System instructions govern.	
F. TRAIN HANDLING INSTRUCTIONS	
None.	
G. ROAD CROSSINGS	
1. DO NOT BLOCK ORDER	
None.	
2. QUIET ZONES	
None.	
3. RUSTY RAIL CONDITIONS	
None.	
H. LOCATIONS WHERE GRAVITY DROPPING CARS IS AUTHORIZED	
None.	

DEMOPOLIS DISTRICT		
9. DISTRICT INSTRUCTIONS (CONT.)		
I. STEEP GRADES - END OF TRAIN DEVICES The following designated sections of track are identified as average grades of: 2% or greater over a distance of 2 continuous miles or 1% or greater over a distance of 3 continuous miles:		
Milepost	Length (Miles)	Grade-Avg. %
None.		
J. EXCESSIVE CURVATURE RESTRICTIONS None.		
K. JOINT TRACKAGE 1. Trains and engines of the Alabama Division will use tracks of other divisions and foreign lines in accordance with their Timetables, Rules, and Regulations as shown below: (a) AGR – East Connection (MP 241.3 N) and West Connection (MP 242.1 N), crews will obtain bulletins and permission from AGR Dispatcher 2. Trains and engines of other divisions and foreign lines will use Alabama Division tracks as shown below: (a) AGR – MP GU 0.0 – GU 7.0		
L. HAZMAT SPILL PAN LOCATIONS None.		
M. GENERAL INSTRUCTIONS. 1. Utility Vehicle Instructions A utility vehicle is stationed at Demopolis. Before use, an Alabama Division Vehicle Inspection Form must be completed. The forms are located at the Demopolis Depot. When use of the vehicle is complete, doors must be locked and keys placed in the Depot. 2. FRA EXCEPTED TRACK None.		
N. HIGH THREAT URBAN AREAS AND KEY TRAIN SECUREMENT 1. HTUAs None. 2. Locations where key trains, or cuts of cars meeting the definition of a key train, may be left unattended on a main track or siding outside of a yard or terminal: None.		

3-B SOUTH DISTRICT				
SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTES
			3-B DISPATCHER..... 805	
		195.0 N	South Selma..... (VL)	
		197.5 N	HBD-DED-HWD (<i>Potter</i>)	
		206.8 N / 0.0 MB	Marion Junction.....Y	
		4.7 MB	HBD-DED (<i>Bouge Chitto</i>)	
		10.0 MB	Westbrook..... (A)	
		13.2 MB	HBD (<i>Stafford</i>)	
	SS 93 71	22.2 MB	Catherine	
		34.0 MB	HBD (<i>Arlington</i>)	
	SS 99 32	35.7 MB	Kimbrough..... (A)	
		43.9 MB	Sunny South	
	SS	47.5 MB	HBD (<i>Atkinson</i>)	
		52.0 MB	Thomasville	
		59.1 MB	HBD-DED (<i>Fulton</i>)	
		60.6 MB	Fulton	
	SS 79 85	69.0 MB	HBD (<i>Whatley</i>)	
		74.8 MB	Suggsville	
		80.3 MB	HBD-DED (<i>Walker Springs</i>)	
		87.6 MB	Jackson	
		88.2 MB	Tombigbee River Bridge..... (DB)	
		91.2 MB	HBD-DED (<i>Carson</i>)	
		99.3 MB	HBD (<i>Sunflower</i>)	
	82 33	106.0 MB	McIntosh	
		112.5 MB	HBD-DED-HWD (<i>Malcom</i>)	

3-B SOUTH DISTRICT				
SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTES
	SS		3-B DISPATCHER.....805	
	78 70	116.8 MB	Calvert	
	SS			
		123.5 MB	HBD (<i>Barry</i>)	
	95 85	128.9 MB	Lemoine.....Y	
		135.0 MB	HBD-DED (<i>Satsuma</i>)	
		142.0 MB	North Mobile.....YL	
		143.9 MB	Terminal Junction.....A	
		145.8 MB	Mobile.....YL	
		146.0 MB	North Yard	
		146.9 MB	State Docks Lead CN Crossings	
		147.2 MB	South Yard	

1. RULES IN EFFECT		
Between	Main Track	
	Rules	
	South Selma and Marion Junction	171
	Marion Junction and North Mobile	171
North Mobile and Mobile	93	

2. MAXIMUM SPEEDS	
Between	Freight
	MPH
MP 194.0 N, South Selma, and MP 206.5 N, Marion Junction Except: MP 194.0 N to MP 194.5 N, Head end only over road crossings	49
	25
MP 0.0 MB, Marion Junction, and MP 30.0 MB Except: MP 0.0 MB to MP 0.1 MB, Curve	35
	30
MP 10.0 MB, Westbrook over CSXT Crossing	25
MP 30.0 MB and MP 145.8 MB, Mobile Except: MP 35.7 MB, Over AGR Crossing	49
	25
MP 38.2 MB to MP 38.7 MB, Curve	40
MP 88.2 MB, Over Tombigbee River Bridge	35
MP 127.2 MB, Scale Tracks, U.S. Amines	5
MP 144.0 MB, Over Terminal R.R. Crossing	20

3-B SOUTH DISTRICT

3. CHECKING LOCOMOTIVE SPEED INDICATOR

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

LOCATION OF TEST MILE SIGNS:

MP 32.0 MB to MP 31.0 MB
 MP 50.0 MB to MP 49.0 MB
 MP 73.0 MB to MP 72.0 MB
 MP 99.0 MB to MP 98.0 MB
 MP 108.0 MB to MP 107.0 MB
 MP 111.0 MB to MP 110.0 MB
 MP 116.0 MB to MP 115.0 MB
 MP 141.0 MB to MP 140.0 MB

NOTE: Tests for accuracy will be made at other locations in addition to those shown. Engineers will choose appropriate locations to check speed indicators.

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Southward						
Selma to Kimbrough	3550	4750	5650	7020	7800	10920
Kimbrough to Thomasville	2050	2750	3250	4050	4500	6300
Thomasville to Mobile	7800	10400	12450	15435	17150	24010
Northward						
Chickasaw to Fulton	5000	6650	8000	9900	11000	15400
Fulton to Thomasville	2750	3650	4400	5545	6050	8470
Thomasville to Kimbrough	5200	6950	8300	10305	11450	16030
Kimbrough to Marion Junction	2800	3750	4450	5335	6150	8610
Marion Junction to Selma	2550	3400	4050	4940	5600	7840

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

Loaded 4-axle cars may be handled up to the weight shown provided the stenciled Load Limit (Weight of car and lading) is NOT exceeded:

Units		Cars	
4-Axle	6-Axle	4-Axle	6-Axle
291,000	420,000	286,000	315,000

3-B SOUTH DISTRICT

5. LOCOMOTIVE AND CAR RESTRICTIONS (CONT.)

B. TRAILING TONNAGE RESTRICTIONS

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

1. Empty Multi-level cars.
2. Empty Intermodal single-platform flats and such loaded with empty trailers or containers.
3. Empty 85-foot-long or longer flats and such flat cars when loaded with empty trailers or containers, or loaded with only one (1) trailer or container.
4. Empty Intermodal single-axle truck flat car or such cars loaded with empty trailers or containers.
5. Empty single or multiple-unit double-stack (well) cars, or empty single or multiple unit spine cars. Be governed by Appendix 1 in the System Timetable.

Maximum safe trailing tonnage behind Restricted Equipment between Selma and Mobile is as follows:

Northward / Eastward — 10,200

Southward / Westward — 10,200

C. HEIGHT RESTRICTIONS

No additional restrictions.

D. LOCATIONS OF EQUIPMENT RESTRICTIONS

1. Cemex

All train crews working Cemex at MP 144.8 MB must not operate locomotives beyond the industry gate. Crews must contact OSS to make arrangements with Cemex for pulling and spotting cars at industry.

2. Power South

Locomotives are not to be turned at Power South, Jackson, AL, MP 88.5 MB, without the authority of the Chief Dispatcher.

3. PCA

Only two (2) engines are allowed on PCA Track inside the fence at Jackson, AL.

6. SWITCHES AND DERAILS

A. NORMAL POSITION OF HAND OPERATED SWITCHES

1. Kimbrough, AL

The normal position of the switch at the south end of the AGR Connection Track, off Norfolk Southern's Middle Track, MP 35.8 MB, Kimbrough, AL, is lined and locked for the AGR Connection Track.

B. HANDLING OF DERAILS

No additional restrictions.

3-B SOUTH DISTRICT

7. COMMUNICATION INFORMATION

A. DIAL IN RADIO CODES

Emergency	911
3-B Dispatcher	805
Jackson Drawbridge	822
Operations Service and Support (OSS)	808
Mechanical Operations Center (MOC)	124
LCDI Help Desk	126
Wayside Help Desk	128

B. AAR RADIO CHANNELS

Base Station	Channel 1 TX and RX	Channel 2 TX (RX)
3-B Dispatcher	056-056	048-009
CSXT Mobile Yardmaster	084-084	N/A
CN Jackson Dispatcher	072-072	N/A
AGR Dispatcher	082-015	N/A

C. TELEPHONE NUMBERS

Alabama Division OSS	404-589-6020
Mechanical Operations Center	404-582-6700 / 7-582-6700
LCDI Help Desk	7-981-4256
3-B Dispatcher	205-451-4845
AGR Dispatcher	866-527-3497
AGR Emergency Line	866-527-3499
CN Jackson Transportation Center / Dispatcher	901-789-6355

8. DETECTOR INSTRUCTIONS

A. STRESS STATE DETECTORS

None.

B. HIGH CAR AND CLEARANCE DETECTORS

None.

C. OTHER INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

A. CLOSE CLEARANCE

1. O'Neal Steel

Employees are prohibited from riding moving equipment inside the building at O'Neal Steel, located at MP 142.2 MB. Employees are also prohibited from walking or standing next to moving rail equipment inside the building, on account of close clearance and stored materials.

3-B SOUTH DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

B. TRACK PERMISSION

1. Before entering Yard Limits at South Selma, permission must be obtained from the 3-B Dispatcher.
2. Before entering Yard Limits at North Mobile or Mobile, permission must be obtained from the 3-B Dispatcher.

3. M&S

- a. Any crew spotting empties at M&S must contact OSS before entering to determine location of the set-out. Any crew pulling loads from ThyssenKrupp and prior to leaving the industry will contact OSS to verify the cars pulled have been released.
- b. Any crew encountering blue flag on either Track #1 or Track #2 must contact OSS who will make arrangements to have blue flag removed.
- c. No cars shall be pulled that are not listed on industry work order instructions.

4. SSAB / PCA

- a. Prior to beginning work crews will contact OSS and provide ETA for switch. At this time they will advise OSS of any potential issues concerning either switch.
- b. Upon completion of switch and input into RIT device crews will contact OSS and advise of switch completion of Jackson Lumber and Boise Base Mill. At this time A11 will advise OSS of ETA to Boise Sheeter Mill and any potential issues concerning the completion of that switch.
- c. Prior to logging off RIT device and ending tour of duty crews will contact OSS and advise of switch completion and determine if there is any addition service needed. Crews will also advise OSS of fuel level of engine at this time.

5. Olin Chemical

All train crews working Olin Chemical Plant at MP 108.0 MB must contact OSS to obtain permission from Olin to enter Track 8 and the North and South Loop.

3-B SOUTH DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

C. INTERLOCKING INSTRUCTIONS

1. Westbrook, MP 10.0 MP, Kimbrough, MP 35.7 MB, and Terminal Junction, MP 143.9 MB

When NS signal fails to display a favorable indication, contact the NS dispatcher for permission to pass the Stop signal. After securing permission from the NS dispatcher, T&E crew member will follow the directions below:

If RED indicator light in NS box at bungalow is lit

The RED light indicates that the ATN signals are at STOP. Immediately operate time release push button in NS box at bungalow and hold for three (3) seconds. If NS signal does not change to a favorable indication after waiting (3) minutes and RED indicator light remains lit, train or engine may proceed at restricted speed.

If GREEN indicator light is lit (or both indicator lights are dark)

The GREEN light indicates that the ATN has a CLEAR signal across the interlocking. Wait four (4) minutes and if no conflicting movement is seen or heard, operate time release push button and hold for three (3) seconds. If NS signal does not change to a favorable indication after waiting an additional three (3) minutes, train or engine shall pass the home signal twenty (20) feet, stopping clear of any conflicting route. After waiting an additional six (6) minutes, train or engine may proceed at restricted speed.

In either case, when movement is seen or heard on conflicting route, NS train movement must not be made until such conflicting movement is stopped and contact is made with the conflicting move to ensure full understanding of moves to be made.

D. DRAWBRIDGES

Tombigbee River Bridge – MP 88.2 MB

3-B SOUTH DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

E. HANDBRAKE REQUIREMENTS

1. Mobile Yard

- a. When leaving equipment in any track at Mobile Yard, handbrake requirements will be one car – one handbrake, two or more cars, two consecutive handbrakes with no C-102 test required. **EXCEPTION:** House Track #1 and House Track #2 will still require a C-102 test.
- b. All tracks in Mobile North Yard and Mobile South Yard will be secured with a minimum of two handbrakes on the South End of each track. It is the responsibility of each crew handling any track in North or South Yard to ensure the south two cars are properly secured. Any time cars are added to the south end of any track, it is the crew's responsibility to adjust handbrakes and ensure that the two south end cars are properly secured.

2. Cemex

100% handbrakes will be required when leaving cars outside the gate at Cemex, MP 144.8 MB.

3. AKZO Nobel Corporation

When leaving cars on the Crystex Track, 100% handbrakes will be required from the pedestrian crossing to the bumping post and cars must not be left and closer than 100 feet from the bumping post.

4. Sheeter Mill

Any cars left on the lead to the Sheeter Mill at Boise Cascade, Jackson, AL, MP 86.0 MB, between the blue flag derail and the split point mainline derail and inside the building on Tracks 1, 2, and 3 must be secured with 100% handbrakes.

F. TRAIN HANDLING INSTRUCTIONS

None.

G. ROAD CROSSINGS

1. DO NOT BLOCK ORDER

- a. McIntosh Hunting Crossing, MP 105 MB

2. QUIET ZONES

None.

3. RUSTY RAIL CONDITIONS

None.

H. LOCATIONS WHERE GRAVITY DROPPING CARS IS AUTHORIZED

Milepost

87.5 MB

106.9 MB

127.2 MB

127.8 MB

140.0 MB

Location

Jackson, AL (North End House Track)

McIntosh, AL (North End Storage Track)

Lemoyne, AL (U.S. Amines)

Lemoyne, AL (Zeneca, North switch)

Mobile, AL (O'Neal Steel)

NOTE: Crews are prohibited from kicking cars on the 3-B South line of road, and all switches of hazardous material cars must be performed with air.

3-B SOUTH DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

I. STEEP GRADES - END OF TRAIN DEVICES

The following designated sections of track are identified as average grades of:
 2% or greater over a distance of 2 continuous miles or
 1% or greater over a distance of 3 continuous miles:

Milepost	Length (Miles)	Grade-Avg. %
48.4 MB to 51.6 MB	3.2	3.2%

J. EXCESSIVE CURVATURE RESTRICTIONS

Listed below are milepost locations, name of industry, degree of curve in tracks, and maximum length of cars that can be placed at these locations:

Milepost Location	Name of Industry	Degree of Curve	Max. Equip. Length
60.2 MB	N. End Scotch Plywood	19 degrees 00 minutes	73 feet
60.8 MB	S. End Scotch Plywood	19 degrees 00 minutes	73 feet
71.0 MB	Whatley Siding	27 degrees 00 minutes	56 feet
87.6 MB	PCA	24 degrees 00 minutes	70 feet
142.2 MB	Port of Chickasaw	19 degrees 00 minutes	56 feet

K. JOINT TRACKAGE

1. Trains and engines of the Alabama Division will use tracks of other divisions and foreign lines in accordance with their Timetables, Rules, and Regulations as shown below:
 - (a) AGR Main Track between MP 772.5 and MP 772.4
2. Trains and engines of other divisions and foreign lines will use Alabama Division tracks as shown below:
 - (a) AGR R.R. – Between MP 35.7 MB, Kimbrough, and MP 143.9 MB, Terminal Junction

L. HAZMAT SPILL PAN LOCATIONS

1. Mobile Lay Up Track

M. GENERAL INSTRUCTIONS

1. TSAD
 - a. Any crew preparing to interchange with the TASD will contact OSS and advise them they are ready to interchange with the TASD and what time they can be at Dickle Street. NS crew will provide all necessary information regarding the interchange to OSS. Car, track numbers etc.
 - b. OSS will contact TASD and ascertain if the TASD will accept interchange and what is available to be pulled.
 - c. OSS will advise NS crew of tracks to place interchange in TASD yard and advise NS crew of tracks to be pulled.
 - d. NS crews will contact TASD yardmaster when they are at Dickle Street and verify track to be delivered and pulled.
 - e. OSS will provide required written documentation to TASD. This does not relieve NS crew from having required documentation of train.
 - f. In the event TASD is unable to accept delivery of interchange or is unable to permit NS access to facility to perform interchange OSS will transfer liability of all outbound interchange cars and reclaim all inbound interchange cars.
 - g. All initial communications between NS and TASD are to be handled through OSS to ensure proper documentation.

3-B SOUTH DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

M. GENERAL INSTRUCTIONS (CONT.)

2. Mobile – CSXT Delivery of RSSM Traffic

Train crews Interchanging RSSM cars for the CSXT must follow the prescribed instructions below in order to properly complete required RSSM Paperwork:

- a. Prior to delivering cars for the CSXT, crews must have an accurate ordered list of the cars being delivered.
- b. The crew must then request a wheel report from OSS. A verification that any RSSM cars included in the interchange delivery should be made to ensure the wheel report is accurate.
- c. Crew will then arrange with the CSXT Yard Master on AAR channel 84 X 84, an exchange of the Chain of Custody form in accordance with NS and Federal RSSM Guidelines.

3. Mobile – CN Delivery of RSSM Traffic

Train crews pulling RSSM cars from the CN Railway interchange in Mobile Yard must comply with the following procedures:

Prior to pulling cars from the CN Railway interchange, crews must either obtain an accurate list from the CN Railway or prepare an ordered list of the cars being interchanged.

The complete and accurate track list should be faxed to OSS, and a request made for a wheel report. A verification that any RSSM cars included in the interchange should be made to ensure that the wheel report is accurate.

Crew will then fill out the Chain of Custody form with the CN representative in accordance with NS and Federal RSSM guidelines.

Interchange delivering carrier representative must be physically present. If no CN representative is present crew must contact a supervisor for authorization to pull cars.

Crew must perform hazmat & security inspection.

Crew must complete Chain-of Custody form and note "unattended" in the field for their representative's name.

4. CN Remote Control Zone

A Remote Control Zone is established on the CN Railroad at mobile, AL, over the CN Crossing at MP 146.9 MB. The Remote Control Zone will be 7 days per week from 8:00am – 8:00pm. The Zone will be activated and deactivated by the CN Remote Control Crew. The following procedures will apply before any NS moves can cross any portion of the CN crossing:

- a. NS crews must stop prior to fouling designated Stop Signs or fouling any portion of the CN Crossing
- b. NS crews must obtain permission from the Remote Control Crew on CN Main radio channel to occupy the CN Crossings. If unable to reach the RCL crew, contact the CN Jackson Transportation Center.
- c. Once verbal permission is obtained, NS crews can proceed over the crossings.
- d. NS crews must then notify the Remote Control Crew, when on duty between 6:00am – 6:00pm, when the CN Crossing is clear.

3-B SOUTH DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

M. GENERAL INSTRUCTIONS (CONT.)

5. Olin Switching Instructions

- a. All road train crews (182, W82, 382, 384, W84, 385, etc.) originating or picking up at Olin Chemical Plant MP 108 MB and AM/NS MP 116 MB must contact OSS before departing either location to verify trains consist.
- b. Train Crews pulling cars from the Olin McIntosh Plant must follow the prescribed instructions below, in order to complete required RSSM Paperwork.
- c. Prior to pulling cars from the plant crew must obtain the RSSM Form and Pull sheet from an Olin representative who is physically present.
- d. Crew must verify that the RSSM Cars noted on the pull sheet and RSSM Form match and are accurate.

6. US Amines Plant

Crewmembers working in the U.S. Amines Plant at Lemoyne, AL, must wear a hard hat provided in the Scale House when walking in the plant at other than immediate proximity to the tracks.

7. Prior to Operating the utility vehicle the employee taking control over the vehicle must inspect the vehicle for any damage or potential safety hazard. They must enter the date, time, mileage, and sign the provided document. Any employee finding damage or potential safety hazard must immediately report it to a supervisor. Any employee damaging the utility vehicle must immediately report it to a supervisor. Any employee operating the utility vehicle with damage or safety hazard will be held responsible for the damage.

8. FRA EXCEPTED TRACK

None.

N. HIGH THREAT URBAN AREAS AND KEY TRAIN SECUREMENT

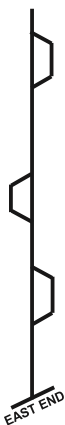
1. HTUAs

None.

2. Locations where key trains, or cuts of cars meeting the definition of a key train, may be left unattended on a main track or siding outside of a yard or terminal:

- a. McIntosh Siding

CENTRAL OF GEORGIA DISTRICT				
WEST ↓	SIDINGS IN FEET	MP	STATION	NOTES
			CENTRAL OF GEORGIA DISPATCHER..... 801	
	SS	P 292.0	West Columbus.....	YL
	73 79	P 299.4	Smiths	
	SS	P 301.9	HBD-DED-HWD (<i>Smiths</i>)	
	SS	P 305.1	Bleeker	
	SS	P 315.8	HBD-DED (<i>Royal City</i>)	
	42 24	P 316.0	Royal City	
		P 319.6	CSXT Crossing.....	A
	79 80	P 320.1	Opelika	
	SS	P 327.5	HBD-DED (<i>Stonewall</i>)	
	SS	P 329.7	Gold Ridge	
	SS			
	69 80	P 329.7	Gold Ridge	
	SS			
	SS			
	53 84	P 340.5	Camp Hill	
	SS	P 341.4	HBD-DED (<i>Camp Hill</i>)	
		P 352.2	HBD-DED (<i>Jacksons Gap</i>)	
	SS			
	58 72	P 362.1	Alexander City	
	SS	P 367.0	HBD-DED (<i>Kellyton</i>)	
	SS			
	76 75	P 374.4	Goodwater	
	SS			
	SS	P 380.7	HBD-DED (<i>Parkdale</i>)	
	SS			
	43 52	P 384.1	Lanham	
		P 384.9	TRAMMELLS.....	CP
		P 389.9	HBD-DED (<i>Sylacauga</i>)	
		P 390.7	Sylacauga.....	A
	CS/ss	P 390.7	KING.....	CP
	44 60	P 391.9	MIGNON.....	CP
	SS			
	CS/ss	P 394.3	HIGTOWER.....	CP
	70 60	P 395.7	LIPSY.....	CP
	SS			
		P 398.6	BON AIR.....	CP
		P 399.8	CHILDERSBURG.....	CP
		P 404.3	HBD-DED-HCD-HWD (<i>Harpersville</i>)	

CENTRAL OF GEORGIA DISTRICT				
WEST ↓	SIDINGS IN FEET	MP	STATION	NOTES
			CENTRAL OF GEORGIA DISPATCHER.....801	
	CS 44 96	P 407.8	VINCENT.....CP	
		P 408.7	SPRING.....CP	
		P 412.0	HBD-DED (<i>Calcis</i>).....CP	
	CS 41 64	P 414.3	BEULAH.....CP	
		P 415.4	STERRETT.....CP	
	CS 45 77	P 420.5	WINBURN.....CP	
		P 421.5	OAK.....CP	
		P 425.2	HBD-DED-HCD (<i>Leeds</i>).....CP	
		P 425.8 / 782.6	CENTRAL.....CP	
1. RULES IN EFFECT				
Between				Main Track
				Rules
West Columbus and Trammells				271
Trammells and Central				261
2. MAXIMUM SPEEDS				
Between				Freight
				MPH
MP P 292.0, West Columbus, and MP P 425.7, Central				50
Except:				
MP P 292.3 to MMP P 295.1, Street Crossings and Curves				25
MP P 295.1 to MP P 296.5, Curve				40
MP P 303.8 to MP P 304.8, Curves				45
MP P 318.5 to MP P 318.9, Curve				40
MP P 318.7, Head end only over street crossing				30
MP P 319.2 to MP P 319.6, Head end only over street crossings				20
MP P 319.6 to MP P 319.8, Curve and CSXT R.R. crossing				15
MP P 319.7 to MP P 320.2, Head end only over street crossings				20
MP P 325.0 to MP P 325.5, Curves				45
MP P 340.1 to MP P 340.6, Curves				35
MP P 359.1 to MP P 361.0, Curves				45
MP P 361.2 to MP P 361.5, Head end only over street crossings				30
MP P 361.3 to MP P 362.0, Curves				35
MP P 362.0 to MP P 362.8, Curves				30

CENTRAL OF GEORGIA DISTRICT

2. MAXIMUM SPEEDS

Between	Freight
	MPH
MP P 362.3 to MP P 362.5, Head end only over street crossings	20
MP P 362.8 to MP P 363.5, Curves	35
MP P 362.6 to MP P 364.3, Head end only over street crossings	30
MP P 373.9 to MP P 374.1, Curve	45
MP P 382.5 to MP P 389.3, Curves	35
MP P 389.3 to MP P 389.9, Curves	30
MP P 390.1 to MP P 391.7, Head end only over street crossings	25
MP P 390.6 to MP P 391.2, Head end only over switches	20
MP P 390.8, EARY R.R. Crossing	25
MP P 391.0 to MP P 391.9, Through Siding	10
MP P 392.4 to MP P 393.3, Curves	45
MP P 407.8 to MP P 408.9, Through Siding	10
MP P 409.4 to MP P 409.7, Curve	45
MP P 411.6 to MP P 412.0, Curve	35
MP P 414.3 to MP P 415.4, Through Siding	10
MP P 417.7 to MP P 418.7, Curves	30
MP P 418.6 to MP P 419.1, Tunnel	25
MP P 419.2 to MP P 420.9, Curves	30
MP P 421.5 to MP P 422.4, Curves and Tunnel	25
MP P 423.8 to MP P 425.7, Curves	30

3. CHECKING LOCOMOTIVE SPEED INDICATOR

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

LOCATION OF TEST MILE SIGNS:

MP P 394.0 to MP P 395.0

MP P 332.0 to MP P 333.0

MP P 308.0 to MP P 309.0

NOTE: Tests for accuracy will be made at other locations in addition to those shown. Engineers will choose appropriate locations to check speed indicators.

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Westward						
Columbus to Vincent	2050	2750	3250	4000	4500	6300
Vincent to Norris Yard	1600	2150	2550	3150	3500	4900
Eastward						
Norris Yard to Winburn	1600	2150	2550	3150	3500	4270
Winburn to Sylacauga	4200	5600	6700	8316	9240	12936
Sylacauga to Trammells	1850	2450	2950	3645	4050	5670
Trammells to Columbus	3900	5200	6250	7695	8550	11970

CENTRAL OF GEORGIA DISTRICT		
5. LOCOMOTIVE AND CAR RESTRICTIONS		
A. WEIGHT RESTRICTIONS Loaded 4-axle cars may be handled up to the weight shown provided the stenciled Load Limit (Weight of car and lading) is NOT exceeded: 286,000 lbs.		
B. TRAILING TONNAGE RESTRICTIONS Trailing tonnage must be limited on line segments as shown below, behind the following equipment: <ol style="list-style-type: none"> 1. Empty Multi-level cars. 2. Empty Intermodal single-platform flats and such loaded with empty trailers or containers. 3. Empty 85-foot-long or longer flats and such flat cars when loaded with empty trailers or containers, or loaded with only one (1) trailer or container. 4. Empty Intermodal single-axle truck flat car or such cars loaded with empty trailers or containers. 5. Empty single or multiple-unit double-stack (well) cars, or empty single or multiple unit spine cars. Be governed by Appendix 1 in the System Timetable. Maximum safe trailing tonnage behind Restricted Equipment between Columbus and Birmingham is as follows: Northward / Eastward — 7,400 Southward / Westward — 7,400		
C. HEIGHT RESTRICTIONS <ol style="list-style-type: none"> 1. Plate "E" and "F" cars must not be handled at: <ol style="list-style-type: none"> a. MP P 418.7, Coosa Mountain Tunnel b. MP P 421.9, Oak Mountain Tunnel 2. Fully enclosed auto rack cars (exceeding Plate "F" but not exceeding 19'00" above top of rail) may not be handled at: <ol style="list-style-type: none"> a. MP P 418.7, Coosa Mountain Tunnel b. MP P 421.9, Oak Mountain Tunnel c. MP 96.9 M, 13th Street Overhead Bridge, Columbus, GA 		
D. LOCATIONS OF EQUIPMENT RESTRICTIONS <ol style="list-style-type: none"> 1. Opelika Scrap Company Any cars 60 feet or longer in length may not be handled on the Opelika Scrap Company Track at MP P 318.3 between Opelika and Royal City. 		
6. SWITCHES AND DERAILS		
A. NORMAL POSITION OF HAND OPERATED SWITCHES		
System instructions govern.		
B. HANDLING OF DERAILS		
Location	Mainline Derail Location	Normal Position
MP P 315.9, Royal City, AL	Both Ends of the Siding	On
MP P 391.0, King, AL	East End of the Siding	On
MP P 391.9, Mignon, AL	West End of the Siding	On
MP P 407.8, Vincent, AL	East End of the Siding	On
MP P 408.7, Spring, AL	West End of the Siding	On
C. SWITCHES NOT EQUIPPED WITH ELECTRIC LOCKS		
<ol style="list-style-type: none"> 1. MP P 390.6 		

CENTRAL OF GEORGIA DISTRICT

7. COMMUNICATION INFORMATION

A. DIAL IN RADIO CODES

Emergency	911
Central of Georgia Dispatcher	801
Georgia Southwest Dispatcher	445
Operations Service and Support (OSS)	808
Mechanical Operations Center (MOC)	124
LCDI Help Desk	126
LEADER / PTC Help Desk	130
Wayside Help Desk	128

B. AAR RADIO CHANNELS

Base Station	Channel 1 TX and RX	Channel 2 TX (RX)
Central of Georgia Dispatcher	056-056	048-009
Georgia Division Main	023-023	N/A

C. TELEPHONE NUMBERS

Alabama Division OSS	404-589-6020
Mechanical Operations Center	404-582-6700 / 7-582-6700
LCDI Help Desk	7-981-4256
Central of Georgia Dispatcher	205-451-4843
Georgia Division Chief Dispatcher	404-879-3364
Georgia Division Southwest Dispatcher	404-879-9605
Georgia Division Emergency Line	404-879-3654

8. DETECTOR INSTRUCTIONS

A. STRESS STATE DETECTORS

None.

B. HIGH CAR AND CLEARANCE DETECTORS

- 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 eastward Central of Georgia trains receiving high-wide indication at the detector at Leeds, AL, 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 side of train. If train length permits, stop should be made short of trestle.

C. OTHER INSTRUCTIONS

- The Dragging Equipment Detector (DED) at Royal City, AL, MP P 315.8, has been reconfigured and is connected to the derail located at the east end of the passing siding. When the derail is lined in the non-derailing position to perform switching moves, the DED is automatically switched to an inactive mode. After switching moves are completed and the derail is lined back in the derailing position, the DED is automatically switched back to the active mode.

CENTRAL OF GEORGIA DISTRICT

9. DISTRICT INSTRUCTIONS

A. CLOSE CLEARANCE

No additional instructions.

B. TRACK PERMISSION

1. Bon Air and Childersburg

The Bon Air Track between Childersburg and Bon Air is no longer considered a siding. The west end of this track is connected directly into the P-Line/N-Line Connection Track. Rule SP5(b) governs on this track between Bon Air, MP P 398.5, and the N-Line Main Track at Childersburg, MP 102.9 N. Permission from the Central of Georgia Dispatcher is required before entering this track from either end. If hand-operated derail is located at the east end at Bon Air, MP P 398.5, before operating this derail at Bon Air, permission must be obtained from the Central of Georgia Dispatcher.

C. INTERLOCKING INSTRUCTIONS

1. Sylacauga

Hand-operated gate at EARY Crossing, MP P390.7 is normally set against EARY trains. Gate is electrically locked and is interconnected with signals so that restricting indication will be given when gate is not in normal location. Central of Georgia trains may proceed over crossing without stopping provided crossing gate is set in normal position.

2. Opelika – CSXT Crossing MP P 319.6

When NS signal fails to display a favorable indication contact the NS dispatcher for permission to pass the Stop signal. After securing permission from the NS dispatcher, T&E crew member will follow the directions below:

If RED indicator light in NS box at bungalow is lit.

The RED light indicates that the ATN signals are at STOP. Immediately operate time release push button in NS box at bungalow and hold for three (3) seconds. If NS signal does not change to a favorable indication after waiting (3) minutes and RED indicator light remains lit, train or engine may proceed at restricted speed.

If GREEN indicator light is lit (or both indicator lights are dark):

The GREEN light indicates that the ATN has a CLEAR signal across the interlocking. Wait four (4) minutes and if no conflicting movement is seen or heard, operated time release push button and hold for three (3) seconds. If NS signal does not change to a favorable indication after waiting an additional three (3) minutes, train or engine shall pass the home signal twenty (20) feet, stopping clear of any conflicting route. After waiting an additional six (6) minutes, train or engine may proceed at restricted speed.

In either case, when movement is seen or heard on conflicting route, NS train movement must not be made until such conflicting movement is stopped and contact is made with the conflicting move to ensure full understanding of moves to be made.

D. DRAWBRIDGES

None.

CENTRAL OF GEORGIA DISTRICT		
9. DISTRICT INSTRUCTIONS (CONT.)		
E. HANDBRAKE REQUIREMENTS System instructions govern.		
F. TRAIN HANDLING INSTRUCTIONS System instructions govern.		
G. ROAD CROSSINGS <ol style="list-style-type: none"> DO NOT BLOCK ORDER None. QUIET ZONES None. RUSTY RAIL CONDITIONS None. 		
H. LOCATIONS WHERE GRAVITY DROPPING CARS IS AUTHORIZED None.		
I. STEEP GRADES - END OF TRAIN DEVICES The following designated sections of track are identified as average grades of: 2% or greater over a distance of 2 continuous miles or 1% or greater over a distance of 3 continuous miles:		
Milepost	Length (Miles)	Grade-Avg. %
P 385.0 to P 390.0	5.0	1.16
P 416.2 to P 421.9	5.7	1.17
J. EXCESSIVE CURVATURE RESTRICTIONS None.		
K. JOINT TRACKAGE <ol style="list-style-type: none"> Trains and engines of the Alabama Division will use tracks of other divisions and foreign lines in accordance with their Timetables, Rules, and Regulations as shown below: <ol style="list-style-type: none"> Siding between MP P 455.96 and P 455.57 (NS East Interchange and NS West Interchange Tracks) are designated interchange points between NS and the EARY. Trains and engines of other divisions and foreign lines will use Alabama Division tracks as shown below: <ol style="list-style-type: none"> None. 		
L. HAZMAT SPILL PAN LOCATIONS None.		
M. GENERAL INSTRUCTIONS. <ol style="list-style-type: none"> FRA EXCEPTED TRACK None. 		
N. HIGH THREAT URBAN AREAS AND KEY TRAIN SECUREMENT <ol style="list-style-type: none"> HTUAs None. Locations where key trains, or cuts of cars meeting the definition of a key train, may be left unattended on a main track or siding outside of a yard or terminal: None. 		

CNO&TP SOUTH				
SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTES
			CHATTANOOGA NORTH DISPATCHER.....810	
		176.7 176.8	KD TOWER.....CP HBD-DED (<i>KD Tower</i>)	
		181.5 186.0 188.3	CUMBERLAND FALLS.....CP SSD (<i>Flat Rock</i>) HBD-DED (<i>Flat Rock</i>)	
		190.4 192.5 194.7	WHITLEY.....CP REVILO.....CP	
		201.1 202.4	HBD-DED (<i>Silerville</i>) RATLIFF.....CP	
		209.4	Oneida.....Y	
		211.5 211.8	PEMBERTON.....CP HBD-DED (<i>Pemberton</i>)	
		215.3 215.4	Helenwood PHILLIPS.....CP	
		221.9	ROBBINS.....CP	
		225.8 226.0	GLEN MARY.....CP HBD-DED (<i>Glen Mary</i>)	
		231.4	SUNBRIGHT.....CP	
		241.5 241.8	LANCING.....CP HBD-DED-HWD (<i>Lancing, TN</i>)	
		244.2	C.W. TOWER.....CP	
		249.0	COLEMAN.....CP	
		251.2 251.3	CAMP AUSTIN.....CP HBD-DED (<i>Camp Austin</i>)	
		252.7	NORTH OAKDALE.....CP	
		254.4	Oakdale	
		254.2	TUNNEL 25.....CP	
		255.5	TUNNEL 26.....CP	
		256.5	NORTH WATERS.....CP	1
		257.8	SOUTH WATERS.....CP	1
	SS 62 00			

CNO&TP SOUTH					
SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTES	
<p>H LINE</p> <p>D LINE</p> <p>EG LINE</p>			CHATTANOOGA NORTH DISPATCHER.....810	1 1	
		258.2	HARRIMAN JCT.		CP
		259.7	STRANGE.....		CP
		260.0	McCOY.....		CP
		260.5	Emory Gap		
		261.4	E.G. TOWER.....		CP
			HBD-DED-HWD (<i>Emory Gap</i>)		
	SS	267.7	NORTH ROCKWOOD.....		CP
	73 93	269.1	SOUTH ROCKWOOD.....		CP
		270.9	HBD-DED-HWD (<i>Rockwood</i>)		
	SS	275.4	NORTH RODDY.....		CP
	99 73	277.3	SOUTH RODDY.....		CP
		279.2	HBD-DED (<i>Spring City</i>)		
	SS	283.2	NORTH SPRING CITY.....		CP
	93 81	285.1	SOUTH SPRING CITY.....		CP
		289.8	HBD-DED (<i>Clear Creek</i>)		
	SS	292.2	NORTH EVENSVILLE.....		CP
	14 186	295.0	SOUTH EVENSVILLE.....		CP
	SS	299.2	NORTH DAYTON.....		CP
	77 21	300.7	SOUTH DAYTON.....		CP
		302.5	HBD-DED (<i>Dayton</i>)		
	SS	309.7	NORTH SALE CREEK.....		CP
	10 375	311.8	SOUTH SALE CREEK.....		CP
		315.5	HBD-DED-HWD (<i>Rathburn</i>)		
		321.0	DAISY.....		CP
		325.0	CAVE SPRINGS.....		CP
		327.1	HBD-DED (<i>Hixson</i>)		
	328.7	HIXSON.....	CP		
	331.1	TENBRIDGE.....Y, CP	DB		
STATION PAGE INFORMATION					
NOTE 1: Control Point located on Main 1 only.					

CNO&TP SOUTH		
1. RULES IN EFFECT		
Between	Main 1 Track	Main 2 Track
	Rules	
KD Tower and Cumberland Falls	261 PTC	261 PTC
Cumberland Falls and Whitley	261 PTC	
Whitley and Phillips	261 PTC	261 PTC
Phillips and Robbins	261 PTC	
Robbins and CW Tower	261 PTC	261 PTC
CW Tower and Coleman	261 PTC	
Coleman and Tunnel 25	261 PTC	261 PTC
Tunnel 25 and Tunnel 26	261 PTC	
Tunnel 26 and E. G. Tower	261 PTC	261 PTC
E. G. Tower and Daisy	261 PTC	
Daisy and Cave Springs	261 PTC	261 PTC
Cave Springs and Hixson	261 PTC	
Hixson and Tenbridge	261 PTC	261 PTC
2. MAXIMUM SPEEDS		
Between	Rhwy.	Freight
	MPH	
MP 176.7, KD Tower, and MP 331.2, Tenbridge <i>Except:</i> MP 176.7, Through Crossovers KD Tower	60 40	50 40
MP 179.5 to MP 179.8, Curves	35	35
MP 180.0 to MP 181.0, Curves	40	40
MP 181.1 to MP 182.3, Curves	55	50
MP 181.5, Through Turnout Cumberland Falls	40	40
MP 186.5 to MP 187.3, Curves	50	45
MP 187.3 to MP 187.6, Curves	40	40
MP 187.6 to MP 188.5, Curves	50	45
MP 188.5 to MP 191.7, Curves	55	50
MP 190.4, Through Turnout Whitley	40	40
MP 192.2 to MP 192.4, Curves	50	50
MP 192.4 to MP 193.3, Curves	50	45
MP 193.3 to MP 194.4, Curves	40	40
MP 194.4 to MP 194.6, Curves	45	45
MP 194.7, Through Crossovers Revilo	40	40
MP 194.6 to MP 195.2, Curves	50	50
MP 195.4 to MP 195.5, Curves	55	50
MP 202.4, Through Crossovers Ratliff	40	40
MP 203.5 to MP 203.7, Curves	55	50
MP 205.2 to MP 206.1, Curves	50	50
MP 206.1 to MP 206.4, Curves	45	40

CNO&TP SOUTH		
2. MAXIMUM SPEEDS (CONT.)		
Between	Rhwy.	Freight
	MPH	
MP 207.7 to MP 207.9, Curves	45	45
MP 211.9 to MP 212.1, Curves	55	50
MP 211.5, Through Crossovers Pemberton	40	40
MP 215.4, Through Turnout Phillips	40	40
MP 217.7 to MP 218.0, New River Bridge	40	40
MP 221.9, Through Turnout Robbins	40	40
MP 222.0 to MP 222.7, Curves	40	40
MP 222.7 to MP 223.6, Curves	35	35
MP 223.6 to MP 226.3, Curves	40	40
MP 225.8, Through Crossovers Glen Mary	40	40
MP 226.5 to MP 227.9, Curves	45	45
MP 227.9 to MP 229.2, Curves	40	40
MP 229.2 to MP 232.4, Curves	45	45
MP 231.4, Through Crossovers Sunbright	40	40
MP 232.4 to MP 233.6, Curves	50	45
MP 233.6 to MP 235.2, Curves	50	50
MP 235.2 to MP 237.5, Curves	40	40
MP 237.5 to MP 238.8, Curves	45	45
MP 238.8 to MP 239.4, Curves	35	35
MP 239.4 to MP 240.4, Curves	45	45
MP 240.4 to MP 241.5, Curves	40	40
MP 241.7 to MP 244.2, Track No. 1	25	25
MP 241.7 to MP 244.2, Track No. 2	40	40
MP 241.5, Through Crossovers Lancing	40	40
MP 244.2, Through Turnout CW Tower	40	40
MP 244.2 to MP 246.3, Curves	45	45
MP 246.5 to MP 248.2, Curves	55	50
MP 249.0, Through Turnout Coleman	40	40
MP 251.0 to MP 251.3, Curves	40	40
MP 251.2, Through Crossovers Camp Austin	40	40
MP 251.3 to MP 254.3, Curves	35	35
MP 254.3 to MP 254.8, Curves	35	30
MP 254.6, Through Turnout	35	30
MP 254.8 to MP 255.2, Curves	40	40
MP 255.2 to MP 255.5, Curves	50	50
MP 255.5, Through Turnout Tunnel 26	40	40
MP 257.8 to MP 258.2, Curves	40	40
MP 258.2, Through Turnout Harriman Junction (to Knoxville)	20	20
MP 258.2, Through Crossover, Harriman Junction	25	25
MP 258.2 to MP 259.5, Curves	35	35

CNO&TP SOUTH		
2. MAXIMUM SPEEDS (CONT.)		
Between	Rhwy.	Freight
	MPH	
MP 259.5 to MP 260.8, Curves	45	45
MP 260.8 to MP 262.9, Curves	45	40
MP 261.4, Through Turnout, E. G. Tower	40	40
MP 262.9 to MP 263.4, Curves	55	50
MP 264.6 to MP 265.0, Curves	55	50
MP 267.7 to MP 269.1, Through Turnouts and Rockwood Siding	20	20
MP 269.2 to MP 270.3, Curves	45	45
MP 273.7 to MP 274.0, Curves	50	50
MP 274.0 to MP 274.8, Curves	55	50
MP 275.4 to MP 277.3, Through Turnouts and Roddy Siding	20	20
MP 277.9 to MP 278.6, Curves	55	50
MP 278.6 to MP 278.9, Curves	50	45
MP 283.2 to MP 285.1, Through Turnouts and Spring City Siding	20	20
MP 286.9 to MP 288.0, Curves	50	50
MP 289.5 to MP 289.8, Curves	55	50
MP 290.5 to MP 290.7, Curves	50	45
MP 290.7 to MP 290.9, Curves	45	45
MP 291.6 to MP 292.2, Curves	55	50
MP 292.2 to MP 295.0, Through Turnouts and Evensville Siding	40	40
MP 299.2 to MP 300.7, Through Turnouts and Dayton Siding	20	20
MP 304.2 to MP 304.5, Curves	45	40
MP 304.5 to MP 304.9, Curves	45	45
MP 309.7 to MP 311.8, Through Turnouts and Sale Creek Siding	20	20
MP 310.9 to MP 311.3, Curves	50	45
MP 313.5 to MP 313.9, Curves	55	50
MP 314.5 to MP 314.8, Curves	55	50
MP 316.1 to MP 318.8, Curves	55	50
MP 321.0, Through Turnout Daisy	40	40
MP 321.0 to MP 322.7, Track No. 2	40	40
MP 322.5 to MP 322.7, Track No. 1, Curves	40	40
MP 322.7 to MP 323.7, Track No. 1, Curves	35	35
MP 322.7 to MP 323.7, Track No. 2	30	30
MP 323.7 to MP 325.0, Track No. 1, Curves	45	45
MP 323.7 to MP 325.1, Track No. 2	40	40
MP 325.0, Through Turnout, Cave Springs	40	40
MP 325.0 to MP 325.4, Curves	45	45
MP 325.4 to MP 325.6, Curves	40	40
MP 325.6 to MP 326.0, Curves	40	35
MP 326.0 to MP 326.6, Curves	40	40
MP 326.6 to MP 327.4, Curves	35	35
MP 327.4 to MP 328.2, Curves	45	45
MP 328.2 to MP 328.4, Curves	45	40
MP 328.7, Through Turnout, Hixson	40	40
MP 331.1, Through Crossovers, Tenbridge	25	25

CNO&TP SOUTH

3. CHECKING LOCOMOTIVE SPEED INDICATOR

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

LOCATION OF TEST MILE SIGNS:

MP 185.0 to MP 186.0
MP 203.0 to MP 204.0
MP 217.0 to MP 218.0
MP 237.0 to MP 238.0
MP 248.0 to MP 249.0
MP 257.0 to MP 258.0
MP 263.0 to MP 264.0
MP 270.0 to MP 271.0
MP 307.0 to MP 308.0
MP 325.0 to MP 326.0
MP 326.0 to MP 327.0
MP 327.0 to MP 328.0

NOTE: Tests for accuracy will be made at other locations in addition to those shown. Engineers will choose appropriate locations to check speed indicators.

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Southward						
KD Tower to Stearns	2050	2750	3250	4050	4500	6300
Stearns to Lancing	1800	2550	3050	3735	4150	5810
Lancing to Harriman Jct.	3200	4250	5100	6345	7050	9870
Harriman Jct. to Emory Gap	2550	3400	4050	5040	5600	7840
Emory Gap to DeButts	3100	4150	4950	6120	6800	9520
Northward						
DeButts to Oakdale	3200	4250	5100	6345	7050	9870
Oakdale to Helenwood	1550	2100	2450	3060	3400	4760
Helenwood to KD Tower	2050	2750	3250	4050	4500	6300

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

Cars and engines may be handled up to the weight shown provided the stenciled Load Limit (Weight of car and lading) is NOT exceeded:

GROSS WEIGHT IN POUNDS				
Between	Unit		Loaded Car	
	4-Axle	6-Axle	4-Axle	6-Axle
KD Tower and Tenbridge	291,000	420,000	286,000	394,500

CNO&TP SOUTH			
5. LOCOMOTIVE AND CAR RESTRICTIONS (CONT.)			
B. TRAILING TONNAGE RESTRICTIONS Trailing tonnage must be limited on line segments as shown below, behind the following equipment: 1. Empty Multi-level cars. 2. Empty Intermodal single-platform flats and such loaded with empty trailers or containers. 3. Empty 85-foot-long or longer flats and such flat cars when loaded with empty trailers or containers, or loaded with only one (1) trailer or container. 4. Empty Intermodal single-axle truck flat car or such cars loaded with empty trailers or containers. 5. Empty single or multiple-unit double-stack (well) cars, or empty single or multiple unit spine cars. Be governed by Appendix 1 in the System Timetable.			
Line Segment	Between	Maximum Safe Trailing Tonnage	
		Southward/ Westward	Northward/ Eastward
CNO&TP South	KD Tower and Oakdale	8,500	Unrestricted
	Oakdale and Chattanooga	12,000	14,200
C. HEIGHT RESTRICTIONS None.			
D. LOCATIONS OF EQUIPMENT RESTRICTIONS 1. MP 298.4 – Dayton, Tencate (Polyloom) Six axle locomotives may operate at a speed not to exceed 5 MPH. 2. MP 309.8 – Sale Creek Runaround Track Six axle locomotives may operate at a speed not to exceed 5 MPH.			
6. SWITCHES AND DERAILS			
A. NORMAL POSITION OF HAND OPERATED SWITCHES 1. MP 260.1 – EMORY GAP The normal position for the switches for TVA Track #1, North and South Ends, is lined and locked for movement on TVA Track 1.			
B. HANDLING OF DERAILS None.			
C. SWITCHES NOT EQUIPPED WITH ELECTRIC LOCKS None.			
7. COMMUNICATION INFORMATION			
A. DIAL IN RADIO CODES			
Emergency Code		911	
OSS Code		448	
Knoxville West Dispatcher Code		823	
Chattanooga North Dispatcher Code		810	
Mechanical Helpdesk Code		123	
Wayside Helpdesk Code		128	
Wayside Detector Playback Code		001	

CNO&TP SOUTH			
7. COMMUNICATION INFORMATION (CONT.)			
B. AAR RADIO CHANNELS			
Base Station	Channel 1 TX and RX	Channel 2 TX (RX)	
Somerset	056-056	048-009	
Cumberland Falls	056-056	048-009	
Oneida	056-056	048-009	
New Oneida	056-056	NA	
Pilot Mountain	056-056	048-009	
Oakdale	056-056	048-009	
Rockwood	056-056	048-009	
Spring City	056-056	048-009	
Dayton	056-056	048-009	
Daisy	056-056	048-009	
C. TELEPHONE NUMBERS			
Alabama Division OSS	800-898-5768	M/W 589-5768	
Alabama Division Chief Dispatcher	205-451-4742	M/W 451-4742	
Chattanooga North Dispatcher	205-451-4884	M/W 451-4884	
8. DETECTOR INSTRUCTIONS			
A. STRESS STATE DETECTORS			
Location / Milepost	District	Track	Activated
Flat Rock, KY / MP 186.0	CNO&TP South	Main	North and South
* Set out location for southbound moves is Onieda Yard. Northbound moves will set out at Somerset.			
B. HIGH CAR AND CLEARANCE DETECTORS			
None.			
C. OTHER INSTRUCTIONS			
None.			
9. DISTRICT INSTRUCTIONS			
A. CLOSE CLEARANCE			
Due to close clearance, employees are prohibited from riding the side of moving equipment at all times:			
1. MP 192.5 – South Stearns Yard, all tracks			
2. MP 192.5 – North Stearns Yard, all tracks			
Exceptions – West Side of Track No. 1, both sides of Track No. 3, East side of Track No. 5.			
3. MP 209.4 – Oneida Yard, all tracks south of Crossover at MP A209.2.			
4. MP 260.5 – Emory Gap Yard, House track, Middle New Track, Old H&NE Main and Spur.			
5. MP 282.5 – General Shale Brick			
B. TRACK PERMISSION			
No additional requirements.			
C. INTERLOCKING INSTRUCTIONS			
None.			
D. DRAWBRIDGES			
None.			

CNO&TP SOUTH

9. DISTRICT INSTRUCTIONS (CONT.)

E. HANDBRAKE REQUIREMENTS

1. Brake Stick Locations:

The following locations will have Brake Stick Stations for general use by those needing to secure equipment. After use the Brake Stick must be returned to the Brake Stick Station.

- a. CS Delivery – South End
- b. Storage 5 / Waters Siding – North End
- c. Oneida – South End of Storage Track at the Middle Crossover

2. MP 196.7, Pine Knot, TN

Handbrakes are required on all cars placed at McCreary County Hardwoods. A C-102 test of handbrake effectiveness is required.

F. TRAIN HANDLING INSTRUCTIONS

1. Duraflame, Somerset, KY

When switching Tracks 1802 and 1803, a safety stop must be made prior to coupling to cars. All cars being coupled to must be secured with handbrakes. Coupling in these tracks must be made using light engine(s) and no more than five non-cushion underframe cars. Cushion underframe cars must not be used while coupling.

G. ROAD CROSSINGS

1. DO NOT BLOCK ORDER

- a. MP 330.0, Hamill Road

2. QUIET ZONES

None.

3. RUSTY RAIL CONDITIONS

- a. MP 260.42 – Old Valley Road on South Highline Track
- b. MP 260.42 – Old Valley Road on Coach Track

H. LOCATIONS WHERE GRAVITY DROPPING CARS IS AUTHORIZED

1. Gravity dropping is restricted to a maximum of five (5) cars at the following locations:

- a. MP 169.4 – Kingsford Charcoal Plant
- b. MP 278.2 – J. M. Huber Co.

I. STEEP GRADES - END OF TRAIN DEVICES

The following designated sections of track are identified as average grades of:
2% or greater over a distance of 2 continuous miles or
1% or greater over a distance of 3 continuous miles:

Northward

MP 179.8 to MP 169.8 = 1.00%
MP 207.6 to MP 203.6 = 1.00%

Southward

MP 233.2 to MP 236.5 = 1.14%
MP 240.8 to MP 245.8 = 1.05%

CNO&TP SOUTH	
9. DISTRICT INSTRUCTIONS (CONT.)	
J. EXCESSIVE CURVATURE RESTRICTIONS	None.
K. JOINT TRACKAGE	<ol style="list-style-type: none"> 1. Trains and engines of the Alabama Division will use tracks of other divisions and foreign lines in accordance with their Timetables, Rules, and Regulations as shown below: <ol style="list-style-type: none"> (a) None. 2. Trains and engines of other divisions and foreign lines will use Alabama Division tracks as shown below: <ol style="list-style-type: none"> (a) Between Strange, MP 261, and McCoy, MP 260, CSXT
L. HAZMAT SPILL PAN LOCATIONS	None.
M. GENERAL INSTRUCTIONS	<ol style="list-style-type: none"> 1. ONEIDA YARD <ol style="list-style-type: none"> a. When entering or departing the South End of Oneida Yard, both derails must be in the non-derailing position regardless of which track is to be used. b. When necessary to secure locomotives in Oneida Yard at or north of the overhead bridge, locomotives are to be placed no less than ten (10) car lengths north of the overhead bridge. If unable to secure as listed above all locomotives must be shut down and the South End Dispatcher must be notified. 2. EMORY GAP <ol style="list-style-type: none"> a. TVA Track #1 is considered the running track to and from TVA Kingston is to be kept clear of any unattended equipment. 3. MP 298.4 – TENCATE (POLYLOOM) <ol style="list-style-type: none"> a. Cars must have hand brakes released, air cut in and automatic brake released while shoving on Tencate Lead. The air brake may be used only when spotting cars inside the building, not while shoving uphill from the Main Line on the Lead to the building. b. The alarm located near the mailbox at Tencate entrance will be activated to warn Tencate employees of movement prior to entering the building. Crossing bells and lights have been installed on the Lead at the Road Crossing at Tencate in Dayton, TN, MP 298.4. There is a lock box approximately 30 feet from the crossing on the south side of the track that is equipped with an NS Switch Lock. To activate lights and bells, open lock box and push Green button. Upon completion of switching, push and hold Red button until deactivation of lights and bells. Close and lock box before departing.

CNO&TP SOUTH

9. DISTRICT INSTRUCTIONS (CONT.)

M. GENERAL INSTRUCTIONS (CONT.)

4. BURNSIDE

- a. All northbound crews approaching Burnside, between A182 and A186 MP, will tone the Kentucky Dispatcher to receive information concerning the following:
 - 1. Crew swap location or the location the train will be properly tied down and secured
 - 2. Outbound crew call time, if an outbound crew has been called
 - 3. Burnside Shuttle status when inbound crew transportation to the Burnside depot is necessary
- b. All inbound North bound crews instructed to secure train at Tateville will secure train South of the bridge but North of the A171 MP unless specifically instructed by the Kentucky Dispatcher. All Inbound Northbound crews that reach the hours of service limit south of the A171 MP will report the milepost location of the train to the Kentucky Dispatcher.
- c. All Inbound Southbound crews that reach the hours of service limit north of the A165 MP will report the milepost location of the train to the Kentucky Dispatcher.

5. REPORTING FOR DUTY:

Employees reporting for duty from the Lodging Facility will contact the Kentucky Dispatcher when unavailable yard shuttle transportation will not make it possible to report for duty at the assigned time on duty time.

6. FRA EXCEPTED TRACK



None.

N. HIGH THREAT URBAN AREAS AND KEY TRAIN SECUREMENT

1. HTUAs


None.

- 2. Locations where key trains, or cuts of cars meeting the definition of a key train, may be left unattended on a main track or siding outside of a yard or terminal:
 - a. Waters, TN – Siding only

EG LINE							
NORTH 	SIDINGS IN FEET	MP	STATION	NOTES			
		EG 0.0	CHATTANOOGA NORTH DISPATCHER.....810				
			Emory Gap				
			TVA Kingston				
1. RULES IN EFFECT							
Between				Main Track			
Emory Gap and TVA Kingston				Rules			
				171			
2. MAXIMUM SPEEDS							
Between				Tracks			
Emory Gap, MP EG 0.0, and TVA Kingston, MP EG 5.3				MPH			
Except:				10			
TVA, Kingston, When moving empty through unloading pit				5			
3. CHECKING LOCOMOTIVE SPEED INDICATOR							
Engineers will choose appropriate locations to check speed indicators.							
4. DIESEL UNIT RATINGS							
		DIESEL UNIT RATINGS IN TONS					
		Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Northward							
Emory Gap to TVA		3200	4250	5100	6345	7050	9870
Southward							
TVA to Emory Gap		3200	4250	5100	6345	7050	9870
5. LOCOMOTIVE AND CAR RESTRICTIONS							
A. WEIGHT RESTRICTIONS							
Cars and engines may be handled up to the weight shown provided the stenciled Load Limit (Weight of car and lading) is NOT exceeded:							
GROSS WEIGHT IN POUNDS							
		Unit		Loaded Car			
Between		4-Axle	6-Axle	4-Axle	6-Axle		
Emory Gap to TVA		291,000	420,000	286,000	394,500		
B. TRAILING TONNAGE RESTRICTIONS							
System restrictions govern.							
C. HEIGHT RESTRICTIONS							
None.							
D. LOCATIONS OF EQUIPMENT RESTRICTIONS							
1. No more than two locomotives are to be used during unloading at the TVA Kingston Steam Plant located at MP EG 5.3.							

EG LINE		
6. SWITCHES AND DERAILS		
A. NORMAL POSITION OF HAND OPERATED SWITCHES System instructions govern.		
B. HANDLING OF DERAILS System instructions govern.		
7. COMMUNICATION INFORMATION		
A. DIAL IN RADIO CODES		
Emergency Code		911
OSS Code		448
Chattanooga North Dispatcher Code		810
Mechanical Helpdesk Code		123
Wayside Helpdesk Code		128
Wayside Detector Playback Code		001
B. AAR RADIO CHANNELS		
Base Station	Channel 1 TX and RX	Channel 2 TX (RX)
Rockwood	056-056	048-009
Oakdale	056-056	048-009
C. TELEPHONE NUMBERS		
Alabama Division OSS	800-898-5768	M/W 589-5768
Alabama Division Chief Dispatcher	205-451-4742	M/W 451-4742
Chattanooga North Dispatcher	205-451-4884	M/W 451-4884
8. DETECTOR INSTRUCTIONS		
A. STRESS STATE DETECTORS None.		
B. HIGH CAR AND CLEARANCE DETECTORS None.		
C. OTHER INSTRUCTIONS None.		
9. DISTRICT INSTRUCTIONS		
A. CLOSE CLEARANCE System instructions govern.		
B. TRACK PERMISSION None.		
C. INTERLOCKING INSTRUCTIONS None.		
D. DRAWBRIDGES None.		
E. HANDBRAKE REQUIREMENTS System requirements govern.		

EG LINE	
9. DISTRICT INSTRUCTIONS (CONT.)	
F. TRAIN HANDLING INSTRUCTIONS	
1. MP 5.3 EG – TVA Kingston	All unit coal trains while on the weigh scales, speed will not exceed 8 MPH or decrease below 2 MPH. Stopping on the weigh scales is permissible.
G. ROAD CROSSINGS	
1. DO NOT BLOCK ORDER	
a. MP 5.3 EG – TVA Kingston, Swan Pond Road	Except while unloading coal, road crossings between the unloading pit and scales at the TVA Kingston Fossil Plant are not to be blocked.
2. QUIET ZONES	None.
3. RUSTY RAIL CONDITIONS	None.
H. LOCATIONS WHERE GRAVITY DROPPING CARS IS AUTHORIZED	None.
I. STEEP GRADES - END OF TRAIN DEVICES	
	The following designated sections of track are identified as average grades of: 2% or greater over a distance of 2 continuous miles or 1% or greater over a distance of 3 continuous miles: None.
J. EXCESSIVE CURVATURE RESTRICTIONS	None.
K. JOINT TRACKAGE	
1. Trains and engines of the Alabama Division will use tracks of other divisions and foreign lines in accordance with their Timetables, Rules, and Regulations as shown below:	
(a)	None.
2. Trains and engines of other divisions and foreign lines will use Alabama Division tracks as shown below:	
(a)	CSXT between MP 0.0 EG and TVA, MP 5.3 EG
L. HAZMAT SPILL PAN LOCATIONS	None.
M. GENERAL INSTRUCTIONS.	
1. TVA – KINGSTON	
a.	Conductors must ensure with the TVA Coal yard foreman that all electrical power is shut off to car door actuator so that car doors will not open while moving through building.
b.	Norfolk Southern employees dumping coal at TVA Kingston TN Plant, MP EG 5.5 must wear ear plugs and ear muffs inside the monitoring room while the shaker is in the process of shaking coal hoppers.
2. FRA EXCEPTED TRACK	None.
N. HIGH THREAT URBAN AREAS AND KEY TRAIN SECUREMENT	
1. HTUAs	None.
2.	Locations where key trains, or cuts of cars meeting the definition of a key train, may be left unattended on a main track or siding outside of a yard or terminal: None.

HARRIMAN & NORTHEASTERN RAILWAY							
SOUTH ↓ 	SIDINGS IN FEET	MP	STATION			NOTES	
		164.1 H 163.0 H 162.0 H 158.0 H	CHATTANOOGA NORTH DISPATCHER.....810				
			Emory Gap.....Y				
			Yard Limits.....VL				
			Yard Limits.....VL				
			Franklin Industrial Lead				
1. RULES IN EFFECT							
Between					Main Track		
					Rules		
MP 162.0 H and MP 163.0 H					93		
MP 158.0 H and MP 162.0 H					171		
2. MAXIMUM SPEEDS							
Between					Main Track		
					MPH		
MP 164.1 H and MP 158.0 H					10		
3. CHECKING LOCOMOTIVE SPEED INDICATOR							
Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.							
LOCATION OF TEST MILE SIGNS:							
MP 160.0 H to MP 159.0 H							
NOTE: Tests for accuracy will be made at other locations in addition to those shown. Engineers will choose appropriate locations to check speed indicators							
4. DIESEL UNIT RATINGS							
		DIESEL UNIT RATINGS IN TONS					
		Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Northward							
Rockwood to Emory Gap		1400	1850	2250	2800	3100	4340
Southward							
Emory Gap to Rockwood		700	900	1000	1150	1300	1820

HARRIMAN & NORTHEASTERN RAILWAY				
5. LOCOMOTIVE AND CAR RESTRICTIONS				
A. WEIGHT RESTRICTIONS				
Cars and engines may be handled up to the weight shown provided the stenciled Load Limit (Weight of car and lading) is NOT exceeded:				
GROSS WEIGHT IN POUNDS				
Between	Unit		Loaded Car	
	4-Axle	6-Axle	4-Axle	6-Axle
Emory Gap to Rockwood	291,000	420,000	286,000	394,500
B. TRAILING TONNAGE RESTRICTIONS				
System restrictions govern.				
C. HEIGHT RESTRICTIONS				
None.				
D. LOCATIONS OF EQUIPMENT RESTRICTIONS				
None.				
6. SWITCHES AND DERAILS				
A. NORMAL POSITION OF HAND OPERATED SWITCHES				
System instructions govern.				
B. HANDLING OF DERAILS				
System instructions govern.				
7. COMMUNICATION INFORMATION				
A. DIAL IN RADIO CODES				
Emergency Code	911			
OSS Code	448			
Chattanooga North Dispatcher Code	810			
Mechanical Helpdesk Code	123			
Wayside Helpdesk Code	128			
Wayside Detector Playback Code	001			
B. AAR RADIO CHANNELS				
Base Station	Channel 1 TX and RX		Channel 2 TX (RX)	
Rockwood	056-056		048-009	
Oakdale	056-056		048-009	
C. TELEPHONE NUMBERS				
Alabama Division OSS	800-898-5768	M/W 589-5768		
Alabama Division Chief Dispatcher	205-451-4742	M/W 451-4742		
Chattanooga North Dispatcher	205-451-4884	M/W 451-4884		
8. DETECTOR INSTRUCTIONS				
A. STRESS STATE DETECTORS				
None.				
B. HIGH CAR AND CLEARANCE DETECTORS				
None.				
C. OTHER INSTRUCTIONS				
None.				

HARRIMAN & NORTHEASTERN RAILWAY	
9. DISTRICT INSTRUCTIONS	
A. CLOSE CLEARANCE	Due to close clearances account close track centers, employees are prohibited from riding the side of moving equipment at all times: <ol style="list-style-type: none"> 1. MP 163.0 H – Old HN&E Main, Spur, House Track and Middle New Track 2. MP 160.0 H – PSC Metals all tracks 3. MP 160.0 H – Bayou Steel through the building
B. TRACK PERMISSION	None.
C. INTERLOCKING INSTRUCTIONS	None.
D. DRAWBRIDGES	None.
E. HANDBRAKE REQUIREMENTS	System requirements govern.
F. TRAIN HANDLING INSTRUCTIONS	System instructions govern.
G. ROAD CROSSINGS	<ol style="list-style-type: none"> 1. DO NOT BLOCK ORDER None. 2. QUIET ZONES None. 3. RUSTY RAIL CONDITIONS <ol style="list-style-type: none"> a. MP 260.4 H <ol style="list-style-type: none"> 1. Train and Engine movements approaching Old Valley Road, MP 260.4 H, on the South Highline Track in Emory Gap Yard must stop before entering crossing and permit a crew member to dismount and flag highway traffic to a stop before proceeding. 2. Train and Engine movements approaching Old Valley Road, MP 260.4 H, on the Coach Track in Emory Gap Yard must stop before entering crossing and permit a crew member to dismount and flag highway traffic to a stop before proceeding.
H. LOCATIONS WHERE GRAVITY DROPPING CARS IS AUTHORIZED	None.
I. STEEP GRADES - END OF TRAIN DEVICES	The following designated sections of track are identified as average grades of: 2% or greater over a distance of 2 continuous miles or 1% or greater over a distance of 3 continuous miles: None.
J. EXCESSIVE CURVATURE RESTRICTIONS	None.

HARRIMAN & NORTHEASTERN RAILWAY

9. DISTRICT INSTRUCTIONS (CONT.)

K. JOINT TRACKAGE

1. Trains and engines of the Alabama Division will use tracks of other divisions and foreign lines in accordance with their Timetables, Rules, and Regulations as shown below:
(a) None.
2. Trains and engines of other divisions and foreign lines will use Alabama Division tracks as shown below:
(a) None.

L. HAZMAT SPILL PAN LOCATIONS

None.

M. GENERAL INSTRUCTIONS.

1. **FRA EXCEPTED TRACK**
None.

N. HIGH THREAT URBAN AREAS AND KEY TRAIN SECUREMENT

1. **HTUAs**
None.
2. Locations where key trains, or cuts of cars meeting the definition of a key train, may be left unattended on a main track or siding outside of a yard or terminal:
None.

OAKDALE LINE				
SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTES
			KNOXVILLE WEST DISPATCHER.....823	
		0.0 CO / 125.0 A	WEST SEVIER.....CP	
		3.8 CO / 5.8 CG	BEVERLY.....Y, CP	
		2.3 C	COSTER.....CP	
		3.8 C	HBD-DED (<i>Inskip</i>)	
		4.6 C	Black Oak	
	SS 52 33	7.2 C	BRADFORD.....CP	
		8.2 C	POWELL.....CP	
	CS 58 00	11.9 C	HBD-DED-HWD	
		13.4 C	HEISKELL.....CP	
		19.4 C	EAST SIDING.....CP	
		20.7 C	CLINCH.....CP	
		20.9 D / 20.9 C	CLINTON.....CP	
	SS 87 00	22.8 D	HBD-DED (<i>Jarnigan</i>)	
		23.4 D	MULLEN RIDGE.....CP	
		25.3 D	LAUREL.....CP	
		32.3 D	HBD-DED-HWD (<i>Poplar</i>)	
	CS 93 64	36.1 D	OLIVER.....CP	
		39.5 D	SCANDLYN.....CP	
		41.4 D	BLAIR.....CP	
		45.4 D	HBD-DED-HWD (<i>Truett</i>)	
		49.6 D	FWLER.....CP	
		50.0 D / 166.0 H	CANEY CREEK.....CP	
		51.3 D / A 258.3	HARRIMAN JCT.CP	

OAKDALE LINE		
1. RULES IN EFFECT		
Between	Main 1 Track	Main 2 Track
	Rules	
West Sevier and Beverly	261	261
Beverly and Harriman Jct.	261	
Caney Creek and Strange	261	
2. MAXIMUM SPEEDS		
Between	Rhwy.	Freight
	MPH	
MP 125.0 A/0.0 CO, West Sevier and MP 51.0 D, Harriman Jct. <i>Except:</i> MP 0.0 CO to MP 0.5 CO, Curves	50	50
MP 0.5 CO to MP 1.9 CO, Curves	20	20
MP 1.9 CO to MP 3.8 CO, Curves	40	40
MP 3.8 CO, Through Turnout Beverly	30	25
MP 3.8 CO to MP 4.1 CO, Curves	25	25
MP 4.1 CO to MP 7.2 CO, Curves	25	25
MP 7.2 CO to MP 7.9 CO, Curves	30	30
MP 7.9 CO, Through Turnout Coster	25	25
MP 2.3 C to MP 2.6 C, Curves	25	25
MP 2.6 C to MP 2.8 C, Curves	30	30
MP 2.8 C to MP 4.8 C, Curves	35	35
MP 4.8 C to MP 7.3 C, Curves	45	40
MP 7.3 C to MP 8.2 C, Curves	40	40
MP 8.2 C to MP 10.1 C, Curves	35	35
MP 10.1 C to MP 10.8 C, Curves	20	20
MP 10.8 C to MP 11.3 C, Curves	30	25
MP 11.3 C to MP 20.8 C, Curves	35	35
MP 20.8 C to MP 21.3 C, Curves	15	15
MP 20.8 D to MP 21.1 D, Curves	15	15
MP 20.9 C to MP 21.8 D, Over Street Crossings	25	25
MP 21.1 D to MP 27.8 D, Curves	35	35
MP 23.5 D, Through Turnout Mullen Ridge	20	20
MP 23.5 D to MP 25.3 D, Through Mullen Ridge Siding	20	20
MP 25.3 D, Through Turnout Laurel	20	20
MP 27.8 D to MP 35.7 D, Curves	40	35
MP 35.3 D to MP 35.5 D, Over Street Crossings	35	35
MP 35.7 D to MP 36.2 D, Curves	35	35
MP 36.2 D to MP 43.2 D, Curves	40	40
MP 39.5 D, Through Turnout Scandlyn	20	20
MP 39.5 D to MP 41.4 D, Through Blair Siding	20	20
MP 41.4 D, Through Turnout Blair	20	20
MP 43.2 D to MP 44.6 D, Curves	35	35

OAKDALE LINE						
2. MAXIMUM SPEEDS (CONT.)						
Between	Rhwy.	Freight				
	MPH					
MP 44.6 D to MP 48.5 D, Curves	40	40				
MP 48.5 D to MP 50.5 D, Curves	35	35				
MP 49.7 D to MP 51.2 D (Engines Only)	20	20				
MP 50.2 D, Over Street Crossing	25	25				
MP 50.5 D to MP 51.5 D, Curves	25	25				
MP 51.3 D / 258.2, Through Turnout Harriman Jct.	20	20				
3. CHECKING LOCOMOTIVE SPEED INDICATOR						
Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.						
LOCATION OF TEST MILE SIGNS:						
MP 7.0 C to MP 8.0 C						
MP 44.0 D to MP 45.0 D						
MP 47.0 to MP 48.0 D						
NOTE: Tests for accuracy will be made at other locations in addition to those shown. Engineers will choose appropriate locations to check speed indicators.						
4. DIESEL UNIT RATINGS						
	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Northward						
Sevier to Clinton	1550	2100	2450	3060	3400	4760
Clinton to Blair	1600	2150	2550	3150	3500	4900
Blair to Oakdale	3000	4000	4800	5940	6600	9240
Southward						
Oakdale to Blair	1850	2450	2950	3645	4050	5670
Blair to Clinton	1800	2400	2850	3555	3950	5530
Clinton to Powell	1150	1550	1850	2250	2500	3500
Powell to Sevier	1800	2400	2850	3555	3950	5530
5. LOCOMOTIVE AND CAR RESTRICTIONS						
A. WEIGHT RESTRICTIONS						
Cars and engines may be handled up to the weight shown provided the stenciled Load Limit (Weight of car and lading) is NOT exceeded:						
GROSS WEIGHT IN POUNDS						
Between	Unit		Loaded Car			
	4-Axle	6-Axle	4-Axle	6-Axle		
West Sevier and Harriman Jct.	291,000	432,000	286,000	394,500		

OAKDALE LINE

5. LOCOMOTIVE AND CAR RESTRICTIONS (CONT.)

B. TRAILING TONNAGE RESTRICTIONS

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

1. Empty Multi-level cars.
2. Empty Intermodal single-platform flats and such loaded with empty trailers or containers.
3. Empty 85-foot-long or longer flats and such flat cars when loaded with empty trailers or containers, or loaded with only one (1) trailer or container.
4. Empty Intermodal single-axle truck flat car or such cars loaded with empty trailers or containers.
5. Empty single or multiple-unit double-stack (well) cars, or empty single or multiple unit spine cars. Be governed by Appendix 1 in the System Timetable.

Line Segment	Between	Maximum Safe Trailing Tonnage	
		Southward/ Westward	Northward/ Eastward
Oakdale Line	Knoxville and Harriman Jct.	See Note 1	3,200

NOTE 1: Southward non-radio trains between Heiskell and Powell must not have more than 1,400 tons trailing an empty or part-load long car or more than 3,500 tons trailing a long car loaded with empty trailers or containers. Trains not in compliance with above restrictions must double or be pushed in accordance with item C below from Heiskell to Powell with the cut being made to ensure that trailing tonnage restrictions are not exceeded.

Pusher Service, Between Powell and East Siding:

NOTE: A "restricted car" is a car defined in Section 5B which triggers trailing tonnage restriction limits.

Trains operating with NO restricted cars as noted in section 5B are not restricted and may use the equivalent of 16 powered axles in Pusher Service.



	NORTHWARD	SOUTHWARD
One Conventional 4-Axle (Group 1)	No Restriction	No Restriction
Two Conventional 4-Axle (Group 1)	No Restriction	No Restriction
Three Conventional 4-Axle (Group 1)	Not Restricted Cars Within Rear 700 Tons	Not Restricted Cars Within Rear 1000 Tons
One High Adhesion 4-Axle (Group 2)	No Restriction	No Restriction
Two High Adhesion 4-Axle (Group 2)	Not Restricted Cars Within Rear 1100 Tons	Not Restricted Cars Within Rear 1200 Tons
One Conventional 6-Axle (Group 3)	No Restriction	No Restriction
Two Conventional 6-Axle (Group 3)	Not Restricted Cars Within Rear 1100 Tons	Not Restricted Cars Within Rear 1200 Tons
One High Adhesion 6-Axle (Group 5, Group 6)	No Restriction	No Restriction

1. Amperage on Pusher unit(s) must be limited to a safe level when speed of train being pushed falls below 9 MPH or when starting train fully on grade.
2. Above restrictions apply to radio-controlled (mid-train) units on radio control trains being pushed.
3. No other combination of units other than those listed above may be used in Pusher Service over above territory. **EXCEPT:** The equivalent of 24 conventional axles may be used in pusher service where train being pushed is a Solid Loaded Bulk Commodity train.

OAKDALE LINE		
5. LOCOMOTIVE AND CAR RESTRICTIONS (CONT.)		
C. HEIGHT RESTRICTIONS		
None.		
D. LOCATIONS OF EQUIPMENT RESTRICTIONS		
None.		
6. SWITCHES AND DERAILS		
A. NORMAL POSITION OF HAND OPERATED SWITCHES		
No additional requirements.		
B. HANDLING OF DERAILS		
No additional requirements.		
C. SWITCHES NOT EQUIPPED WITH ELECTRIC LOCKS		
1. MP 3.9 CO — TVA Track, Beverly		
2. MP 6.7 CO — Kelso Oil Track		
3. MP 7.2 CO — K&O Belt Wye		
4. MP 2.4 C — Tassco		
5. MP 3.8 C — Enco Steel		
6. MP 17.5 C — Peak		
7. MP 27.1 D — Dossett		
7. COMMUNICATION INFORMATION		
A. DIAL IN RADIO CODES		
Emergency Code		911
OSS Code		448
Knoxville West Dispatcher Code		823
Chattanooga North Dispatcher Code		810
Mechanical Helpdesk Code		123
Wayside Helpdesk Code		128
Wayside Detector Playback Code		001
B. AAR RADIO CHANNELS		
Base Station	Channel 1 TX and RX	Channel 2 TX (RX)
West Sevier	056-056	N/A
Sharps Ridge	056-056	048-009
Heiskell	056-056	N/A
Clinton	056-056	N/A
Poplar	056-056	N/A
Handheld Radio Repeater	015-056	N/A
C. TELEPHONE NUMBERS		
Alabama Division OSS	800-898-5768	M/W 589-5768
Alabama Division Chief Dispatcher	205-451-4742	M/W 451-4742
Knoxville West Dispatcher	205-451-4745	M/W 451-4745
Heritage Railroad	865-363-1538	Charlie Polling

OAKDALE LINE	
8.	DETECTOR INSTRUCTIONS
A. STRESS STATE DETECTORS	None.
B. HIGH CAR AND CLEARANCE DETECTORS	None.
C. OTHER INSTRUCTIONS	None.
9.	DISTRICT INSTRUCTIONS
A. CLOSE CLEARANCE	1. MP 21.0 C – Clinton, TN Engine Track Switch, east side of equipment
B. TRACK PERMISSION	None.
C. INTERLOCKING INSTRUCTIONS	None.
D. DRAWBRIDGES	None.
E. HANDBRAKE REQUIREMENTS	1. Brake Stick Locations: The following locations will have Brake Stick Stations for general use by those needing to secure equipment. After use the Brake Stick must be returned to the Brake Stick Station. <ul style="list-style-type: none"> a. Clinton Depot 2. MP 20.5 C Cars left on Runaround Track, PolyOne/D&H Compounding Runaround must be secured with effective handbrakes on both ends of the cut of cars. C-102 is required.
F. TRAIN HANDLING INSTRUCTIONS	1. MP 20.5 C Air must be cut in on all cars when working PolyOne/D&H Compounding at Clinton.
G. ROAD CROSSINGS	1. DO NOT BLOCK ORDER <ul style="list-style-type: none"> a. MP 8.4C, Brickyard Road Trains doubling to Powell must leave Brickyard Road Crossing open Monday through Friday. b. MP 4.9 CO Nora Lane c. MP 40.5 D, Massengil Spring Road d. MP 40.0 D, Noe Lane e. MP 39.6 D, Randolph Lane 2. QUIET ZONES None. 3. RUSTY RAIL CONDITIONS None.

OAKDALE LINE	
9. DISTRICT INSTRUCTIONS (CONT.)	
H. LOCATIONS WHERE GRAVITY DROPPING CARS IS AUTHORIZED None.	
I. STEEP GRADES - END OF TRAIN DEVICES The following designated sections of track are identified as average grades of: 2% or greater over a distance of 2 continuous miles or 1% or greater over a distance of 3 continuous miles: <div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> Northward MP 9.8 C to MP 12.8 C = 1.42% </div> <div style="width: 45%;"> Southward MP 4.0 C to MP 1.0 C = 1.02% MP 15.2 C to MP 12.8 C = 1.33% </div> </div>	
J. EXCESSIVE CURVATURE RESTRICTIONS None.	
K. JOINT TRACKAGE <ol style="list-style-type: none"> Trains and engines of the Alabama Division will use tracks of other divisions and foreign lines in accordance with their Timetables, Rules, and Regulations as shown below: (a) None. Trains and engines of other divisions and foreign lines will use Alabama Division tracks as shown below: (a) Between MP 36.1 D, Oliver and MP 50.1 D, Caney Creek, CSXT. (b) Between MP 50.1 D/166.0 H and MP 164.7, Strange, CSXT. 	
L. HAZMAT SPILL PAN LOCATIONS None.	
M. GENERAL INSTRUCTIONS <ol style="list-style-type: none"> MP 21.0C, CLINTON Prior to switching PolyOne/D&H Compounding at Clinton, TN, Operations Service Support (OSS) must be contacted or by radio or telephone and request that gate be opened and Blue flag protection removed; also advise time expected to be at gate. FRA EXCEPTED TRACK None. 	
N. HIGH THREAT URBAN AREAS AND KEY TRAIN SECUREMENT <ol style="list-style-type: none"> HTUAs None. Locations where key trains, or cuts of cars meeting the definition of a key train, may be left unattended on a main track or siding outside of a yard or terminal: None. 	

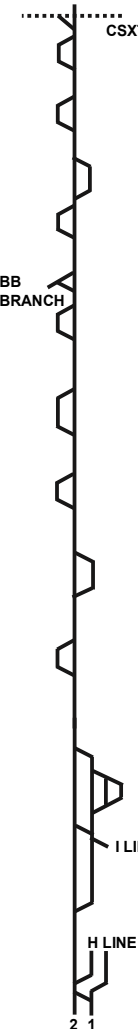
JELICO LINE				
<div> <div>NORTH</div> <div>  </div> </div>	SIDINGS IN FEET	MP	STATION	NOTES
<div> <div> <div>C LINE</div> <div>D LINE</div> </div>  </div>			KNOXVILLE WEST DISPATCHER.....823	
		20.9 C / 20.9 D	CLINTON.....CP	
		30.4 C	Lake City	
		38.4 C	Caryville	
		47.0 C	Buckeye	
		49.0 C	Pioneer	
		55.1 C	Elk Valley	
		62.0 C	Newcomb	
		66.0 C	Jellico	
		67.6 C	Lot	
			CSXT DISPATCHER, From CP Lot to MP 74.0 C	
			KNOXVILLE WEST DISPATCHER, From 74.0 C...823	
		74.1 C	Hyde	
		79.1 C	Clairfield	
		85.0 C	Fonde	
1. RULES IN EFFECT				
Between				Main Track
Clinton, MP 20.9 C, and Lot, MP 67.6 C				171
Hyde, MP 74.1 C and Fonde, MP 85.0 C				171
2. MAXIMUM SPEEDS				
Between				Main Track MPH
MP 20.9 C, Clinton, and MP 65.0 C, Jellico				25
Except: MP 20.8 C to MP 21.1 C, Curves				15
MP 49.0 C to MP 51.6 C, Curves and Tunnels				15
MP 59.7 C to MP 59.9 C, Curve and Tunnel				15
MP 65.0 C, Jellico, and MP 67.7 C, Lot				20
Except: MP 67.2 C to MP 67.3 C, Bridge				10
MP 74.1 C, Hyde to MP 84.7 C, Fonde				10

JELICO LINE						
2. MAXIMUM SPEEDS (CONT.)						
Between						Main Track
						MPH
Auxiliary Tracks:						
Straight Creek Industrial Lead (Kopper Glo Mine Spur)						5
MP 44.3 C, South End Turley Industry Track, Over switch point derail						5
3. CHECKING LOCOMOTIVE SPEED INDICATOR						
Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.						
LOCATION OF TEST MILE SIGNS:						
MP 26.0 C to MP 27.0 C						
MP 33.0 C to MP 34.0 C						
MP 62.0 C to MP 63.0 C						
NOTE: Tests for accuracy will be made at other locations in addition to those shown. Engineers will choose appropriate locations to check speed indicators.						
4. DIESEL UNIT RATINGS						
	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Northward						
Clinton to Lake City	3000	4000	4800	5940	6600	9240
Lake City to Lot	1500	2000	2400	2970	3300	4620
Southward						
Lot to Pioneer	1450	1950	2300	2880	3200	4480
Pioneer to Lake City	2300	3050	3650	4545	5050	7070
Lake City to Clinton	4700	6250	7500	9315	10350	14490
5. LOCOMOTIVE AND CAR RESTRICTIONS						
A. WEIGHT RESTRICTIONS						
Cars and engines may be handled up to the weight shown provided the stenciled Load Limit (Weight of car and lading) is NOT exceeded:						
GROSS WEIGHT IN POUNDS						
Between	Unit		Loaded Car			
	4-Axle	6-Axle	4-Axle	6-Axle		
Clinton to Fonde	291,000	432,000	286,000	394,500		
B. TRAILING TONNAGE RESTRICTIONS						
None.						
C. HEIGHT RESTRICTIONS						
1. MP 50.4 C, Scott Tunnel						
Plate "C", "E" and "F" cars must not be handled						
2. MP 50.6 C, Dunn Tunnel						
Plate "C", "E" and "F" cars must not be handled; Plate "B" cars must be handled though at a speed of 5 MPH or less to prevent car sway.						
3. MP 50.8 C, Tunnel						
Plate "C", "E" and "F" cars must not be handled.						
4. MP 51.1 C, Platt Tunnel						
Plate "E" and "F" cars must not be handled.						

JELICO LINE		
5. LOCOMOTIVE AND CAR RESTRICTIONS (CONT.)		
D. LOCATIONS OF EQUIPMENT RESTRICTIONS		
1. MP 72.5C and MP 79.4C Six (6) axle AC locomotives, regardless of weight, CANNOT be handled.		
2. MP 74.0 C and Fonde, MP 85.0 C Between MP 74.0 C and Fonde, MP 85.0 C, 4-axle and 6-axle Wreckers and Locomotive Cranes must not exceed 10 MPH.		
6. SWITCHES AND DERAILS		
A. NORMAL POSITION OF HAND OPERATED SWITCHES		
1. MP 78.9C, STRAIGHT CREEK INDUSTRIAL LEAD (KOPPER GLO MINE SPUR) a. Switches can be left as last used, Trains or engines can expect to find switches lined and locked as last used when operating on this lead.		
B. HANDLING OF DERAILS		
1. MP 46.1C, Royal Blue The two derails located on the west end of the Royal Blue Industry Lead and Runaround Track must be left in the off position except when equipment is tied down on these tracks.		
7. COMMUNICATION INFORMATION		
A. DIAL IN RADIO CODES		
Emergency Code		911
OSS Code		448
Knoxville West Dispatcher Code		823
Mechanical Helpdesk Code		123
Wayside Helpdesk Code		128
Wayside Detector Playback Code		001
B. AAR RADIO CHANNELS		
Base Station	Channel 1 TX and RX	Channel 2 TX (RX)
Clinton	056-056	NA
Lake City	056-056	NA
Pioneer	056-056	NA
Jellico	056-056	NA
Arco	056-056	NA
CSXT Road Channel	084-084	
CSXT Dispatcher Tone-In	014-014 (DTMF 6)	
C. TELEPHONE NUMBERS		
Alabama Division OSS	800-898-5768	M/W 589-5768
Alabama Division Chief Dispatcher	205-451-4742	M/W 451-4742
Knoxville West Dispatcher	205-451-4774	M/W 451-4774
8. DETECTOR INSTRUCTIONS		
A. STRESS STATE DETECTORS		
None.		
B. HIGH CAR AND CLEARANCE DETECTORS		
None.		
C. OTHER INSTRUCTIONS		
None.		

JELICO LINE	
9. DISTRICT INSTRUCTIONS	
A. CLOSE CLEARANCE	Due to close clearance situations, employees are prohibited from riding the side of moving equipment at all times in the following locations: <ol style="list-style-type: none"> 1. MP 21.0 C – Clinton, TN Engine Track Switch, east side of equipment 2. MP 30.4 C – Lake City Yard, all tracks south of Bolin RD 3. MP 44.0 C – KyKenKee, Old Turley Load Out Track
B. TRACK PERMISSION	No additional requirements.
C. INTERLOCKING INSTRUCTIONS	None.
D. DRAWBRIDGES	None.
E. HANDBRAKE REQUIREMENTS	<ol style="list-style-type: none"> 1. Brake Stick Locations The following locations will have Brake Stick Stations for general use by those needing to secure equipment. After use the Brake Stick must be returned to the Brake Stick Station. <ol style="list-style-type: none"> a. Clinton Depot
F. TRAIN HANDLING INSTRUCTIONS	System instructions govern.
G. ROAD CROSSINGS	<ol style="list-style-type: none"> 1. DO NOT BLOCK ORDER None. 2. QUIET ZONES None. 3. RUSTY RAIL CONDITIONS Account rusty rail conditions, stop before fouling the following: <ol style="list-style-type: none"> a. Newcomb Road / MP 61.8 C b. Creekmore Drive / MP 63.3 C c. London Avenue / MP 64.9 C d. Highway 25 W / MP 65.9 C e. SR 1804 / 66.4 C f. Anthras Road (SR90) / 76.1 C And permit a crew member to dismount and flag highway traffic to a stop. A crew member must be on the ground at the crossing to warn traffic until the leading end of the movement has occupied the crossing. These actions are not required if it has been visually confirmed by the crew that the grade crossing warning devices have been activated at least 20 seconds and the gates (if equipped) are horizontal prior to the train occupying the crossing. The train dispatcher must be notified immediately if the warning devices are not working properly.
H. LOCATIONS WHERE GRAVITY DROPPING CARS IS AUTHORIZED	None.

JELlico LINE	
9. DISTRICT INSTRUCTIONS (CONT.)	
I. STEEP GRADES - END OF TRAIN DEVICES The following designated sections of track are identified as average grades of: 2% or greater over a distance of 2 continuous miles or 1% or greater over a distance of 3 continuous miles: <div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> Northward MP 49.0 C to MP 55.0 C = 1.22% </div> <div style="width: 45%;"> Southward MP 37.0 C to MP 32.0 C = 1.03% </div> </div>	
J. EXCESSIVE CURVATURE RESTRICTIONS None.	
K. JOINT TRACKAGE <ol style="list-style-type: none"> 1. Trains and engines of the Alabama Division will use tracks of other divisions and foreign lines in accordance with their Timetables, Rules, and Regulations as shown below: <ol style="list-style-type: none"> a. Between Lot, MP 67.6 C and MP 74.0 C, CSXT. 2. Trains and engines of other divisions and foreign lines will use Alabama Division tracks as shown below: <ol style="list-style-type: none"> a. Between MP 74.0 C and Fonde, MP 85.0 C, CSXT. 	
L. HAZMAT SPILL PAN LOCATIONS None	
M. GENERAL INSTRUCTIONS. <ol style="list-style-type: none"> 1. FRA EXCEPTED TRACK None. 	
N. HIGH THREAT URBAN AREAS AND KEY TRAIN SECUREMENT <ol style="list-style-type: none"> 1. HTUAs None. 2. Locations where key trains, or cuts of cars meeting the definition of a key train, may be left unattended on a main track or siding outside of a yard or terminal: None. 	

KNOXVILLE WEST END				
WEST ↓	SIDINGS IN FEET	MP	STATION	NOTES
			KNOXVILLE WEST DISPATCHER.....823	
		132.4 A	WILLOUGHBY..... (C)	
	77 14	135.4 A	Bearden Storage	
	20 00	138.8 A	SSD (<i>Ebenezer</i>)	
		139.3 A	Ebenezer Storage	
		142.0 A	HBD-DED (<i>Ebenezer</i>)	
	ss			
	10 688	146.5 A	Boyd	
	ss			
	38 85	154.0 A	Lenoir City Storage	
		155.0 A	HBD-DED-HWD (<i>Lenoir City</i>)	
		159.6 A	Loudon.....Y, ss	
	ss			
	70 75	161.3 A	Craig	
	ss			
		169.2 A	HBD-DED (<i>Sweetwater</i>)	
	ss			
	10 400	172.2 A	Sweetwater	
	ss			
		179.2 A	HBD-DED-HWD (<i>Niota</i>)	
	ss			
	73 07	183.7 A	Hutsell	
	ss			
		188.2 A	HBD-DED (<i>Coile</i>)	
	ss			
	70 75	195.4 A	DED (<i>Sanford</i>)	
	ss		Sanford	
		195.6 A		
	ss			
	73 41	198.4 A	HBD-DED (<i>Calhoun</i>)	
	ss			
		206.7 A	Tasso	
	ss			
		209.8 A	HBD-DED (<i>Tasso</i>)	
	SS			
		211.7 A	LYLE..... (CP)	
	90 50	212.7 A	Cleveland	
		213.5 A	BRADLEY..... (CP)	
	71 22	215.0 A	DOCKERY..... (CP)	
		219.3 A	HBD-DED-HWD (<i>McDonald</i>)	
		226.6 A	OOLTEWAH..... (CP)	

KNOXVILLE WEST END		
1. RULES IN EFFECT		
Between	Main 1 Track	Main 2 Track
	Rules	
Willoughby and Lyle	271 PTC	
Lyle and Ooltewah	261 PTC	
2. MAXIMUM SPEEDS		
Between	Rhwy.	Freight
	MPH	
MP 132.3 A, Willoughby, and MP 226.6 A, Ooltewah <i>Except:</i> MP 132.3 A, Willoughby over CSXT Crossing	60	50
MP 135.9 A to MP 141.1 A	25	25
MP 135.9 A to MP 141.1 A	55	50
MP 134.9 A to MP 139.7 A, Through Ebenezer Siding	10	10
MP 141.1 A to MP 142.6 A, Curves	50	45
MP 142.6 A to MP 144.2 A, Curves	55	50
MP 153.3 A to MP 155.4 A, Curves	55	50
MP 155.4 A to MP 157.1 A, Curves	45	40
MP 157.1 A to MP 158.5 A, Curves	40	40
MP 158.5 A to MP 160.1 A, Curves	40	40
MP 159.0 A to MP 159.3 A, Over Tennessee River Bridge	40	40
MP 170.2 A to MP 171.1 A, Curves	50	45
MP 171.1 A to MP 172.5 A, Curves	55	50
MP 184.4 A to MP 185.6 A, Curves	55	50
MP 185.6 A to MP 186.1 A, Curves	50	45
MP 186.1 A to MP 186.8 A, Curves	55	50
MP 204.7 A to MP 205.6 A, Curves	55	50
MP 205.6 A to MP 209.1 A, Curves	45	45
MP 209.1 A to MP 211.7 A, Curves	50	50
MP 211.7 A to MP 212.9 A, Curves	30	30
MP 212.9 A to MP 216.2 A, Curves	45	45
MP 213.5 A, Through Bradley Crossover	25	25
MP 216.7 A to MP 219.8 A, Curves	45	45
MP 219.8 A to MP 220.4 A, Curves	40	40
MP 220.8 A to MP 221.5 A, Curves	45	40
MP 221.5 A to MP 225.0 A, Curves	50	45
MP 225.6 A to MP 226.6 A, Curves	50	45
MP 226.6 A to MP 227.2 A, Curves	40	35
MP 226.6 A, Through Ooltewah Turnout	40	40
<i>Auxiliary Tracks:</i> MP 200.8 A, Olin Lead from Depot to Olin Chemical	10	10

KNOXVILLE WEST END

3. CHECKING LOCOMOTIVE SPEED INDICATOR

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

LOCATION OF TEST MILE SIGNS:

MP 141.0 A to MP 142.0 A

MP 145.0 A to MP 146.0 A

MP 194.0 A to MP 195.0 A

MP 207.0 A to MP 208.0 A

MP 231.0 A to MP 232.0 A

MP 233.0 A to MP 234.0 A

NOTE: Tests for accuracy will be made at other locations in addition to those shown. Engineers will choose appropriate locations to check speed indicators.

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Westward						
Sevier Yard to Charleston	3400	4550	5450	6705	7450	10430
Charleston to Cleveland	2550	3400	4050	5040	5600	7840
Cleveland to Ooltewah	2700	3600	4300	5355	5950	8330
Eastward						
Ooltewah to Cleveland	2100	2800	3350	4140	4600	6440
Cleveland to Sevier Yard	2900	3850	4650	5715	6350	8890

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

Cars and engines may be handled up to the weight shown provided the stenciled Load Limit (Weight of car and lading) is NOT exceeded:

GROSS WEIGHT IN POUNDS				
Between	Unit		Loaded Car	
	4-Axle	6-Axle	4-Axle	6-Axle
Friends and Ooltewah	291,000	432,000	286,000	394,500

B. TRAILING TONNAGE RESTRICTIONS

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

1. Empty Multi-level cars.
2. Empty Intermodal single-platform flats and such loaded with empty trailers or containers.
3. Empty 85-foot-long or longer flats and such flat cars when loaded with empty trailers or containers, or loaded with only one (1) trailer or container.
4. Empty Intermodal single-axle truck flat car or such cars loaded with empty trailers or containers.
5. Empty single or multiple-unit double-stack (well) cars, or empty single or multiple unit spine cars. Be governed by Appendix 1 in the System Timetable.

Line Segment	Between	Maximum Safe Trailing Tonnage	
		Southward/ Westward	Northward/ Eastward
Knoxville West End	Friends and Ooltewah	9,600	9,600

C. HEIGHT RESTRICTIONS

None.

KNOXVILLE WEST END

5. LOCOMOTIVE AND CAR RESTRICTIONS (CONT.)

D. LOCATIONS OF EQUIPMENT RESTRICTIONS

1. The following locations are approved locomotive set out locations:
 - a. Cleveland Yard – all tracks
 - b. Cleveland Engine Sup
 - c. Charleston Engine Spur and Olin Lead in front of the Depot
 - d. Charleston Storage Tracks
 - e. Calhoun Old and New Yard
 - f. Old Sweetwater Siding
 - g. Top of the Hill Track at Loudon
 - h. Loudon Yard
2. **MP 158.4 A**
 - a. Cars are not to be left unattended on the east or west legs of the Wye at Loudon.
 - b. In order to allow Mechanical to access locomotives for servicing, locals will secure their power in Track 7 at Loudon Yard at the end of the tour of duty every Monday.
3. **MP 200.0 A, CSXT, Calhoun, TN**
 No. 1 Track at CSXT Yard in Calhoun, TN is designated as a cleanout track for CSXT use only. NS crews must not pull or spot cars in this track.
4. **MP 200.5 A, Resolute**
 Group 5 or 6 engines must not be operated over CSXT Railroad Junction switch located under Highway 11 Bridge on Resolute Lead Track at Calhoun.

A. NORMAL POSITION OF HAND OPERATED SWITCHES

Milepost	Location	Normal Position
158.1 A	East End, Blair Bend Runaround	East Leg of Wye
158.1 A	Blair Bend Lead Wye Switch	East Leg of Wye
158.6 A	West End, Blair Bend Runaround	West Leg of Wye
209.1 A	Georgia Pacific Runaround	Industry Lead

B. HANDLING OF DERAILS

1. MP 200.5 A, Resolute Paper Mill

Resolute utilizes two industry blue flags on Track 1. Both blue flags must be removed before operating the hand throw derail and commencing switching.

C. SWITCHES NOT EQUIPPED WITH ELECTRIC LOCKS

None.

7. COMMUNICATION INFORMATION

A. DIAL IN RADIO CODES

Emergency Code	911
OSS Code	448
Knoxville West Dispatcher Code	823
Chattanooga North Dispatcher Code	810
Mechanical Helpdesk Code	123
Wayside Helpdesk Code	128
Wayside Detector Playback Code	001
PTC / Leader Help Desk	130

KNOXVILLE WEST END

7. COMMUNICATION INFORMATION (CONT.)

B. AAR RADIO CHANNELS

Base Station	Channel 1 TX and RX	Channel 2 TX (RX)
Lenoir City	056-056	048-009
Athens	056-056	048-009
Cleveland	056-056	048-009
Ooltewah	056-056	048-009

* **NOTE:** All radio activity is to take place on Channel 1 or Channel 2 listed above.

C. TELEPHONE NUMBERS

Alabama Division OSS	800-898-5768	M/W 589-5768
Alabama Division Chief Dispatcher	205-451-4742	M/W 451-4742
Knoxville West Dispatcher	205-451-4745	M/W 451-4745
Tate and Lyle- Security	865-458-5681	
Olin- Security	423-336-4220	
Resolute Forest Products- Security	423-336-7230	

8. DETECTOR INSTRUCTIONS

A. STRESS STATE DETECTORS

Location / Milepost	District	Track	Activated
Ebenezer, TN / MP 138.8 A	Knoxville West	Single	East and West*

* Set out location for westbound moves is the Concord Stub Track. Eastbound moves will set out at Sevier Yard.

B. HIGH CAR AND CLEARANCE DETECTORS

None.

C. OTHER INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

A. CLOSE CLEARANCE

Due to close clearance, employees are prohibited from riding the side of moving equipment at all times:

1. MP 154.0 A – Both sides past the Ft. Loudon Terminal building
2. MP 158.4 A – Transport Service Spur Track, north side of the track
3. MP 158.5 A – R&S Development, unloading dock
4. MP 160.0 A – Cargill Steel, through the building
5. MP 172.4 A – Sweetwater Industry Track
6. MP 200.0 A – Arch Chemicals and Olin Chemicals Industry gate
7. MP 200.0 A – CSX Yard, Resolute Tracks 1, 2, and 3, River Track, and Middle Track
8. MP 207.0 A – Tri State Warehouse Spur Track, building side

KNOXVILLE WEST END	
9.	DISTRICT INSTRUCTIONS (CONT.)
B. TRACK PERMISSION	
1. Calhoun, TN, MP 200.0 A	Prior to entering CSX Rail Yard at Calhoun, TN, NS crew must contact the CSX Calhoun switcher on the CSXT Road Channel. If contact cannot be made, the NS movement may proceed at Restricted Speed.
C. INTERLOCKING INSTRUCTIONS	None.
D. DRAWBRIDGES	None.
E. HANDBRAKE REQUIREMENTS	
1. MP 158.5 A – R&S Development	100% handbrakes are required for all cars left standing at R&S Development. A C-102 test of handbrake effectiveness is required.
2. MP 200.0 A – Calhoun, TN	
a. New Yard/New Track - Cars left in the New Yard/New Track will be secured as follows:	Cars must be secured by a minimum of five handbrakes on the west end of each track. A C-102 test is not required.
b. Old Yard - Cars left in the Old Yard will be secured as follows:	One (1) handbrake for One (1) car, Two (2) handbrakes for Two (2) cars and Three (3) handbrakes for Three (3) cars or sufficient amount to secure standing equipment. A C-102 test of handbrake effectiveness is required.
3. MP 201.0 A – Charleston Storage Tracks	A minimum of seven handbrakes on the west end of each track must be applied to equipment left standing. A C-102 test of handbrake effectiveness is required.
4. Brake Stick Locations:	The following locations will have Brake Stick Stations for general use by those needing to secure equipment. After use the Brake Stick must be returned to the Brake Stick Station. Cleveland Yard – Inside the depot on the EOTD rack. Charleston – Inside the depot in the copy room. Loudon Yard – Inside the depot on the EOTD rack.
F. TRAIN HANDLING INSTRUCTIONS	
1. MP 200.0 A, Bowater Industry Dock	Crews switching Tracks 1, 2, and 3 are instructed to perform a safety stop prior to entering the building. Once stopped, movement into the building can then commence observing all other current operating practices.

KNOXVILLE WEST END

9. DISTRICT INSTRUCTIONS (CONT.)

G. ROAD CROSSINGS

1. DO NOT BLOCK ORDER

- a. MP 132.6 A – Concord Avenue
- b. MP 134.0 A – All eastbound trains receiving a restricted signal at Tobler Lane must stop at least 200 feet short of the road crossing.
- c. MP 146.8 A (Taylor Lane) and MP 147.5 A (Willow Cove) – If the first train to arrive for a meet at Boyd Siding will not clear both crossings, the train will lay back of the first crossing until the train being met or passes arrives. If meeting more than one train and unable to clear both crossings, the crossings must be cut.
- d. MP 147.7 A – A Frame Crossing
- e. MP 164.0 A – Private Crossing
- f. Cleveland, TN – All crossings, all westward trains swapping crews at Cleveland Depot must hold back east of 15th Street, MP 211.8 A until communication with the outbound crew is established.

2. QUIET ZONES

None.

3. RUSTY RAIL CONDITIONS

- a. MP 135.7 A – Gore Road in Bearden Storage
- b. MP 135.8 A – Agnes Street in Bearden Storage
- c. MP 136.6 A – Baum Road in Bearden Storage
- d. MP 136.7 A – Royal Crown Drive in Bearden Storage
- e. MP 153.8 A – Bacon Street in Lenoir City Storage

H. LOCATIONS WHERE GRAVITY DROPPING CARS IS AUTHORIZED

None.

I. STEEP GRADES - END OF TRAIN DEVICES

The following designated sections of track are identified as average grades of:
 2% or greater over a distance of 2 continuous miles or
 1% or greater over a distance of 3 continuous miles:

Eastward

None

Westward

None

J. EXCESSIVE CURVATURE RESTRICTIONS

Listed below are tracks with curvature of 12 degrees, 30 minutes or greater:

Milepost	Location	Curvature
154.0 A	Fort Loudon Terminal	13.0 degrees
158.1 A	Viskase (off of Tate & Lyle Lead)	24.0 degrees
200.5 A	Resolute	19.0 degrees
209.1 A	Georgia Pacific	18.0 degrees
212.6 A	ADM Milling	32.0 degrees

Refer to the Equipment Restriction section of the System Timetable.

KNOXVILLE WEST END

9. DISTRICT INSTRUCTIONS (CONT.)

K. JOINT TRACKAGE

1. Trains and engines of the Alabama Division will use tracks of other divisions and foreign lines in accordance with their Timetables, Rules, and Regulations as shown below:
(a) CSXT Calhoun Yard, MP 200.0 A
2. Trains and engines of other divisions and foreign lines will use Alabama Division tracks as shown below:
(a) None.

L. HAZMAT SPILL PAN LOCATIONS

None.

M. GENERAL INSTRUCTIONS



1. **MP 200.0 A, Calhoun Yard**
The area on the north side of Old Yard Track 6 and New Yard Track 4 are unauthorized walkways. Only walkways on the south sides of these tracks are to be used. All tracks in the Old Yard and New Yard must be kept coupled.
2. **MP 200.0 A, Resolute Calhoun Facility**
All crews working at Resolute must contact OSS with a 20 minute notice of switching the Chemical and Clay tracks (Tracks 4, 5, 7, and 8) for plant personnel to remove any Blue flags and derails.
3. **MP 200.5 A, Resolute**
A Railroad Warning System is installed on Resolute #4 track. Crews are to initiate warning system before entering the canopy by pressing the button located just inside the canopy on the south side of the track. When leaving the canopy, pull the activation button out to deactivate the warning system.
Train crews switching Resolute must contact OSS (MP 200A) Dock tracks 1, 2 and 3 are hereby instructed to perform a safety stop prior to entering the building. Once stopped, movement into the building can then commence observing all other current operating practices
Crews performing switching in the Kraft Mill area (Tracks 4 & 5) at Resolute must have on their person a respirator approved for protection against Hazardous Material leaks. In the event of an emergency, the crew is to utilize the respirators and evacuate the area immediately.
Extra board personnel temporarily assigned to duty at Charleston may obtain a respirator at the Charleston report building. However, personnel are to leave the respirator at the Charleston report building at the completion of their tour of duty.
4. **MP 200.8 A, Olin Chemical**
Crews performing switching in Olin Chemical, Charleston, must have person respirator approved for protection against Hazardous Material leaks. In the event of an emergency, the crew is to utilize the respirators and evacuate the area immediately.
Extra board personnel temporarily assigned to duty at Charleston may obtain a respirator at the Olin Track building upon entry. Crews are to leave the respirator at the Charleston report building at the completion of their shift. Blue Signal Protection exists at the entrance to Olin Chemical Corporation, MP 200.8 A. The Overhead Blue signal is equipped with two flashing Blue Lights. Crews going into Olin are to call Olin personnel before leaving the Charleston depot and arrange for the Blue Flag to be removed. Neither Blue light is to be flashing before passing Blue Signal Protection.
5. **MP 201.1 A, Charleston**
Crews reporting for duty at Charleston will also be governed by posted instructions in the Crew Report Facility titled Charleston Local Crew Task Assignments, which defines roles and responsibilities of each assignment.
6. **FRA EXCEPTED TRACK**
None.

KNOXVILLE WEST END

9. DISTRICT INSTRUCTIONS (CONT.)

N. HIGH THREAT URBAN AREAS AND KEY TRAIN SECUREMENT

- 1. HTUAs**
None.
- 2.** Locations where key trains, or cuts of cars meeting the definition of a key train, may be left unattended on a main track or siding outside of a yard or terminal:
 - a.** Cleveland, TN Mainline and Siding

COHUTTA DISTRICT							
SOUTH 	SIDINGS IN FEET	MP	STATION		NOTES		
		213.5 A / 0.6 I 1.1 I 4.7 I 8.2 I 12.5 I 14.5 I / 27.1 H	KNOXVILLE WEST DISPATCHER.....823				
			BRADLEY..... (YL) (CP)				
			South Bradley..... (YL)				
			Weddington HBD-DED (<i>Blue Springs</i>) TN / GA State Line				
			COHUTTA..... (CP)				
1. RULES IN EFFECT							
Between					Main Track		
					Rules		
Bradley and South Bradley					93		
South Bradley and Cohutta					271		
2. MAXIMUM SPEEDS							
Between					Main Track		
					MPH		
Bradley, MP 0.6 I, and Cohutta, MP 14.5 I					35		
Except: Bradley, MP 0.6 I, through Turnout					25		
Cleveland Wye Track					10		
3. CHECKING LOCOMOTIVE SPEED INDICATOR							
Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.							
LOCATION OF TEST MILE SIGNS:							
MP 4.0 I to MP 5.0 I							
MP 11.0 I to MP 12.0 I							
NOTE: Tests for accuracy will be made at other locations in addition to those shown. Engineers will choose appropriate locations to check speed indicators.							
4. DIESEL UNIT RATINGS							
		DIESEL UNIT RATINGS IN TONS					
		Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Southward Cleveland to Cohutta		3950	5250	6300	7830	8700	12180
Northward Cohutta to Cleveland		3050	4050	4850	6030	6700	9380

COHUTTA DISTRICT				
5. LOCOMOTIVE AND CAR RESTRICTIONS				
A. WEIGHT RESTRICTIONS				
Cars and engines may be handled up to the weight shown provided the stenciled Load Limit (Weight of car and lading) is NOT exceeded:				
GROSS WEIGHT IN POUNDS				
	Unit		Loaded Car	
Between	4-Axle	6-Axle	4-Axle	6-Axle
Cleveland to Cohutta	291,000	432,000	286,000	394,500
B. TRAILING TONNAGE RESTRICTIONS				
System restrictions govern.				
C. HEIGHT RESTRICTIONS				
None.				
D. LOCATIONS OF EQUIPMENT RESTRICTIONS				
None.				
6. SWITCHES AND DERAILS				
A. NORMAL POSITION OF HAND OPERATED SWITCHES				
System instructions govern.				
B. HANDLING OF DERAILS				
No additional requirements.				
7. COMMUNICATION INFORMATION				
A. DIAL IN RADIO CODES				
Emergency Code	911			
OSS Code	448			
Knoxville West Dispatcher Code	823			
North End Dispatcher Code	442			
Mechanical Helpdesk Code	123			
Wayside Helpdesk Code	128			
Wayside Detector Playback Code	001			
PTC / Leader Help Desk	130			
B. AAR RADIO CHANNELS				
Base Station	Channel 1 TX and RX		Channel 2 TX (RX)	
Knoxville West Dispatcher	056-056		048-009	
Atlanta North End Dispatcher	056-056		048-009	
C. TELEPHONE NUMBERS				
Alabama Division OSS	800-898-5768	M/W 589-5768		
Alabama Division Chief Dispatcher	205-451-4742	M/W 451-4742		
Knoxville West Dispatcher	205-451-4745	M/W 451-4745		
Atlanta North End Dispatcher	404-877-9626	M/W 877-9626		
8. DETECTOR INSTRUCTIONS				
A. STRESS STATE DETECTORS				
None.				
B. HIGH CAR AND CLEARANCE DETECTORS				
None.				
C. OTHER INSTRUCTIONS				
None.				

COHUTTA DISTRICT	
9.	DISTRICT INSTRUCTIONS
A.	CLOSE CLEARANCE Due to close clearances account close track centers, employees are prohibited from riding the side of moving equipment at all times: None.
B.	TRACK PERMISSION None.
C.	INTERLOCKING INSTRUCTIONS None.
D.	DRAWBRIDGES None.
E.	HANDBRAKE REQUIREMENTS None.
F.	TRAIN HANDLING INSTRUCTIONS System instructions govern.
G.	ROAD CROSSINGS <ol style="list-style-type: none"> DO NOT BLOCK ORDER None. QUIET ZONES None. RUSTY RAIL CONDITIONS None.
H.	LOCATIONS WHERE GRAVITY DROPPING CARS IS AUTHORIZED None.
I.	STEEP GRADES - END OF TRAIN DEVICES The following designated sections of track are identified as average grades of: 2% or greater over a distance of 2 continuous miles or 1% or greater over a distance of 3 continuous miles: None.
J.	EXCESSIVE CURVATURE RESTRICTIONS None.
K.	JOINT TRACKAGE <ol style="list-style-type: none"> Trains and engines of the Alabama Division will use tracks of other divisions and foreign lines in accordance with their Timetables, Rules, and Regulations as shown below: (a) None. Trains and engines of other divisions and foreign lines will use Alabama Division tracks as shown below: (a) None.
L.	HAZMAT SPILL PAN LOCATIONS None.

COHUTTA DISTRICT


9. DISTRICT INSTRUCTIONS (CONT.)

M. GENERAL INSTRUCTIONS.

- 1. FRA EXCEPTED TRACK**
None.

N. HIGH THREAT URBAN AREAS AND KEY TRAIN SECUREMENT

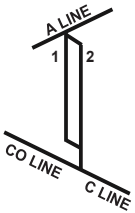
- 1. HTUAs**
None.
- 2. Locations where key trains, or cuts of cars meeting the definition of a key train, may be left unattended on a main track or siding outside of a yard or terminal:**
 - a. Cleveland, TN – Mainline and Siding**

K&A LINE							
<div>SOUTH ↓ </div>	SIDINGS IN FEET	MP	STATION		NOTES		
		131.1 A 0.0 KA 12.1 KA 15.0 KA 15.5 KA	KNOXVILLE WEST DISPATCHER.....823				
			Knoxville.....Y K&A Junction				
			Alcoa North Plant Alcoa End of Line				
1. RULES IN EFFECT							
Between					Main Track		
MP 0.0 KA, K&A Junction, and MP 15.5 KA, End of Line					171		
2. MAXIMUM SPEEDS							
Between					Main Track		
					MPH		
MP 0.0 KA, K&A Junction, and MP 15.5 KA, End of Line Except: MP 0.0 KA to MP 1.0 KA					25		
MP 1.0 KA to MP 3.0 KA, Curves					10		
MP 8.4 KA to MP 8.6 KA, Curves					10		
3. CHECKING LOCOMOTIVE SPEED INDICATOR							
Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.							
LOCATION OF TEST MILE SIGNS: MP 1.0 KA to MP 2.0 KA MP 6.0 KA to MP 7.0 KA							
NOTE: Tests for accuracy will be made at other locations in addition to those shown. Engineers will choose appropriate locations to check speed indicators.							
4. DIESEL UNIT RATINGS							
		DIESEL UNIT RATINGS IN TONS					
		Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Northward Knoxville to Maryville		1850	2450	2950	3645	4050	5670
Southward Maryville to Knoxville		2050	2750	3250	4050	4500	6300
5. LOCOMOTIVE AND CAR RESTRICTIONS							
A. WEIGHT RESTRICTIONS							
Cars and engines may be handled up to the weight shown provided the stenciled Load Limit (Weight of car and lading) is NOT exceeded:							
GROSS WEIGHT IN POUNDS							
		Unit		Loaded Car			
Between		4-Axle	6-Axle	4-Axle	6-Axle		
Knoxville to Maryville		291,000	432,000	286,000	394,500		
B. TRAILING TONNAGE RESTRICTIONS							
None.							

K&A LINE		
5. LOCOMOTIVE AND CAR RESTRICTIONS (CONT.)		
C. HEIGHT RESTRICTIONS		
None.		
D. LOCATIONS OF EQUIPMENT RESTRICTIONS		
None.		
6. SWITCHES AND DERAILS		
A. NORMAL POSITION OF HAND OPERATED SWITCHES		
System requirements govern.		
B. HANDLING OF DERAILS		
No additional requirements.		
7. COMMUNICATION INFORMATION		
A. DIAL IN RADIO CODES		
Emergency Code		911
OSS Code		448
Knoxville West Dispatcher Code		823
Mechanical Helpdesk Code		123
Wayside Helpdesk Code		128
Wayside Detector Playback Code		001
B. AAR RADIO CHANNELS		
Base Station	Channel 1 TX and RX	Channel 2 TX (RX)
Sharps Ridge	056-056	048-009
C. TELEPHONE NUMBERS		
Alabama Division OSS	800-898-5768	M/W 589-5768
Alabama Division Chief Dispatcher	205-451-4742	M/W 451-4742
Knoxville West Dispatcher	205-451-4774	M/W 451-4774
Alcoa	865-977-3391	
Tennessee Farmers Coop	865-577-1630	or 865-577-5137
Nisus Corporation	865-406-9706	
8. DETECTOR INSTRUCTIONS		
A. STRESS STATE DETECTORS		
None.		
B. HIGH CAR AND CLEARANCE DETECTORS		
None.		
C. OTHER INSTRUCTIONS		
None.		

K&A LINE	
9.	DISTRICT INSTRUCTIONS
A. CLOSE CLEARANCE	None.
B. TRACK PERMISSION	<ol style="list-style-type: none"> 1. Crews setting off or picking up at ALCOA must contact via radio the ALCOA Terminal Railroad (ATRR) before entering ATRR yard or using their Main Line and will also advise ATRR when clear of Main Line. Norfolk Southern crews will be governed by the instructions received by personnel at ATRR and will repeat instructions for clear understanding to ATRR. As information, the ATRR Main Line parallels Norfolk Southern Main Line between MP 12.2 KA to MP 14.8 KA.
C. INTERLOCKING INSTRUCTIONS	None.
D. DRAWBRIDGES	None.
E. HANDBRAKE REQUIREMENTS	System requirements govern.
F. TRAIN HANDLING INSTRUCTIONS	System instructions govern.
G. ROAD CROSSINGS	<ol style="list-style-type: none"> 1. DO NOT BLOCK ORDER <ol style="list-style-type: none"> a. MP 0.3 KA East bound trains approaching the K&A Junction must not block the private crossing at the East (or North) end of the World's Fair Park until track authority and permission have been received to occupy the A-line. 2. QUIET ZONES None. 3. RUSTY RAIL CONDITIONS None.
H. LOCATIONS WHERE GRAVITY DROPPING CARS IS AUTHORIZED	None.
I. STEEP GRADES - END OF TRAIN DEVICES	<p>The following designated sections of track are identified as average grades of:</p> <p>2% or greater over a distance of 2 continuous miles or</p> <p>1% or greater over a distance of 3 continuous miles:</p> <p>None.</p>
J. EXCESSIVE CURVATURE RESTRICTIONS	None.

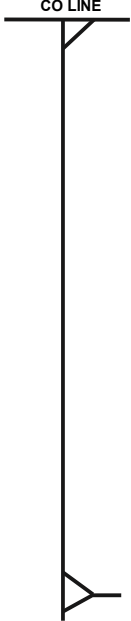
K&A LINE	
9.	DISTRICT INSTRUCTIONS
K. JOINT TRACKAGE <ol style="list-style-type: none"> 1. Trains and engines of the Alabama Division will use tracks of other divisions and foreign lines in accordance with their Timetables, Rules, and Regulations as shown below: <ol style="list-style-type: none"> a. None. 2. Trains and engines of other divisions and foreign lines will use Alabama Division tracks as shown below: <ol style="list-style-type: none"> a. Between, K&A Junction, MP 0.0 KA and MP 1.10 KA, Knoxville and Holston River Railroad (KXHR) 	
L. HAZMAT SPILL PAN LOCATIONS None	
M. GENERAL INSTRUCTIONS. <ol style="list-style-type: none"> 1. FRA EXCEPTED TRACK None 	
N. HIGH THREAT URBAN AREAS AND KEY TRAIN SECUREMENT <ol style="list-style-type: none"> 1. HTUAs None. 2. Locations where key trains, or cuts of cars meeting the definition of a key train, may be left unattended on a main track or siding outside of a yard or terminal: None. 	

COSTER LINE				
NORTH ↓	SIDINGS IN FEET	MP	STATION	NOTES
			KNOXVILLE WEST DISPATCHER.....823	
		0.0 C 0.7 C 2.5 C	Fleet.....Y Bernard.....ss COSTER.....ss, (CP)	
1. RULES IN EFFECT				
Between			Main 1 Track	Main 2 Track
Fleet and Bernard			171	
Bernard and Coster			171	171
2. MAXIMUM SPEEDS				
Between				Main Track
MPH				
MP 0.0 C, Knoxville and MP 2.3 C, Coster <i>Except:</i> MP 0.0 C to MP 0.7 C				15
Auxiliary Tracks: North Leg of Wye, Knoxville City Yard				5
K&O Wye				10
0.0 RFE to 0.3 RFE (River Front Extension)				10
3. CHECKING LOCOMOTIVE SPEED INDICATOR				
Engineers will choose appropriate locations to check speed indicators.				
4. DIESEL UNIT RATINGS				
None.				
5. LOCOMOTIVE AND CAR RESTRICTIONS				
A. WEIGHT RESTRICTIONS				
Cars and engines may be handled up to the weight shown provided the stenciled Load Limit (Weight of car and lading) is NOT exceeded:				
GROSS WEIGHT IN POUNDS				
Unit		Loaded Car		
Between	4-Axle	6-Axle	4-Axle	6-Axle
Fleet and Coster	291,000	432,000	286,000	394,500
B. TRAILING TONNAGE RESTRICTIONS				
None.				

COSTER LINE		
5. LOCOMOTIVE AND CAR RESTRICTIONS (CONT.)		
C. HEIGHT RESTRICTIONS		
1. MP 0.1 C – under the Broadway Viaduct on the East Leg of the Wye, City Yard, Knoxville Fully enclosed auto rack cars (exceeding Plate “F” but not exceeding 17’06” above the top of the rail) cannot be handled.		
D. LOCATIONS OF EQUIPMENT RESTRICTIONS		
None.		
6. SWITCHES AND DERAILS		
A. NORMAL POSITION OF HAND OPERATED SWITCHES		
1. The normal position for the spring switch located at Coster, MP 2.3 C, is lined for Main 2. 2. The normal position for the spring switch located at Bernard, MP 0.7 C, is lined for Main 1.		
B. HANDLING OF DERAILS		
No additional requirements.		
7. COMMUNICATION INFORMATION		
A. DIAL IN RADIO CODES		
Emergency Code	911	
OSS Code	448	
Knoxville West Dispatcher Code	823	
Mechanical Helpdesk Code	123	
Wayside Helpdesk Code	128	
Wayside Detector Playback Code	001	
B. AAR RADIO CHANNELS		
Base Station	Channel 1 TX and RX	Channel 2 TX (RX)
Sharps Ridge	056-056	048-009
KXHR Railroad	072-072	N/A
C. TELEPHONE NUMBERS		
Alabama Division OSS	800-898-5768	M/W 589-5768
Alabama Division Chief Dispatcher	205-451-4742	M/W 451-4742
Knoxville West Dispatcher	205-451-4774	M/W 451-4774
Knoxville and Holston River Railroad	865-389-0548	
8. DETECTOR INSTRUCTIONS		
A. STRESS STATE DETECTORS		
None.		
B. HIGH CAR AND CLEARANCE DETECTORS		
None.		
C. OTHER INSTRUCTIONS		
None.		

COSTER LINE	
9.	DISTRICT INSTRUCTIONS
A. CLOSE CLEARANCE	<p>Due to close clearances account close track centers, employees are prohibited from riding the side of moving equipment at all times:</p> <ol style="list-style-type: none"> 1. MP 0.3 C – MP 0.5 C 2. MP 2.5 C – Oakwood Tracks 1 and 2
B. TRACK PERMISSION	None.
C. INTERLOCKING INSTRUCTIONS	None.
D. DRAWBRIDGES	None.
E. HANDBRAKE REQUIREMENTS	<ol style="list-style-type: none"> 1. Coster Yard, Thoroughbred Bulk Transfer Facility All cars must be secured with effective handbrakes prior to departing the facility. A C-102 test of handbrake effectiveness is required. 2. West Yard and East Yard at City Yard, Knoxville All tracks require a minimum of one handbrake for one car, two handbrakes for two cars and three handbrakes for three or more cars. A C-102 test of handbrake effectiveness is not required.
F. TRAIN HANDLING INSTRUCTIONS	System instructions govern.
G. ROAD CROSSINGS	<ol style="list-style-type: none"> 1. DO NOT BLOCK ORDER None. 2. QUIET ZONES None. 3. RUSTY RAIL CONDITIONS None.
H. LOCATIONS WHERE GRAVITY DROPPING CARS IS AUTHORIZED	None.
I. STEEP GRADES - END OF TRAIN DEVICES	<p>The following designated sections of track are identified as average grades of:</p> <p>2% or greater over a distance of 2 continuous miles or</p> <p>1% or greater over a distance of 3 continuous miles:</p> <p>None.</p>
J. EXCESSIVE CURVATURE RESTRICTIONS	None.

COSTER LINE	
9.	DISTRICT INSTRUCTIONS
	<p>K. JOINT TRACKAGE</p> <ol style="list-style-type: none"> 1. Trains and engines of the Alabama Division will use tracks of other divisions and foreign lines in accordance with their Timetables, Rules, and Regulations as shown below: <ol style="list-style-type: none"> a. None. 2. Trains and engines of other divisions and foreign lines will use Alabama Division tracks as shown below: <ol style="list-style-type: none"> a. Between, MP 0.0 C, Fleet and MP 2.5 C, Coster, CSXT and Knoxville and Holston River Railroad (KXHR). The following tracks are designated as interchange tracks between Norfolk Southern and the Knoxville and Holston River Railroad (KXHR): <ol style="list-style-type: none"> 1. Oakwood Track Number 1 2. Oakwood Track Number 2 3. Oakwood Track Number 3
	<p>L. HAZMAT SPILL PAN LOCATIONS</p> <ol style="list-style-type: none"> 1. City Yard – Depot Track #0
	<p>M. GENERAL INSTRUCTIONS.</p> <ol style="list-style-type: none"> 1. FRA EXCEPTED TRACK None
	<p>N. HIGH THREAT URBAN AREAS AND KEY TRAIN SECUREMENT</p> <ol style="list-style-type: none"> 1. HTUAs None. 2. Locations where key trains, or cuts of cars meeting the definition of a key train, may be left unattended on a main track or siding outside of a yard or terminal: None.

MIDDLESBORO LINE				
NORTH ↓	SIDINGS IN FEET	MP	STATION	NOTES
			KNOXVILLE WEST DISPATCHER.....823	
		5.8 CG / 3.8 CO	BEVERLY.....Y, (CP)	
		16.0 CG	HBD-DED (Corryton)	
		21.8 CG	Luttrell	
		27.8 CG	HBD-DED (Powder Springs)	
		29.0 CG	Zinc	
		32.2 CG	Washburn	
		38.0 CG	HBD-DED (Williams Springs)	
		49.7 CG	Tazewell	
		49.8 CG	HBD-DED-HWD (Tazewell)	
		60.5 CG	HBD-DED (Arthur)	
		64.0 CG	Tiprell	
		65.0 CG/ CV 219.5	Cumberland Gap	
		CV 216.8	Queensbury.....Y	
1. RULES IN EFFECT				
Between				Main Track
Beverly, MP 5.8 CG, to Queensbury, MP CV 216.8				171
2. MAXIMUM SPEEDS				
Between				Main Track MPH
MP 5.6 CG, Beverly and MP 65.5 CG, Cumberland Gap				25
Except: MP 5.9 CG to MP 6.3 CG (Wye), Curves				15
MP 34.6 CG to MP 35.0 CG, Curves				15
MP 40.6 CG to MP 41.2 CG, Curves				15
MP 40.6 CG, Through Tunnel				15
MP 42.0 CG, Through Tunnel				15
MP 46.9 CG, Through Tunnel				15
MP 48.5 CG to MP 49.6 CG, Over Street Crossings				20
MP 54.4 CG to MP 55.0 CG, Curves				20
MP 58.5 CG to MP 58.9 CG, Curves				20
MP CV 219.5, Cumberland Gap and MP CV 215.9				15
Except: MP CV 219.5 to MP CV 218.7, Through Cumberland Gap Tunnel				10

MIDDLESBORO LINE						
3. CHECKING LOCOMOTIVE SPEED INDICATOR						
Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.						
LOCATION OF TEST MILE SIGNS:						
MP 8.0 CG to MP 9.0 CG						
MP 61.0 CG to MP 62.0 CG						
NOTE: Tests for accuracy will be made at other locations in addition to those shown. Engineers will choose appropriate locations to check speed indicators.						
4. DIESEL UNIT RATINGS						
	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Northward						
Knoxville to Middlesboro	1250	1650	2400	2475	2750	3850
Southward						
Middlesboro to Tazewell	1150	1550	1850	2250	2500	3500
Tazewell to Washburn	1450	1950	2300	2880	3200	4480
Washburn to Knoxville	2600	2450	4150	5130	5700	7980
5. LOCOMOTIVE AND CAR RESTRICTIONS						
A. WEIGHT RESTRICTIONS						
Cars and engines may be handled up to the weight shown provided the stenciled Load Limit (Weight of car and lading) is NOT exceeded:						
	GROSS WEIGHT IN POUNDS					
	Unit		Loaded Car			
	4-Axle	6-Axle	4-Axle	6-Axle		
Between						
Knoxville to Middlesboro	291,000	432,000	286,000	394,500		
B. TRAILING TONNAGE RESTRICTIONS						
None.						
C. HEIGHT RESTRICTIONS						
None.						
D. LOCATIONS OF EQUIPMENT RESTRICTIONS						
1. MP 24.0 CG – Carmeuse Lime and Stone						
Equipment being spotted on the north end of tracks 1 & 2 must stop short of the load out Tiprell.						
6. SWITCHES AND DERAILS						
A. NORMAL POSITION OF HAND OPERATED SWITCHES						
The switches listed below have no normal position and will be lined and locked in the last position used:						
1. MP CV 216.7 / MP MR 216.3 – South Leg of Wye, Queensbury						
2. MP CV 216.2 – North Leg of Wye, Queensbury						
3. MP MR 216.5 – West Leg of Wye, Queensbury						
B. HANDLING OF DERAILS						
1. MP MR219.2 Gravity Yard (Middlesboro Mining, Apollo)						
All derails located at Gravity Yard can be left in the off position, except when equipment is tied down on these tracks.						

MIDDLESBORO LINE		
7. COMMUNICATION INFORMATION		
A. DIAL IN RADIO CODES		
Emergency Code	911	
OSS Code	448	
Knoxville West Dispatcher Code	823	
Mechanical Helpdesk Code	123	
Wayside Helpdesk Code	128	
Wayside Detector Playback Code	001	
B. AAR RADIO CHANNELS		
Base Station	Channel 1 TX and RX	Channel 2 TX (RX)
Tazewell	056-056	N/A
Middlesboro	056-056	N/A
C. TELEPHONE NUMBERS		
Alabama Division OSS	800-898-5768	M/W 589-5768
Alabama Division Chief Dispatcher	205-451-4742	M/W 451-4742
Knoxville West Dispatcher	205-451-4745	M/W 451-4774
Four Rivers Coal	606-248-7391	
Bell County Coal	606-248-6404	ext. 301
Middlesboro Mining (Apollo)	606-248-1535	
Carmuse Lime and Stone	865-992-5000	ext. 1228 limestone ext. 1230 lime ext. 1201 control
865-548-7503 if no answer		
8. DETECTOR INSTRUCTIONS		
A. STRESS STATE DETECTORS		
None.		
B. HIGH CAR AND CLEARANCE DETECTORS		
None.		
C. OTHER INSTRUCTIONS		
None.		
9. DISTRICT INSTRUCTIONS		
A. CLOSE CLEARANCE		
Due to close clearance situations, employees are prohibited from riding the side of moving equipment at all times in the following locations:		
1. MP 6.3 CG – Loading docks at Jefferson Smurfit		
2. MP 24.0 CG – Carmeuse Lime and Stone, past the pit		
3. MP CV 215.8 – Middlesboro Yard, All tracks		
B. TRACK PERMISSION		
1. MP CV216.8 – Four Rivers Coal, Middlesboro, KY		
Prior to entering Four Rivers Coal a crew member must contact the Coal Operations Supervisor to determine if all equipment and personnel are in the clear, and will remain in the clear while work is being performed.		
C. INTERLOCKING INSTRUCTIONS		
None.		
D. DRAWBRIDGES		
None.		

MIDDLESBORO LINE

9. DISTRICT INSTRUCTIONS (CONT.)

E. HANDBRAKE REQUIREMENTS

1. **MP CV215 – Middlesboro Yard**

Cars left standing in Middlesboro Yard must have a minimum of two (2) operative handbrakes. A C-102 test of handbrake effectiveness is not required.

2. **Brake Stick Locations**

The following locations will have Brake Stick Stations for general use by those needing to secure equipment. After use the Brake Stick must be returned to the Brake Stick Station.

- a. Middlesboro – crew reporting location

F. TRAIN HANDLING INSTRUCTIONS

System instructions govern.

G. ROAD CROSSINGS

1. **DO NOT BLOCK ORDER**

- a. MP 23.6 CG – Donahue Road

2. **QUIET ZONES**

None.

3. **RUSTY RAIL CONDITIONS**

None.

H. LOCATIONS WHERE GRAVITY DROPPING CARS IS AUTHORIZED

None.

I. STEEP GRADES - END OF TRAIN DEVICES

The following designated sections of track are identified as average grades of:

2% or greater over a distance of 2 continuous miles or

1% or greater over a distance of 3 continuous miles:

Northward

MP 32.2 CG to MP 35.2 CG = 1.04%

MP 36.0 CG to MP 39.0 CG = 1.00%

MP 50.9 CG to MP 56.9 CG = 1.36%

Southward

MP 32.2 CG to MP 27.2 CG = 1.00%

MP 48.7 CG to MP 42.5 CG = 1.42%

MP 60.4 CG to MP 57.0 CG = 1.00%

J. EXCESSIVE CURVATURE RESTRICTIONS

1. **MP 6.5 CG – Beverly Steel, Beverly, TN**

- a. Due to curve restrictions, cars for Beverly Steel will not be set out or picked up on the loading track; instead cars will be set out and picked up on the Beverly Runaround Track just north of the loading track switch.

K. JOINT TRACKAGE



1. Trains and engines of the Alabama Division will use tracks of other divisions and foreign lines in accordance with their Timetables, Rules, and Regulations as shown below:

- a. None.

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

- a. Between Middlesboro, MP 215.2 CV and Queensbury, MP 216.7 CV, CSXT.

MIDDLESBORO LINE	
9.	DISTRICT INSTRUCTIONS (CONT.)
L. HAZMAT SPILL PAN LOCATIONS None	
M. GENERAL INSTRUCTIONS. 1. FRA EXCEPTED TRACK None	
N. HIGH THREAT URBAN AREAS AND KEY TRAIN SECUREMENT 1. HTUAs None. 2. Locations where key trains, or cuts of cars meeting the definition of a key train, may be left unattended on a main track or siding outside of a yard or terminal: None.	


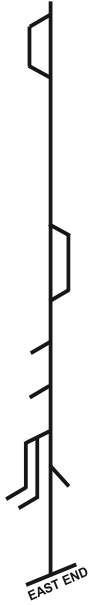
BLAIR BEND BRANCH							
<div>SOUTH</div> <div></div>	<div>SIDINGS IN FEET</div>	<div>MP</div>	<div>STATION</div>	<div>NOTES</div>			
<div></div>			KNOXVILLE WEST DISPATCHER.....823				
		BB 1.1	Blair Bend				
		BB 1.5	Grigsby				
		BB 1.9	Staley				
1. RULES IN EFFECT							
<div>Between</div>				<div>Main Track</div>			
Blair Bend and Staley				<div>Rules</div>			
				171			
2. MAXIMUM SPEEDS							
<div>Between</div>				<div>Main Track</div>			
Blair Bend, MP BB 1.1, and Staley, MP BB 1.9				<div>MPH</div>			
				10			
3. CHECKING LOCOMOTIVE SPEED INDICATOR							
Engineers will choose appropriate locations to check speed indicators.							
4. DIESEL UNIT RATINGS							
		DIESEL UNIT RATINGS IN TONS					
		Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Northward Staley to Blair Bend		1150	1550	1850	2250	2500	3500
5. LOCOMOTIVE AND CAR RESTRICTIONS							
A. WEIGHT RESTRICTIONS							
Cars and engines may be handled up to the weight shown provided the stenciled Load Limit (Weight of car and lading) is NOT exceeded:							
GROSS WEIGHT IN POUNDS							
<div>Between</div>		Unit		Loaded Car			
		4-Axle	6-Axle	4-Axle	6-Axle		
Blair Bend to Staley		291,000	432,000	286,000	394,500		
B. TRAILING TONNAGE RESTRICTIONS							
System restrictions govern.							
C. HEIGHT RESTRICTIONS							
None.							
D. LOCATIONS OF EQUIPMENT RESTRICTIONS							
1. MP 158.4 A							
Due to grade, cars are not to be left unattended on the east or west leg of the wye.							
2. Tate & Lyle							
Locomotives are not to be operated over scale track.							

BLAIR BEND BRANCH		
6. SWITCHES AND DERAILS		
A. NORMAL POSITION OF HAND OPERATED SWITCHES		
1. The normal positions for the switches on the east and west ends of Runaround Track are to be lined for the east and west legs of Wye.		
2. The normal position for the Blair Bend Lead Wye switch is lined and locked for the east leg of the Wye.		
B. HANDLING OF DERAILS		
No additional requirements.		
7. COMMUNICATION INFORMATION		
A. DIAL IN RADIO CODES		
Emergency Code		911
OSS Code		448
Knoxville West Dispatcher Code		823
Mechanical Helpdesk Code		123
Wayside Helpdesk Code		128
Wayside Detector Playback Code		001
PTC / Leader Help Desk		130
B. AAR RADIO CHANNELS		
Base Station	Channel 1 TX and RX	Channel 2 TX (RX)
Lenior City	056-056	048-009
RJ Corman Switcher	049-049	N/A
C. TELEPHONE NUMBERS		
Alabama Division OSS	800-898-5768	M/W 589-5768
Alabama Division Chief Dispatcher	205-451-4742	M/W 451-4742
Knoxville West Dispatcher	205-451-4774	M/W 451-4774
Tate & Lyle Security	865-458-5681	
8. DETECTOR INSTRUCTIONS		
A. STRESS STATE DETECTORS		
None.		
B. HIGH CAR AND CLEARANCE DETECTORS		
None.		
C. OTHER INSTRUCTIONS		
None.		
9. DISTRICT INSTRUCTIONS		
A. CLOSE CLEARANCE		
Due to close clearances account close track centers, employees are prohibited from riding the side of moving equipment at all times:		
None.		

BLAIR BEND BRANCH	
9.	DISTRICT INSTRUCTIONS (CONT.)
B. TRACK PERMISSION	
1. Tate & Lyle, Loudon, TN	<ul style="list-style-type: none"> a. Switch crews are to notify RJ Corman on NS Road Channel 1 (056/056) for instructions prior to entering and leaving Tate & Lyle. b. Grain trains when arriving in Loudon will contact RJ Corman on NS Road channel 1 (056/056) for instruction to enter or depart Tate and Lyle. If RJ Corman does not answer radio channel 1 (056/056) within 15 min call Tate and Lyle Security on radio Channel 1 to receive instructions. c. Crews must notify Tate & Lyle when clear of their limits. d. All loaded grain trains must be pulled into Loudon's Tate & Lyle plant.
2. Block Signals Between Grigsby and Staley	<p>Block occupancy signals located between Grigsby and Staley indicate occupancy on the Tate & Lyle Lead, are to be passed as follows when displaying RED:</p> <ul style="list-style-type: none"> a. Train or engine is to stop before any part of movement passes signal. b. Flagman is to precede movement from signal displaying STOP through the block until movement reaches the signal affecting movement in opposite direction.
C. INTERLOCKING INSTRUCTIONS	None.
D. DRAWBRIDGES	None.
E. HANDBRAKE REQUIREMENTS	<ul style="list-style-type: none"> 1. The following locations will have Brake Stick Stations for general use by those needing to secure equipment. After use the Brake Stick must be returned to the Brake Stick Station. <ul style="list-style-type: none"> a. Loudon Yard – Inside the Depot on the EOTD rack
F. TRAIN HANDLING INSTRUCTIONS	System instructions govern.
G. ROAD CROSSINGS	
1. DO NOT BLOCK ORDER	<ul style="list-style-type: none"> a. Tate & Lyle Yard b. Barge Terminal Crossing
2. QUIET ZONES	None.
3. RUSTY RAIL CONDITIONS	None.
H. LOCATIONS WHERE GRAVITY DROPPING CARS IS AUTHORIZED	
1. LOUDON YARD	<p>Flat switching operations at Loudon Yard are permitted on the North End of the yard after verifying that standing cars in the tracks on the South End of the yard have a minimum of two (2) operative handbrakes.</p>

BLAIR BEND BRANCH	
9. DISTRICT INSTRUCTIONS (CONT.)	
I. STEEP GRADES - END OF TRAIN DEVICES The following designated sections of track are identified as average grades of: 2% or greater over a distance of 2 continuous miles or 1% or greater over a distance of 3 continuous miles: None.	
J. EXCESSIVE CURVATURE RESTRICTIONS None.	
K. JOINT TRACKAGE 1. Trains and engines of the Alabama Division will use tracks of other divisions and foreign lines in accordance with their Timetables, Rules, and Regulations as shown below: (a) None. 2. Trains and engines of other divisions and foreign lines will use Alabama Division tracks as shown below: (a) None.	
L. HAZMAT SPILL PAN LOCATIONS None.	
M. GENERAL INSTRUCTIONS. 1. FRA EXCEPTED TRACK None.	
N. HIGH THREAT URBAN AREAS AND KEY TRAIN SECUREMENT 1. HTUAs None. 2. Locations where key trains, or cuts of cars meeting the definition of a key train, may be left unattended on a main track or siding outside of a yard or terminal: None.	

AGS NORTH DISTRICT				
SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTES
			AGS NORTH DISPATCHER..... 802	
		240.0 A / AG 0.0	DeButts Yard	
		AG 5.5	WAUHATCHIE..... CP	
	SS	AG 14.6	HBD-DED-HWD (<i>New England, GA</i>)	
	67 43	AG 17.2	Trenton	
	SS			
		AG 24.8	Rising Fawn	
	SS			
		AG 28.4	HBD-DED (<i>Sulfur Springs, GA</i>)	
	68 76	AG 33.9	Battelle	
	SS			
	SS			
	71 15	AG 40.1	Valley Head	
	SS			
	SS			
	96 57	AG 51.8	Ft. Payne	
	SS			
		AG 55.5	HBD-DED (<i>Colbran</i>)	
		AG 61.0	Porterville	
		AG 64.2	HBD-DED (<i>Collinsville</i>)	
		AG 77.1	HBD-DED (<i>Kenner</i>)	
	SS			
	91 91	AG 79.8	Crudup	
	SS			
	91 62	AG 87.3	Attalla.....Y, (A)	
		AG 91.0	HBD-DED (<i>Sibert</i>)	
		AG 99.5	HBD-DED (<i>Gilbert</i>)	

AGS NORTH DISTRICT				
SOUTH 	SIDINGS IN FEET	MP	STATION	NOTES
	SS		AGS NORTH DISPATCHER.....802	
	92 95	AG 102.5	Whitney	
	SS	AG 111.6 AG 122.1	HBD-DED-HWD (<i>Springville</i>) HBD-DED (<i>Argo</i>)	
			BIRMINGHAM TERMINAL DISPATCHER.....803	
		AG 128.2	CAHABA.....CP	
	91 00	AG 130.1	TRUSSVILLE.....CP	
		AG 132.8	WATTS JUNCTION.....CP	
		AG 134.3	ROEBUCK JUNCTION.....CP	
		AG 134.9	PAPE JUNCTION.....CP	
		AG 135.1	Norris Yard.....Y	
		AG 135.7	IRONDALE JUNCTION.....CP	
1. RULES IN EFFECT				
Between				Main Track
				Rules
Wauhatchie and Cahaba				271 PTC
Cahaba and Irondale Junction				261 PTC
2. MAXIMUM SPEEDS				
Between				Freight
				MPH
MP AG 5.5, Wauhatchie, and MP AG 132.7 <i>Except:</i> MP AG 5.5, Thorough turnout				50 25
MP AG 7.9 to MP AG 13.3, Curves				45
MP AG 61.0 to MP AG 62.3, Through turnout and siding				10
MP AG 79.4 to MP AG 81.2, Through turnouts and Siding				20
MP AG 86.2 to MP AG 88.0, Head end only over road crossings				40
MP AG 87.3, Over ATN Interlocking				40

AGS NORTH DISTRICT							
2. MAXIMUM SPEEDS (CONT.)							
Between						Freight	
						MPH	
MP AG 132.7 to MP AG 135.7, Irondale Junction						30	
Except:							
MP AG 132.8, AGS Outbound through turnout						20	
MP AG 134.3, Roebuck Junction through turnout						10	
MP AG 134.9, Pape Junction through turnout						10	
MP AG 135.7, Irondale Junction through turnout						25	
Auxiliary Tracks:							
MP 0.0 GS and MP 5.5 GS, AG Branch						10	
3. CHECKING LOCOMOTIVE SPEED INDICATOR							
Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.							
LOCATION OF TEST MILE SIGNS:							
MP 12.0 to MP 13.0							
MP 72.0 to MP 73.0							
MP AG 73.0 to MP AG 74.0							
MP AG 116.0 to MP AG 117.0							
NOTE: Tests for accuracy will be made at other locations in addition to those shown. Engineers will choose appropriate locations to check speed indicators.							
4. DIESEL UNIT RATINGS							
		DIESEL UNIT RATINGS IN TONS					
		Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Northward							
Birmingham to Chattanooga		2650	3550	4250	5220	5800	8120
Southward							
Chattanooga to Birmingham		2400	3200	3850	4725	5250	7350
5. LOCOMOTIVE AND CAR RESTRICTIONS							
A. WEIGHT RESTRICTIONS							
Loaded 4-axle cars may be handled up to the weight shown provided the stenciled Load Limit (Weight of car and lading) is NOT exceeded:							
Units			Cars				
4-Axle	6-Axle		4-Axle	6-Axle			
291,000	420,000		286,000	315,000			

AGS NORTH DISTRICT

5. LOCOMOTIVE AND CAR RESTRICTIONS (CONT.)

B. TRAILING TONNAGE RESTRICTIONS

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

1. Empty Multi-level cars.
2. Empty Intermodal single-platform flats and such loaded with empty trailers or containers.
3. Empty 85-foot-long or longer flats and such flat cars when loaded with empty trailers or containers, or loaded with only one (1) trailer or container.
4. Empty Intermodal single-axle truck flat car or such cars loaded with empty trailers or containers.
5. Empty single or multiple-unit double-stack (well) cars, or empty single or multiple unit spine cars. Be governed by Appendix 1 in the System Timetable.

Maximum safe trailing tonnage behind Restricted Equipment between Birmingham and Chattanooga is as follows:

Northward / Eastward — 11,900

Southward / Westward — 11,900

C. HEIGHT RESTRICTIONS

1. Double stack cars not exceeding 20'03" (two 9'06" high x 8'06" wide containers) above the top of the rail may only be handled on Main Tracks and Sidings between Chattanooga and Birmingham

D. LOCATIONS OF EQUIPMENT RESTRICTIONS

1. Vulcraft Corporation, MP AG 44.1

When pulling standing cars from within the building at Vulcraft it must be known that the south car is not positioned less than 50ft from the South overhead door before coupling. Should cars be found within 50ft of the door arrangements must be made with industry personnel to open the door.

2. Siskin Yard

All tracks at Siskin Yard are marked with a white line that indicates 100 feet from the end of the track. No equipment will be permitted past this line for any reason.

6. SWITCHES AND DERAILS

A. NORMAL POSITION OF HAND OPERATED SWITCHES

1. Attalla, AL

- a. Crossovers from the Siding leading to the Scale Track must be lined toward the scale track to provide protection for the Mainline.
- b. Trains operating between Birmingham and Chattanooga that are instructed to set off in the siding at Attalla must leave such cars south of the depot and south of the crossover switch leading from the siding to the No. 1 Track. The switches leading from the siding to the No. 1 Track must be left lined and locked for crossover movement to provide derail protection for those cars left in siding.

B. HANDLING OF DERAILS

No additional restrictions.

C. SWITCHES NOT EQUIPPED WITH ELECTRIC LOCKS (261 TERRITORY ONLY)

1. Trussville, AL, MP AG 128.7

AGS NORTH DISTRICT		
7. COMMUNICATION INFORMATION		
A. DIAL IN RADIO CODES		
Emergency	911	
AGS North Dispatcher	812	
Birmingham Terminal Dispatcher	803	
Central Division CT Dispatcher	774	
Operations Service and Support (OSS)	808	
Mechanical Operations Center (MOC)	124	
LCDI Help Desk	126	
Wayside Help Desk	128	
B. AAR RADIO CHANNELS		
Base Station	Channel 1 TX and RX	Channel 2 TX (RX)
AGS North Dispatcher	056-056	048-009
C. TELEPHONE NUMBERS		
Alabama Division OSS	404-589-6020	
Mechanical Operations Center	404-582-6700 / 7-582-6700	
LCDI Help Desk	7-981-4256	
Alabama Division Chief Dispatcher	205-451-4742	
AGS North Dispatcher	205-451-4860	
Gadsden Switching	256-441-1934	
8. DETECTOR INSTRUCTIONS		
A. STRESS STATE DETECTORS		
None.		
B. HIGH CAR AND CLEARANCE DETECTORS		
None.		
C. OTHER INSTRUCTIONS		
None.		
9. DISTRICT INSTRUCTIONS		
A. CLOSE CLEARANCE		
No additional requirements.		
B. TRACK PERMISSION		
1. AG Branch		
AG Branch is non-controlled track. Before occupying the AG Branch, all train, engine, and On-Track equipment movements between Attalla, MP 0.0 GS, and Gadsden, MP 5.5 GS, must receive permission from the AGS Dispatcher.		
2.		
Before delivering or pulling cars in interchange to Gadsden Industrial Park MP 1.6 GS crews must contact Gadsden Switching to obtain permission to enter and location of tracks to be spotted and pulled. Time and date of delivery and pull must be communicated to OSS upon completion of interchange.		
3. Siskin Yard		
Before occupying and upon clearing Siskin Yard tracks, all train, engine, and On-Track equipment must receive and clear permission of limits with the AGS-North Dispatcher.		

AGS NORTH DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

C. INTERLOCKING INSTRUCTIONS

1. Atalla, MP AG 87.1

When NS signal fails to display a favorable indication, contact the NS dispatcher for permission to pass the Stop signal. After securing permission from the NS dispatcher, T&E crew member will follow the directions below:
If RED indicator light in NS box at bungalow is lit

The RED light indicates that the ATN signals are at STOP. Immediately operate time release push button in NS box at bungalow and hold for three (3) seconds. If NS signal does not change to a favorable indication after waiting (3) minutes and RED indicator light remains lit, train or engine may proceed at restricted speed.

If GREEN indicator light is lit (or both indicator lights are dark)

The GREEN light indicates that the ATN has a CLEAR signal across the interlocking. Wait four (4) minutes and if no conflicting movement is seen or heard, operated time release push button and hold for three (3) seconds. If NS signal does not change to a favorable indication after waiting an additional three (3) minutes, train or engine shall pass the home signal twenty (20) feet, stopping clear of any conflicting route. After waiting an additional six (6) minutes, train or engine may proceed at restricted speed.

In either case, when movement is seen or heard on conflicting route, NS train movement must not be made until such conflicting movement is stopped and contact is made with the conflicting move to ensure full understanding of moves to be made.

D. DRAWBRIDGES

None.

AGS NORTH DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

E. HANDBRAKE REQUIREMENTS

1. Brake Stick Usage

All yard and local assignments working at Attalla and Siskin Yards are required to use a brake stick while applying and releasing hand brakes on freight cars. If you have been assigned a brake stick, you are required to have it with you and utilize it while on duty. If you do not have a brake stick assigned to you, there will be a supply of community brake sticks available for your use in holders mounted on the wall in the locker room of the crew room at Attalla Depot. If you use a shared brake stick, it is imperative that you sign it out and return it at the end of your tour of duty. If, for some reason there are no brake sticks available, employees must contact the Trainmaster for guidance.

Any employee that is assigned a brake stick must use it while operating hand brakes at Attalla or Siskin Yard.

2. Attalla Yard

a. When leaving equipment at Attalla Yard, one car will require one handbrake, two cars will require two handbrakes, and three or more cars will require three handbrakes, all tied on the South End of the given cut. A C-102 test will not be required.

b. A brake stick is required to be used when applying handbrakes in Attalla Yard. There is a brake stick mounted on the wall in the crew room at Attalla Depot.

3. McPherson Oil, MP AG 125.5

100% handbrakes are required within McPherson Oil. A C-102 test of handbrake effectiveness is required.

4. Siskin Yard

When leaving equipment at Siskin Yard, one car will require one handbrake, two or more cars will require two handbrakes. Brakes will be left the head end of the cut. A C-102 test will not be required.

5. Vulcraft Corporation, MP AG 44.1

a. No. 1 Track – No less than three cars, all coupled together, will be left north of the industry road crossing on the descending grade. A minimum of three (3) handbrakes must be applied to any cut of cars left on this track. A C-102 test will still be required.

b. No. 2 Track – No cars will be left north of the industry road crossing on the descending grade. Any car left on this track will be left on the level grade south of the industry road crossing with one handbrake for one car, two handbrakes for two or more cars. A C-102 test will still be required.

F. TRAIN HANDLING INSTRUCTIONS

1. Bull Moose Tube Company

Trains handling cars at Bull Moose Tube Company, Trenton, GA, MP 16.8, must have air cut in at all times.

2. Vulcraft Corporation, MP AG 44.1

Air must be coupled and cut in on all cars when switching Vulcraft.

AGS NORTH DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

G. ROAD CROSSINGS

1. DO NOT BLOCK ORDER

a. Belk Road, MP AG 8.3

In order to avoid blocking the crossing at Belk Road, northbound crews held out south of Wauhatchie should plan to stop short of the crossing.

b. Vanguard Drive, MP AG 16.7

In order to avoid blocking the crossing at Vanguard Drive, crews held between the switches at Trenton should communicate with the Train Dispatcher to determine the length of the delay. If the delay will exceed 20 minutes, arrangements must be made to cut the crossing.

c. Vulcraft Corporation, MP AG 44.1

The road crossing over No.1 and No. 2 Tracks at the north end of the plant must be left clear when switching is complete.

d. Praytor Road (725373D) must not be blocked except in the case of an emergency.

e. Attalla

Any southward crew with set out cars for Attalla should leave their train at MP AG 86.0 to prevent blocking road crossings. Any northward crew that performs a set out or pickup must not block Gilbert Ferry Rd. (Hwy 77) at MP AG 88.8.

2. QUIET ZONES

None.

3. RUSTY RAIL CONDITIONS

None.

H. LOCATIONS WHERE GRAVITY DROPPING CARS IS AUTHORIZED

None.

I. STEEP GRADES - END OF TRAIN DEVICES

The following designated sections of track are identified as average grades of:

2% or greater over a distance of 2 continuous miles or

1% or greater over a distance of 3 continuous miles:

Milepost	Length (Miles)	Grade-Avg. %
----------	----------------	--------------

None.

J. EXCESSIVE CURVATURE RESTRICTIONS

None.

K. JOINT TRACKAGE

1. Trains and engines of the Alabama Division will use tracks of other divisions and foreign lines in accordance with their Timetables, Rules, and Regulations as shown below:

(a) None.

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

(a) None.

L. HAZMAT SPILL PAN LOCATIONS

None.

AGS NORTH DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

M. GENERAL INSTRUCTIONS

1. **Meighan Blvd., MP 1.6 GS, Attalla, AL**

The following instructions will govern protection of shove movements across Meighan Blvd., MP 1.6 GS:

- a. Crew members will stop movement short of Meighan Blvd. and dismount. Once traffic has stopped, leading end will be shoved until entire crossing is occupied by rail equipment.
- b. Crew members will then mount on north side of crossing and ride shove across Meighan Blvd.
- c. Stop movement after clearing crossing and dismount.
- d. Crew members will proceed to leading end of movement to protect movement.

2. All trains with Attalla cars in the consist must contact OSS prior to passing Attalla Yard. All southbound general merchandise trains must contact OSS for pickup information prior to passing Attalla Yard.

3. **ATN Interchange at Siskin Yard, Attalla, AL:**

- a. Tracks SY01, SY02, and SY03: NS crews will deliver ATN cars (crews will show cars in ATNOB).
- b. Tracks SY04, SY05, and SY06: ATN crews will deliver NS cars (crews will show cars in ATNIB).
- c. NS crews will notify CYO of the following:
 1. The time when cars are spotted in interchange.
 2. The time when cars are pulled from interchange.
 3. If Tracks SY01, SY02, and SY03 are full, notify CYO of the time that cars could not be delivered so cars can be reclaimed.Any time cars are pulled from SY04, SY05, or SY06, they will not be switched in Attalla, but sent to Birmingham to be humped and routed back to Attalla.
- d. ATN crews will notify proper authority of the following:
 1. The time when cars are spotted in interchange.
 2. The time when cars are pulled from interchange.
 3. If Tracks SY04, SY05, and SY06 are full, crew will notify proper authority that cars could not be delivered to file reclaim.Any time cars are pulled from SY01, SY02, or SY03, they will not be switched in Siskin Yard, but will be switched and routed as any other car pulled in interchange.

N. HIGH THREAT URBAN AREAS AND KEY TRAIN SECUREMENT

1. **HTUAs**

None.

2. Locations where key trains, or cuts of cars meeting the definition of a key train, may be left unattended on a main track or siding outside of a yard or terminal:
- None.

AGS SOUTH DISTRICT

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTES
			AGS SOUTH DISPATCHER.....803	
		792.7 / AG 136.8 AG 137.5	20 TH STREET.....CP	
		AG 139.9	BRUSSEL.....CP	
		AG 141.8	WOODLAWN JCT.....CP	
		AG 142.0	32 ND STREET.....C	1
			27 TH STREET.....CP	
		AG 143.0	Birmingham (CSXT – Amtrak)	
		AG 143.5	14 TH STREET.....C	1
		AG 147.1	HBD-DED (<i>Mims</i>)	
		AG 149.3	POWDERLY.....CP	
		AG 151.2	SSD (<i>Bessemer</i>)	
		AG 155.3	HBD-DED (<i>Burstall</i>)	
		AG 156.2	BURSTALL.....CP	
		AG 161.4	MCCALLA.....CP	
		AG 165.5	NEWELL.....CP	
		AG 167.3	HBD-DED-HWD (<i>Tannehill</i>)	
		AG 171.8	WOODSTOCK.....CP	
		AG 174.8	VANCE.....CP	
		AG 177.8	HBD (<i>Vance</i>)	
		AG 178.3	MERCEDES.....CP	
		AG 179.9	BENZ.....CP	
		AG 185.3	COALING.....CP	
		AG 187.3	FLEMING.....CP	
		AG 192.5	HBD-DED (<i>Wilcut</i>)	

AGS SOUTH DISTRICT

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTES
	<div>10 549</div> <div>62 04</div> <div>83 58</div> <div>12 508</div> <div>11 469</div> <div>11 495</div> <div>62 60</div> <div>71 50</div>	<div>AG 197.5</div> <div>AG 198.4</div> <div>AG 199.1</div> <div>AG 201.2</div> <div>AG 202.3</div> <div>AG 212.7</div> <div>AG 213.2</div> <div>AG 214.5</div> <div>AG 222.1</div> <div>AG 223.0</div> <div>AG 224.6</div> <div>AG 229.6</div> <div>AG 230.0</div> <div>AG 232.4</div> <div>AG 233.3</div> <div>AG 242.0</div> <div>AG 242.8</div> <div>AG 244.2</div> <div>AG 245.5</div> <div>AG 254.7</div> <div>AG 257.0</div> <div>AG 260.4</div> <div>AG 266.9</div> <div>AG 268.2</div> <div>AG 269.7</div> <div>AG 275.3</div>	<div>AGS SOUTH DISPATCHER.....803</div> <div>BRYANT.....ss, CP</div> <div>Tuscaloosa Passenger Station.....Y</div> <div>TUSCALOOSA.....C</div> <div>CRABTREE.....CP</div> <div>HBD-DED (<i>Hardy</i>)</div> <div>HBD-DED (<i>Moundville</i>)</div> <div>MOUNDVILLE.....CP</div> <div>POWERS.....CP</div> <div>HBD-DED (<i>Stewart</i>)</div> <div>STEWART.....CP</div> <div>AKRON.....CP</div> <div>Warrior River Bridge.....DB</div> <div>MCCLURE.....CP</div> <div>EUTAW.....CP</div> <div>HBD-DED (<i>Eutaw</i>)</div> <div>BERMUL.....CP</div> <div>BOLIGEE.....A</div> <div>MILLER.....CP</div> <div>HBD-DED (<i>Miller</i>)</div> <div>PARKER.....CP</div> <div>LIVINGSTON.....CP</div> <div>HBD-DED (<i>Hixon</i>)</div> <div>MCGREGOR.....CP</div> <div>YORK.....CP</div> <div>MCCONNELL.....CP</div> <div>HBD-DED-HWD (<i>Cuba</i>)</div>	<div>1</div>

AGS SOUTH DISTRICT				
SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTES
	CS 72 53	AG 280.7	AGS SOUTH DISPATCHER.....803	
			SMITH, MS.....CP	
		AG 282.2	TOOMSUBA.....CP	
		AG 284.5	HBD-DED (<i>Toomsuba</i>)	
		AG 292.7	BREYER.....YL CP	
		AG 294.8	KCS Interlocking.....A	
		AG 295.0	Meridian Passenger Station	
		AG 295.4 / NO 0.4	Meridian.....YL	
STATION PAGE INFORMATION				
NOTE 1: Railroad crossings, interlocking signals and switches are controlled by the AGS South Dispatcher.				
1. RULES IN EFFECT				
Between	Main 1 Track	Main 2 Track	Psg. Track	
	Rules			
20 th Street and 32 nd Street	261 PTC	261 PTC	261 PTC	
32 nd Street and Burstall	261 PTC	261 PTC		
Burstall and Breyer	261 PTC			
Breyer and Meridian	93	93		
2. MAXIMUM SPEEDS				
Between	Psg.	Rhwy	Frt.	
	MPH			
MP AG 136.7, Irondale (Norris Yard) and MP AG 143.5, 14 th Street	30	30	30	
Except: MP AG 136.7, 20 th Street, Head end only over crossings	25	25	25	
MP AG 136.7, 20 th Street, Through crossovers	25	25	25	
MP AG 137.7, Brussels, Through turnout	25	25	25	
MP AG 143.5, 14 th Street, and MP AG 156.4	79	60	50	
Except: MP AG 143.5, Over CSXT Crossings	25	25	25	
MP AG 149.1, Powderly, Through crossovers	45	40	40	
MP AG 145.1 to MP 152.0, Curves	70	60	50	
MP AG 156.1, Through turnout, End of Double Track	45	40	40	
MP AG 156.2, Through 3B Turnout to Mobile District	30	30	30	

AGS SOUTH DISTRICT

2. MAXIMUM SPEEDS (CONT.)

Between	Psg.	Rhwy.	Fr.
	MPH		
MP AG 156.4 and MP AG 190.9 <i>Except:</i> MP AG 161.4, McCalla, Through turnout	79 40	60 40	50 40
MP AG 161.4 to MP AG 165.5, Through signaled siding	40	40	40
MP AG 161.4 to MP AG 165.5, Through Running Track	15	15	15
MP AG 165.5, Newell, Through turnout	40	40	40
MP AG 166.6 to MP AG 166.9, Curve	70	60	50
MP AG 168.3 to MP AG 168.5, Curve	60	60	50
MP AG 169.0 to MP AG 175.6, Curves	70	60	50
MP AG 171.8, Woodstock, Through turnout	20	20	20
MP AG 175.9 to MP AG 176.3, Curve	65	60	50
MP AG 176.7 to MP AG 177.0, Curve	60	60	50
MP AG 178.2, Mercedes, to MP AG 179.9, Benz, Through turnouts and Siding	20	20	20
MP AG 177.3 to MP AG 182.0, Curves	65	60	50
MP AG 182.1 to MP AG 191.9, Curves	60	60	50
MP AG 185.3, Coaling, Through turnout	25	25	25
MP AG 185.4 to MP AG 187.3, Through signaled siding	25	25	25
MP AG 187.3, Fleming, Through turnout	25	25	25
MP AG 190.9 and MP AG 199.5 <i>Except:</i> MP AG 190.9 to MP AG 192.9, Curve	79 55	60 55	50 50
MP AG 193.2 to MP AG 196.4, Curves	50	50	45
MP AG 194.9 to MP AG 197.5, Bryant, Head end only over street crossings	45	45	45
MP AG 197.5, Bryant, to MP AG 199.5, Head end only over street crossings	40	40	40
MP AG 197.6 to MP AG 198.4, Curves	40	40	40
MP AG 198.9 to MP AG 199.1, Curve	45	45	40
MP AG 198.9, Over ABS R.R. Crossing	40	40	40
Tuscaloosa, Wye Track	5	5	5
MP AG 199.1, Tuscaloosa, Through turnout	25	25	25
MP AG 199.1 to MP AG 201.3, Through signaled siding	25	25	25
MP AG 199.5 and MP AG 228.5 <i>Except:</i> MP AG 201.3, Crabtree, Through turnout	79 25	60 25	50 25
MP AG 204.2 to MP AG 204.4, Curve	70	60	50
MP AG 204.9 to MP AG 212.3, Curves	60	60	50
MP AG 213.2, Moundville, Through turnout	20	20	20
MP AG 213.2 to MP AG 214.5, Through Siding	20	20	20
MP AG 214.5, Powers, Through turnout	20	20	20
MP AG 214.8 to MP AG 217.2, Curves	75	60	50
MP AG 217.9 to MP AG 218.4, Curve	65	60	50
MP AG 219.0 to MP AG 226.2, Curves	75	60	50

AGS SOUTH DISTRICT

2. MAXIMUM SPEEDS (CONT.)

Between	Psg.	Rhwy.	Fr.
	MPH		
MP AG 228.5 and MP AG 243.0	79	60	50
<i>Except:</i>			
MP AG 229.0 to MP AG 229.8, Curves	40	40	40
MP AG 229.5 to MP AG 229.6, Drawspan	25	25	25
MP AG 230.0, McClure, Through turnout	25	25	25
MP AG 230.0 to MP AG 232.5, Through signaled siding	25	25	25
MP AG 231.3 to MP AG 231.5, Curve	60	60	50
MP AG 232.3 to MP AG 233.0, Head end only over street crossings	55	55	50
MP AG 232.5, Eutaw, Through turnout	25	25	25
MP AG 234 to MP AG 242.0	60	60	50
MP AG 242.5, Over AGR Crossing	40	40	40
MP AG 243.0 and MP AG 249.0	79	60	50
<i>Except:</i>			
MP AG 248.2 to MP AG 248.6, Curve	70	60	50
MP AG 249.0 and MP AG 254.8	79	60	50
<i>Except:</i>			
MP AG 249.2 to MP AG 250.3, Curves	55	55	50
MP AG 249.2 to MP AG 249.7, Tombigbee River Bridge	55	55	50
MP AG 251.1 to MP AG 251.4, Curve	65	60	50
MP AG 251.9 to MP AG 252.8, Curves	70	60	50
MP AG 252.8 to MP AG 254.4, Curves	50	50	45
MP AG 254.4 to MP AG 254.7, Curve	60	60	50
MP AG 254.8 and MP AG 267.8	79	60	50
<i>Except:</i>			
MP AG 254.7, Parker, Through turnout	40	40	40
MP AG 254.7 to MP AG 257.0, Through signaled siding	40	40	40
MP AG 255.2 to MP AG 259.3, Curves	60	60	50
MP AG 257.0, Livingston, Through turnout	40	40	40
MP AG 265.1 to MP AG 266.8, Curves	75	60	50
MP AG 267.8 and MP AG 278.0	79	60	50
<i>Except:</i>			
MP AG 267.9 to MP AG 268.2, Curve	55	55	50
MP AG 269.8 to MP AG 270.2, Curve	65	60	50
MP AG 271.7 to MP AG 277.9, Curves	55	55	50
MP AG 278.0 and MP AG 293.6	79	60	50
<i>Except:</i>			
MP AG 278.8 to MP AG 282.1, Curves	75	60	50
MP AG 283.9 to MP AG 293.6, Curves	70	60	50
MP AG 292.7, Breyer, Through turnout	45	40	40
MP AG 293.6 and MP AG 295.4, 27 th Avenue, Meridian	79	60	50
<i>Except:</i>			
MP AG 293.6 to MP AG 293.8	60	60	50
MP AG 294.6 to MP AG 295.4, Curves	25	25	25
MP AG 294.8, Over KCS R.R. Crossing	25	25	25

AGS SOUTH DISTRICT

3. CHECKING LOCOMOTIVE SPEED INDICATOR

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

LOCATION OF TEST MILE SIGNS:

MP AG 291.0 to MP AG 290.0

MP AG 280.0 to MP AG 279.0

MP AG 174.0 to MP AG 173.0

MP AG 161.0 to MP AG 160.0

MP AG 150.0 to MP AG 149.0

NOTE: Tests for accuracy will be made at other locations in addition to those shown. Engineers will choose appropriate locations to check speed indicators.

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Northward						
Meridian to Boligee	2350	3150	3750	4635	5150	7210
Boligee to Woodstock	2150	2850	3450	4260	4700	6580
Woodstock to Norris Yard	2900	3850	4650	5715	6350	8890
Southward						
Norris Yard to Meridian	2400	3200	3850	4725	5250	7350

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

Loaded 4-axle cars may be handled up to the weight shown provided the stenciled Load Limit (Weight of car and lading) is NOT exceeded:

Units		Cars	
4-Axle	6-Axle	4-Axle	6-Axle
291,000	420,000	315,000	394,500

B. TRAILING TONNAGE RESTRICTIONS

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

1. Empty Multi-level cars.
2. Empty Intermodal single-platform flats and such loaded with empty trailers or containers.
3. Empty 85-foot-long or longer flats and such flat cars when loaded with empty trailers or containers, or loaded with only one (1) trailer or container.
4. Empty Intermodal single-axle truck flat car or such cars loaded with empty trailers or containers.
5. Empty single or multiple-unit double-stack (well) cars, or empty single or multiple unit spine cars. Be governed by Appendix 1 in the System Timetable.

Maximum safe trailing tonnage behind Restricted Equipment between Birmingham and Meridian is as follows:

Northward / Eastward — 11,900

Southward / Westward — 11,900

AGS SOUTH DISTRICT

5. LOCOMOTIVE AND CAR RESTRICTIONS (CONT.)

C. HEIGHT RESTRICTIONS

1. Double stack cars not exceeding 20'03" (two 9'06" high x 8'06" wide containers) above the top of the rail may only be handled on Main Tracks and Sidings between Birmingham and New Orleans

D. LOCATIONS OF EQUIPMENT RESTRICTIONS

1. **Bessemer, AL, MP AG 153.3**

Cars are not to be left standing between the orange rail marks on the Potter Track on either side of the 32nd Avenue Crossing at Bessemer, AL, MP AG 153.3.

2. **Pocket Track, Bessemer, AL, MP AG 153.8**

Do not set cars out in the Pocket Track at Bessemer, AL, MP AG 153.8.

3. **Mercedes, Vance, AL**

Mercedes has painted yellow marks on the ties of the three storage tracks up on the hill (VL02, Middle Storage and Outside Storage) 100ft. south (plant side) of the road crossing. When leaving cars in the storage tracks on the hill, insure that you leave the cars behind the yellow marks to ensure better visibility at the crossing.

4. **KCS Main Track, Meridian, MS, MP AG 295.4**

Northward trains and engines may not operate from the KCS Main Track to the NS Southward Main Track at Meridian, MS, MP AG 295.4, unless authorized by the NS Division Superintendent or NS Assistant Division Superintendent. If the northward movement is authorized, the movement will be made under observation with an employee suitably equipped with a radio to stop the movement, positioned to observe all engines and cars moving from the KCS Main Track switch to the NS Southward Main Track at a speed not to exceed 5 MPH.

AGS SOUTH DISTRICT	
6. SWITCHES AND DERAILS	
A. NORMAL POSITION OF HAND OPERATED SWITCHES 1. Tamko Industry, Tuscaloosa, AL, MP AG 199.0 In operating Train Dispatcher controlled electric lock switch serving Tamko Industry, to operate A-54 electric lock between home signals at Tuscaloosa, train crew must ask the Train Dispatcher to unlock switch before entering the OS circuit between the home signal and trainman must unlock and line the switch and derail. Train Dispatcher should be able to clear 53-R southward home signal for movement over the switch. For movement out of the industry to the Main Track, Train Dispatcher will clear signal 53-LD.	
B. HANDLING OF DERAILS 1. Brussel, AL, MP AG 137.5 Power operated derails on No. 1 and No. 2 Main Track at Brussel, MP AG 137.5, are to be set in the derailing position unless changed to permit the movement of a train, engine, or On-Track equipment. 2. Mercedes, Vance, AL The Hill Track Derail is located on the North end of the Hill tracks, just inside the customer's gate on the Mercedes lead. Contact Road & Rail if the derail is on. 3. AGR Yard, Boligee, AL Derails are in place 406 feet from the south siding switch and 292 feet from the north siding switch on the AGR Boligee Siding. Derails are equipped with AGR and NS locks.	
C. SWITCHES NOT EQUIPPED WITH ELECTRIC LOCKS (261 TERRITORY ONLY) 1. Birmingham Terminal: MP AG 140.1 MP AG 140.7 MP AG 141.1 MP AG 141.8 MP AG 144.2 2. Mercedes Siding, MP AG 179.0	
7. COMMUNICATION INFORMATION	
A. DIAL IN RADIO CODES	
Emergency	911
AGS South Dispatcher	803
Birmingham Terminal Dispatcher	803
AGR Dispatcher Tone	2*15, Disconnect tone #15
Operations Service and Support (OSS)	808
Mechanical Operations Center (MOC)	124
LCDI Help Desk	126
Wayside Help Desk	128
LEADER Help Desk	130

AGS SOUTH DISTRICT		
7. COMMUNICATION INFORMATION (CONT.)		
B. AAR RADIO CHANNELS		
Base Station	Channel 1 TX and RX	Channel 2 TX (RX)
AGS South Dispatcher	056-056	048-009
AGR Dispatcher	082-015	N/A
C. TELEPHONE NUMBERS		
Alabama Division OSS	404-589-6020	
Mechanical Operations Center	404-582-6700 / 7-582-6700	
LCDI Help Desk	8-981-4256	
Alabama Division Safety Hotline	1-800-813-2586	
Alabama Division Chief Dispatcher	205-451-4742	
AGS South Dispatcher	205-451-4842 / 7-951-4842	
Mercedes Benz Security Department	205-507-2177	
AGR Dispatcher	866-527-3497	
8. DETECTOR INSTRUCTIONS		
A. STRESS STATE DETECTORS		
1. When necessary to set out a car due to a SSD message, Bessemer Yard or Potter Track must be utilized. Non-critical alters not requiring set out may be forwarded to Norris Yard or Meridian / Selma, depending on direction.		
B. HIGH CAR AND CLEARANCE DETECTORS		
None.		
C. OTHER INSTRUCTIONS		
None.		
9. DISTRICT INSTRUCTIONS		
A. CLOSE CLEARANCE		
1. McCalla Yard Employees are only permitted to ride the west side of MRH12 and the east side of MRH13.		
2. Tuscaloosa Yard <ol style="list-style-type: none"> a. Employees are prohibited from riding on the side of equipment account close tracks centers at Tuscaloosa in TY01 through TY04 in any situation. b. Employees are prohibited from waling between TY02 and TY03 while cars are in motion. 		

AGS SOUTH DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

B. TRACK PERMISSION

1. Norris Yard

Before entering Norris Yard tracks, permission must be obtained from the Norris Yard Main Tower Trainmaster.

2. SA Line Main Track, MP AG 153.7 / 19.3 SA

Before occupying the SA-Line Main Track, all trains, engines, and On-Track equipment between Bessemer Yard, MP AG 153.7 / 19.3 SA, and the end of track at Valley Creek, MP 16.6 SA, must receive permission from the AGS South Dispatcher.

3. Burstall, MP AG 156.2

Northward movements off 3-B North District at Burstall, MP AG 156.2, and encountering stop signal must receive permission to pass the stop signal from the AGS South Dispatcher to proceed.

4. Mercedes Yard, Vance, AL, MP AG 179.5

Prior to entering Mercedes Yard at Vance, AL, all trains must contact OSS. OSS will notify the crew when permission is obtained for access into the yard. Trains must not enter Mercedes Yard until permission is obtained through OSS. Crews switching Mercedes will also contact Mercedes Benz Security prior to arrival in order to have the gates open.

5. Boligee Yard

NS trains must receive permission from the AGR Dispatcher before entering restricted limits at Boligee, AGR MP 704.5 to MP 710.0. Once permission is obtained, NS trains must announce their engine number, train symbol, and that they are entering restricted limits.

6. Meridian Yard

Before entering Yard Limits at Meridian Yard, permission must be obtained from the Yardmaster at Meridian. In the absence of the Yardmaster, contact the AGS South Dispatcher for permission prior to entering Meridian Yard Limits. The Meridian Yardmaster is the designated authority to authorize passing stop signals at 27th Avenue (Meridian).

AGS SOUTH DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

C. INTERLOCKING INSTRUCTIONS

The following instructions are applicable at the following automatic interlockings:

ABS Crossing (Tuscaloosa) MP AG 198.9

AGR Crossing (Boligee) MP AG 242.5

KCS Interlocking (Meridian) MP AG 294.8

When NS signal fails to display a favorable indication, contact the NS Dispatcher for permission to pass the stop signal. After obtaining permission, T&E crew members will follow the following:

If RED indicator light in NS box at bungalow is lit, the light indicates that the foreign line signals are at stop. Immediately operate the time release push button in NS box at bungalow and hold for three (3) seconds. If NS signal does not change to a favorable indication after waiting (3) minutes and RED indicator light remains lit, train or engine may proceed at Restricted Speed.

If GREEN indicator light is lit (or both indicator lights are dark), the light indicates that the foreign line has a clear signal across the interlocking. Wait four (4) minutes and if no conflicting movement is seen or heard, operate time release push button and hold for three (3) seconds. If NS signal does not change to a favorable indication after waiting an additional three (3) minutes, train or engine shall pass the home signal by 20 feet, stopping clear of any conflicting route. After waiting an additional six (6) minutes, train or engine may proceed at Restricted Speed.

In either case, when movement is seen or heard on conflicting route, NS train movement must not be made until such conflicting movement is stopped and contact is made with the conflicting move to ensure full understanding of moves to be made.

D. DRAWBRIDGES

Warrior River Bridge, MP AG 229.6

E. HANDBRAKE REQUIREMENTS

1. Birmingham Regional Intermodal Facility (McCalla Yard)

- a. Two handbrakes are sufficient to secure cars on any track at the Birmingham Regional Intermodal Facility (McCalla Yard). A C-102 test of handbrake effectiveness is / is not required.
- b. Handbrakes applied to all pad / working tracks must be applied on the south end of equipment left standing.
- c. All southbound trains setting out in the Storage Tracks will place handbrakes on the south end of the tracks; all northbound trains setting out in the Storage Tracks will place handbrakes on the north end of the tracks.

AGS SOUTH DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

E. HANDBRAKE REQUIREMENTS (CONT.)

2. Dudley, AL, MP AG 181.8, Filler Products Track

100% handbrakes are required at Filler Products Track. A C-102 test of handbrake effectiveness is required.

3. Tamko, MP AG 199.3

100% handbrakes are required at Tamko. A C-102 test of handbrake effectiveness is required.

4. South Industrial Park, MP AG 260.0

A minimum of three handbrakes are required at South Industrial Park. A C-102 test of handbrake effectiveness is required.

5. Brake Stick Usage, Tuscaloosa and Bessemer Yards

All local assignments working at Tuscaloosa and Bessemer Yards are required to use a brake stick while applying and releasing handbrakes on freight cars. If assigned a brake stick, the tool must be utilized at all times when on duty. If a brake stick is not assigned, holders are mounted on the wall in the ice rooms at Tuscaloosa and Bessemer with brake sticks available. If no brake stick is available, contact the Trainmaster for further instruction.

F. TRAIN HANDLING INSTRUCTIONS

1. Mercedes Loading Yard, Vance, AL

All movements in the Mercedes Loading Yard in Vance, AL must be handled with air.

2. Tamko Asphalt Company

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

G. ROAD CROSSINGS

1. DO NOT BLOCK ORDER

a. Synchronous Industries, MP AG 188.0

Train crews switching Synchronous Industries must stop in the clear of road crossing at MP AG 188.0 while performing switching work.

2. QUIET ZONES

None.

3. RUSTY RAIL CONDITIONS

None.

H. LOCATIONS WHERE GRAVITY DROPPING CARS IS AUTHORIZED

None.

I. STEEP GRADES - END OF TRAIN DEVICES

The following designated sections of track are identified as average grades of:

2% or greater over a distance of 2 continuous miles or

1% or greater over a distance of 3 continuous miles:

Milepost

Length (Miles)

Grade-Avg. %

None.

J. EXCESSIVE CURVATURE RESTRICTIONS

None.

AGS SOUTH DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

K. JOINT TRACKAGE

1. Trains and engines of the Alabama Division will use tracks of other divisions and foreign lines in accordance with their Timetables, Rules, and Regulations as shown below:
 - (a) MP AG 142.0, 27th Street, to MP 143.54, 14th Street, CSXT
 - (b) MP AG 242.5, Boligee, to Columbus, MS – AGR
Normal procedure for all NS trains will be to cutoff north of the AGR Interchange Track on the NS Mainline with the AGR block and pull through the AGR Interchange, across the AGR Mainline, and into the siding on the south end. Once the delivery is made, all NS trains will use the AGR Mainline to back out onto the NS Mainline through the AGR Interchange Track.
All crews delivering or pulling cars must report the delivery to OSS and leave a list of cars delivered, including any necessary hazardous materials paperwork, in the mailbox placed between the South Switch of the #1 Connection Track and the South Switch of the Boligee Runaround Track.
 - (c) MP 0.0 WB, Woodstock, to MP 3.1 WB, Vulco – Woodstock and Blocton Railway Company
2. Trains and engines of other divisions and foreign lines will use Alabama Division tracks as shown below:
 - (a) MP AG 136.0, Irondale, to MP AG 142.0, 27th Street – BNSF

L. HAZMAT SPILL PAN LOCATIONS

None.

M. GENERAL INSTRUCTIONS

1. **Blue Lynx, Grasselli, AL, MP AG 150.2**
The railroad entrance gate to Blue Lynx Lumber must be closed and locked prior to departing the facility following any switching operations within the plant or inspection of track by maintenance personnel.
2. **Mercedes Yard, Vance, AL, MP AG 179.5**
No more than one (1) track (20 bi-levels or 12 articulated bi-level cars) can be pulled and spotted at a time. OSS will notify crews where to spot inbound cars and where loads are located to be pulled.
3. **FRA Excepted Tracks**
 - a. The Blocton Branch, between MP 0.0 WB (Woodstock) and 2.4 WB (End of Track)
 - b. The Bessemer SA Line, between MP 16.6 SA (Bessemer Yard) and 19.3 SA (End of Track)

AGS SOUTH DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

M. GENERAL INSTRUCTIONS

4. McCalla Yard, MP AG 161.4

All train crews setting off cars are to contact OSS prior to arriving to McCalla to determine if they will be required to shove cars to a coupling in the Rail Highway Tracks. If instructions issued by OSS conflict with paperwork, immediately notify OSS.

All crews setting off cars at the McCalla Intermodal Facility are required to spot their cars next to Yard Air Stations located on the northern and southern most ends of the Rail Highway Tracks.

5. McCalla Remote Control Zones

Zone 1:

North Zone beginning at the north end of the yard ladder / running track switch and ending at, but not including, the control point at McCalla. Zone protection must be provided by the AGS South Dispatcher. Pullback stop protection is located in this zone for northbound movements.

Zone 2:

South Zone beginning at the south end of the yard ladder / running track switch and ending at, but not including, the control point at Newell. Zone protection must be granted by the AGS South Dispatcher. Pullback stop protection is located in this zone for southbound movements.

6. FRA Excepted Tracks

- a. The Blocton Branch, between MP 0.0 WB (Woodstock) and 2.4 WB (End of Track)
- b. The Bessemer SA Line, between MP 16.6 SA (Bessemer Yard) and 19.3 SA (End of Track)

N. HIGH THREAT URBAN AREAS AND KEY TRAIN SECUREMENT

1. HTUAs

None.

- 2.** Locations where key trains, or cuts of cars meeting the definition of a key train, may be left unattended on a main track or siding outside of a yard or terminal:

None.

N.O. & N.E. DISTRICT

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTES
			N.O. & N.E. DISPATCHER..... 804	
		NO 0.4 / AG 295.4 NO 0.9	Meridian..... (YL)	
			Meridian Yard..... Y	
		NO 5.0	Shops..... (YL)	
		NO 9.9	HBD-DED (<i>Savoy</i>)	
		NO 13.3	Basic	
		NO 24.3	HBD-DED-HWD (<i>Pachuta</i>)	
		NO 30.5	Barnett	
		NO 35.9	HBD-DED (<i>Vossburg</i>)	
		NO 48.0	HBD-DED (<i>Sandersville</i>)	
		NO 50.8	Hawkes	
		NO 54.3	HBD-DED (<i>Kingston</i>)	
		NO 56.4	Laurel	
		NO 59.3	Shows Field	
		NO 63.0	HBD-DED (<i>Ellisville</i>)	
		NO 77.0	HBD-DED (<i>Eastabuchie</i>)	
		NO 81.2	Dragon	
		NO 85.3	Hattiesburg..... (A)	
		NO 90.9	HBD-DED (<i>Richburg</i>)	
		NO 94.8	Richburg	
		NO 101.5	Purvis	
		NO 104.3	HBD-DED (<i>Purvis</i>)	
		NO 112.4	Lumberton	
		NO 115.3	HBD-DED (<i>Red Top</i>)	
		NO 123.0	HBD-DED (<i>Poplarville</i>)	
		NO 125.0	Poplarville	
		NO 131.7	Derby	

N.O. & N.E. DISTRICT				
SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTES
			N.O. & N.E. DISPATCHER.....804	
		NO 135.7	HBD-DED (Tyler)	
	SS	NO 146.0	HBD-DED (Richardson)	
	85 20	NO 149.1	Picayune	
	SS			
		NO 152.0	Nicholson	
		NO 156.7	HBD-DED (Honey Island, LA)	
		NO 159.4	Pearl River Bridge.....DB	
	SS			
	59 00	NO 160.6	Pearl River	
	SS	NO 165.6	HBD-DED-HWD (Slidell)	
		NO 167.3	Slidell	
	SS			
	89 00	NO 169.0	Woods	
	SS			
		NO 173.4	North Draw.....DB	
		NO 179.3	DED (Southpoint)	
		NO 181.8	X TOWER.....CP	
		NO 186.9	LAKEFRONT.....CP	
		NO 190.6	SEABROOK.....CP DB	
		NO 190.8	HBD-DED (Seabrook)	
		NO 193.5	NE TOWER.....C	1
		NO 194.0	OLIVER JUNCTION.....C	1
		NO 195.6	Oliver Yard.....VL	
STATION PAGE INFORMATION				
NOTE 1: New Orleans, LA, NE-Tower, MP NO 193.5 and Oliver Junction, MP NO 194.1 – Interlocking signals are controlled by the NS N.O. & N.E. Dispatcher				
1. RULES IN EFFECT				
Between			Main 1 Track	Main 2 Track
			Rules	
Meridian and Shops			93	
Shops and X-Tower			271 PTC	
X-Tower and Oliver Junction			261 PTC	261 PTC
Oliver Junction to Oliver Yard			93	93

N.O. & N.E. DISTRICT			
2. MAXIMUM SPEEDS			
Between	Passenger	Rhwy.	Freight
	MPH		
MP NO 0.4, Meridian, and MP NO 195.6, Oliver Yard	79	60	50
Except: MP NO 0.4 to MP NO 0.6, Curves	25	25	25
MP NO 0.6 to MP NO 2.3	30	30	30
MP NO 0.5 to MP NO 3.2, No. 1 Scale Track, No. 1 Train Yard	15	15	15
MP NO 6.6 to MP NO 11.1, Curves	65	60	50
MP NO 11.2 to MP NO 12.2, Curves	60	60	50
MP NO 13.2 to MP NO 14.1, Curves	70	60	50
MP NO 15.9 to MP NO 19.2, Curves	70	60	50
MP NO 19.9 to MP NO 20.8, Curves	45	45	45
MP NO 21.0 to MP NO 21.7, Curves	60	60	50
MP NO 21.9 to MP NO 22.5, Curves	70	60	50
MP NO 22.9 to MP NO 23.2, Curve	65	60	50
MP NO 26.3 to MP NO 26.5, Curve	70	60	50
MP NO 28.2 to MP NO 29.2	65	60	50
MP NO 29.4, North End Barnett, Through turnout	20	20	20
MP NO 29.4 to MP NO 30.7, Barnett, Through siding	20	20	20
MP NO 30.7, South End Barnett, Through turnout	20	20	20
MP NO 32.2 to MP NO 32.4, Curves	70	60	50
MP NO 33.3 to MP NO 33.9, Curves	55	55	50
MP NO 33.9 to MP NO 35.2, Curves	40	40	40
MP NO 35.4 to MP NO 36.2, Curves	45	45	45
MP NO 36.5 to MP NO 36.7, Curves	70	60	50
MP NO 40.6 to MP NO 49.9, Curves	70	60	50
MP NO 49.6, North End Hawkes, Through turnout	20	20	20
MP NO 49.6 to MP NO 51.9, Hawkes, Through siding	20	20	20
MP NO 51.9, South End Hawkes, Through turnout	20	20	20
MP NO 53.7 to MP NO 54.6, Curve	75	60	50
MP NO 54.0 to MP NO 58.0, Street crossings head end only	45	45	45
MP NO 55.8 to MP NO 56.1, Curve	55	55	50
MP NO 58.2, North End Shows Field, Through turnout and siding	20	20	20
MP NO 60.4, South End Shows Field, Through turnout and siding	20	20	20
MP NO 63.1 to MP NO 63.3, Curve	70	60	50
MP NO 63.6 to MP NO 64.3, Curves	60	60	50
MP NO 64.9 to MP NO 68.5, Curves	50	50	50
MP NO 68.5 to MP NO 69.7, Curves	55	55	50
MP NO 70.0 to MP NO 70.6, Curves	45	45	45
MP NO 71.3 to MP NO 71.5, Curve	50	50	50
MP NO 72.0 to MP NO 72.4, Curve	55	55	50
MP NO 76.6 to MP NO 77.0, Curve	70	60	50
MP NO 83.9 to MP NO 84.9, Curves	70	60	50
MP NO 85.1 to MP NO 85.7, Curves	25	25	25
MP NO 85.4, Over CN/IC Crossing	25	25	25

N.O. & N.E. DISTRICT			
2. MAXIMUM SPEEDS (CONT.)			
Between	Passenger	Rhwy.	Freight
	MPH		
MP NO 87.7 to MP NO 89.5, Curves	60	60	50
MP NO 89.5 to MP NO 89.9, Curve	40	35	35
MP NO 90.3 to MP NO 90.7, Curve	40	40	40
MP NO 91.3 to MP NO 93.1, Curves	60	60	50
MP NO 97.5 to MP NO 101.6, Curves	65	60	50
MP NO 109.7 to MP NO 111.8, Curves	65	60	50
MP NO 112.2 to MP NO 112.5, Curve	55	55	50
MP NO 112.8 to MP NO 113.0, Curve	60	60	50
MP NO 114.8 to MP NO 116.4, Curves	55	55	50
MP NO 116.5 to MP NO 117.2, Curves	65	60	50
MP NO 118.8 to MP NO 119.8, Curves	60	60	50
MP NO 119.8 to MP NO 121.0, Curves	45	45	45
MP NO 123.3 to MP NO 123.9, Curves	45	45	45
MP NO 124.0 to MP NO 128.0, Curves	50	50	50
MP NO 124.4, North End Poplarville, Through turnout	10	10	10
MP NO 124.4 to MP NO 125.3, Poplarville, Through siding	10	10	10
MP NO 125.3, South End Poplarville, Through turnout	10	10	10
MP NO 133.3 to MP NO 134.4, Curves	60	60	50
MP NO 138.3 to MP NO 138.6, Curve	65	60	50
MP NO 141.3 to MP NO 141.7, Curve	65	60	50
MP NO 142.7 to MP NO 144.2, Curves	65	60	50
MP NO 159.0 to MP NO 160.2, Curves	45	45	45
MP NO 159.4, Over West Pearl Drawbridge	40	40	40
MP NO 160.2 to MP NO 161.4, Street Crossings head end only	40	40	40
MP NO 166.0 to MP NO 168.1, Street Crossings head end only	50	50	50
MP NO 167.3 to MP NO 167.5, Curve	50	50	50
MP NO 172.3 to MP NO 173.3, Over Lake Ponchartrain Trestle	60	50	50
MP NO 173.4, Over Drawspan – Lake Ponchartrain	40	40	40
MP NO 173.4 to MP NO 178.0, Over Lake Ponchartrain Trestle	60	50	50
MP NO 178.1 to MP NO 178.3, Curves	60	50	50
MP NO 181.8, X-Tower, Through turnout	45	40	40
MP NO 186.9, Lakefront, Through turnouts	45	40	40
MP NO 190.6, Over Industrial Canal Drawbridge	40	40	40
MP NO 191.0 to MP NO 191.7, Curves	50	50	50
MP NO 191.1 on Radiator Track (Airport)	5	5	5
MP NO 193.5, Over CSXT R.R. Crossings	40	40	40

N.O. & N.E. DISTRICT

3. CHECKING LOCOMOTIVE SPEED INDICATOR

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

LOCATION OF TEST MILE SIGNS:

MP NO 4.0 to MP NO 5.0
 MP NO 9.0 to MP NO 10.0
 MP NO 38.0 to MP NO 39.0
 MP NO 44.0 to MP NO 45.0
 MP NO 56.0 to MP NO 57.0
 MP NO 78.0 to MP NO 79.0
 MP NO 96.0 to MP NO 97.0
 MP NO 149.0 to MP NO 150.0
 MP NO 155.0 to MP NO 156.0
 MP NO 156.0 to MP NO 157.0
 MP NO 167.0 to MP NO 168.0
 MP NO 186.0 to MP NO 187.0

NOTE: Tests for accuracy will be made at other locations in addition to those shown. Engineers will choose appropriate locations to check speed indicators.

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Southward Meridian to Oliver Yard	2250	3000	3600	4455	4950	6930
Northward Oliver Yard to Meridian	2350	3150	3750	4635	5150	7210

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

Loaded 4-axle cars may be handled up to the weight shown provided the stenciled Load Limit (Weight of car and lading) is NOT exceeded:

Units		Cars	
4-Axle	6-Axle	4-Axle	6-Axle
291,000	420,000	315,000	394,500

B. TRAILING TONNAGE RESTRICTIONS

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

1. Empty Multi-level cars.
2. Empty Intermodal single-platform flats and such loaded with empty trailers or containers.
3. Empty 85-foot-long or longer flats and such flat cars when loaded with empty trailers or containers, or loaded with only one (1) trailer or container.
4. Empty Intermodal single-axle truck flat car or such cars loaded with empty trailers or containers.
5. Empty single or multiple-unit double-stack (well) cars, or empty single or multiple unit spine cars. Be governed by Appendix 1 in the System Timetable.

Maximum safe trailing tonnage behind Restricted Equipment between Meridian and New Orleans is as follows:

Northward / Eastward — 11,000
 Southward / Westward — 11,000

N.O. & N.E. DISTRICT		
5. LOCOMOTIVE AND CAR RESTRICTIONS (CONT.)		
C. HEIGHT RESTRICTIONS		
No additional restrictions.		
D. LOCATIONS OF EQUIPMENT RESTRICTIONS		
1. Meridian Yard <ol style="list-style-type: none"> Cars may not be kicked into tracks 13 through 15. No car exceeding 75 feet may be placed into tracks 13 through 15. Empty automobile cars, flat cars or TTX equipment may not be shoved south into the north end of Track 2 in the Meridian Yard. 		
6. SWITCHES AND DERAILS		
A. NORMAL POSITION OF HAND OPERATED SWITCHES		
1. Meridian Yard <ol style="list-style-type: none"> All switches located between 31st Avenue and CT01 on the North End of the Meridian Yard switching lead, including the Main Line switch, Sand Track Switch, Engine Service Track Switch and North Wye Switch will be promptly lined for straight track movement on the yard switching lead after use. The South Engine service track switch, Interchange yard switch, and MDS interchange switch will be lined for straight track movement on the South switching lead after use. 		
B. HANDLING OF DERAILS		
No additional restrictions.		
7. COMMUNICATION INFORMATION		
A. DIAL IN RADIO CODES		
Emergency	911	
NO/NE Dispatcher	804	
Operations Service and Support (OSS)	808	
Mechanical Operations Center (MOC)	124	
LCDI Help Desk	126	
Wayside Help Desk	128	
PTC / Leader Help Desk	130	
B. AAR RADIO CHANNELS		
Base Station	Channel 1 TX and RX	Channel 2 TX (RX)
NO/NE Dispatcher	056-056	048-009
NOTE: All train and engine movements in Meridian and Hattiesburg Yards will use NS Road Channel 1.		
C. TELEPHONE NUMBERS		
Alabama Division OSS	404-589-6020	
Mechanical Operations Center	404-582-6700 / 7-582-6700	
LCDI Help Desk	7-981-4256	
NO/NE Dispatcher	205-951-4843	
PTC/Leader Help Desk	404-582-3620 / 7-582-3620	

N.O. & N.E. DISTRICT	
8.	DETECTOR INSTRUCTIONS
A. STRESS STATE DETECTORS	None.
B. HIGH CAR AND CLEARANCE DETECTORS	None.
C. OTHER INSTRUCTIONS	None.
9.	DISTRICT INSTRUCTIONS
A. CLOSE CLEARANCE	
1. Meridian	Employees are not permitted to ride the side of equipment located in Class Tracks No. 6 through No. 15.
2.	A45 – MMC Materials, MP NO 1.9, all tracks.
3.	Allied Universal, MP NO 68.0, all tracks.
4. Dragon	Employees must not ride on the side or end of equipment beyond the gate into H87 Bio Trans MP NO 80.8
B. TRACK PERMISSION	
1. Meridian Yard	Before entering Yard Limits at Bryer MP 292.6 or Shops MP NO 5.0, permission must be obtained from the Meridian Yardmaster. The Meridian yardmaster is designated authority to authorize passing stop signals at 27 th Avenue and 49 th Avenue. Permission to pass stop signal indication at MP NO 3.2 requires authorization from the Meridian yardmaster and the NO/NE dispatcher.
2. New Orleans (Oliver Yard)	Before entering Yard limits at MP NO 194.1 Oliver yard permission must be obtained from the yardmaster at Oliver Yard.

N.O. & N.E. DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

C. INTERLOCKING INSTRUCTIONS

1. Hattiesburg, MS, CN/IC Railroad, MP NO 85.4.

When home signal does not clear for movement over crossing be governed by **Rule 276(b)**. There are no push button switches at this crossing for Norfolk Southern operation. If the signals on the CN/IC indicate Stop, burning fuses must be placed on the CN/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 CN/IC interlocking to CN/IC's Bell Yard will be governed by CN/IC Timetable and CN/IC instructions posted at the crossing after receiving permission to enter CN Yard Limits by CN Trainmaster or CN crew at Bell Yard. Northward trains finding the holdout light illuminated at MP NO 85.9, and to not observe a CN/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 Train Dispatcher's permission to move past the illuminated light. When approaching the CN/IC non-interlocked crossing at grade at Hattiesburg, MS (Old Main Line), trains and engines must stop short of the stop sign. If there are no approaching CN/IC movements observed, trains and engines should sound a "proceed" whistle signal (Rule 70(j)) before proceeding across the crossing. If approaching movements are observed on the CN/IC Main Track, movements across the crossing will not be made until there is a clear understanding between the crews of both railroads.

2. NE Tower

PRIOR to operating Push Button contact the Norfolk Southern NO&NE Dispatcher. Verification **MUST** be made that no cars, equipment, or obstructions are located on the diamonds.

If Top Indicator light is lit (No TRAP circuits are set), no action is required.

If Top indicator light is not lit (Any of TRAP circuits set):

- Press and hold Push Button for three (3) seconds. The bottom PB indication light will light while the Push Button is not released. When the push button is released, the TRAP circuits will reset, and top indicator light will steady light. Contact Norfolk Southern NO&NE Dispatcher and request them to line the signal. If signal does not clear, contact Norfolk Southern NO&NE Dispatcher for further instructions.

3. New Orleans, LA

New Orleans, LA, NE-Tower, MP NO 193.5; and Oliver Junction, MP NO 194.1 – Interlocking signals are controlled by the N.O. & N.E. Dispatcher.

N.O. & N.E. DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

D. DRAWBRIDGES

1. North Draw MP NO 173.4

All trains & engines, and on track equipment requesting passage across North Draw bascule drawspan at MP NO 173.4 will call the Lake Pontchartrain Remote Drawtender a minimum of ten (10) minutes prior to arrival on radio tone number 822. All train crews and on track equipment will confirm that the span is fully lowered, seated, and locked with the Lake Pontchartrain Remote Drawtender prior to traversing the bridge.

As soon as practicable, after clearing the span, all train crews and on track equipment will call the Lake Pontchartrain Remote Drawtender on radio tone 822, and inform the Lake Pontchartrain Remote Drawtender that their move has cleared the span.

2. Seabrook Draw MP NO 190.6

NOTE: All movement of trains, engines, and On track equipment must confirm with the bridge tender on duty that the drawbridge is down and lined for their movement before proceeding across either location.

E. HANDBRAKE REQUIREMENTS

1. All yard assignments working at Meridian and Hattiesburg Yards are required to use a brake stick while applying and releasing hand brakes on freight cars. If you have been assigned a brake stick, you are required to have it with you and utilize it while on duty. If you do not have a brake stick assigned to you, there will be a supply of community brake sticks available for your use. If you report at Meridian Yard, extra brake sticks will be stored in the Yard Master's office for sign out. If you report at Hattiesburg Yard, brake sticks will be stored in the Round House for sign out. If, for some reason there are no brake sticks available, employees must contact an Assistant Trainmaster or Trainmaster for guidance.

Brake sticks will be positioned around the terminal in other areas for convenience and should be utilized when practicable. Any employee that is assigned a brake stick must use it while operating hand brakes at Meridian and Hattiesburg Yard. Full compliance with Norfolk Southern Safety and General Conduct Rules outlining the proper usage of brake sticks is required.

2. Meridian Yard

- a. Three (3) or more hand brakes must be applied in all Meridian Yard classification tracks. Yard Tracks having three or more hand brakes applied will NOT require C-102 test. Utility man at Meridian Yard will check all tracks in yard to assure proper hand brakes are applied at the beginning of each shift. Tracks designated to go North of Meridian will have 3 handbrakes secured on the north end of the Meridian yard all other tracks that are actively being used for storage or switching will have the 3 handbrakes applied on the south end.
- b. Locals / switchers, when classifying cars at Meridian for northbound pick-ups, before the cars are turned over to the mechanical department for inspection, the track will be stretched to ensure all couplings have made, spot the track for air and all handbrakes re-positioned to the North end of the tracks (head end of the pick-up). The same will apply to southbound pick-ups.

N.O. & N.E. DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

E. HANDBRAKE REQUIREMENTS (CONT.)

3. Poplarville

All cars and equipment left unattended at Poplarville, MS will require 100% handbrakes. A C-102 test will be required.

4. Industries

One hundred percent (100%) handbrakes must be applied and tested in accordance with NS Operating rule C102 on the southern and northern most cars spotted on each track in these industries. Every car placed on spot between the southern and northern most cars must have handbrakes fully applied and a visual inspection must be performed to determine handbrakes are applied prior to cutting cars from train:

H81 Targa Midstream	H82 Lone Star NGL
H83 El Paso Field	H84 Enterprise Products
H85 ELTM, LP	H86 Diversified CPC Intl
H87 Bio Trans	

5. Hattiesburg

- a. All crews working Hattiesburg yard must tie (2) handbrakes on the south end of each track and one (1) handbrake on the north end of each track. A C102 test will not be required on tracks containing at least (3) handbrakes.
- b. All crews working in Hattiesburg Yard must ensure (4) Handbrakes are applied on the south end of each track prior to beginning flat switching operations. Tracks with standing cars must have one (1) handbrake applied on the north end prior to leaving the track unattended A C-102 brake test is not required.

F. TRAIN HANDLING INSTRUCTIONS

1. Meridian

When approaching the KCS crossover switches north of 27th Avenue, Meridian MP NO 0.2, regardless of the type signal you receive crossing this area, either northward or southward, arrange to approach all switches prepared to stop and expecting these switches to be lined against your movement.

Northward trains and engines may not operate from the KCS Main Track to the NS southward Main Track at Meridian, MP 295.4, unless authorized by the NS Division Superintendent or the NS Assistant Division Superintendent. Northward movements routed to the NS southward Main from the spring switch at 27th Avenue, MP NO 0.4, and any northward movements off the KCS AV Main to the NS southward Main authorized in the above paragraph must be made under observation by an employee suitably equipped with a radio to stop the movement. That employee must be in a position to observe all wheels moving over the KCS crossover switch and the movement will not exceed 5 MPH while passing over this switch. Should the observing employee detect any unsafe condition, the employee will immediately stop the movement.

2. Dragon

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

N.O. & N.E. DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

G. ROAD CROSSINGS

1. DO NOT BLOCK ORDER

- a. Barnett MP NO 30.5 (south road crossing)
- b. Arundel Road, MP NO 2.2

2. QUIET ZONES

None.

3. RUSTY RAIL CONDITIONS

- a. Train and Engine movements approaching HWY 11 on the NASA Branch must stop before entering the crossing and permit a crew member to dismount and flag highway traffic to a stop before proceeding.

H. LOCATIONS WHERE GRAVITY DROPPING CARS IS AUTHORIZED

1. When flat switching at Hattiesburg yard, each track used will be stretched upon completion to ensure the track is solid.
2. It is not permissible to kick cars at Hawkes Siding while switching Wayne Feed.

I. STEEP GRADES - END OF TRAIN DEVICES

The following designated sections of track are identified as average grades of:

2% or greater over a distance of 2 continuous miles or

1% or greater over a distance of 3 continuous miles:

None.

J. EXCESSIVE CURVATURE RESTRICTIONS

Listed below are milepost locations, name of industry, degree of curve in tracks, and maximum length of cars that can be placed at these locations:

None.

K. JOINT TRACKAGE

1. Trains and engines of the Alabama Division will use tracks of other divisions and foreign lines in accordance with their Timetables, Rules, and Regulations as shown below:
 - a. None.
2. Trains and engines of other divisions and foreign lines will use Alabama Division tracks as shown below:
 - a. Amtrak – Meridian to New Orleans.

L. HAZMAT SPILL PAN LOCATIONS

None.

N.O. & N.E. DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

M. GENERAL INSTRUCTION

1. FRA Excepted Track

- a. Slidell IC Industrial Track, between MP NN 35.3 (connection with the main at NO 166.7) and MP NN 36.7
- b. Slidell IC Industrial Track, between MP NN 36.0 and MP NN 38.25 (end)
- c. Alabo Street Wharf Lead between Louisiana Southern Main at MP 0.4 LS and the Alabo Street Wharf

2. KCS Interchange

Employees are reminded to remove all coolers from locomotives prior to interchanging with the KCS in Meridian. Coolers will be placed in crew room for use on interchange trains coming off the KCS as required.

Yardmasters will report any intermodal train received in interchange over tonnage for the East End District to the Chief Dispatcher.

3. Nicholson

All locals reporting for duty at Nicholson, MS must contact OSS at the beginning of their shift and at the end of their shift to confirm their understanding of the work order and receive special instructions for customers. Any item that is not or will not be completed must be reported to the Trainmaster or Assistant Trainmaster.

4. The yardmaster in Meridian Yard will contact the conductor on all inbound or outbound RSSM trains upon arrival or departure from Meridian Yard to request completed RSSM forms. Conductors will be responsible for properly completing the RSSM accurately, completely, and legibly and ensuring the yardmaster is provided a copy.

Meridian Yardmasters will be responsible for verifying the accuracy and legibility of RSSM forms received from conductors and shall be responsible for faxing copies to OSS. Confirmation shall be made between the receiving OSS clerk and the Meridian Yardmaster confirming the form has been received and accurate. Once verification has been completed, the Meridian Yardmaster will be responsible for recording the date, time, and name of the OSS clerk who acknowledged receipt on the back of the form and including the same in the yardmaster turnover. RSSM forms will be maintained in the yardmasters office in Meridian yard with fax confirmation for daily inspections by supervisors.

5. Hattiesburg, MS

- a. All Hattiesburg crews must contact a supervisor or CYO prior to putting off duty daily. Any employee called from Meridian to protect a Hattiesburg or Nicholson assignment must contact Crew Management just prior to putting off duty and confirm if they will be released or held to assignment. If crew management is not available a district supervisor must be contacted.
- b. All EOTD's used by locals leaving and returning to Hattiesburg Yard must place their EOTD on the EOT Rack at Hattiesburg Yard; EOTD's are not to be left anywhere other than the EOTD Rack without a supervisors approval.
- c. When building the gas train, air hoses will be coupled, angle cocks properly positioned and tracks will be combined upon completion when space permits in order to minimize delay for Locals putting the train together.

N.O. & N.E. DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

M. GENERAL INSTRUCTION (CONT.)

5. Hattiesburg, MS (CONT.)


- d. The following are the steps to be performed prior to, during and after interchanging with CN in Hattiesburg, MS:
A49/A69 reporting for duty at Hattiesburg, MS must contact CN at the beginning of their shift to arrange for delivery time. This applies to our delivery as well as theirs. They must also contact the NO/NE dispatcher to have a job briefing about work that has to be done outside of Hattiesburg yard in order to let the dispatcher plan their day. If any of the following task are not or will not be completed they must contact the Trainmaster or Assistant Trainmaster: classify/switch yard, interchange with the CN, build Gas train and work industries South of Hattiesburg. All line of road/terminal delay due to mainline trains and congestion must be recorded in the tie up screen on delay report.
 1. Call NS OSS to receive information on what tracks are open to place cars and what tracks are to be pulled. OSS will supply all paperwork on outbound and inbound cuts.
 2. Contact NS dispatcher and get a Track Authority from NO84 to NO86 to cross NS Main Line. Track Authority may be given up or maintained for the return trip depending on the traffic on NS Main Line.
 3. Any crossing that does not have lights and gates must be protected.
 4. IC Mainline switch is the only switch that must be lined back for mainline movement.
 5. Do not set out any cars in the CNIC track in Bell Yard without CN Trainmaster permission.
 6. No less than two hand brakes must be applied on the North end of each cut and no less than one hand brake must be applied on the South end of each cut.
 7. Notify CN dispatcher when clear of CN yard limits.
 8. Notify NS dispatcher to clear up Track Authority when clear of NS mainline.
 9. Notify NS OSS of all cars delivered to and pulled from CN Bell Yard.

N. HIGH THREAT URBAN AREAS AND KEY TRAIN SECUREMENT

1. HTUAs
 - a. MP NO 164.2 to MP NO 196.0
 - b. MP 0.0 A to MP 3.8 A
 - c. MP 3.0 LS to MP 16.2 LS
 - d. MP 2.5 NT to MP 14.6 NT
2. Locations where key trains, or cuts of cars meeting the definition of a key train, may be left unattended on a main track or siding outside of a yard or terminal:
None.

MEMPHIS DISTRICT – EAST END

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTES
			MEMPHIS EAST DISPATCHER..... 811	
			AGS 5.3 / 248.1 A	1
			280.0 A	1
			Stevenson.....Y	
			281.1 A	
			Stevenson Siding	
			286.0 A	
			300.9 A	
			HBD-DED-HWD (<i>Fackler</i>)	
			HBD-DED	
			304.2 A	
			Midway	
			309.2 A	
			319.9 A	
			HBD-DED	
			HBD-DED-HBD	
			324.5 A	
			ASA..... CP	
			326.5 A	
			BROCK..... CP	
			329.3 A	
			HBD-DED	
			337.8 A	
			338.9 A	
			HBD-DED	
			Huntsville	
			343.1 A	
			Elko	
			348.2 A	
			Madison	
			352.9 A	
			358.5 A	
			HBD-DED-HWD (<i>Greenbrier</i>)	
			HBD-DED	
			358.7 A	
			IRVINGTON..... CP	
			360.7 A	
			HAUBER..... CP	
			362.1 A	
			DECATUR JUNCTION..... CP	
			362.6 A	
			Tennessee River Bridge..... DB	
			363.0 A	
			RIVER JUNCTION..... CP	
			363.3 A	
			DECATUR..... CP	
			364.1 A	
			Decatur Siding	

MEMPHIS DISTRICT – EAST END				
WEST ↓	SIDINGS IN FEET	MP	STATION	NOTES
	SS	372.0 A	MEMPHIS EAST DISPATCHER.....811 HBD-DED	
	78 04	379.4 A	Wheeler	
	SS	385.1 A	HBD-DED-HCD	
		393.2 A	HBD-DED	
		398.5 A	Sheffield.....Y, (YL)	
		402.9 A	WILSON.....(YL) (CP)	
STATION PAGE INFORMATION				
NOTE 1: CSXT Rules and Timetable governs between Wauhatchie, MP 5.3 and Stevenson, MP 279.8				
1. RULES IN EFFECT				
Between				Main Track
				Rules
Stevenson and Asa				271 PTC
Asa and Brock				261 PTC
Brock and Irvington				271 PTC
Irvington and Decatur				261 PTC
Decatur and Sheffield				271 PTC
Sheffield and Wilson				93
2. MAXIMUM SPEEDS				
Between			RHWY.	FRT.
			MPH	
MP 279.9 A, Stevenson, and MP 402.9 A, Wilson			60	50
Except:				
MP 279.9 A to MP 280.0 A, Curves			30	30
MP 280.0 A to MP 280.5 A, Curves			40	40
MP 281.1 A to MP 282.6 A, Through Stevenson Siding			10	10
MP 296.5 A to MP 296.9 A, Curves			50	45
MP 296.8 A to MP 298.5 A, Head end only over street crossings			45	45
MP 298.3 A to MP 298.5 A, Curves			45	45
MP 305.4 A to MP 305.7 A, Curves			55	50
MP 308.5 A to MP 309.2 A, Curves			45	45
MP 313.4 A to MP 314.3 A, Curves			50	50
MP 314.3 A to MP 314.6 A, Curves			50	45

MEMPHIS DISTRICT – EAST END

2. MAXIMUM SPEEDS (CONT.)

Between	RHWY.	FRT.
	MPH	
MP 315.4 A to MP 315.7 A, Curves	55	50
MP 319.3 A to MP 319.6 A, Curves	55	50
MP 324.5 A, Asa, Through turnout	25	25
MP 324.5 A to MP 326.5 A, Through signaled siding	25	25
MP 326.5 A, Brock, Through turnout	25	25
MP 332.5 A to MP 332.8 A, Curves	50	50
MP 332.8 A to MP 333.5 A, Curves	55	50
MP 334.8 A to MP 335.3 A, Curves	40	40
MP 335.7 A to MP 336.9 A, Curves	55	50
MP 337.2 A to MP 339.9 A, Head end only over street crossings	40	40
MP 338.3 A to MP 339.8 A, Curves	40	40
MP 358.7 A, Irvington, Through turnout	25	25
MP 358.7 A to MP 360.8 A, Through signaled siding	25	25
MP 360.8 A, Hauber, Through turnout	25	25
MP 361.8 A to MP 362.1 A, Curves	35	30
MP 362.1 A, Through turnout to CSXT – Decatur Junction	30	30
MP 362.6 A to MP 363.3 A	20	20
MP 363.0 A, Through turnout to Upriver Lead	10	10
MP 363.2 A, Through turnout to CSXT Signaled Siding	20	20
MP 363.1 A to MP 363.9 A, Curves	20	20
MP 364.3 A to MP 366.5 A, Curves	40	40
MP 367.7 A to MP 368.1 A, Curves	50	50
MP 368.4 A to MP 368.8 A, Curves	50	45
MP 382.9 A to MP 384.1 A, Curves	55	50
MP 385.6 A to MP 386.4 A, Curves	50	45
MP 386.7 A to MP 386.9 A, Curves	55	50
MP 389.4 A to MP 389.6 A, Curves	45	45
MP 389.9 A to MP 390.0 A, Curves	55	50
MP 391.7 A to MP 391.9 A, Curves	50	50
MP 396.7 A to MP 397.6 A, Curves	55	50
MP 398.1 A to MP 398.3 A, Curves	50	45
MP 399.9 A to MP 401.3 A, Curves	30	30
Auxiliary Tracks: MP 381.0 A – Champion Branch Line, Head end only over Spring Creek Rd.	N/A	5

MEMPHIS DISTRICT – EAST END

3. CHECKING LOCOMOTIVE SPEED INDICATOR

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

LOCATION OF TEST MILE SIGNS:

MP AGS 4.0 to MP AGS 5.0

MP 396.0 A to MP 395.0 A

MP 389.0 A to MP 388.0 A

MP 375.0 A to MP 374.0 A

MP 360.0 A to MP 359.0 A

MP 333.0 A to MP 334.0 A

MP 286.0 A to MP 287.0 A

NOTE: Tests for accuracy will be made at other locations in addition to those shown. Engineers will choose appropriate locations to check speed indicators.

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Eastward						
Sheffield to Decatur	4000	5350	6400	7920	8800	12320
Decatur to Huntsville	2950	3950	4700	5850	6500	9100
Huntsville to Chase	2250	3000	3600	4455	4950	6930
Chase to Stevenson	4850	6450	7750	9585	10650	14910
Stevenson to DeButts	1950	2600	3100	3870	4300	6020
Westward						
DeButts to Stevenson	2050	2750	3250	4050	4500	6300
Stevenson to Huntsville	2900	3850	4650	5715	6350	8890
Huntsville to Decatur	3200	4250	5110	6345	7050	9870
Decatur to Sheffield	4650	6200	7450	9180	10200	14280

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

Loaded 4-axle cars may be handled up to the weight shown provided the stenciled Load Limit (Weight of car and lading) is NOT exceeded:

Units		Cars	
4-Axle	6-Axle	4-Axle	6-Axle
291,000	420,000	286,000	315,000

MEMPHIS DISTRICT – EAST END

5. LOCOMOTIVE AND CAR RESTRICTIONS (CONT.)

B. TRAILING TONNAGE RESTRICTIONS

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

1. Empty Multi-level cars.
2. Empty Intermodal single-platform flats and such loaded with empty trailers or containers.
3. Empty 85-foot-long or longer flats and such flat cars when loaded with empty trailers or containers, or loaded with only one (1) trailer or container.
4. Empty Intermodal single-axle truck flat car or such cars loaded with empty trailers or containers.
5. Empty single or multiple-unit double-stack (well) cars, or empty single or multiple unit spine cars. Be governed by Appendix 1 in the System Timetable.

Maximum safe trailing tonnage behind Restricted Equipment between Chattanooga and Sheffield is as follows:

Northward / Eastward — 8,600

Southward / Westward — 8,600

C. HEIGHT RESTRICTIONS

1. Fully enclosed auto rack cars (exceeding Plate “F” but not exceeding 19’00” above top of the rail) may not be handled under U.S. 31 Southbound Overhead Bridge on the UP River Lead at Decatur, AL, MP UR 0.6

D. LOCATIONS OF EQUIPMENT RESTRICTIONS

1. **Tennessee Valley Recycling, MP 364.5 A**
Only four axle locomotives may be used when operating on the TVR Lead.
2. **Madison, AL, Mainline**
Crews are prohibited from shoving the Mainline at Madison to the Intermodal Center with more than 5,000’ of traffic.
3. **Gold Star Lead, MP 347.9 A**
Do not pass the overhead bridge located 3,470 feet from the Gold Star Lead Switch. The track ends 495 feet beyond the overhead bridge with wheel stops located at the end.
4. **Huntsville Intermodal Center**
When switching the Huntsville Intermodal Center on the Madison Branch, cars will be spotted one (1) car length north of the car stops.
5. **Indorama, Decatur, AL**
Norfolk Southern locomotive(s) are not permitted on tracks 1 Trk, 1A, 1B, 1C, 1D, 2B, 2 Trk, 2C, 2D, 2E, 3 Trk, 3B, 3C, 4 Trk, 4A, 4B, 5 Trk, 5A, 5B, 5C, 5CRR.
6. **Minnesota Mining and Manufacturing (3-M)**
Tracks belonging to 3-M are to be used solely for cars destined to or released by 3-M. Cars to/from other industries must neither be transported nor switched on 3-M Tracks.

6. SWITCHES AND DERAILS

A. NORMAL POSITION OF HAND OPERATED SWITCHES

No additional restrictions.

B. HANDLING OF DERAILS

No additional restrictions.

MEMPHIS DISTRICT – EAST END

7. COMMUNICATION INFORMATION

A. DIAL IN RADIO CODES

Emergency	911
Memphis East Dispatcher	811
Operations Service and Support (OSS)	808
Mechanical Operations Center (MOC)	124
LCDI Help Desk	126
Wayside Help Desk	128
PTC Help Desk	129
Energy Management Help Desk	130
Detector Repeat Message	001

B. AAR RADIO CHANNELS

Base Station	Channel 1 TX and RX	Channel 2 TX (RX)
Memphis East Dispatcher	056-056	048-009
CSXT Road	084-084	066-066
Decatur New Yard Channel	092-092	N/A

C. TELEPHONE NUMBERS

Alabama Division OSS	404-589-6020
Mechanical Operations Center	404-582-6700 / 7-582-6700
LCDI Help Desk	7-981-4256
Memphis East Dispatcher	205-451-4426

8. DETECTOR INSTRUCTIONS

A. STRESS STATE DETECTORS

None.

B. HIGH CAR AND CLEARANCE DETECTORS

None.

C. OTHER INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

A. CLOSE CLEARANCE

1. Nucor Cold Mill, MP 365.5 A

Employees are prohibited from riding rail equipment outside of the locomotive cab due to close clearance obstructions on the Nucor Cold Mill Lead.

2. Union Camp Corporation, MP 366.6 A

Close clearance exists on all tracks at Union Camp Corp. Employees are prohibited from riding equipment within the facility.

3. Solutia, Inc, MP 364.8 A

Close clearance exists on the No. 2 Lead where the overhead pipe was constructed. Employees are prohibited from riding equipment when passing the structure.

4. Independence Tube, MP 369 A

Employees are prohibited from riding the side of equipment due to close clearances being present. Employees are permitted to ride on the nose of the locomotive and/or inside the cab when protecting the shove inside the building.

MEMPHIS DISTRICT – EAST END	
9.	DISTRICT INSTRUCTIONS (CONT.)
B. TRACK PERMISSION	
1. Huntsville Intermodal Center	Crews operating beyond Wall-Triana Highway will contact OSS to obtain permission from Intermodal personnel prior to passing the crossing. This restriction applies 7:00am – 9:00pm Monday through Friday.
C. INTERLOCKING INSTRUCTIONS	None.
D. DRAWBRIDGES	Tennessee River Bridge – MP 362.6 A
E. HANDBRAKE REQUIREMENTS	
1. Huntsville Intermodal	
a.	A minimum of two operative handbrakes is required on the south end of equipment left in Tracks 1 – 4. A C-102 test will not be required.
b.	A minimum of two operative handbrakes is required on all other tracks at Huntsville Intermodal. A C-102 test is still required for all tracks other than Tracks 1-4.
2. Box Company Run Around, Madison Lead	A minimum of two handbrakes must be applied on each end of cuts of equipment left on the Box Company Run Around. A C-102 test of handbrake effectiveness is still required.
3. Daiken America	100% handbrakes must be applied to equipment left at Daiken America. A C-102 test of handbrake effectiveness is still required.
4. New Yard – Decatur, AL	A minimum of three handbrakes are required to be applied to all equipment left in the New Yard at Decatur, AL. The handbrakes must be applied on the east end of each track; a C-102 test is not required to be performed. At the beginning of each shift, a member of each yard assignment will verify that each track is secured with a minimum of three handbrakes before commencing any switching operations at New Yard.
5. Independence Tube, MP 369 A	Two Handbrakes are required inside the facility. A C-102 Securement test is not required as long as two handbrakes have been placed on equipment. Note: If only one car is being set off at any industry/location a C-102 securement test must be performed as it does not meet the two handbrake requirement.
6. Steel Technologies	Crews operating along the A Lead in Decatur, AL MP 365A are required to use 100% handbrakes when placing cars at industry Steel Technologies, customer code B68 in Decatur, AL. A C-102 securement test is not required. ** Exception, when spotting a single car that will be either the only equipment in the track, or spotted independent of other equipment a C-102 securement test must be performed.

MEMPHIS DISTRICT – EAST END

9. DISTRICT INSTRUCTIONS (CONT.)

F. TRAIN HANDLING INSTRUCTIONS

1. Union Camp Corporation, MP 366.6 A

Crews switching Union Camp Corp. must do so with air lined on all cars.

2. Decatur Yard

Yard crews lining up cuts of cars to be picked up by any trains at Decatur, AL must ensure that all cars are coupled, air hoses are coupled between cars and all angle cocks are properly positioned.

3. Kinder Morgan – Decatur, AL

When working Kinder Morgan Terminal in Decatur, AL, the train line must be completely charged and the Engineer must control cars with the automatic brake during switching.

G. ROAD CROSSINGS

1. DO NOT BLOCK ORDERS

- a. Do not block Finley Island Road Crossing at BP Amoco Chemical for longer than 5 minutes between the hours of 6:30pm and 7:15pm account shift change.
- b. When spotting the Hot Band Track at Nucor Coil Mill, cars must be left clear of the concrete pad at the entrance to the shed. When spotting the load track at Nucor Coil Mill, car must not foul the concrete crossings at either end of the building.
- c. The crossing at MP 382.2 A must not be blocked unnecessarily. If necessary for an eastward train to work International Paper, the train must be left at Wheeler in the clear of crossings west of MP 383.1 A.

2. QUIET ZONES

Except when required by an emergency situation, locomotive horns will not be sounded at the following locations in Decatur, AL

- a. Shelton Road, MP 347.0 A
- b. Vine Street, MP 363.3 A

3. STOP AND FLAG ORDERS

- a. Joe Wheeler Highway (HWY 20), MP 364.9 A – M Lead
- b. 12th Street, MP 364.2 A – Storage Track
- c. Memorial Drive, MP 364.0 A – Storage Track
- d. Vine Street, MP 363.3 A – Old Yard
- e. Church Street, MP 339.0 A – Siding and Yard tracks

H. LOCATIONS WHERE GRAVITY DROPPING CARS IS AUTHORIZED

1. Decatur Yard

No more than five cars may be cut in motion at once. No cut may have more than two loads in motion.

2. Gravity drops are permitted in a direction out of Nucor and OCI Chemical.
3. Gravity drops are authorized on the mainline at Chase, MP 333.5 A.

4. Solutia, Inc., Decatur, AL, MP 364.8 A

Do not cut cars off in motion or kick cars inside the fence of Solutia, Inc.

MEMPHIS DISTRICT – EAST END

9. DISTRICT INSTRUCTIONS (CONT.)

I. STEEP GRADES - END OF TRAIN DEVICES

The following designated sections of track are identified as average grades of:
2% or greater over a distance of 2 continuous miles or
1% or greater over a distance of 3 continuous miles:

Milepost	Length (Miles)	Grade-Avg. %
None.		

J. EXCESSIVE CURVATURE RESTRICTIONS

1. Dunlop Lead, Madison, AL, MP 347.9 A

Do not allow long cars (73 feet or longer) to enter the curve on the Dunlop Lead, located approximately 1,600 feet should of the South Switch to the Box Company Runaround Track.

K. JOINT TRACKAGE

1. Trains and engines of the Alabama Division will use tracks of other divisions and foreign lines in accordance with their Timetables, Rules, and Regulations as shown below:
(a) Between MP 248.1 A, Wauhatchie, and MP 279.8 A, Stevenson, CSXT
2. Trains and engines of other divisions and foreign lines will use Alabama Division tracks as shown below:
(a) Between MP 362.0 A, Decatur Junction, and MP 363.3 A, Decatur, CSXT

L. HAZMAT SPILL PAN LOCATIONS

1. Decatur Spill Pan – New Decatur Yard

If a leaking hazardous material car is detected, it will be spotted over the pan at the direction of the Trainmaster or Yardmaster after the crew opens the spill pan per the posted instructions.

MEMPHIS DISTRICT – EAST END

9. DISTRICT INSTRUCTIONS (CONT.)

M. GENERAL INSTRUCTIONS

1. Performance Fibers, Scottsboro, AL

When working Tracks 3 and 4, only the cars to be spotted will be taken around to the rear of these tracks. All excess equipment on No. 3 Lead will be set over prior to shoving to a spot.

2. Daiken America

There must be a minimum separation of 50 feet between the cars spotted for unloading on Track 2 and the cars placed for sampling.

3. 23N Madison Set off

When making a set out of 800' or less on train 23NAA** in Madison, AL (MP 348 A), crews will be required to make the set out in the Madison South Storage unless blocked by railroad equipment.

4. Decatur Tracks Out of Service

Liquid Air Track, MP 364.3 A

TVA Track, MP 367.6 A

5. FRA Excepted Track

None.

N. HIGH THREAT URBAN AREAS AND KEY TRAIN SECUREMENT

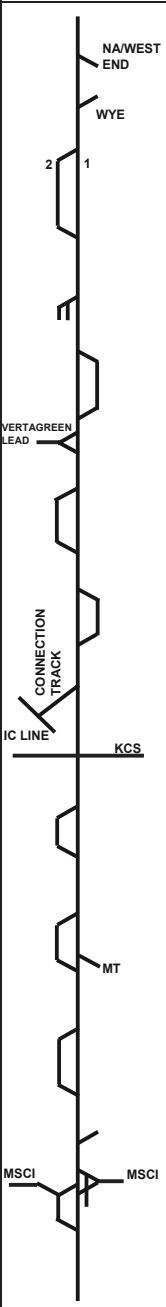
1. HTUAs

None.

2. Locations where key trains, or cuts of cars meeting the definition of a key train, may be left unattended on a main track or siding outside of a yard or terminal:

None.

MEMPHIS DISTRICT – WEST END

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTES
			MEMPHIS WEST DISPATCHER.....809 402.9 A WILSON..... (YL) (CP) 404.1 A NORALA..... (CP) NA 3.1 / 404.6 A EAST END TWO TRACKS..... (CP) 0.5 MF / 406.7 A TUSCUMBIA..... (CP) 412.8 A SCOTT..... (CP) 413.9 A CARLIN..... (CP) 415.3 A PRIDE..... (CP) 424.2 A SSD (Cherokee) 430.0 A OLDHAM..... (CP) 433.5 A GRAVEL..... (CP) 450.6 A Glens 457.2 A RUDY..... (CP) IC 528.3 CANTRELL (Connection Track Only)..... (CP) 458.8 A Corinth..... 466.3 A Chewalla 480.6 A Middleton 494.1 A SAULSBURY..... (CP) 496.6 A SMYTH..... (CP) 499.9 A Grand Junction..... Y	
	SS			
	67 48			
	SS			
	16 715			
	SS			
	10 217			
	SS			
	SS			
	89 62			
	SS			
	SS			
	89 37			
	SS			
	SS			
	11 800			

MEMPHIS DISTRICT – WEST END

<div>WEST</div> <div>↓</div>	SIDINGS IN FEET	MP	STATION	NOTES
	SS		MEMPHIS WEST DISPATCHER.....	809
	10 301	505.4 A	Rather	
	SS			
	SS	521.1 A	ROSSVILLE.....	CP
		522.2 A	WOLF (Main only).....	Y, CP
	83 94	522.3 A	ADAIR (Lead 1 / Lead 2 only).....	CP
		522.5 A	RICKS (Lead 1 / Lead 2 only).....	CP
		522.8 A	PEG.....	CP
	SS			
	76 09	540.1 A	White	
	SS			
		545.0 A	MP 545.....	YL
		546.0 A	BUNTYN.....	YL CP
		547.0 A	Harris Yard	
		549.9 A	K.C. Junction	
		551.7 A	Tower 17 (Memphis).....	YL

1.

RULES IN EFFECT

Between	Main Track
	Rules
Wilson to Pride	261 PTC
Pride to Oldham	271 PTC
Oldham to Gravel	261 PTC
Gravel to Rudy	271 PTC
Rudy to Rudy	261 PTC
Rudy to Cantrell	261 PTC
Rudy to Saulsbury	271 PTC
Saulsbury to Smyth	261 PTC
Smyth to Rossville	271 PTC
Rossville to Peg	261 PTC
Wolfe to Ricks (East Wye / Lead 1)	261
Peg to Ricks (West Wye / Lead 2)	261
Peg to MP 545.0 A	271 PTC
MP 545.0 A to Buntyn	93
Buntyn to Buntyn	261 PTC
Buntyn to Tower 17	93

MEMPHIS DISTRICT – WEST END

2. MAXIMUM SPEEDS

Between	RHWY.	FRT.
	MPH	
MP 402.9 A, Wilson, and MP 551.7 A, Memphis <i>Except:</i>	60	50
MP NA 5.0, Lee, Through turnout	20	20
MP NA 3.7, Norala, Through turnout	25	25
MP NA 3.1, E. End Two Tracks, Through turnout	25	25
MP 402.9 A to MP 403.0 A, Curve	25	25
MP 403.0 A to MP 0.4 MF, Curves	25	25
MP 403.2 A to MP 406.9 A, Head end only over street crossings	25	25
MP 0.8 MF, Tuscumbia, Through turnout	25	25
MP 0.4 MF to MP 407.0 A, Curves	20	20
MP 407.0 A to MP 407.3 A, Curves	30	25
MP 407.8 A to MP 408.5 A, Curves	45	45
MP 409.3 A to MP 411.7 A, Curves	55	50
MP 430.0 A, Oldham, Through turnout	25	25
MP 430.0 A to MP 433.6 A, Through Signaled Siding	25	25
MP 433.6 A, Gravel, Through turnout	25	25
MP 436.5 A to MP 437.5 A, Through Siding	10	10
MP 438.4 A to MP 438.9 A, Curves	55	50
MP 444.3 A to MP 455.8 A, Curves	55	50
MP 446.4 A to MP 447.5 A, Curves	45	45
MP 454.6 A to MP 455.4 A, Curves	55	50
MP 455.4 A to MP 455.9 A, Curves	50	45
MP 455.9 A to MP 456.6 A, Curves	50	50
MP 457.3 A, Rudy, Through turnout	20	20
MP 457.3 A to MP IC 528.3, Over connection track	15	15
MP IC 528.3, Cantrell, Through turnout	20	20
MP 458.4 A to MP 458.8 A, Head end only over street crossings	35	35
MP 458.8 A, Corinth, KCS Crossing	40	40
MP 461.2 A to MP 461.8 A, Curves	40	40
MP 473.2 A to MP 473.5 A, Curves	55	50
MP 489.1 A to MP 489.5 A, Curves	55	50
MP 494.1 A, Saulsbury, Through turnout	25	25
MP 494.1 A to MP 496.6 A, Through Signaled Siding	25	25
MP 496.6 A, Smyth, Through turnout	25	25
MP 506.7 A to MP 507.8 A, Curves	55	50
MP 508.4 A to MP 510.1 A, Curves	50	45
MP 511.6 A to MP 512.7 A, Curves	50	45
MP 512.8 A to MP 513.9 A, Curves	55	50
MP 522.1 A, Wolfe, Through turnout	25	25
MP 522.1 A to MP 522.3 A, Through East Leg of Wye	25	20
MP 522.3 A, Adair, Through turnout	25	25
MP 522.7 A, Peg, Through turnout	25	25
MP 522.3 A to MP 522.7 A, Through West Leg of Wye	25	25
MP 522.3 A, Adair and MP 522.5, Ricks	30	30

MEMPHIS DISTRICT – WEST END

2. MAXIMUM SPEEDS (CONT.)

Between	RHWY.	FRT.
	MPH	
MP 527.1 A to MP 527.4 A, Curves	55	50
MP 527.6 A to MP 531.8 A, Head end only over street crossings	50	50
MP 527.8 A to MP 528.2 A, Through Siding	10	10
MP 531.0 A to MP 531.2 A, Curves	50	50
MP 531.8 A to MP 533.9 A, Curves	55	50
MP 534.3 A to MP 535.2 A, Curves	50	45
MP 535.4 A to MP 538.0 A, Curves	50	50
MP 535.9 A to MP 529.6 A, Head end only over street crossings	35	35
MP 540.8 A to MP 541.1 A, Curves	40	40
MP 542.2 A to MP 546.0 A, Head end only over street crossings	30	30
MP 542.3 A to MP 545.6 A, Curves	30	30
MP 546.1 A to MP 551.7 A – Westward Main	20	20
MP 547.4 A to MP 551.7 A – Eastward Main	20	20
MP 550.0 A, KCS Junction, Over UP Crossing – Westward Main	10	10

3. CHECKING LOCOMOTIVE SPEED INDICATOR

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

LOCATION OF TEST MILE SIGNS:

MP 408.0 A to MP 409.0 A
MP 415.0 A to MP 416.0 A
MP 426.0 A to MP 427.0 A
MP 461.0 A to MP 462.0 A
MP 479.0 A to MP 480.0 A
MP 517.0 A to MP 518.0 A
MP 527.0 A to MP 528.0 A
MP 534.0 A to MP 535.0 A
MP 538.0 A to MP 539.0 A

NOTE: Tests for accuracy will be made at other locations in addition to those shown. Engineers will choose appropriate locations to check speed indicators.

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Eastward						
Harris Yard to Grand Junction	2600	3450	4150	5130	5700	7980
Grand Junction to Corinth	3400	4550	5450	6705	7450	10430
Corinth to Margerum	2600	3450	4150	5130	5700	7980
Margerum to Sheffield	3500	4650	5600	6930	7700	10780
Westward						
Sheffield to Margerum	3050	4050	4850	6030	6700	9380
Margerum to Corinth	2350	3150	3750	4635	5150	7210
Corinth to Grand Junction	3100	4150	4950	6120	6800	9520
Grand Junction to Harris Yard	5100	6800	8150	10080	11200	15680

MEMPHIS DISTRICT – WEST END

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

Loaded 4-axle cars may be handled up to the weight shown provided the stenciled Load Limit (Weight of car and lading) is NOT exceeded:

Units		Loaded Cars	
4-Axle	6-Axle	4-Axle	6-Axle
291,000	420,000	315,000	394,500

B. TRAILING TONNAGE RESTRICTIONS

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

1. Empty Multi-level cars.
2. Empty Intermodal single-platform flats and such loaded with empty trailers or containers.
3. Empty 85-foot-long or longer flats and such flat cars when loaded with empty trailers or containers, or loaded with only one (1) trailer or container.
4. Empty Intermodal single-axle truck flat car or such cars loaded with empty trailers or containers.
5. Empty single or multiple-unit double-stack (well) cars, or empty single or multiple unit spine cars. Be governed by Appendix 1 in the System Timetable.

Maximum safe trailing tonnage behind Restricted Equipment between Sheffield and Memphis is as follows:

Northward / Eastward — 11,900
Southward / Westward — 11,000

C. HEIGHT RESTRICTIONS

1. Fully enclosed auto rack cars (exceeding Plate “F” but not exceeding 19’00” above top of the rail) may only be handled on Main Tracks and Sidings between Chattanooga and Memphis.

D. LOCATIONS OF EQUIPMENT RESTRICTIONS

1. **Grand Junction, TN**
TTX cars measuring 89 feet and longer must not be operated on the West Leg of the Wye at Grand Junction, TN.
2. **Rossville Intermodal**
Locomotives parked on the north end of Pad 2 must be left at the green painted mark 260 feet from the south switch point. Park sign is erected for reference.

6. SWITCHES AND DERAILS

A. NORMAL POSITION OF HAND OPERATED SWITCHES

1. **TVA Spur**
The normal position for the inside switch at TVA Spur, Pride, MP 414.7 A, is lined toward TVA. No cars may be left standing between the switch and the derail.

B. HANDLING OF DERAILS

No additional restrictions.

C. MAIN TRACK SWITCHES NOT EQUIPPED WITH ELECTRIC LOCKS

None.

MEMPHIS DISTRICT – WEST END

7. COMMUNICATION INFORMATION

A. DIAL IN RADIO CODES

Emergency	911
Memphis West Dispatcher	809
Memphis Yardmaster	812
BNSF Memphis Dispatcher	830
Operations Service and Support (OSS)	808
Mechanical Operations Center (MOC)	124
LCDI Help Desk	126
Wayside Help Desk	128

B. AAR RADIO CHANNELS

Base Station	Channel 1 TX and RX	Channel 2 TX (RX)
Memphis West Dispatcher	056-056	048-009
BNSF Memphis Dispatcher	070-070	N/A
UP Yardmaster	024-024	N/A
Memphis Yardmaster	056-056	N/A

NOTE: All outbound crews must contact with Memphis Yardmaster with outbound time and notification that the rear end of the train is clear of Ricks.

C. TELEPHONE NUMBERS

Alabama Division Emergency Hotline	205-451-4739
Alabama Division OSS	404-589-6020
Mechanical Operations Center	404-582-6700 / 7-582-6700
LCDI Help Desk	7-981-4256
Memphis West Dispatcher	205-451-6445
Memphis Yardmaster	901-320-1857

8. DETECTOR INSTRUCTIONS

A. STRESS STATE DETECTORS

1. MP 424.2 A – Cherokee

When necessary to set out a car due to a SSD message, Cherokee Siding or Margerum must be utilized. Non-critical alters not requiring set out may be forwarded to Memphis or Sheffield, accordingly.

B. HIGH CAR AND CLEARANCE DETECTORS

None.

C. OTHER INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

A. CLOSE CLEARANCE

The following industries have close clearance situations as noted. Employees must not ride the side or end of equipment in the following locations:

1. UCM Magnesia, Inc. – MP 418.3 A
2. Columbus Scrap & Material Corp – MP 437.1 A
3. Vulcan Materials – MP 522.8 A
4. AOC (Alpha Chemical) – MP 525.6 A
5. Carrier – MP 529.6 A
6. Memphis Recycling – MP 550.0 A

MEMPHIS DISTRICT – WEST END

9. DISTRICT INSTRUCTIONS (CONT.)

B. TRACK PERMISSION

1. Memphis Terminal

- a. Trains and engines operating on all track segments from MP 545.0 A to MP 552.6 A, will operate on permission of the Yardmaster, Harris Yard, who will specify track to be used after determining that there are no conflicting movements.
- b. BNSF Dispatcher will provide permission to occupy track between MP 550.2 A and MP 550.4 A.

2. East Main, Memphis Terminal

Any train that is working on the East Main, and does not completely clear the BNSF control points at KC Junction, must contact the BNSF Dispatcher for permission prior to making a reverse movement within the plant.

3. Rossville Intermodal

All trains and engines operating South of the Ricks Signal must receive permission, route, and yarding instructions from the Memphis Yardmaster.

C. INTERLOCKING INSTRUCTIONS

1. KC Junction

a. NS to NS Movement

Signals at NS East KC Junction and NS West KC Junction will be left in “automatic mode”. An approach circuit is located 500 feet on either side of the CP; when a train movement occupies the circuit in approach to KC Junction, the BNSF signal will display either:

- Restricting — Flashing Red over Red, or
- Stop — Red over Red

When receiving a Stop indication, the crew must contact the NS Yardmaster at Memphis. NS crews are to comply with the signal aspects “FLASHING RED over RED” indicating Restricting and “RED over RED” indicating Stop. Any signal indication other than “Stop” or “Restricting” must be regarded by NS crews as a “STOP”. The NS Yardmaster must be notified.

b. NS to BNSF / CN Movement

CN crews will contact the BNSF Dispatcher as soon as possible when ready to leave the NS East Main Line. The BNSF Dispatcher will take the CP out of automatic and line for crossover movement. After CN movement occupies BN Main 2, the BNSF Dispatcher will place CP back in “automatic mode” for NS to NS movements, notifying the NS Yardmaster.

c. BNSF to NS – Empty BNSF Coal Movements

NS Yardmaster will coordinate empty coal movements with the BNSF Dispatcher for delivery through the CP at East KC Junction if not delivering to Tower 17. The BNSF Dispatcher will take the CP out of “automatic mode” and line for crossover movement. After the empty coal train moves to BNSF Main 2, the BNSF Dispatcher will place CP back in “automatic mode” for NS to NS movements, notifying the NS Yardmaster at Memphis.

MEMPHIS DISTRICT – WEST END

9. DISTRICT INSTRUCTIONS (CONT.)

C. INTERLOCKING INSTRUCTIONS (CONT.)

1. KC Junction (CONT.)

d. BNSF to NS – Loaded Coal Movements

BNSF Dispatcher will request permission from the NS Yardmaster to occupy the NS East Main. The BNSF Dispatcher will take the CP out of “automatic mode” for crossover movement. After BNSF movement occupies NS East Main at East KC Junction, the BNSF Dispatcher will place CP back in “automatic mode” for NS to NS movement, notifying the NS Yardmaster at Memphis.

e. UP Crossing

Hand-operated gate at UP Crossing, MP 550.0 A, have no set position. Trains using NS Westward Mainline in either direction must approach crossing prepared to stop and must not proceed over the crossing until the way is known to be clear.

f. CSXT Crossing

Trains crossing CSXT Crossing in either direction must approach crossing prepared to stop and must not proceed over crossing until way is known to be clear.

2. Corinth, MP 458.8 A

a. Signal Indications

When NS signal fails to display a favorable indication contact the NS dispatcher for permission to pass the Stop signal. After securing permission from the NS dispatcher, T&E crew member will follow the directions below:

If RED indicator light in NS box at bungalow is lit

The RED light indicates that the KCS signals are at STOP.

Immediately operate time release push button in NS box at bungalow and hold for three (3) seconds. If NS signal does not change to a favorable indication after waiting (3) minutes and RED indicator light remains lit, train or engine may proceed at restricted speed.

If GREEN indicator light is lit (or both indicator lights are dark)

The GREEN light indicates that the KCS has a CLEAR signal across the interlocking.

Wait four (4) minutes and if no conflicting movement is seen or heard, operate time release push button and hold for three (3) seconds. If NS signal does not change to a favorable indication after waiting an additional three (3) minutes, train or engine shall pass the home signal twenty (20) feet, stopping clear of any conflicting route. After waiting an additional six (6) minutes, train or engine may proceed at restricted speed.

In either case, when movement is seen or heard on conflicting route, NS train movement must not be made until such conflicting movement is stopped and contact is made with the conflicting move to ensure full understanding of moves to be made.

MEMPHIS DISTRICT – WEST END	
9.	DISTRICT INSTRUCTIONS (CONT.)
C. INTERLOCKING INSTRUCTIONS (CONT.)	
2. Corinth, MP 458.8 A (CONT.)	
b. Delayed in approach	
	All trains traveling west on the Memphis West District that cannot operate from the 452A to the 458.6A (Taylor Street) in less than 15 minutes must be prepared to stop at the Corinth Interlocking (458.9A) regardless of the signal indication received at CP Rudy (457.2A).
	All trains traveling east on the Memphis West District that cannot operate from the 464A to the 459.2A (Fulton Street overpass) in less than 15 minutes must be prepared to stop at the Corinth Interlocking (458.9A) regardless of the last signal indication received.
D. DRAWBRIDGES	
	None.
E. HANDBRAKE REQUIREMENTS	
1. Rossville Intermodal	
a.	All cuts of cars left on the Pad Tracks must have two handbrakes applied on the north end of the cut. A C-102 test is not required.
b.	All cuts of cars left in the Storage Tracks must have two handbrakes applied on the north end of the track. A C-102 test is not required.
c.	All outbound trains must verify that the north two cars' handbrakes are released on both ends of articulated equipment.
2. AOC	
	Each car spotted at AOC must have a handbrake applied. While switching cars at AOC a C102 must be performed in accordance with NS-1 on the east car on all tracks within the industry. After the east car has been properly tested a C102 is no longer required on additional cars placed in that track.
3. Harris Yard	
	When securing equipment on Tracks 1 through 10, Long John, and Rail-highway Tracks, one car will require one handbrake, two cars will require two handbrakes, and three or more cars will require three handbrakes on the east end of the track. A C-102 test will not be required.
4. Kendrick Yard	
	When securing equipment at Kendrick Yard, one car will require one handbrake, two cars will require two handbrakes, and three or more cars will require three or more handbrakes. A C-102 test will be required.
F. TRAIN HANDLING INSTRUCTIONS	
1. KC Junction	
	Two or more cuts of cars must not be doubled together west of KC Junction, the cut must be pulled east of KC Junction to a location where there is sufficient clearance between tracks to allow an employee to safely position himself to perform a brake test. A brake test in accordance with NS-1 Rules A-17, A-12, A-13 or A-16 whichever is applicable, must be performed before the cut of cars is moved to Harris Yard.

MEMPHIS DISTRICT – WEST END		
9. DISTRICT INSTRUCTIONS (CONT.)		
G. ROAD CROSSINGS 1. DO NOT BLOCK ORDERS None. 2. QUIET ZONES None. 3. STOP AND FLAG ORDERS a. Main Track – Elledge Lane, MP 403.3 A and MP 403.1 A – the second eastbound train when permitted to pass a stop signal following a movement. b. Auxiliary Track – Tippah Street, MP 499.8 A c. Moscow Siding – Memphis Street, MP 512.8 A d. House Track, Collierville, TN – Center Street, MP 527.8 A e. House Track, Collierville, TN – Main Street, MP 527.7 A f. City Yard Lead Track – East Dudley Street, 550.0 A g. City Yard Lead Track – West Dudley Street, 550.0 A h. City Yard Lead Track – Vance Street, 550.0 A i. City Yard Lead Track – Walnut Street, 550.0 A j. City Yard Lead Track – Beal Street, 550.0 A k. City Yard Lead Track – Summerville Street, 550.0 A		
H. LOCATIONS WHERE GRAVITY DROPPING CARS IS AUTHORIZED None.		
I. STEEP GRADES - END OF TRAIN DEVICES The following designated sections of track are identified as average grades of: 2% or greater over a distance of 2 continuous miles or 1% or greater over a distance of 3 continuous miles:		
Milepost	Length (Miles)	Grade-Avg. %
None.		
J. EXCESSIVE CURVATURE RESTRICTIONS None.		
K. JOINT TRACKAGE 1. Trains and engines of the Alabama Division will use tracks of other divisions and foreign lines in accordance with their Timetables, Rules, and Regulations as shown below: (a) Between MP 550.0 A and 551.7 A, KC Junction – UP R.R. 2. Trains and engines of other divisions and foreign lines will use Alabama Division tracks as shown below: (a) Between MP 499.0 A and MP 501.0 A, Grand Junction – MSC (b) Between MP 546.0 A, Buntyn, and MP 551.7 A, Tower 17 – CSXT, UP, CN, and BNSF		
L. HAZMAT SPILL PAN LOCATIONS 1. Harris Yard Spill pan is located at the East End of Harris Yard on the Old Ice House Lead. Instructions for opening are posted on the spill pan.		

MEMPHIS DISTRICT – WEST END

9. DISTRICT INSTRUCTIONS (CONT.)

M. GENERAL INSTRUCTIONS

1. Rossville Intermodal

At the beginning of each shift, every Conductor must verify that the head and rear car on each track list that they receive is accurate. Any inaccuracies must immediately be communicated to the Memphis Yardmaster.

2. BNSF Interchange

All engineers on trains that are being delivered to the BNSF Railroad and tied down are to remove the reverser from the locomotive and place it in the middle drawer in the Harris Yard Crew tie up area. When called on an eastbound train from the BNSF, a reverser will need to be secured from the same drawer.

3. Brake Stick Usage

All yard assignments working at Memphis, Rossville, and Corinth Yards are required to use a brake stick while applying and releasing hand brakes on freight cars. If you have been assigned a brake stick, you are required to have it with you and utilize it while on duty. If you do not have a brake stick assigned to you there will be a supply of community brake sticks available for your use. If for some reason there are no brake sticks available, employees must contact an Assistant Trainmaster, Trainmaster, or Terminal Superintendent for guidance.

All road crews working at Memphis, Rossville, and Corinth Yards are required to use a brake stick while applying and releasing hand brakes on freight cars, whenever practicable. The brake sticks are positioned on both ends of Memphis and Rossville yard, Tower 17, and utility vehicles at Memphis and Rossville. Brake sticks must be returned to the community locations after use.

4. FRA Excepted Track

None.

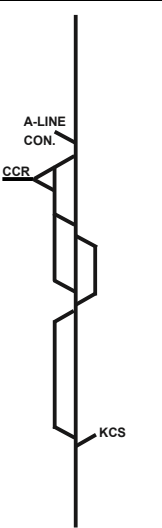
N. HIGH THREAT URBAN AREAS AND KEY TRAIN SECUREMENT

1. HTUAs

MP 525.056 A to MP 551.960 A

2. Locations where key trains, or cuts of cars meeting the definition of a key train, may be left unattended on a main track or siding outside of a yard or terminal:

- a. White Siding**

MEMPHIS DISTRICT – IC DISTRICT							
WEST ↓	SIDINGS IN FEET	MP	STATION			NOTES	
			MEMPHIS WEST DISPATCHER.....809				
		IC 529.5	Corinth RRC				
		IC 528.3	CANTRELL.....Ⓢ				
		IC 528.2	CCR Junction				
		IC 526.0	Ruslor Junction				
		IC 525.0	MP 525 WTNN R.R.				
1. RULES IN EFFECT							
Between						Main Track	
						Rules	
Corinth and Cantrell						171	
Cantrell and Cantrell						261	
Cantrell and Ruslor Junction						271	
Ruslor Junction and MP 525						171	
2. MAXIMUM SPEEDS							
Between						Main Track	
						MPH	
MP IC 529.5, Corinth, and MP IC 525.0						10	
Except: MP 457.3 A, Rudy, to MP IC 528.3, Cantrell, Over Connection Track						15	
Over Scale in Track 0, Kendrick Yard, KCS Railroad						5	
3. CHECKING LOCOMOTIVE SPEED INDICATOR							
Engineer will choose appropriate locations to check speed indicators.							
4. DIESEL UNIT RATINGS							
		DIESEL UNIT RATINGS IN TONS					
		Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Eastward							
MP IC 525.0 to Corinth		3200	4250	5100	6345	7050	9870
Westward							
Corinth to MP IC 525.0		3500	4650	5600	6930	7700	10780

MEMPHIS DISTRICT – IC DISTRICT			
5. LOCOMOTIVE AND CAR RESTRICTIONS			
A. WEIGHT RESTRICTIONS			
Loaded 4-axle cars may be handled up to the weight shown provided the stenciled Load Limit (Weight of car and lading) is NOT exceeded:			
Units		Loaded Cars	
4-Axle	6-Axle	4-Axle	6-Axle
291,000	420,000	315,000	315,000
B. TRAILING TONNAGE RESTRICTIONS			
No additional restrictions.			
C. HEIGHT RESTRICTIONS			
No additional restrictions.			
D. LOCATIONS OF EQUIPMENT RESTRICTIONS			
1. Rock Siding			
Equipment left on the west end of Rock Siding, Corinth, MS, must be placed a minimum of 50 feet from the derail.			
6. SWITCHES AND DERAILS			
A. NORMAL POSITION OF HAND OPERATED SWITCHES			
No additional restrictions.			
B. HANDLING OF DERAILS			
No additional restrictions.			
7. COMMUNICATION INFORMATION			
A. DIAL IN RADIO CODES			
Emergency		911	
Memphis West Dispatcher		809	
Operations Service and Support (OSS)		808	
Mechanical Operations Center (MOC)		124	
LCDI Help Desk		126	
Wayside Help Desk		128	
B. AAR RADIO CHANNELS			
Base Station	Channel 1 TX and RX	Channel 2 TX (RX)	
Memphis West Dispatcher	056-056	048-009	
C. TELEPHONE NUMBERS			
Alabama Division Emergency Hotline		205-451-4739	
Alabama Division OSS		404-589-6020	
Mechanical Operations Center		404-582-6700 / 7-582-6700	
LCDI Help Desk		7-981-4256	
Memphis West Dispatcher		205-451-6445	

MEMPHIS DISTRICT – IC DISTRICT		
8. DETECTOR INSTRUCTIONS		
A. STRESS STATE DETECTORS None.		
B. HIGH CAR AND CLEARANCE DETECTORS None.		
C. OTHER INSTRUCTIONS None.		
9. DISTRICT INSTRUCTIONS		
A. CLOSE CLEARANCE No additional restrictions.		
B. TRACK PERMISSION No additional restrictions.		
C. INTERLOCKING INSTRUCTIONS No additional restrictions.		
D. DRAWBRIDGES None.		
E. HANDBRAKE REQUIREMENTS System instructions govern.		
F. TRAIN HANDLING INSTRUCTIONS System instructions govern.		
G. ROAD CROSSINGS <ol style="list-style-type: none"> 1. DO NOT BLOCK ORDERS None. 2. QUIET ZONES None. 3. STOP AND FLAG ORDERS None. 		
H. LOCATIONS WHERE GRAVITY DROPPING CARS IS AUTHORIZED None.		
I. STEEP GRADES - END OF TRAIN DEVICES The following designated sections of track are identified as average grades of: 2% or greater over a distance of 2 continuous miles or 1% or greater over a distance of 3 continuous miles:		
Milepost	Length (Miles)	Grade-Avg. %
None.		
J. EXCESSIVE CURVATURE RESTRICTIONS None.		

MEMPHIS DISTRICT – IC DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

K. JOINT TRACKAGE

1. Trains and engines of the Alabama Division will use tracks of other divisions and foreign lines in accordance with their Timetables, Rules, and Regulations as shown below:
 - (a) None.
2. Trains and engines of other divisions and foreign lines will use Alabama Division tracks as shown below:
 - (a) Between MP IC 525.0 and MP IC 528.3, Cantrell – KCS
 - (b) Between MP IC 526.0, Ruslor Junction, and MP IC 529.5, Corinth – RRC
 - (c) Between MP IC 525.0 and MP IC 528.3, Cantrell - WTNN

L. HAZMAT SPILL PAN LOCATIONS

None.

M. GENERAL INSTRUCTIONS

1. West Tennessee Railroad Corporation

The following segments of track are leased to the West Tennessee Railroad Corporation:

- a. Jackson District from MP IC 525.0, north of Ruslor Junction to Fulton Junction, MP IC 406.1
- b. Poplar Corner Branch from Jackson, MP GW 0.0, to Poplar Corner, MP GW 15.0
- c. Bemis Connection Track from Iselin Junction, MP GH 0.0, to Bemis, MP GH 2.2

2. FRA Excepted Track

None.

N. HIGH THREAT URBAN AREAS AND KEY TRAIN SECUREMENT

1. HTUAs

None.

2. Locations where key trains, or cuts of cars meeting the definition of a key train, may be left unattended on a main track or siding outside of a yard or terminal:

None.

SHEFFIELD TERMINAL	
2. MAXIMUM SPEEDS	
Between	Main Track
	MPH
Auxiliary Tracks:	
Emco Branch, MP 0.0 ME to MP 6.0 ME, Restricted Speed not exceeding	10
Emco Branch to Occidental, including Occidental Lead, Restricted Speed not exceeding	5
3. LOCOMOTIVE AND CAR RESTRICTIONS	
A. WEIGHT RESTRICTIONS	
System instructions govern.	
B. HEIGHT RESTRICTIONS	
No additional restrictions.	
C. LOCATIONS OF EQUIPMENT RESTRICTIONS	
1. Wise Industries, Listerhill, AL, MP 4.5 ME	
Trains and engines are not permitted to occupy the Scale Track. Trains are not allowed east of the second road crossing on the east end of the Interchange Yard.	
If there is a need to run around the pick up at Wise, one engine may be allowed east of the second crossing. Then engine must be on the Can Platform Track and must stop short of the first curve leading towards the building.	
2. Six axle locomotives are restricted from operating in the following areas:	
a. Listerhill, AL into and out of the south switch of the Long Runaround Track	
b. Occidental Branch	
c. Tin Yard	
4. SWITCHES AND DERAILS	
A. NORMAL POSITION OF HAND OPERATED SWITCHES	
1. Normal position for the East End Thoroughfare Switch from Pullback to Forwarding Yard will be lined from Pullback to Forwarding Yard. Permission from the Main Tower must be obtained before handling the switch. Main Tower must be notified when returned to the normal position.	
2. The B8 electric lock has a 5 min 12 sec timer. The following steps are required to operate the B8 electric lock switch:	
a. Remove the lock	
b. Push down the top pedal, the red LED light will illuminate (if you press the pedal again the time will RESET)	
c. When the Red LED light is illuminated the time is running.	
d. Wait 5 min 12 sec, the green LED will illuminate.	
e. The B Lead switch can be thrown at this time.	

SHEFFIELD TERMINAL

4. SWITCHES AND DERAILS (CONT.)

B. HANDLING OF DERAILS

1. Blue signal derails are in place at the following locations and are operated by Mechanical Department employees only:
 - a. East and west end of Emes Track
 - b. Entrance switches to Diesel and Car Shops
 - c. Diesel Tracks No. 1 and No. 2
 - d. East and west end of No. 1 and No. 2 Rip Tracks
 - e. Ready Tack
2. A split point derail is in place at the east end of the Pullback Tracks

C. SWITCHES NOT EQUIPPED WITH ELECTRIC LOCKS (261 TERRITORY)

1. MP NA 4.8 – Elixir Corporation

5. COMMUNICATION INFORMATION

A. DIAL IN RADIO CODES

Emergency	911
Memphis West Dispatcher	809
Memphis East Dispatcher	811
NA / West End Dispatcher	811
Operations Service and Support (OSS)	808
Mechanical Operations Center (MOC)	124
LCDI Help Desk	126
Wayside Help Desk	128

B. AAR RADIO CHANNELS

Base Station	Channel 1 TX and RX	Channel 2 TX (RX)
Road Channel	056-056	048-009
Yard Channel	083-037	083-037
Hump Channel	076-076	N/A

NOTE: Anytime an RCO job is working as a hump job, all hump jobs and the Yardmaster must work on the Hump Channel.

C. TELEPHONE NUMBERS

Alabama Division Emergency Hotline	205-451-4739
Alabama Division OSS	404-589-6020
Mechanical Operations Center	404-582-6700 / 7-582-6700
LCDI Help Desk	7-981-4256
Memphis West Dispatcher	205-451-4385
Memphis East Dispatcher	205-451-4426
NA / West End Dispatcher	205-451-4426
Sheffield Yardmaster	256-386-8932

SHEFFIELD TERMINAL	
6.	TERMINAL INSTRUCTIONS
A. CLOSE CLEARANCE	No additional restrictions.
B. TRACK PERMISSION	<ol style="list-style-type: none"> 1. All movements must contact the Sheffield Main Tower before using Main Track within Yard Limits at Sheffield, AL. 2. Permission must be obtained from the Memphis West Dispatcher to occupy the Main Track between Tuscumbia and Norala. 3. All trains entering Sheffield Yard must have permission from the Main Tower 4. Engines using Thoroughfare Tracks will not foul tracks unless permission is received from Sheffield Main Tower. 5. Trains and engines will operate on Rip Track 1 and 2 only on permission of the Car Shop or Yardmaster after the removal of blue signal protection. 6. Trains and engines will operate on Diesel Tracks only on permission of the Diesel Shop after the removal of blue signal protection.
C. INTERLOCKING INSTRUCTIONS	No additional restrictions.
D. DRAWBRIDGES	None.
E. HANDBRAKE REQUIREMENTS	<ol style="list-style-type: none"> 1. One handbrake will be required in Sheffield Receiving Yard Track RT01 through RT06 and Forwarding Yard FT01 through FT07. A C-102 test will not be required.
F. TRAIN HANDLING INSTRUCTIONS	System instructions govern.
G. ROAD CROSSINGS	<ol style="list-style-type: none"> 1. DO NOT BLOCK ORDERS None. 2. QUIET ZONES None. 3. STOP AND FLAG ORDERS Second Street, Emco Branch, MP ME 3.6
H. LOCATIONS WHERE GRAVITY DROPPING CARS IS AUTHORIZED	None.
I. EXCESSIVE CURVATURE RESTRICTIONS	None.
J. JOINT TRACKAGE	<ol style="list-style-type: none"> 1. Trains and engines of the Alabama Division will use tracks of other divisions and foreign lines in accordance with their Timetables, Rules, and Regulations as shown below: (a) None. 2. Trains and engines of other divisions and foreign lines will use Alabama Division tracks as shown below: (a) None.

SHEFFIELD TERMINAL

6. TERMINAL INSTRUCTIONS (CONT.)

K. RECEIVING YARD INSTRUCTIONS

1. All trains and yard cuts arriving and leaving cars in the Receiving Yard at Sheffield Yard will be governed by the following:
Before cutting away from cars –
 - a. Brake pipe pressure shall be reduced to 20 PSI above zero as indicated by the equalizing reservoir gauge.
 - b. Wait until all air has exhausted from the reduction.
 - c. Close angle cock on locomotive and uncouple from the cars.

L. CLASSIFICATION YARD INSTRUCTIONS

None.

M. FORWARDING YARD INSTRUCTIONS

1. Engineers will report time train first moves from outbound departure track.

N. REMOTE CONTROL OPERATIONS

1. Sheffield Yard is a designated Remote Control Area. Remote Control Zones are established within Sheffield Yard from the Receiving Yard to the Hump as designated below:
 - a. Zone 1 – RT01 to Hump
Beginning at the clearance point at the west end of Receiving Track #1 to the crest of the hump including all switches in the route from the west end of Receiving Track #1 to the crest of the hump.
 - b. Zone 2 – RT02 to Hump
Beginning at the clearance point at the west end of Receiving Track #2 to the crest of the hump including all switches in the route from the west end of Receiving Track #2 to the crest of the hump.
 - c. Zone 3 – RT03 to Hump
Beginning at the clearance point at the west end of Receiving Track #3 to the crest of the hump including all switches in the route from the west end of Receiving Track #3 to the crest of the hump.

SHEFFIELD TERMINAL

6. TERMINAL INSTRUCTIONS (CONT.)

N. REMOTE CONTROL OPERATIONS (CONT.)

1. Sheffield Yard is a designated Remote Control Area. Remote Control Zones are established within Sheffield Yard from the Receiving Yard to the Hump as designated below (CONT.):
 - d. Zone 4 – RT04 to Hump
Beginning at the clearance point at the west end of Receiving Track #4 to the crest of the hump including all switches in the route from the west end of Receiving Track #4 to the crest of the hump.
 - e. Zone 5 – RT05 to Hump
Beginning at the clearance point at the west end of Receiving Track #5 to the crest of the hump including all switches in the route from the west end of Receiving Track #5 to the crest of the hump.
 - f. Zone 6 – RT06 to Hump
Beginning at the clearance point at the west end of Receiving Track #6 to the crest of the hump including all switches in the route from the west end of Receiving Track #6 to the crest of the hump.
 - g. Zone 7 – Class Yard to Hump
Beginning at the clearance point at the west end of all tracks in the Class Yard to the crest of the hump including all switches in the route from the west end of the Class Track to the crest of the hump.
2. Remote Control Zones are established within Sheffield Yard on the east end of the Classification Tracks as designated below:
 - a. Zone A – CT05 to CT16
Clearance point east end CT05 through CT16 onto the north ladder to the clearance point of the first power switch on the North Pullback.
 - b. Zone B – North Pullback Track
North Pullback Track from western most power switch to the zero point transponder.
 - c. Zone C – CT17 to CT36
Clearance point east end CT17 through CT36 onto the south ladder to the clearance point of the first power switch on the South Pullback.
 - d. Zone D – South Pullback Track
South Pullback Track from western most power switch to the zero point Transponder.

O. HAZARD SPILL PAN LOCATIONS

1. Spill pan is located on the east end of Sheffield Yard on the Z Track. If a leaking HazMat car is detected, it will be spotted over the pan at the direction of the Terminal Trainmaster or Yardmaster after the Mechanical Department has opened the pan.

SHEFFIELD TERMINAL

6. TERMINAL INSTRUCTIONS (CONT.)

P. GENERAL INSTRUCTIONS

1. Tracks out of Service

The following tracks are permanently out of service:

- a.** Loyall Track, MP 1.7 MF
- b.** Denbo Track, MP 2.1 MF from Tie Yard to Denbo

2. Inbound Coal Trains

The Conductor on all inbound unit coal trains, loaded or empty, yarded at Sheffield Yard is to notify the Tower by radio or other means as soon as all crewmembers are clear of the locomotive consist. This will allow the Tower personnel to notify the fueling contractor to begin fueling operations. Train crews of outbound unit coal trains, loaded or empty, must check with the Tower prior to boarding the locomotive consist to determine if the fueling contractor and the Mechanical Department employees have finished their work and are clear of the train.

3. Outbound Coal Trains

All loaded coal trains will ensure the rear set of locomotives are inspected by the outbound crew before departure to determine if the engines are online.

4. FRA Excepted Track

None.

Q. HIGH THREAT URBAN AREAS AND KEY TRAIN SECUREMENT

1. HTUAs

None.

- 2.** Locations where key trains, or cuts of cars meeting the definition of a key train, may be left unattended on a main track or siding outside of a yard or terminal:
None.

BIRMINGHAM TERMINAL				
SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTES
			TERMINAL DISPATCHER.....803 WOODLAWN JUNCTION..... (YL) (CP) East Birmingham..... (YL) CSX Junction Lehigh Branch Junction..... (YL) BNSF Crossing.....S, (N) Lehigh..... (N) Finley Yard Acipco Lead..... (N) Thomas.....S (N) Pratt City..... (A) Ensley Junction.....S, (N) Ensley Yard Time Saver Crossovers End of Track..... (YL)	
		0.0 SA		
		1.6 SA		
		1.8 SA		
		2.5 SA		
		2.6 SA		
		3.1 SA		
		4.5 SA		
		5.1 SA		
		6.6 SA		
		7.9 SA		
		9.2 SA		
		9.4 SA		
		10.2 SA		
		10.8 SA		
1. RULES IN EFFECT				
Between				Main Track
				Rules
Woodlawn Junction and End of Track				93
2. MAXIMUM SPEEDS				
Between				Main Track
				MPH
MP 0.0 SA, Woodlawn Junction, and End of Track, MP 10.8 SA				10
AGS Outbound Track, north of the 2A Power Switch				15
3. LOCOMOTIVE AND CAR RESTRICTIONS				
A. WEIGHT RESTRICTIONS				
Loaded 4-axle cars may be handled up to the weight shown provided the stenciled Load Limit (Weight of car and lading) is NOT exceeded:				
Units		Loaded Cars		
4-Axle	6-Axle	4-Axle	6-Axle	
291,000	420,000	286,000	300,000	

BIRMINGHAM TERMINAL

3. LOCOMOTIVE AND CAR RESTRICTIONS (CONT.)

B. HEIGHT RESTRICTIONS

No additional restrictions.

C. LOCATIONS OF EQUIPMENT RESTRICTIONS

1. Birmingham Food Terminal

Cars in excess of 85 feet in length are not permitted to enter all Birmingham Food Terminal tracks.

2. Jordan Scrap (B10)

All crews serving Jordan Scrap may not enter the customer's facility. Cars for the customer are to be left outside of the customer's gate, and at no time shall an NS employee operate the gate. Bad footing conditions exist in the area.

4. SWITCHES AND DERAILS

A. NORMAL POSITION OF HAND OPERATED SWITCHES

1. South End of connection track from East Yard Lead to 56 Class is a power switch controlled by the Main Tower Yardmaster. The Conductor in charge of the yard assignment that is to use this track must contact the Main Tower Yardmaster for permission prior to entering track. Permission will not be given to yard crew until it is known by the Main Tower Yardmaster that 56 Class Track is blocked out.
2. While switching in the Local Yard, #14 Switch must be lined for Track #14. After switching and doubling cut together before shoving down ladder, make sure route is clear on north end of West Forwarding Yard Tracks. If cuts of cars are being shoved into Cab Tracks or No. 1 West Forwarding Yard tracks, it will not be permissible for movement south on ladder while this route is fouled. Prior to Local Yard engine or other assignments doing any switching in the Local Yard, it will be the responsibility of the conductor of the assignment to ascertain if cars are hanging out of clear on south end of Local Yard and to make sure cars on bottom of tracks are properly secured before switching is commenced on the north end of the Local Yard.
3. The normal Position for the local yard lead switch and the Norditrac switch will be lined normal for movement on the AGS outbound. Permission from north tower must be received prior to handling these switches. These switches must be restored to normal position lined for straight track movement on the AGS outbound and the north tower yardmaster must be informed when switch is returned to normal position.

BIRMINGHAM TERMINAL

4. SWITCHES AND DERAILS (CONT.)

B. HANDLING OF DERAILS

1. Mechanical controlled blue flag outreach derails are in operation at Norris Yard diesel fueling facility. The derails are located at the mechanical shop limits sign on the north and south end entrances to the diesel shop. The normal position for these derails will be in the ON (derailing) position. The diesel shop limits and remotely controlled derails are under the exclusive control of the Mechanical fuel ramp gang leader. All movements made in and out of this facility will be under their authorization. Before entering or leaving the shop limits the crew must contact the gang leader on the inbound channel for permission to enter or depart the shop limits. Once permission is granted to enter or leave, the derails located at the shop limit signs must be in the off position. The conductor or remote control operator must be on the ground to visually determine that the derail is in the off position before starting their movement and observe the lead set of wheels pass over the derail. The conductor or RCO must stay on the ground and see the first set of trucks past the derail before mounting the locomotive or rail car. Engineers must ensure they ask their Conductors to double check the position of the derail before moving past the derail.
Crews engaged in continuous switching operations over the blue flag outreach derails are relieved from having a person on the ground to see the lead truck over the derail after the first move.
2. Nucor Steel, (E30) Milepost SA 2.8 has installed derails on both ends of lead track and dead track as you enter and exit the building. The derails are painted RED. It is the responsibility of Nucor to remove and replace the derails accordingly.

BIRMINGHAM TERMINAL

4. SWITCHES AND DERAILS (CONT.)

C. REMOTE CONTROL HYDRO SWITCH OPERATION

These switches can be operated by three methods, Remote Control, Push Button, and Hand Pump Operation – (Remote Control Operation will be the primary method of operation).

Note the Following:

Green for normal, Amber for reverse and Flashing Red for switch out of correspondence. A Green with a Solid Red indicator, or Amber with a Solid Red indicator, signifies that the protection circuit is occupied and will not be able to respond to either a Remote or Push Button request as it is locked electronically. This protection circuit extends 35 feet on each side of the switches.

PUSH BUTTON OPERATION:

Located on the side of the electronic box mast is a push button box for the Normal and Reverse position. The box has a locking hasp that is equipped with a switch lock and box is tagged N/R. There are two buttons; one for the Normal position and one for the Reverse position. (If there is a failure, the only method to throw the switch will be through the Hand Pump mechanism.

HAND PUMP OPERATION:

The Hand Pump is a dual action pump and normally takes only 9-10 pumps to throw the switch from one position to the other.

1. Remove the pump handle from the handle holders
2. Open the hand throw cover and insert the pump handle in the pump socket.
3. Select the direction of point travel by moving the directional valve lever in the direction the points are to move.
4. Ensure switch point is not obstructed, and then begin to operate the hand throw by moving the pump handle back and forth. Continue to pump until the spring pressure forces the switch point over to fit up to the stock rail.

****Note:** When switch point is approximately centered, the spring forces the switch point over quickly and employees should ensure everyone is in the clear prior to hand pumping. A visual check of a good point closure should be made after completing the hand throw.

5. After completing the hand throw, close the cover, reinstall the pump handle in the holders and reinstall the lock. Prior to operating any of the above Hydro-Switches using the Push Button, Local Panel, or Hand Pump Operation, permission must be obtained from the Main Tower Yardmaster.

Additionally, indications displayed by the switches in the Field and on the control panel in the main tower only give an indication relating to switch alignment and not clearance.

BIRMINGHAM TERMINAL

5. COMMUNICATION INFORMATION

A. DIAL IN RADIO CODES

Emergency	911
Terminal Dispatcher	803
Operations Service and Support (OSS)	808
Mechanical Operations Center (MOC)	124
LCDI Help Desk	126
Wayside Help Desk	128

B. AAR RADIO CHANNELS

Base Station	Channel 1 TX and RX	Channel 2 TX (RX)
Road Channel	056-056	048-009
Inbound Channel	026-065	N/A
Outbound Channel	036-093	N/A
Pullback Channel	037-095	N/A
Finley Yard Channel	042-042	N/A
CSX AB Dispatcher	074-074	N/A

NOTES:

- Any time a RCO job is working on the North End as a pullback job, all pullback jobs and the North Tower Yardmaster must work on the Pullback Channel.
- The use of the Southern Road Channel is discontinued within Birmingham Terminal. Inbound and Outbound Radio Channels are to be used within the following milepost locations:
 AGS South – MP 144.4 AGS North – MP 130.1
 NA/West End – MP 801.6 East End – MP 790.1
 Ensley Branch – MP 7.2 SA
- Employees who are more than four (4) miles from the Norris Yard Main Tower repeater and who are using portable radios and who wish to contact the engine of a train on the inbound or outbound channel should switch their portable radios to the reverse inbound or the reverse outbound channel. This will allow them to talk directly to the engine of such a train. This frequency change is necessitated by the portable radio's power limitation to activate the repeater.
- Roadway work groups will monitor both the inbound and the outbound channel.
- The Cement Run will perform industry work at the beginning of their tour of duty on the Finley Yard Channel. Before departing Finley Yard with their yard cut, the Cement Run will switch to the inbound channel. The Cement Run will remain on the inbound channel until their arrival at Norris Yard. After cutting away from their train in the Receiving Yard, the Cement Run will switch to the outbound channel until reaching Finley Yard, then switch back to the Finley Yard Channel.
- The A23 Bessemer Run will begin their tour of duty on the Outbound Channel. The Bessemer Run will switch over to the Road Channel at MP SA 7.2 and perform their work at Ensley on the Road Channel. When returning towards Birmingham on the SA Main, the Bessemer run will switch to the Inbound Channel at MP SA 7.2 and remain on the inbound for the remainder of their tour of duty.

C. TELEPHONE NUMBERS

Alabama Division Emergency Hotline	205-451-4739
Alabama Division OSS	404-589-6020
Mechanical Operations Center	404-582-6700 / 7-582-6700
LCDI Help Desk	7-981-4256
Terminal Dispatcher	205-451-4842
Norris Yard Main Tower Trainmaster	205-451-4989
Norris Yard Main Tower Yardmaster	205-451-4988
Norris Yard North Tower Yardmaster	205-451-4913

BIRMINGHAM TERMINAL

6. TERMINAL INSTRUCTIONS

A. CLOSE CLEARANCE

1. A stationary motor-driven winch has been installed approximately 100 feet north of the Rip Track shed and close clearances exist between the Wash Track and West Thoroughfare. This 3'06" structure is 6'00" from center of Wash Track and 8'11" from center of West Thoroughfare track.
2. Riding into or out of the class yard from the south end (Hump Side) is prohibited unless you are mounted on the platform of a locomotive or inside the cab of a locomotive.
3. Riding the side ladders of any rolling equipment in Finley Yard, Tracks 2 through 8 is prohibited.

B. TRACK PERMISSION

1. The conductor on each assignment going on duty at the north end must, at the on-duty time, contact Yardmaster in North tower for instructions.
2. All northbound train movements on AGS 1 or AGS 2 enroute to Norris Yard must not pass Oporto Avenue Overhead Bridge, MP 137.3, until permission is received from the Norris Yard Main Tower.
3. All train and engine movements made within the East and West Forwarding Yards and the north end of the Classification Yard are to be made under the direct supervision of the North Tower Yardmasters.
4. Remote Control Operators working on pullback jobs must get permission from the North Tower Yardmaster before pulling out of the Class Yard, East or West Forwarding Yard. North Tower Yardmaster will verify that their route is lined and locked through the NX plant and that their route on the Class Yard Lead has not been obstructed by rollouts or other emergency conditions, and route must be communicated and double checked between Yardmaster and RCO before the movement starts.
5. Movement of hump engines will be at the direction of the Main Tower yardmaster and controlled by the Remote Control Hump Foreman.
6. South End of connection track from east yard lead to class is a power switch controlled by the Main Tower yardmaster. The Conductor in charge of the yard assignment that is to use this track must contact the Main Tower Yardmaster for permission prior to entering track. Permission will not be given to yard crew until it is known by the Main Tower Yardmaster that 56 class track is blocked out.
7. All other train and engine movements made within Norris Yard are to be made under the supervision of the Main Tower. Any movement that will require use of the Shop Thoroughfare will first obtain permission from the Gang Leader at the Diesel Fueling facility and also the Main Tower.
8. Tracks in the Mechanical Shop Limits are controlled by the locomotive servicing ramp foreman (gang leader) or Mechanical Department designee who can be reached on the inbound channel for Norris Yard. Operating limits for the Shop) are marked by "Mechanical Shop Limits" signs that are located at the:
 - South end of the shop lead coming from the west outbound
 - North end of the shop at the RHVY crossing on the water tank lead Gravel road on #1 and #2 thoroughfares.

BIRMINGHAM TERMINAL

6. TERMINAL INSTRUCTIONS (CONT.)

B. TRACK PERMISSION (CONT.)

9. Mechanical Department will contact the Main Tower Yardmaster and request double peg on CT-00. Main Tower Yardmaster will block this track out and record this information on form provided. Once this is accomplished, Mechanical Department will take power off power switch on South End of CT-00, using key lock box provided for that purpose and will also line and lock hand thrown switch away from CT-00 on North End.
10. When Maintenance of Way personnel make a request for track time to work on any track in Birmingham Terminal, this request must be relayed to the Main Tower control station before any track outage is granted. Before track time is issued all parties involved in the work being performed must be notified of any temporary derails that will be placed in the MW&S work area. MW&S must notify all parties involved of the location of the derails.
11. All movements on the SA Line, Lehigh Branch, Finley Yard, and Lehigh Yard (Tracks 1-3) must receive permission from the Norris Yard Main Tower Yardmaster.
12. All movements off the Lehigh Branch onto West End-NA Main Line must receive permission from the Norris Yard Main Tower Yardmaster.
13. The following instructions will apply when entering the Mainline off the Lehigh Branch:
 - a. Entering by signal indication:
 1. A permissive signal must be displayed on the Lehigh Branch and on the high mast at Block # 2 before proceeding into Block # 2.
 - b. Entering Track by Birmingham Terminal Dispatcher's permission if permissive signal cannot be obtained:
 1. Permission to pass signal governing movement into Block # 2 must be first obtained from the Norris Yard Terminal Dispatcher.
 2. Permission to pass signal and/or take power off of switch and hand line switch for movement off of Lehigh Branch onto Main Line must be obtained from the West End Dispatcher.

BIRMINGHAM TERMINAL

6. TERMINAL INSTRUCTIONS (CONT.)

C. INTERLOCKING INSTRUCTIONS

1. PRATT CITY, MP 7.9 SA

When NS signal fails to display a favorable indication, contact the NS dispatcher for permission to pass the Stop signal. After securing permission from the NS dispatcher, T&E crew member will follow the directions below:

If RED indicator light in NS box at bungalow is lit

The RED light indicates that the BNSF signals are at STOP. Immediately operate time release push button in NS box at bungalow and hold for three (3) seconds. If NS signal does not change to a favorable indication after waiting (3) minutes and RED indicator light remains lit, train or engine may proceed at restricted speed. If GREEN indicator light is lit (or both indicator lights are dark)

The GREEN light indicates that the BNSF has a CLEAR signal across the interlocking. Wait four (4) minutes and if no conflicting movement is seen or heard, operate time release push button and hold for three (3) seconds. If NS signal does not change to a favorable indication after waiting an additional three (3) minutes, train or engine shall pass the home signal twenty (20) feet, stopping clear of any conflicting route. After waiting an additional six (6) minutes, train or engine may proceed at restricted speed. In either case, when movement is seen or heard on conflicting route, NS train movement must not be made until such conflicting movement is stopped and contact is made with the conflicting move to ensure full understanding of moves to be made.

2. The NA/West End railroad crossing at grade is protected by a hand-operated gate which will normally be set against Ensley Branch movements.

TO OPERATE GATE:

- (a) Pull up to "clear" post.
- (b) Obtain permission from Train Dispatcher/Control Operator to operate gate.
- (c) The Train Dispatcher/Control Operator will release the electric lock; a five (5) minute time delay may have to be run before gate is unlocked.
- (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.

D. DRAWBRIDGES

None.

BIRMINGHAM TERMINAL

6. TERMINAL INSTRUCTIONS (CONT.)

E. HANDBRAKE REQUIREMENTS

1. Finley Yard Tracks 1-9

Equipment must be secured with 2 handbrakes. A C-102 test of handbrake effectiveness is not required.

2. NORRIS YARD, RT01 through RT12, Receiving East Thoroughfare, Receiving West Thoroughfare

Before engines are detached from a cut of cars, two handbrakes will be applied. The Norris Yard Main Tower must be advised of the handbrake location. A C-102 test of handbrake effectiveness will not be required.

3. Prior to setting cars out on the Hill track, Middle track, or Stock Pen track off of the hump at Norris Yard, sufficient hand brakes must be applied to north end of the cars being set out before shoving the track. After setting out on Hill Track and cars are pulled back over Hill track switch, conductor will not shove to the hump until he has determined that the entire cut has stopped.

4. When spotting the Wash Track or 1, 2, 3 and 4 Repair Track from the north end, a minimum of three (3) hand brakes will be set up on the SOUTH end of cut prior to being shoved in each track.

5. Yard assignments building trains and industry cuts in the West Forwarding Yard and East Forwarding Yard will set sufficient hand brakes on the south end of the first cut set out to hold the entire train. The intent is for sufficient hand brakes to be set on the south end only of a completed train or industry cut. Yard crews building trains and yard cuts must keep the Yardmaster in the North Tower advised of the position of hand brakes left on both trains and industry cuts. Where circumstances may require, Yardmaster in the North Tower may instruct different positioning of hand brakes on trains being built in the West and East Forwarding Yards. Road and yard crews departing Norris Yard must inquire about hand brakes placement from the North Tower Yardmaster, and must ensure the release of all hand brakes prior to departure. The required amount of handbrakes is as follows:

West Forwarding Yard and AGS Main: 3 handbrakes

Tracks 1 through 4 East Forwarding Yard: 2 handbrakes

Tracks 5, 6, and 7 East Forwarding Yard: 5 handbrakes

Prior to cutting away from a cut, the conductor will ensure the slack has settled and the cut will not roll away, however, a C-102 test of handbrake effectiveness is not required.

BIRMINGHAM TERMINAL

6. TERMINAL INSTRUCTIONS (CONT.)

E. HANDBRAKE REQUIREMENTS (CONT.)

5. BRAKE STICK USAGE

All yard assignments working at Norris Yard are required to use a brake stick while applying and releasing hand brakes on freight cars. If you have been assigned a brake stick, you are required to have it with you and utilize it while on duty. If you do not have a brake stick assigned to you, there will be a supply of community brake sticks available for your use.

- If you report at Finley, extra brake sticks will be stored in the closet at the depot.

If you use a shared brake stick, it is imperative that you sign it out and return it at the end of your tour of duty. If, for some reason there are no brake sticks available, employees must contact the Trainmaster in the Main Tower for further instructions. Employees working RCO assignments at Norris Yard will continue to use the brake sticks that are currently positioned around the yard (on poles, on hump locomotives, etc.). All trains departing north out of Norris Yard are expected to use a brake stick when operating hand brakes on the north end of the East and West Forwarding Yards. Brake sticks are available on both sides of each yard. Brake sticks will be positioned around the terminal in other areas for convenience and should be utilized when practicable. Any employee that is assigned a brake stick must use it while operating hand brakes at Norris Yard.

F. TRAIN HANDLING INSTRUCTIONS

System instructions govern.

G. ROAD CROSSINGS

1. DO NOT BLOCK ORDERS

Prior to a stopping over a road crossing, the Train Dispatcher must be contacted.

2. QUIET ZONES

None.

3. STOP AND FLAG ORDERS

- a. Before any movement is made across road crossing in front of Master Mechanic's office on Rip Material Track, movement must stop. Switchman on the ground ahead of car or engine must closely observe wheels for safe passage account debris in flange-way.

H. LOCATIONS WHERE GRAVITY DROPPING CARS IS AUTHORIZED

1. When switching at Finley Yard no more than 2 loads may be cut off at one time into the same track. Crews must shove to the switch of the track that cars are destined for, stop move, get slack, and cut off. Do not kick cars into Finley Yard tracks on south end of yard.

I. EXCESSIVE CURVATURE RESTRICTIONS

None.

BIRMINGHAM TERMINAL

6. TERMINAL INSTRUCTIONS (CONT.)

J. JOINT TRACKAGE

1. Trains and engines of the Alabama Division will use tracks of other divisions and foreign lines in accordance with their Timetables, Rules, and Regulations as shown below:
 - (a) Those employees required to operate into the Acipco facility at North Birmingham are hereby advised that prior to operation on the CSX Birmingham Mineral Subdivision, crossing into ACIPCO at CSX MP 0LB391.3, the following actions are required:
 1. Crews must be possession of the appropriate CSX bulletin orders (Z-orders).
 2. Crews must contact the CSX AB Dispatcher and be issued an EC-1 covering the North Huntsville Yard limits MP 0LB388.6 and the South Huntsville Yard limits MP 0LB392.0, and comply with the instructions therein.
 3. Crews must be in possession of the current CSX Atlanta Division Timetable for the Birmingham Mineral Subdivision, as well as the current CSX Operating and Safety Rules, and shall be governed by such while in operation on that section of track so governed. These books are available in a shared grip at Finley.
 4. Crews shall be governed by the swing board type "Stop" gate at MP 0LB391.3 and shall align said swing board stop sign for their movement, prior to operation onto CSX trackage, NS crews shall restore the route for movement on CSX trackage once clear.
2. Trains and engines of other divisions and foreign lines will use Alabama Division tracks as shown below:
 - (a) Prior to being granted permission to enter NS yard tracks at the appropriate interchange location(s), crews of foreign line carriers BHRR, BNSF & CSXT shall contact the Control Station Main Tower at Norris Yard. Communication may be via radio or phone (if safe to do so). The offering crew shall provide a total car count, a first and last car number of the consist, and note any special handling requirements of the equipment offered, such as high & wide shipments or locomotives. Only after providing this information will permission be granted to enter NS controlled yard tracks at the applicable yard, and such movements will be under control of the Main Tower. After the completion of duties on NS property, said crews shall report clear of the NS tracks. NOTE: a representative of the foreign line carrier may coordinate the transfer of the information, and that person shall become responsible for reporting per the above. Such coordination on behalf of the crew shall not occur prior to the offering roads crew being ready and at the interchange point. These instructions are in effect at the following locations;
 1. NS High Line tracks #1 & #2, MP142.2 to MP143.5 (CSXT)
 2. NS North Yard tracks #1 thru #4 (BNSF)
 3. NS Ensley Yard, all tracks (BHRR)

BIRMINGHAM TERMINAL

6. TERMINAL INSTRUCTIONS (CONT.)

K. RECEIVING YARD INSTRUCTIONS

1. The following procedure will be followed when lining out of receiving yard to the hump:
 - a. Hump Conductor on job to shove the hump will contact Yardmaster in Main Tower and ascertain track to line out of and permission to do so.
 - b. After the Hump Job has coupled to the South End of the receiving track to be humped and prior to humping, a southward move must be made to determine that the north car in the cut moves south to assure all of the cars in the cut to be humped are coupled. The RCO hump foreman will protect the South end of the cut with the Mobile utility switchman protecting the shove on the north end of the receiving yard.
 - c. After getting permission from the Yardmaster to line up out of the receiving yard to the hump, the hump conductor or mobile utility lining the switch must check each switch to see that it is properly latched down on the entire route from the receiving yard up to the hump. The Hump Conductor will continually position himself to keep the leading car of the shove in view during the entire shove to the hump. He will be held responsible for all switches that the cut passes over, and must not permit any other duty to interfere with protecting this assignment.
 - d. Both ends of the crossover from the Southern Inbound that leads to track # 7 through # 2, down the middle, must be lined so that there will be no possibility of a train coming in from the East or North or off the Thoroughfare into the side of the cut being shoved to the hump.
 - e. When shoving off of East Thoroughfare through No. 8 and shoving the outside route out of No. 7 to the hump, all crossovers in the East Thoroughfare Pocket will be lined off of the East Ladder to prevent the possibility of a collision due to these switches being lined into the side of the cut when this route is shoved.
 - f. Before instructing hump crews to proceed to the hump, where possible and visibility permits, the Main Tower Yardmaster will visually check each switch on the entire route from the receiving yard to the hump. When/where visibility is obstructed the Yardmaster will verbally confirm with the Hump Conductor that the entire route is properly lined before instructing the hump crew to proceed to the hump.
2. Air must be operated throughout when doubling over on North End of Receiving Yard, Norris Yard. No cut of five (5) cars or more can be operated south of Irondale, MP 136.85, without the air being cut in on the head five (5) cars. A test to insure all brakes will apply and release must be made prior to movement. If any of the five car's brake fail to apply or release additional brakes must be cut in to have at least five (5) working brakes.

BIRMINGHAM TERMINAL

6. TERMINAL INSTRUCTIONS (CONT.)

L. CLASSIFICATION YARD INSTRUCTIONS

1. Pin-puller displays have been installed on either end of the pin-puller walkway to assist the hump conductor. These displays will indicate identical information. No movement should be made beyond the crest of the hump if the pin-puller display indicates STOP. If the pin-puller display indicates TRIM MODE, no equipment will be allowed to roll free with engines detached. Only shoves and light engine movements will be made while in TRIM MODE. The hump yardmaster will direct routing when in trim mode. The system should be left in TRIM MODE with no routes lined as a normal "rest" state when no trimming or humping operations are being performed. The system must be in HUMP MODE before any equipment is cut off to roll free over the hump. When the system is in HUMP MODE, the pin-puller display will display the north five cars in the current hump list. The hump yardmaster will not place the system into hump mode until he is ready for humping to commence. Once humping begins, it is the responsibility of the hump conductor pulling pins to ensure that the cars displayed on the pin-puller display matches the cars being cut off. The pin-puller display will also indicate where to make cuts based on pre-programmed car routing and weight class information. Do not deviate from the indicated "cut symbols" without permission from the hump yardmaster.

Cars with more than four axles may be humped without stopping. The hump conductor pulling pins should ensure that the correct number of axles for such cars is displayed on the pin-puller display prior to cutting the car off. If exceptions are noted, do not cut the cars off until the hump yardmaster makes the correction and gives permission. If at any time during humping the list disappears from the pin-puller display, the screen goes blank, or the display indicates STOP, the hump conductor should immediately stop humping. If a car is destined for a clear track and permission to hump into that track has not been granted, that car will flash on the pin-puller display. Do not cut that car off until the hump yardmaster grants permission. No more than one extra-heavy, heavy, or three medium loads may be cut to a clear track. No more than five light cars may be cut to a clear track. If the Train Yard Tech system is going to route a car to a track other than the track destination originally indicated by the hump yardmaster, that car will flash on the pin-puller display. Do not cut that car off until the hump yardmaster grants permission. If a car is flashing on the pin puller display, do not cut that car off until it either stops flashing or the hump yardmaster grants permission to cut it off.

The hump yardmaster will get permission from the north tower yardmaster before directing any crew to start or shove a class track. The north tower yardmaster will ensure that the track being started or shoved is not fouled and that no movement is authorized that could foul it. No equipment may be detached from an engine and allowed to roll free south of the group retarders while the system is in TRIM MODE. Cars being started into a class track may only be cut off north of the group retarders, and should be cut only on straight track whenever possible. Cars standing in curves must be inspected by walking the cars to ensure all couplings are made before cars are moved. Cars must not be kicked in excess of 4 MPH. Each hump conductor on a hump job will receive a briefing from a supervisor the first time they work a hump job under the new Train Yard Tech system.

BIRMINGHAM TERMINAL

6. TERMINAL INSTRUCTIONS (CONT.)

L. CLASSIFICATION YARD INSTRUCTIONS (CONT.)

2. The hump yardmaster is primarily responsible for administering The Train Yard Tech system. Each yardmaster will receive training from either a qualified yardmaster or appropriate Train Yard Tech before operating the system alone. Before humping begins, verify with the North Tower Yardmaster which tracks are blocked for coupling, and which tracks are clear. All blocked tracks and clear tracks should be indicating as such before humping begins. The hump yardmaster should put the system into HUMP MODE only when it is safe to begin humping. Requests for blocks to couple tracks from the north end should be made and accepted only through the system. Requests for blocking for RWICs will be made solely to the hump yardmaster. The owner/job number, department, and reason fields should always be properly populated before entering a block request. This is to ensure that an accurate record of blocked tracks is maintained. The Main Tower Yardmaster will contact North Tower Yardmaster for permission to hump into a clear track. The North Tower Yardmaster will determine if the north end of the clear track or the lead to the clear track is fouled and give permission when safe to hump into the clear track. The Main Tower Yardmaster must plan ahead to avoid delay to the humping operation.
3. It is the responsibility of the North Tower Yardmaster to ensure that any movements on the north end are clear of any cars that may roll out of the class yard after being humped to a clear track. Movements must not foul that track until it is positively determined that the cars humped to the clear track have stopped and will not roll out. The North Tower Yardmaster may acknowledge the Main Tower Yardmaster's request to hump to a clear track, and grant permission through the Train Yard Tech system which will in turn stop the car from flashing on the hump pin puller display and allow the hump RCO to cut the car normally. An emergency stop button is included into the main screen display. Depressing this button will place the system into "Emergency Stop." This button should be used whenever conditions warrant, but should not be used to affect normal stops.
4. The north tower yardmaster will have a full display of the hump process system with limited functionality. Each yardmaster will receive training from either a qualified yardmaster or appropriate Train Yard Tech personnel before using the system alone. The north tower yardmaster's primary responsibilities under the new TYT system will be to request blocks to couple class tracks, to flag clear tracks, and to grant permission to hump into clear tracks. The north tower yardmaster will request blocks to couple class tracks from the hump through the blocking screen of the TYT system. The owner/job number, department, and reason fields should always be properly populated before entering a block request. This is to ensure that an accurate record of blocked tracks is maintained. The train crews will be advised that the track is blocked only after the hump yardmaster accepts the requested block and the system indicates that the track is blocked. The north tower yardmaster is responsible for ensuring that any tracks that are cleared from the north end are flagged as clear tracks in the PCS system as soon as they become clear. The system will present an inquiry as to track clear status as soon as the unblock request is entered into the system. A track being pulled clear should not be unblocked and flagged as clear until all equipment is out of the track.
5. Yard crews prior to entering the north end of a class track must be advised by the North Tower Yardmaster that the track to be entered has been blocked.

BIRMINGHAM TERMINAL

6. TERMINAL INSTRUCTIONS (CONT.)

L. CLASSIFICATION YARD INSTRUCTIONS (CONT.)

6. Anytime trimming is performed by shove moves from the north end of the class yard, the following steps must be complied with:
 - a. Class track will be blocked out and confirmed.
 - b. Skates will be open and confirmed by radio communication or light at the skate.
 - c. Knuckle on the south end of the south car will be opened or coupled to equipment already in the track.
 - d. The car or cars will be shoved through the skate retarder and cut off with the north end truck of the north car left in the skate.In addition anytime a car or cut of cars are to be left in a class track from the south, the following steps must be complied with:
 - a. Car or cars will be observed to be left in the body of the track south of the retarders, or left with the north set of trucks in the retarder.
 - b. Knuckle left open on the south end of the equipment being left.

In either situation mentioned above, no part of the car can be left north of the retarder or the entire car (all wheels) cannot be left in the retarder, just the north end truck only.
7. An indicator light is installed adjacent to the skate retarders located at the north end of each class track. This light is dark when the skate is CLOSED. This light should be lit when the skate is OPEN, Employees must confirm the track is blocked out before entering the track.
8. The Main Tower Yardmaster will notify employees working in the bowl of over speed cars as follows. Whenever the Main Tower Yardmaster gets an over speed notification, the Yardmaster will switch to CY1 (37-95) and make an announcement to everyone notifying them of the over speed and what track the car or cars is going into. All employees working in the bowl should be listening for such messages going forward.
9. When working in the north end of the class yard at Norris Yard, RCOs and other T&E employees must adhere to the following procedures for their personal safety. When pulling tracks out of the north end of the class yard, RCO's must ride the end of the cut whenever possible. If equipment type or other circumstances create the need to ride the side of the cut, they must ride the "lead" side of the cut such that they are situated away from the foul points of other adjacent tracks. When coupling tracks prior to pulling, the RCO should work down the "lead" side of the track to ensure no fouling equipment or other unsafe conditions exists before riding out.
10. Hump Yardmasters must notify the North Tower when open top loads of scrap or crossties that are susceptible to shift and fall into the walkway are humped to a track adjacent to any track that is blocked out for pulling or coupling. The North Tower must immediately relay this information to RCOs or switchmen that may be in those tracks as necessary. Any RCO or switchman who witnesses a hard coupling that causes any open top car to lose lading must immediately report the same via radio to the North Tower Yardmaster. Report must include car number and location.
11. The following procedure must be adhered to in the number of cars humped at one time:

Not more than 5 L cars will be cut at one time.
Not more than 3 M weight cars will be cut at one time.
Not more than 2 H weight cars will be cut at one time.
Not more than 1 X weight cars will be cut at one time.

BIRMINGHAM TERMINAL

6. TERMINAL INSTRUCTIONS (CONT.)

L. CLASSIFICATION YARD INSTRUCTIONS (CONT.)

12. "Weigh this car" must be cut off individually in order to be weighed. When weighing a series of cars, especially short cars, it may be necessary to slow the hump in order to ensure the scale has time to "reset" between cars.

13. **PULLBACK OPERATIONS**

North Tower Yardmaster will verify that the requested route is lined and locked before allowing movement via the power switches. No movement will be permitted to enter the limits of the plant unless the desired route is established and indicated locked. Lineups will not be given to RCOs until route has been established. The boundaries of the plant will be indicated on each track by a white crosstie where the circuit ends. Reverse movement may be made within the plant only with the permission of the North Tower Yardmaster. The TD-Pro system has shove lights indications for seven (7) tracks in the West Forwarding Yard. The shove light indications in the field have not changed. When these shove light indications are out, this is a STOP signal and the shove move in that track must stop. As information, the insulated joints are located 400 feet from the clear point on the opposite end on these tracks. When cars are shoved over these joints, the shove lights go out.

Remote Control Operators working on pullback jobs must get permission from the North Tower Yardmaster before pulling out of the Class Yard, East or West Forwarding Yard. North Tower Yardmaster will verify that their route is lined and locked through the NX plant and that their route on the Class Yard Lead has not been obstructed by rollouts or other emergency conditions, and route must be communicated and double checked between Yardmaster and RCO before the movement starts.

The TD-Pro system is equipped with automatic radio messaging that will alert movements into the pullback when the movement has cleared the circuit. The messages are as follows:

"MP 791 East/West pullback approaching clear"

This message indicates the move will shortly clear the circuit.

"MP 791 East/West pullback clear"

This message indicates the move is clear of the circuit.

All moves pulling into the pullbacks through the NX Plant must receive this message and instruction from the North Tower Yardmaster before reversing the move into another track.

14. It is possible for the North Tower Yardmaster to line a route through the TD-Pro controlled power switches even though a fouling condition exists just beyond the limits of the circuit. This is most notable on the #8 (Front Way) switch. A route could be set up out of the pullback toward the East Yard via the Front Way even if equipment on the East Lead is still fouling the route beyond the circuit. The North Tower Yardmaster should take care to ensure any prior movements are well clear of the plant before granting routes. Likewise, all switch foremen should be aware of the location of other jobs and be positive of their intended route before directing their moves.
15. Employees in any department working as Roadway Worker In Charge in the class yard at Norris Yard will get tracks blocked directly from the Main Tower Hump Yardmaster. RWIC must also ensure that switches are spiked and blocked away from the tracks to be fouled before any work begins. Such protection must be in place in addition to blocking from the Hump Yardmaster. All spikes and blocks are to be removed prior to giving the block back to the Main Tower Hump Yardmaster. All RWIC blocks are to be issued by name and the RWIC named in the block will be responsible for ensuring the block is released when work is complete.

BIRMINGHAM TERMINAL

6. TERMINAL INSTRUCTIONS (CONT.)

M. FORWARDING YARD INSTRUCTIONS

1. Before shoving any track in the East/West forwarding yards, the North Tower Yardmaster will inform the crew of the tonnage and footage in the cuts to be shoved.

EXAMPLE: CY-1, after you couple to #1 west, you will be shoving 8500 tons, 6350 feet.

CY-1, you are shoving #1 west with 2400 tons, 1850 feet. #1 west is a clear track.

The crew making the shove must acknowledge this information to the North Tower Yardmaster. Employee making the coupling in the East/West forwarding yard must position himself within view of the appropriate track shove light, and direct the movement to stop immediately after the light goes out. North Tower Yardmaster will observe the shove light on their monitor and take action to direct the shove movement to stop if the field employee fails to do so immediately after the shove light goes out. When shoving No. 5 east, see no failure to leave no less than one (1) car length on north end from clear point in order to permit next cut being shoved to No. 5 east to be able to couple on straight track.

2. T&E personnel will be expected to remove yard air from outbound trains in the forwarding yards at Norris Yard. This is only expected when crews couple up to the end of the train where yard air is attached. All yard air at Norris Yard is located on the north end of the East and West Forwarding Yards.

N. REMOTE CONTROL OPERATIONS

1. The following areas at Norris Yard, Birmingham, Alabama are designated Remote Control areas:
 - Receiving Yard: All tracks, including all leads and switches.
 - Class Yard Track CT00 through CT56, including lead switches on North end of Class Yard.
 - East Forwarding Yard Track EF01 through EF07 including East Thoroughfare and all switches and leads on North End of East Forwarding Yard.
 - West Forwarding Yard Track WF01 through WF06, including West Forwarding Thoroughfare, Old AGS Main, Cab Track 1, 2 and 3, and all switches and leads at North End of West Forwarding Yard, including all leads and switches leading to the Rip Tracks and Hill Thoroughfare.
 - NX plant and East and West Pullback Tracks.
 - Local Yard and Local Yard lead.
 - Light remote control locomotives may use various
2. RCO Hump and RCO Pullback crews may use an NS approved headlamp in lieu of a lantern within the confines of Norris Yard.

3. OCU Securement and Operation

North Tower - Place the OCU in the bucket and notify the North Tower Yardmaster who will place the OCU in the tower. Main Tower - Notify the Main Tower Yardmaster who will instruct the RCO to place the OCU in the elevator, give the OCU to the Chief Clerk, or make other arrangements to put the OCU in a secure location. Anytime an OCU is found to be defective, it must be reported to the on duty Trainmaster and replaced immediately.

BIRMINGHAM TERMINAL

6. TERMINAL INSTRUCTIONS (CONT.)

N. REMOTE CONTROL OPERATIONS (CONT.)

4. The receiving yard, East and, West pullback tracks at Norris yard are equipped with transponders that will communicate with properly equipped Remote Control Locomotives to prevent those locomotives from traveling beyond the end of the track. When pulling back South in the receiving yard or North on the East or West pullback tracks, a properly equipped Remote Control Locomotive will issue a radio message, "Pullback protection established, enabled, or on." Once this message is issued, the on-board system will prevent the locomotive from traveling beyond the end of the track regardless of speed selector setting or tonnage being handled.

5. RECEIVING YARD REMOTE CONTROL OPERATIONS

All remote control movements are to be considered "shoving" movements regardless of direction or position of the remote control locomotive.

A remote control operator must not operate the remote control locomotive while riding in a vehicle.

The West thoroughfare is to be used when remote control locomotives are operating as a light engine consist from the hump main southward to the south end of the receiving yard.

Receiving tracks one through twelve and the East Thoroughfare are equipped with transponders on the south end of each track that will communicate with properly equipped remote control locomotives to prevent those locomotives from traveling beyond the clear point of each track.

After stretching the receiving track to be shoved and a visual verification from a qualified employee on the north end of the track has been made that the track is together, the RCO will shove the track north of the zero speed transponders and request the status talker message is either established, enabled or on for the track. The shove movement north must be protected by a qualified employee. If the RCO is unable to shove the track North of the zero speed transponders due to track length, the RCO, after returning to the North end, must be physically located at the North car on the receiving track that he is verify the direction of movement when initiating the shove movement towards the hump main. Cuts of cars in the receiving yard will be stretched while the remote control operator is on the south end of the receiving yard and the remote engine will be in the clear of the zero speed transponder before the remote control operator departs the south end of the receiving yard.

The remote control operator must apply 3-Step protection and maintain 3-step protection while being transported from the south end of the receiving yard to the hump.

Yardmasters should not instruct the conductor to advance past the divider switch until it is known by both parties that the track being shoved is moving northward.

No trains or engines will be allowed to make a following move in the same track with remote control locomotives. At the north end of the receiving yard at Norris yard, once a remote control operator establishes a route from any receiving track to the hump, that route shall not be conflicted without the remote control operator first being notified. The remote control operator shall be notified of the exact nature and location of the conflict. A responsible employee may re-establish a conflicted route and notify the remote control operator that his route has been re-established.

BIRMINGHAM TERMINAL

6. TERMINAL INSTRUCTIONS (CONT.)

N. REMOTE CONTROL OPERATIONS (CONT.)

6. NORTH END OF CLASSIFICATION YARD REMOTE CONTROL ZONES

Zone 1 – Class Track # 01 – Class Track # 27 and West Ladder Clearance point at the North end of Class Tracks #01 through Class Tracks #27 onto the West Ladder to the clearance point of the first power switch on the West Pullback track. The length of this zone is approximately 1440 feet

Zone 2 – West Pullback Track West Pullback Track from the Southernmost Power switch on the West Pullback to the stub end of the track. The length of this zone is approximately 2600 feet.

Zone 3 – Class Track # 28 – Class Track #56 and East Ladder Clearance point at the North end of Class Tracks # 28 through Class Tracks #56 onto the East Ladder to the clearance point of the first power switch on the East Pullback track. The length of this zone is approximately 1800 feet.

Zone 4 – East Pullback Track East Pullback Track from the Southernmost Power Switch on the East Pullback to the stub end of the track. The length of this zone is approximately 2800 feet.

Zone 5 – North end of the west pullback AGS crossover switch to the clearance point of the local yard lead switch on the AGS Outbound

Zone 6 – The local yard lead switch north to the zero point transponder located approximately 240 feet south of the signal at CP Watts on the AGS outbound.

The RCO must contact the Norris Yard North Tower Yardmaster prior to occupying or operating within a Remote Control Zone. When activating a remote control zone, the remote control operator (RCO) must contact the Norris Yard North Tower Yardmaster and receive a zone activation time for the specific zone. The RCO must also receive a deactivation time when activation of the Remote Control Zone is no longer required. Proper identification must include the designated Zone number and lead Remote Control Locomotive number. The Norris Yard North Tower Yardmaster will record this information, including the times of activation and deactivation on the RCO Zone log located in the North Tower.

The Norris Yard North Tower Yardmaster must be contacted and will arrange for joint Remote Control Zone occupation with the RCO, by deactivating the active Remote Control Zone(s), if applicable. Other employees or movements must restore and secure, if applicable, all switches before releasing joint limits with the Norris Yard North Tower Yardmaster.

Movements through the power switches controlled by the North Tower Yardmaster must request their route from the Yardmaster. Using the Train Yard Tech display, the Tower Yardmaster must determine that the power switches are lined for the intended route and provide confirmation of the route alignment to the movement. The movement must then request that the North Tower Yardmaster “double check” the intended route. The North Tower Yardmaster must verify that the intended route is lined for the movement and notify the movement that the intended route is lined and has been “double checked” for the intended movement.

O. HAZARD SPILL PAN LOCATIONS

1. Local Yard

BIRMINGHAM TERMINAL

6. TERMINAL INSTRUCTIONS (CONT.)

P. GENERAL INSTRUCTIONS

1. The conductor on each assignment going on duty at the north end must, at the on-duty time, contact Yardmaster in North tower for instructions. The Crew Room at the Main Tower is the designated assigned on duty location for all three shifts of Mobile Utility positions. The employee filling this position must call Main Tower Yardmaster for instructions at the appointed on duty time and then must review bulletins before departing building. Any employee desiring relief prior to the expiration of his assignment must notify the respective Yardmaster and/or Trainmaster before departing company property. Failure to do so may result in disciplinary action being taken account failure to properly secure your relief.
2. All vehicle traffic within the terminal must maintain a speed limit of 20 MPH.
3. All cars tagged in bad order status but not shown accordingly on paperwork should be reported to the Main Tower Yardmaster.
4. When spotting Rip Tracks and leaving cars on Rip Leads, these track identifications must be used as to track location where cars are spotted. Switch foreman should utilize computer printout of bad order class tracks and storage tracks when spotting rip tracks for full identification as to spotting rips. Lists must be so marked or utilized in communicating with North End Yardmaster to enable proper moving of inventory within computer.
5. All crews servicing Nucor Steel (E30) must obtain a hard hat to wear while inside Nucor's facility.
6. All Finley Yard assignments must contact the Main Tower before putting off duty.
7. All local assignments, including Finley and downtown industry jobs, are required to plan their work accordingly so that they can observe their 20 minute meal period on time. Yardmasters will ensure all hump, pullback, and utility employees have the opportunity to take their minutes on time. All exceptions must be discussed with the Trainmaster. Transfer assignments working within Norris Yard will fall under the Trainmaster. All crews who are unable to observe their meal periods on time must contact the Trainmaster immediately. No meal-related claims will be paid unless this discussion has taken place.

All Birmingham Terminal yard crews, including outlying assignments, will schedule work and make arrangements with the Trainmaster/Yardmaster on duty to observe their meal period between 4 1/2 hours and 5 hours and 40 minutes after starting work, unless directed by proper authority to do otherwise. If authorized by the Trainmaster on duty to exceed the specified meal period, arrangements to eat must be made at the earliest opportunity, and you will place in the remarks section the name of the Trainmaster who instructed you to work past your meal period and what time you requested your meal period to start. Trainmasters are the only person who can authorize late or no lunch. Failure to do so will result in declination of the late or no meal claim. Employees performing service as a Utility person will make arrangements to schedule their OWN meal period, but must check with the officer/Yardmaster on duty prior to doing so. Meal period payment codes must only be entered when payments are due. In order to be paid for late first minutes, no first minutes or no second minutes, yard crews must be in compliance with the above instructions. All meal claims will be verified with the Trainmaster listed in the comments section and verified by radio voice tapes. Any false meal claims submitted will be declined.

BIRMINGHAM TERMINAL

6. TERMINAL INSTRUCTIONS (CONT.)

P. GENERAL INSTRUCTIONS (CONT.)

8. FRA Excepted Track

- a. Ensley Branch between MP 2.0SA and MP 2.5SA, including the Nucor extension track between MP 2.0SA and MP 2.5 SA.
- b. Finley Yard tracks 1 through 9 and the Food Terminal Lead, located on the east side of the Ensley Branch between MP 4.5 SA and MP 5.8 SA.
- c. Finley Yard tracks 11 & 12, located along the west side of the Ensley Branch between MP 4.6SA and MP 6.2 SA.
- d. Ensley House track, located along the east side of the Ensley Branch between MP 8.7SA and MP 9.2 SA.
- e. Ensley Yard tracks 1, 2, and 3 located on the west side of the Ensley Branch between MP 9.3 SA and MP 10.1 SA.
- f. Woodlawn Yard (All tracks excluding the Industrial lead) between MP 796.3 and MP 797.3.

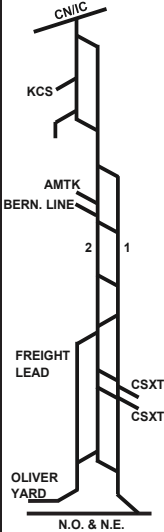
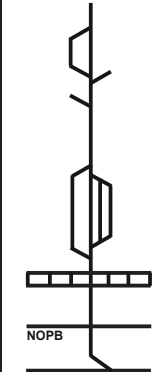
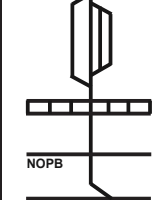
Q. HIGH THREAT URBAN AREAS AND KEY TRAIN SECUREMENT

1. HTUAs

None.

2. Locations where key trains, or cuts of cars meeting the definition of a key train, may be left unattended on a main track or siding outside of a yard or terminal:
None.

NEW ORLEANS TERMINAL

NORTH ↓	SIDINGS IN FEET	MP	STATION	NOTES
		0.0 A	N.O. & N.E. DISPATCHER..... 804	
		0.6 A	CN/IC Connection..... YL	
		2.2 A	Shrewsbury	
		2.7 A	METAIRIE ROAD..... YL CP	
		3.6 A / 3.8 NT	CANAL..... CP	
		5.9 NT	EAST CITY JUNCTION..... CP	
		6.8 NT	PARIS..... CP	
		7.0 NT	FRENCHMEN STREET..... CP	
		7.7 NT	ELYSIAN FIELDS..... CP	
		7.9 NT / NO 194.1	TERMINAL JUNCTION..... CP	
		16.0 LS	OLIVER JUNCTION..... Y, CP	
		14.3 LS	Port Nickel	
		10.7 LS	Braithwaite	
		13.9 NT / 3.1 LS	Poydras Junction	
		12.2 NT	Rosin Junction..... YL	
		9.3 NT	Chalmette	
		8.8 NT	Florida Avenue Bridge..... DB	
		8.1 NT	France Road..... S, N	
			Oliver Yard..... Y, YL	

1.

RULES IN EFFECT

Between	Main Track
	Rules
CN / IC Connection and Metairie Road	93
Metairie Road and Oliver Junction	261 PTC
Oliver Yard and Rosin Junction	93
Rosin Junction and Port Nickel	171

NEW ORLEANS TERMINAL						
2. MAXIMUM SPEEDS						
Between	Psgr.	Rhwy.	Frt.			
	MPH					
MP 0.0 A, CN/IC Connection, and MP 2.7 A, 17 th Street Canal <i>Except:</i> MP 0.0 A to MP 0.1 A, Curve	15 10	15 10	15 10			
MP 2.7 A, 17 th Street Canal, and MP 3.5 A / MP 3.8 NT, East City Jct. <i>Except:</i> MP 2.7 NT, Through 17 th Street Canal Turnout	30 20	30 20	30 20			
MP 3.8 NT, East City Junction, and MP 7.9 NT, Oliver Junction <i>Except:</i> MP 3.8 NT, Through Crossover between #1 and #2 Main Tracks	40 20	30 20	30 20			
MP 2.2 NT to MP 3.8 NT, Bernadotte Line	10	10	10			
MP 5.7 NT to MP 7.0 NT, Curves	35	30	30			
MP 5.9 NT, Paris, Through Crossover	25	25	25			
MP 6.8 NT, Through Crossover between #1 and #2 Main Tracks	20	20	20			
MP 7.1 NT, Elysian Fields, Through all turnouts and crossovers	20	20	20			
MP 7.7 NT to MP 7.9 NT, Curve	10	10	10			
MP 8.1 NT, Oliver Yard, and MP 13.9 NT, Rosin Junction, Restricted Spd. <i>Except:</i> MP 8.2 NT, Over Law Six Extension	15 10	15 10	15 10			
MP 9.2 NT, Over Florida Avenue Drawbridge	10	10	10			
MP 13.9 NT, Over Rosin Junction Switch	10	10	10			
MP 3.1 LS, Rosin Junction, and MP 16.0 LS, Port Nickel <i>Except:</i> MP 3.1 LS to MP 3.3 LS, Curve	15 10	15 10	15 10			
MP 10.4 LS to MP 12.2 LS, Curves	10	10	10			
3. CHECKING LOCOMOTIVE SPEED INDICATOR						
Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.						
LOCATION OF TEST MILE SIGNS:						
MP 4.0 NT to MP 5.0 NT						
MP 10.0 NT to MP 11.0 NT						
MP 6.0 LS to MP 7.0 LS						
NOTE: Tests for accuracy will be made at other locations in addition to those shown. Engineers will choose appropriate locations to check speed indicators.						
4. DIESEL UNIT RATINGS						
	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Northward New Orleans to Meridian	2350	3150	3750	4635	5150	7170
Southward Meridian to New Orleans	2250	3000	3600	4455	4950	7210
NOTE: SPRR Model B30-7A locomotives are given a tonnage rating of 2,500.						

NEW ORLEANS TERMINAL			
5. LOCOMOTIVE AND CAR RESTRICTIONS			
A. WEIGHT RESTRICTIONS			
Loaded 4-axle cars may be handled up to the weight shown provided the stenciled Load Limit (Weight of car and lading) is NOT exceeded:			
Units		Loaded Cars	
4-Axle	6-Axle	4-Axle	6-Axle
291,000	420,000	315,000	394,500
B. TRAILING TONNAGE RESTRICTIONS			
No additional restrictions.			
C. HEIGHT RESTRICTIONS			
1. Plate "F" cars must not be handled at MP 12.87 NT, past structure at Chalmette Slip Dock #1, Chalmette, LA.			
2. Fully enclosed auto rack cars exceeding Plate "F" but not exceeding 19'00" above the top of the rail may not be handled at MP 12.87 NT, past structure at Chalmette Slip Dock #1, Chalmette, LA.			
D. LOCATIONS OF EQUIPMENT RESTRICTIONS			
Engines should not be left standing on trestles and bridges over water at the following locations:			
London Avenue Canal MP 6.3 NT			
Bayou Street John MP 5.2 NT			
Marconi Drive Canal MP 4.3 NT			
6. SWITCHES AND DERAILS			
A. NORMAL POSITION OF HAND OPERATED SWITCHES			
1. The junction switch at MP 10.7 LS, Poydras Junction, may be left lined as last used.			
2. The normal position for the Junction Switch at MP 13.9 NT, Rosin Junction, is to be lined and locked for the Louisiana Southern Mainline.			
B. HANDLING OF DERAILS			
1. PBF Refinery			
When the blue flag is applied, the portable derail with it will be in the on position.			
When the blue flag is removed, the portable derail will be removed.			
7. COMMUNICATION INFORMATION			
A. DIAL IN RADIO CODES			
Emergency		911	
N.O. & N.E. Dispatcher		804	
Operations Service and Support (OSS)		808	
Mechanical Operations Center (MOC)		124	
LCDI Help Desk		126	
Wayside Help Desk		128	

NEW ORLEANS TERMINAL		
7. COMMUNICATION INFORMATION (CONT.)		
B. AAR RADIO CHANNELS		
Base Station	Channel 1 TX and RX	Channel 2 TX (RX)
N.O. & N.E. Dispatcher	056-056	048-009
Yard Channel	028-028	092-092
Back Belt	008-008	N/A
Chalmette Channel	034-034	N/A
Assigned Radio Channels are to be used when operating in the New Orleans Terminal area. These instructions apply to all movements including On-Track equipment and foreign carriers.		
<div>1. Yard Channel 1 — All operations entering or departing Oliver Yard from NE Tower, MP NO 193.6 and the floodwall, MP NO 195.6, and will be used by yard engines switching in Oliver Yard. All road trains working in Oliver Yard will use this channel.</div> <div>2. Yard Channel 2 — Will be used by yard engines switching in Oliver Yard.</div> <div>3. Back Belt Channel — All operations that operate on any track or tracks on the Back Belt from the IC Connection, MP 0.0 A to Oliver Junction, MP 8.1 NT.</div> <div>4. NS Road Channel — All operations north of NE Tower, MP NO 193.6.</div> <div>5. Chalmette Channel — All operations that operate on the Chalmette Branch, MP 8.1 NT to MP 13.9 NT, Louisiana Southern Branch, MP 3.1 LS to MP 16.0 LS and Toca Branch, MP 0.0 PT to MP 4.5 PT.</div>		
C. TELEPHONE NUMBERS		
Alabama Division Emergency Hotline	205-451-4739	
Alabama Division OSS	404-589-6020	
Mechanical Operations Center	404-582-6700 / 7-582-6700	
LCDI Help Desk	8-981-4256	
N.O. & N.E. Dispatcher	205-451-4843 / 7-451-4843	
8. DETECTOR INSTRUCTIONS		
A. STRESS STATE DETECTORS		
None.		
B. HIGH CAR AND CLEARANCE DETECTORS		
None.		
C. OTHER INSTRUCTIONS		
None.		
9. TERMINAL INSTRUCTIONS		
A. CLOSE CLEARANCE		
<div>1. Account close clearance conditions, employees are prohibited from riding the side of equipment at the following locations:<div>a. Oliver Yard Scale Track – West side of the track only</div></div> <div>2. Conductors are permitted to ride equipment within the Auto Lot (A70) facility. When entering the facility, crews must be alert for vehicles on or near the track.</div>		

NEW ORLEANS TERMINAL

9. TERMINAL INSTRUCTIONS (CONT.)

B. TRACK PERMISSION

1. Before entering Yard Limits between Oliver Yard and Rosin Junction, permission must be obtained from the Oliver Yard Yardmaster.
2. Before entering Yard Limits between CN/IC Connection and Metairie Road, permission must be obtained from the Oliver Yard Yardmaster.
3. 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 Main Line must contact Oliver Yard Tower prior to departing to determine the location of any slow orders that may be in effect with New Orleans Terminal.

C. INTERLOCKING INSTRUCTIONS

1. CN / IC Connection Interlocking is controlled by the East Bridge Operator.
2. All movements approaching France Road Interlocking must stop and not proceed until there are no conflicting movements evident.

D. DRAWBRIDGES

1. Operating instructions for train passage at Florida Avenue Drawbridge:
This bridge is operated by employees of the Port of New Orleans. Train, engine and On-Track equipment movements will approach this bridge prepared to stop and proceed across the bridge only on proper signal indication. If signal fails to clear, movement must come to a complete stop at the signal and proceed at Restricted Speed only on proper hand signal indication from the bridge tender.
Normal Electric Signals are Operating:
Train desiring passage over the bridge will sound one (1) long whistle (-----) as it makes its approach.
Bridge Tender will give the train a clear (Green) wayside signal if the bridge can be kept in the down position for train passage.
Upon receiving the clear (Green) wayside signal, the train will sound two (2) short whistles (oo) and then proceed across the bridge.
Normal Electric Signals are NOT Operating:
Train desiring passage will signal as in (1) above.
Bridge Tender will leave control house and make a 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.
During times of high water, trains or engines must approach MP 9.2 NT and MP 9.3 NT (Florida Avenue-Industrial Canal) expecting to find flood gates closed.
Special Instructions:
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, 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 an emergency.

NEW ORLEANS TERMINAL

9. TERMINAL INSTRUCTIONS (CONT.)

E. HANDBRAKE REQUIREMENTS

1. 100% handbrakes are required on all equipment left standing within the Auto Lot (A70). A C-102 test of handbrake effectiveness is not required.
2. **Oliver Yard, all East and West Yard Tracks, Yard Main, and Rhwy Tracks:**
 - a. Handbrake requirement is 2 handbrakes for all tracks, when 2 handbrakes are applied to a track a C-102 test will not be required. **A C-102 test will be required on single cars left standing and all locomotives.
 - b. Cars or cuts of cars left in tracks will be secured on the north end unless otherwise authorized by the Yardmaster. When authorized by the Yardmaster, the Yardmaster must be informed of the position and number of handbrakes left on the track.
 - c. Handbrakes will not be secured until the move has stopped in the clear or other designated point where cars are to be left standing. Handbrakes must not be shoved against unless used to help control shove on stub ended track and no further than 2 car lengths.
 - d. During yard switching where two (2) cars are used for a blocker with handbrakes applied, handbrakes do not have to be positioned on the north end until after switching has been completed unless otherwise authorized by the Yardmaster. When authorized by the Yardmaster, the Yardmaster must be informed of the position and number of handbrakes left on the track.
 - e. Handbrakes will then be adjusted accordingly to prevent handbrakes from being scattered throughout a track when adding additional cars to tracks while doubling tracks together. While doubling tracks conductors will look for any additional brakes in the cut of cars and remove.
3. All yard assignments working at New Orleans Terminal are required to use a brake stick while applying and releasing hand brakes on freight cars. If you have been assigned a brake stick, you are required to have it with you and utilize it while on duty. If you do not have a brake stick assigned to you, there will be a supply of community brake sticks available for your use. Brake sticks will be stored in the on duty room on the second floor at the Main Building at Oliver Yard and the Chalmette yard office. If you use a shared brake stick, it is imperative that you sign it out and return it at the end of your tour of duty. If, for some reason there are no brake sticks available, employees must contact the on duty Trainmaster for guidance.
Main Building at Oliver Yard and the Chalmette yard office. If you use a shared brake stick, it is imperative that you sign it out and return it at the end of your tour of duty. If, for some reason there are no brake sticks available, employees must contact the on duty Trainmaster for guidance. Road crews or any employee that is assigned a brake stick must use it while operating hand brakes in New Orleans Terminal. Full compliance with Norfolk Southern Safety and General Conduct Rules outlining the proper usage of brake sticks is required.

NEW ORLEANS TERMINAL

9. TERMINAL INSTRUCTIONS (CONT.)

F. TRAIN HANDLING INSTRUCTIONS

1. When shoving to the end of any track in the Auto Lot (A70), a safety stop is required a minimum of 1 car length from the spot location at the end of the track. Before making the final shove a handbrake must be applied to the rear car. Crews will not shove to the end of any track within the facility with more than 10 cars.
2. Within Oliver Yard, New Orleans, LA, movements of 25 cars or more (whether pulling or shoving) will have the air cut in and operative on a minimum of five (5) head cars next to the engine(s) to assist the Engineer in controlling the movement.

G. ROAD CROSSINGS

1. DO NOT BLOCK ORDERS

- a. All cars spotted or left within Jefferson Parish must have a minimum clearance of 150 feet from any road crossing.

2. QUIET ZONES

- a. Pursuant to the code of Federal Regulations, Title 49, Part 222, Use of Locomotive Horns at Highway-Rail Grade Crossings, authorizing Continuation of a Quiet Zone:

Metairie, LA, MP 0.7 A to MP 2.6 A

The following crossings are affected by this Regulation and are equipped with automatic crossing protection:

- | | |
|------------------------------|----------|
| i. Labarre Road | MP 0.8 A |
| ii. Atherton Drive | MP 1.5 A |
| iii. Hollywood Drive | MP 1.6 A |
| iv. Farham Place | MP 1.9 A |
| v. Oak Ridge (Cuddihy) | MP 2.1 A |
| vi. Metairie Road | MP 2.3 A |
| vii. Carrollton Avenue | MP 2.5 A |

Except where required by another Rule, Federal Regulation or an emergency situation exists, the locomotive horn or bell will not be sounded.

3. STOP AND FLAG ORDERS

- a. None.

NEW ORLEANS TERMINAL

9. TERMINAL INSTRUCTIONS (CONT.)

H. LOCATIONS WHERE GRAVITY DROPPING CARS IS AUTHORIZED

1. Oliver Yard

- a. Flat switching cars (gravity dropping/kicking) into a clear track are prohibited. Before flat switching into a track it must have at least two (2) cars with handbrakes applied to both cars as blockers.
- b. When two (2) cars are left as blocker to flat switch against they will be left in the middle of the track.
- c. No more than five (5) cars will be cut off in motion at a time.
- d. Before switching a car to a track it must be known that equipment is behind the clearance point on all tracks and cars remain in the clear. Cars must not be switched if equipment is not behind the clearance point on adjacent tracks.
- e. It is the conductor's responsibility to protect against cars rolling out of a track they are switching toward. The conductor must ensure the car or cars stop behind the clearance point before lining another route.
- f. Crews will ensure proper coupling of all cars in track by stretching the track and observing all cars are coupled. This will be done prior to leaving cars that have previously been flat switched or prior to shoving a track to make additional room or for the purpose of spotting a track to the air plug for inspection. Track will not be left standing apart unless authorized by the Yardmaster.
- g. Crews are prohibited from flat switching or allowing cars to roll freely into the following tracks:
 - EY7 (From the north end)
 - EY17
- h. Crews will properly shove cars to a coupling in these tracks, and insure that the cars are left properly secured.

I. STEEP GRADES - END OF TRAIN DEVICES

The following designated sections of track are identified as average grades of:
 2% or greater over a distance of 2 continuous miles or
 1% or greater over a distance of 3 continuous miles:

Milepost	Length (Miles)	Grade-Avg. %
None.		

J. EXCESSIVE CURVATURE RESTRICTIONS

1. Long (73 ft. or more) cars must not be handled on the curve at MP NO 195.6 (The Flood Wall going toward the NOPB Tracks) with the exception of multiple unit double-stack (well) cars and articulated single platform (SPINE) cars, where each unit or well is not over 73 feet.
 Locations with 17 degrees curves:
 - a. Main Line at the Flood Wall, MP NO 195.6
 - b. S&WB Track, MP 10.8 NT
2. Special precaution should be taken when shoving cars to a coupling at MP NT 7.6 on the Backbelt in NOLA when it is known that cars on the head end of the train will be in the 12 degree curve between Terminal Jct. and Oliver Jct.
 To assist in insuring that cars are not set out in the curve during the coupling, all movements during the shove should not exceed 5 mph, and a Safety Stop is required 2 car lengths prior to the coupling. If the crew experiences a hard coupling and/or the train goes into emergency during the shove movement and/or the coupling, an inspection of the cars is required before further movement is made.

NEW ORLEANS TERMINAL

9. TERMINAL INSTRUCTIONS (CONT.)

K. JOINT TRACKAGE

1. Trains and engines of the Alabama Division will use tracks of other divisions and foreign lines in accordance with their Timetables, Rules, and Regulations as shown below:
 - (a) CN – Mays Yard
2. Trains and engines of other divisions and foreign lines will use Alabama Division tracks as shown below:
 - (a) MP 7.0 NT, Elysian Fields to MP 0.0 A, IC Connection Track — CSXT, UP, & BNSF R.R
 - (b) AMTRAK, IC Connection

L. HAZMAT SPILL PAN LOCATIONS

1. RH01 – Oliver Yard

NEW ORLEANS TERMINAL

9. TERMINAL INSTRUCTIONS (CONT.)

M. GENERAL INSTRUCTIONS

1. London Avenue Canal

Flood gates are located at MP 6.3 NT and MP 6.4 NT at the London Avenue Canal 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. The following signal aspects apply:

(a) Northward protecting signals:

MP 5.2 NT Track 1 Intermediate

MP 5.4 NT Track 2 Intermediate

Rules 301(f), 307(f) and 309(e) will apply.

(b) Southward protecting signals:

Frenchman Street, MP 6.7 NT Southward Track 1

Rules 301(b), 304(c), 307(b), 308(b), and 310(b) will apply.

Frenchmen Street, MP 6.7 NT Southward Track 2

Rules 301(c), 307(c), 310(c) and 309(b) will apply.

Frenchmen Street, MP 6.7 NT Southward Dwarf Signal

Rules 304(d), 308(d), and 310(e) will apply.

2. 17th Street Canal

Flood gates are located at MP 2.5 A and MP 2.6 A at the 17th Street Canal across single track. These gates will be closed in case of severe flooding conditions in this area. These gates could be closed across single track at any time.

The following signal aspects apply:

(a) NORTHBOUND PROTECTING SIGNALS

MP 2.7 A Track 1

MP 2.7 A Track 2

(b) MP 2.2 A Main Track

MP 2.2 A Passing Track

3. All crew members working Stolthaven must insure they have their NS Identification card with them each day for entrance into the plant. Also, the NS lock on the gate across the track will no longer be used. The security guard will open and close the gate.

4. Instructions for crews working at A70, Auto Lot:

Crews are not to handle the gate entering the facility; the YM will contact the customer to open the gate. Conductors will use the provided measuring sticks to check for proper spacing between rail cars. The cars must be within the green area as indicated on the stick. If the proper spacing cannot be made that car must be set over to another track. If there is not an available track the YM must be contacted for guidance. Proper placement of the measuring stick is one end behind the ladder pan of the first car and outside the ladder on the next car. Conductors will use the provided measuring stick to check for proper deck height between cars. Cars with a difference greater than 3 inches must be set over to a different track. If there is not an available track the YM must be contacted for guidance. When spotted in the same track Bi levels (V9) and Tri-levels (V4) must face different direction. TOAX cars must be spotted separately from all other equipment. When working in the facility during business hours contact the ramp personal for assistance when needed and to check the spacing on the cars.

5. FRA Excepted Track

None.

NEW ORLEANS TERMINAL

9. TERMINAL INSTRUCTIONS (CONT.)

N. HIGH THREAT URBAN AREAS AND KEY TRAIN SECUREMENT

1. HTUAs

- a. MP NO 164.2 – MP NO 196.0
- b. MP 0.0 A – MP 3.8 A
- c. MP 3.0 LS – MP 16.2 LS
- d. MP 2.5 NT – MP 14.6 NT

2. Locations where key trains, or cuts of cars meeting the definition of a key train, may be left unattended on a main track or siding outside of a yard or terminal: None.

3. RSSM Instructions

The yardmaster in Oliver Yard will contact the conductor on all inbound RSSM trains before the trains reach Oliver Jct. The yardmaster will remind the I/B conductor of the RSSM cars in his train; and remind the conductor to properly fill out the COC form for his train when the handoff is made to the Foreign Line crew at the swap out location. Conductors will be responsible for properly completing the RSSM accurately, completely, and legibly (printed name of connecting conductor; proper date, time, and location) and fax the form to OSS prior to tying up.

Prior to tying up; the conductor of the I/B train will insure the COC form is correctly filled out (printed name of connecting conductor; proper date, time, and location); and fax the form to OSS. After faxing the form to OSS; the I/B conductor will follow up with a phone call to OSS to insure the information was properly recorded and the fax was received; and then follow up with a call to the Yardmaster advising the form was filled out correctly, faxed into OSS correctly, and that the phone call was made to OSS.

This overlapping of events is designed to insure there are no RSSM failures on trains handed off to foreign connections on the Backbelt.

On interchange cuts delivered and received from the CN, BN, NOPB, and UP railroads at NOLA; the Yardmaster will be responsible for contacting the yard foreman and the yardmaster will properly fill out the COC form with the information received from the Yard Foreman, and fax the COC form into OSS. The yardmaster will then contact OSS by phone to verify the fax was received and all of the information was recorded properly on the COC form.

KNOXVILLE TERMINAL				
WEST ↓	SIDINGS IN FEET	MP	STATION	NOTES
			KNOXVILLE WEST DISPATCHER.....823	
		107.1 A	FRIENDS.....CP	
		110.2 A	HODGES.....CP	
		111.2 A	HBD-DED	
		117.7 A	DED	
		119.2 A	ROSEBERRY.....CP	
		121.6 A	EAST SEVIER.....CP	
		122.2 A	LIZZIE.....CP	
		123.0 A	Sevier Yard.....Y	
		125.0 A	WEST SEVIER.....CP	
		130.7 A	Knoxville	
		131.1 A	K&A Junction	
		131.5 A	Fleet	
		132.2 A	West End Two Tracks.....SS	
		132.4 A	WILLOUGHBY.....C	
1. RULES IN EFFECT				
Between			Main 1 Track	Main 2 Track
			Rules	
Friends and Hodges			261 PTC	261 PTC
Hodges and Roseberry			261 PTC	
Roseberry and East Sevier			261 PTC	261 PTC
East Sevier and West Sevier			261 PTC	
West Sevier and West End Two Tracks			Note 1	Note 1
West End Two Track and Willoughby			271 PTC	
NOTE 1: Rule 251 territory with PTC is in place between West Sevier and West End Two Tracks. Signals are in place eastbound on Main 1 and westbound on Main 2. Track Authority is required to occupy either Mainline between West Sevier and West End Two Tracks.				

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2. MAXIMUM SPEEDS

Between	Rhwy.	Freight
	MPH	
MP 107.1 A, Friends, and MP 226.6 A, Ooltewah <i>Except:</i> MP 107.1 A, Through Turnout Friends	60	50
MP 107.7 A to MP 107.9 A, Curves	40	40
MP 108.4 A to MP 108.8 A, Curves	50	50
MP 108.4 A to MP 108.8 A, Curves	55	50
MP 110.2 A, Through Turnout Hodges	40	40
MP 114.8 A to MP 116.8 A, Curves	45	40
MP 117.2 A to MP 119.0 A, Curves	45	40
MP 119.0 A to MP 119.2 A, Curves	40	40
MP 119.2 A, Through Turnout Roseberry	40	40
MP 119.2 A to MP 120.1 A, Curves	45	40
MP 120.1 A to MP 121.7 A, Curves	35	35
MP 121.6 A, Through Turnout East Sevier	25	25
MP 121.6 A to MP 125.0 A	20	20
MP 125.0 A to MP 125.1 A, Curves	30	30
MP 125.1 A to MP 130.0 A, Curves	40	35
MP 130.0 A to MP 130.4 A, Curves	30	25
MP 130.4 A to MP 132.5 A, Curves	40	35
MP 130.7 A, Trains Handling Loaded Woodrack Cars on Westward Main 2 past White Lilly Foods	10	10
MP 132.2 A, Through West End Two Tracks Turnout	25	25
MP 132.3 A, Willoughby over CSXT Crossing	25	25

3. CHECKING LOCOMOTIVE SPEED INDICATOR

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

LOCATION OF TEST MILE SIGNS:

MP 111.0 A to MP 112.0 A

MP 112.0 A to MP 113.0 A

MP 129.0 A to MP 130.0 A

NOTE: Tests for accuracy will be made at other locations in addition to those shown. Engineers will choose appropriate locations to check speed indicators.

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Westward						
Friends to Sevier	3550	4750	5650	7020	7800	10920
Sevier Yard to Charleston	3400	4550	5450	6705	7450	10430
Eastward						
Cleveland to Sevier Yard	2900	3850	4650	5715	6350	8890
Sevier Yard to Friends	2150	2850	3450	4230	4700	6580

KNOXVILLE TERMINAL				
5. LOCOMOTIVE AND CAR RESTRICTIONS				
A. WEIGHT RESTRICTIONS				
Cars and engines may be handled up to the weight shown provided the stenciled Load Limit (Weight of car and lading) is NOT exceeded:				
GROSS WEIGHT IN POUNDS				
	Unit		Loaded Car	
Between	4-Axle	6-Axle	4-Axle	6-Axle
Friends and Ooltewah	291,000	432,000	286,000	394,500
B. TRAILING TONNAGE RESTRICTIONS				
Trailing tonnage must be limited on line segments as shown below, behind the following equipment:				
1. Empty Multi-level cars.				
2. Empty Intermodal single-platform flats and such loaded with empty trailers or containers.				
3. Empty 85-foot-long or longer flats and such flat cars when loaded with empty trailers or containers, or loaded with only one (1) trailer or container.				
4. Empty Intermodal single-axle truck flat car or such cars loaded with empty trailers or containers.				
5. Empty single or multiple-unit double-stack (well) cars, or empty single or multiple unit spine cars. Be governed by Appendix 1 in the System Timetable.				
		Maximum Safe Trailing Tonnage		
Line Segment	Between	Southward/ Westward	Northward/ Eastward	
Knoxville West End	Friends and Ooltewah	9,600	9,600	
C. HEIGHT RESTRICTIONS				
1. Tunnel Track at Sevier Yard				
Equipment exceeding 17 feet in height and exceeding Plate "F" is prohibited.				
D. LOCATIONS OF EQUIPMENT RESTRICTIONS				
None				
6. SWITCHES AND DERAILS				
A. NORMAL POSITION OF HAND OPERATED SWITCHES				
Milepost	Location		Normal Position	
123.0 A	North Pullback to Local Yard Lead		North Pullback Lead	
123.0 A	West End Forwarding Track 10 Switch		Forwarding Track 9	

KNOXVILLE TERMINAL

6. SWITCHES AND DERAILS (CONT.)

B. HANDLING OF DERAILS

1. The below derails are designated as Engineering Department derails. The application of this derail is under the exclusive control of the Engineering Department. The normal position of this derail is locked in the "OFF", non-derailing position.
 - a. Hump Lead, East of the Hump Shack
 - b. In the Class Yard, Sliding Derail on the Hump Lead, west of the Cut Retarder
 - c. In the Class Yard, Flip Flop Derails on the Secondary Retarder Group Leads on #11 Lead, #27 Lead and #42 Lead
 - d. In the Class Yard, Sliding Derails on the east end of each Group Retarder on #10, #18, #26, #34, #41 and #48
 - e. In the Class Yard, Sliding Derails on the east end of the Class Yard, east of the grade crossing on the North Pullback and South Pullback
 - f. In the Class Yard, Sliding Derails on the east end of the Class Yard, Between #2 and #3 Power Switches on the North Pullback,
 - g. In the Class Yard, Sliding Derails on the east end of the Class Yard, East of the switch on #2 Cab Track,
 - h. In the Class Yard, Sliding Derails on the east end of the Class Yard, East of the #23 switch and east of the #27 switch.
 - i. At the Freight Shed, East End of #4 Freight Shed
 - j. At the Freight Shed, East End of #5 Freight Shed
 - k. At the Freight Shed, West end of the lead to the #4 Freight Shed switch
2. The derail located at the West End of Class Track 48 is designated as a Mechanical Department derail. The application of this derail is under the exclusive control of the Mechanical Department and will be applied in compliance with Blue Flag rules. The normal position of this derail is locked in the "OFF", non-derailing position.

C. SWITCHES NOT EQUIPPED WITH ELECTRIC LOCKS

None.

7. COMMUNICATION INFORMATION

A. DIAL IN RADIO CODES

Emergency Code	911
OSS Code	448
Alabama Division Chief Dispatcher Code	800
Knoxville West Dispatcher Code	823
Chattanooga North Dispatcher Code	810
Mechanical Helpdesk Code	123
Wayside Helpdesk Code	128
Wayside Detector Playback Code	001

B. AAR RADIO CHANNELS

Base Station	Channel 1 TX and RX	Channel 2 TX (RX)
West Sevier	056-056	N/A
KXHR Railroad	072-072	N/A

* **NOTE:** All radio activity is to take place on Channel 1 or Channel 2 listed above.

KNOXVILLE TERMINAL		
7. COMMUNICATION INFORMATION		
C. TELEPHONE NUMBERS		
Alabama Division OSS	800-898-5768	M/W 589-5768
Alabama Division Chief Dispatcher	205-451-4742	M/W 451-4742
Knoxville West Dispatcher	205-451-4774	M/W 451-4774
Knoxville and Holston River Railroad	865-389-0548	
Rohm and Haas	865-521-8420	or 865-524-8450
New Farmers Warehouse	865-637-5102	
8. DETECTOR INSTRUCTIONS		
A. STRESS STATE DETECTORS		
None.		
B. HIGH CAR AND CLEARANCE DETECTORS		
None.		
C. OTHER INSTRUCTIONS		
1. Voice Alarm Only Detectors: <ul style="list-style-type: none"> a. DED at MP 117.7 A 		
9. DISTRICT INSTRUCTIONS		
A. CLOSE CLEARANCE		
Due to close clearance, employees are prohibited from riding the side of moving equipment at all times:		
1. MP 131.0 A – Between East Yard Track 4 and Main 1, on either side of equipment on East Yard Track 1 and between East Yard Track 1 and East Yard Track 2.		
2. MP 131.0 A – All tracks at West Yard		
B. TRACK PERMISSION		
None		

KNOXVILLE TERMINAL

9. DISTRICT INSTRUCTIONS (CONT.)

C. INTERLOCKING INSTRUCTIONS

1. Willoughby, MP 132.3 A

NOTE: The railroad crossing between NS and CSXT at MP 132.3A, Knoxville, TN is an Interlocked railroad crossing in automatic block territory. The westward and eastward home signals of this interlocking are also automatic block signals and the rules governing automatic block signals must be observed, as well as rules governing interlocking signals. When STOP indication is received; Stop must be made short of Interlocking Signal:

- a. Eastward trains or engines that will not clear between Concord street and the Eastward interlocking signal are to Stop clear of Concord Street, press the "call on" button located at the instrument case at Concord street, After pressing the "call-on" button and waiting six (6) minutes, if a permissive indication is not displayed, follow Item 2 below.

Eastward trains or engines that will clear between Concord Street and eastward interlocking signal, press the "call-on" button located on Eastward interlocking signal. After pressing the "call-on" button and waiting six (6) minutes, if a permissive indication is not displayed, follow the below.

Westward trains or engines will press the "call-on" button located at the Westward interlocking signal. After pressing the "call-on" button and waiting six (6) minutes, if a permissive indication is not displayed, follow the below.

- b. A crew member will go to the CSX signal bungalow (marked Willoughby) located in the Southwest quadrant of the diamond and open the time release box. If the NS light in the box is illuminated, press the NS time release button and wait ten (10) minutes. If the signal indication does not change at the expiration of 10 minutes, with dispatcher permission and no conflicting movement is evident, train or engine may pass the home signal and Stop before fouling conflicting route, wait TEN minutes, and after placing burning fuses on each side of the crossing, proceed at Restricted Speed.

If light in the time release box is NOT illuminated, wait ten (10) minutes; then if no conflicting movement is evident, press the NS time release button and wait an additional ten (10) minutes. If the signal indication does not change at the expiration of the second ten (10) minutes and signals on CSXT indicate STOP, with Dispatchers permission and no conflicting movement is evident, train or engine may pass the home signal and Stop before fouling conflicting route, wait ten (10) minutes, then proceed at Restricted Speed.

D. DRAWBRIDGES

None.

KNOXVILLE TERMINAL

9. DISTRICT INSTRUCTIONS (CONT.)

E. HANDBRAKE REQUIREMENTS

1. Brake Sticks

Brake sticks are now mandatory to use in ALL locations throughout Sevier Terminal, including City Yard and Coster, while applying and releasing hand brakes on freight cars. This includes all employees operating in and out of the terminal, including road assignments and local switcher jobs servicing industries. If you have been assigned a brake stick, you are required to have it with you and utilize it while on duty. If you do not have a brake stick assigned to you, there will be community brake sticks available in the Carry All vehicles for you to use. After each use, contact the Carry All Clerks with the location that the brake stick will be available to be picked up. The brake sticks MUST be returned to the Carry All vehicles. When reporting for duty, if a brake stick is not present at the specified location, you must contact the Trainmaster on duty for further instructions

2. MP 110.0 A, Young Mine

All cars left at industry must be secured with operative handbrakes. C-102 is required.

3. MP 123 A – Knoxville Mainline

All trains and equipment requiring the application of handbrakes will secure equipment from the north (road) side.

4. MP 123 A – Sevier Classification Yard

Rail equipment secured in CT03 – CT48 must have a minimum of two handbrakes on each end of equipment, for a total of four handbrakes. A C-102 test of handbrake effectiveness is required.

F. TRAIN HANDLING INSTRUCTIONS

None.

G. ROAD CROSSINGS

1. DO NOT BLOCK ORDER

- a. MP 117.1 A – Mascot Pike Crossing

2. QUIET ZONES

None.

3. RUSTY RAIL CONDITIONS

- a. MP 117.1 A – Train and Engine movements approaching Mascot Pike, MP 117.1A, on the Mascot Storage track must stop before entering crossing and permit a crew member to dismount and flag highway traffic to a stop before proceeding.
- b. MP 130.5 A – Central Avenue in Central Siding

H. LOCATIONS WHERE GRAVITY DROPPING CARS IS AUTHORIZED

1. Gravity dropping is restricted to a maximum of five (5) cars at the following locations:
None.

I. STEEP GRADES - END OF TRAIN DEVICES

The following designated sections of track are identified as average grades of:
2% or greater over a distance of 2 continuous miles or
1% or greater over a distance of 3 continuous miles:

Eastward
None

Westward
None

KNOXVILLE TERMINAL

9. DISTRICT INSTRUCTIONS (CONT.)

J. EXCESSIVE CURVATURE RESTRICTIONS

Listed below are tracks with curvature of 12 degrees, 30 minutes or greater:

Milepost	Location	Curvature
127.7 A	Valley Storage	15.0 degrees
128.3 A	New Farmers Warehouse	20.5 degrees

Refer to the Equipment Restriction section of the System Timetable.

K. JOINT TRACKAGE

1. Trains and engines of the Alabama Division will use tracks of other divisions and foreign lines in accordance with their Timetables, Rules, and Regulations as shown below:
 - (a) None
2. Trains and engines of other divisions and foreign lines will use Alabama Division tracks as shown below:
 - (a) Knoxville and Holston River Railroad (KXHR), MP 131.0 A, East Yard Tracks 1 and 2.

L. HAZMAT SPILL PAN LOCATIONS

1. Sevier Yard – Dray Track
2. City Yard – Depot Track #0

M. GENERAL INSTRUCTIONS

1. MP 123 A, Knoxville

- a. Three Direct to Locomotive (DTL) fueling sites are in use in Knoxville:

- Main #1, Middle of Sevier Yard
- Main #1, East End Road Crossing
- Forwarding Track #1, next to the Car man's Road
- South Side of the shed, adjacent to the freight shed
- Asheville Inbound, West of the Main Tower by fueling pad
- City Yard, North Leg of the Wye

The Train Dispatcher or Trainmaster will provide fuel location instructions. While at the DTL, trains and locomotives must not be moved until crewmembers are advised fueling is complete and DTL personnel are in the clear. The fuel trucks are equipped with a yellow strobe light that will flash when fuel is being pumped from the truck to a locomotive. The absence of this light, or the light being off, does not relieve crewmembers from ascertaining that fueling is complete, hoses are down, and personnel is in the clear.

2. All crews reporting for duty at the Sevier Yard Crew Room must contact the West End Dispatcher within 5 minutes after reporting for duty for instructions and to line up a ride to their locomotives. All Knoxville area road switchers, locals, and utility positions that require transportation back to the Crew Room must notify the appropriate dispatcher one hour prior to requiring transportation.
3. New Farmers Warehouse, Cars spotted at New Farmers Warehouse (B66) Flour Track are to be left 50 feet from the end of the track.
4. Crews tying a train down in Sevier Yard are required to report to OSS what track they tied their train down. This is to ensure the proper track inventory is tracked.
5. All trains arriving and departing Sevier Yard and City Yard, Knoxville must notify OSS of the inbound arrival and outbound departure times of their train. Additionally, trains setting out and picking up at Sevier Yard, City Yard, the Bike Track, Young Mine Lead, Powell Siding or Keister must notify OSS of their work even results.

6. FRA EXCEPTED TRACK

None.

KNOXVILLE TERMINAL

9. DISTRICT INSTRUCTIONS (CONT.)

N. HIGH THREAT URBAN AREAS AND KEY TRAIN SECUREMENT

- 1. HTUAs**
None.
- 2.** Locations where key trains, or cuts of cars meeting the definition of a key train, may be left unattended on a main track or siding outside of a yard or terminal:
None.

CHATTANOOGA TERMINAL

CHATTANOOGA TERMINAL					
NORTH ↓	SIDINGS IN FEET	MP	STATION	NOTES	
			CHATTANOOGA NORTH DISPATCHER.....	310	
		27.4 H	COHUTTA.....	CP	1
		21.8 H	LONG.....	CP	
		18.1 H	Collegedale		
		15.2 H / 226.8 A	OOLTEWAH.....	CP	
		230.5 A 230.6 A	SUMMIT..... HBD-DED (<i>Summit</i>)	CP	
		233.2 A	WITCHER.....	CP	2
		233.5 A	HITT.....	CP	
		235.0 A	JERSEY.....	CP	
		236.0 A	WILLIAMS.....	CP	
		236.6 A	SPELL.....	CP	
		237.3 A	BROWN.....	CP	
		238.2 A / 332.4	CITICO JCT.....	CP	

CHATTANOOGA TERMINAL				
<div> <div>SOUTH</div> <div>↓</div> </div>	SIDINGS IN FEET	MP	STATION	NOTES
			CHATTANOOGA NORTH DISPATCHER.....	810
		331.1	TENBRIDGE.....Y, (CP) (DB)	
		331.9	BOYCE.....Y, (CP)	
		332.4 / 238.2 A	CITICO JCT.....Y, (CP)	
		333.3	PIERCE.....Y, (CP)	
		334.6	WEBB.....(CP)	
		336.2	DeButts Yard PRATT.....(CP)	
		337.1	EAST END AVENUE.....(CP)	
		337.5	MAIN STREET.....(C) (CP)	
		338.2 / AG 0.0	23 RD STREET.....(C) (CP) Shipp's Yard	
		AG 2.1	NORTH TUNNEL.....(CP)	
		AG 3.2	SOUTH TUNNEL.....(CP)	
		AG 5.5	WAUHATCHIE.....(CP)	

CHATTANOOGA TERMINAL		
STATION PAGE INFORMATION		
NOTE 1: Control Point located off the Hamilton County Railroad Lead only.		
NOTE 2: Control Point located off Main 2 only.		
1. RULES IN EFFECT		
Between	Main 1 Track	Main 2 Track
	Rules	
Jersey and Citico Junction	261 PTC	261 PTC
Tenbridge and Pierce	261 PTC	261 PTC
Pierce and East End Avenue	261 PTC	
East End Ave. and N. Tunnel	261 PTC	261 PTC
North Tunnel and South Tunnel	261 PTC	
South Tunnel and Wauhatchie	261 PTC	261 PTC
2. MAXIMUM SPEEDS		
Between	Main Tracks	
	MPH	
MP 235.1 A and MP 238.0 A	40	
<i>Except:</i> MP 235.0 A, Through Crossover Jersey	40	
MP 236.0 A, Through Crossover Williams	25	
MP 238.0 A, Through Turnout Citico Junction	40	
MP 238.7 A, Through Turnout Pierce	25	
MP 331.2, Tenbridge, and MP 337.1, East End Avenue	35	
<i>Except:</i> MP 331.1, Through Crossover Tenbridge	25	
MP 331.9, Through North Crossovers Boyce	25	
MP 331.9, Through South Crossovers Boyce	15	
MP 331.9, Through Turnouts 2 Wye and 1 Wye Boyce	15	
No. 1 Wye Track	15	
No. 2 Wye Track	15	
MP 334.6, Through Crossover Webb	20	
MP 334.6, Through East Inbound Turnouts Webb	10	
CNO&TP Zero Track, MP 334.6, Webb to MP 337.2, East End Avenue	20	
MP 336.2, Through Crossover Pratt	20	
MP 336.2, Through Turnout Zero to Forwarding Yard (Pratt)	10	
MP 337.2, East End Avenue and MP 0.0, 23rd Street	15	
MP 0.0, 23rd Street and MP 3.2, South Tunnel	25	
<i>Except:</i> MP 2.2, Through Turnouts North Tunnel	25	
MP 3.1, Through Turnouts South Tunnel	25	
MP 3.2, South Tunnel and MP 5.5, Wauhatchie	50	
No. 2 Track	45	
<i>Except:</i> MP 3.2 to MP 3.9 (Tracks 1 & 2), Curves	25	
MP 5.3, Through Crossovers Wauhatchie	25	

CHATTANOOGA TERMINAL						
2. MAXIMUM SPEEDS (CONT.)						
Between						Main Tracks
						MPH
Auxiliary Tracks:						
Chattanooga Traction Company						10
Except: MP 1.3 M to MP 1.5 M, Curve at top of Mountain						5
MP 4.1 CD to MO 4.3 CD						10
MP 2.8 V to MP 2.9 V, Soft Fill Side						5
River Belt, Between Superspun Ave. and 19 th Street						5
CSXT Wauhatchie Yard						10
NOTE: DeButts Yard, including all Industry tracks, leads and all tracks in the Belt Yard all movements are to be made at Restricted Speed not exceeding 10 mph.						
3. CHECKING LOCOMOTIVE SPEED INDICATOR						
Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.						
LOCATION OF TEST MILE SIGNS:						
MP 233.0 A to MP 234.0 A						
MP 26.0 H to MP 27.0 H						
NOTE: Tests for accuracy will be made at other locations in addition to those shown. Engineers will choose appropriate locations to check speed indicators.						
4. DIESEL UNIT RATINGS						
	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Northward						
Cohutta to Citico Junction	2250	3000	3600	4455	4950	6930
Wauhatchie to Tenbridge	3200	4250	5100	6345	7050	9870
Southward						
Citico Junction to Cohutta	2200	2950	3500	4365	4850	6790
Tenbridge to Wauhatchie	3100	4150	4950	6120	6800	9520
5. LOCOMOTIVE AND CAR RESTRICTIONS						
A. WEIGHT RESTRICTIONS						
Cars and engines may be handled up to the weight shown provided the stenciled Load Limit (Weight of car and lading) is NOT exceeded:						
GROSS WEIGHT IN POUNDS						
Between	Unit		Loaded Car			
	4-Axle	6-Axle	4-Axle	6-Axle		
Cohutta and Citico Junction	291,000	420,000	286,000	394,500		
Tenbridge and Wauhatchie	291,000	420,000	286,000	394,500		

CHATTANOOGA TERMINAL	
5.	LOCOMOTIVE AND CAR RESTRICTIONS (CONT.)
B.	TRAILING TONNAGE RESTRICTIONS None.
C.	HEIGHT RESTRICTIONS 1. MP V1.1, Chattanooga Traction Track Fully enclosed auto rack cars (exceeding Plate "F" but not exceeding 19'00" above top of rail) may not be handled under Cherokee Blvd overhead bridge.
D.	LOCATIONS OF EQUIPMENT RESTRICTIONS None.
6.	SWITCHES AND DERAILS
A.	NORMAL POSITION OF HAND OPERATED SWITCHES 1. NORTH END, LOCAL YARD, AND FORWARDING YARD <ul style="list-style-type: none"> a. The normal position of the switch leading from the West Pullback to the West Inbound is lined and locked for movement on the West Inbound. b. The normal position of the switch connecting the West Inbound to the West Pullback, just south of Citico Jct. is lined and locked for the West Inbound. c. The normal position of the switch on the Outbound Freight Lead leading to the Middle Pullback is lined and locked for movement on the Outbound Freight Lead. d. The normal position for the switch at the North end of the Middle Pullback is lined and locked for the Outbound Freight Lead. e. The normal position for the North Switch on the North Local Yard Lead (Wilder Street) is lined and locked for the Outbound Freight Lead. f. The normal position for the North Switch to the North Local Yard cut-off is lined for the Local Yard Lead. g. The normal position of the south switch to the North Local Yard cut-off is lined for the Outbound Freight Lead. h. The normal position for the Forwarding Yard South hand throw switch is lined and locked for movement from the Outbound Freight Lead to Forwarding Track 1 thru Forwarding Track 5. i. The normal position for the Forwarding Yard North hand throw switch is lined and locked for movement from the Outbound Freight Lead to Engine Thoroughfare Track thru Forwarding Track 6. j. The normal position of the Cab Track #1 and #2 switches is lined for movement on the Class Yard Lead out the Pullback Leads. k. The normal position of the Derrick Track switch is lined for movement on the Engine Thoroughfare. l. The normal position of the Wash Track (Clean Track) is lined for movement on the Engine Thoroughfare. m. The normal position of both ends of the Forwarding Yard Pocket is lined for the Lead.

CHATTANOOGA TERMINAL

6. SWITCHES AND DERAILS (CONT.)

A. NORMAL POSITION OF HAND OPERATED SWITCHES (CONT.)

2. QUAKER OATS WYE

- a. The normal position for the crossover switch from the Outbound Engine Lead to the Quaker Oats Lead, north of Tinker Street, is lined for straight track.
- b. The normal position for the two wye switches on the Quaker Oats Lead are lined and locked for straight track movement on the Quaker Oats Lead.
- c. The normal positions of the two wye switches off of the Quaker Oats Lead are lined for straight track movement on the Quaker Oats Lead. These switches must be restored to normal position after each use. The normal position of the western switch of the wye is as last used. The normal position of the crossover switches that handle movement between the Quaker Oats Lead and the Diesel Shop Lead are lined for straight track movement along the Quaker Oats Lead and the Diesel Shop Lead. These switches must be restored to normal position after each use.

NOTE: Despite designated switch positions, all switches must be approached prepared to stop until proper alignment for movement is verified.

3. OTHERS

- a. The normal position for all switches connecting with the West Inbound is lined for movement for the West Inbound.
- b. The normal position for the hand throw switches on Zero Track between Pratt and East End is lined for Zero Track.
- c. The normal position for the switches at both ends of the Minute Track, located at the hump, is lined for the East Inbound Lead.
- d. The normal position for the Class Track 57 crossover is lined for movement on the Thoroughfare.
- e. The normal position for the North Ramp switch off of the Hop-Skip Bridge is lined for movement on the East Inbound.
- f. The normal position for the switches of the Hooks Pocket Spur is lined for movement on Zero Track and the Camera Lead.
- g. The normal position for the Southwest Diesel Shop Lead switch is lined for movement on the Camera Lead.
- h. The normal position for the switch to the Explosive Track and Stock Pen Track (Set Out Tracks) on the Hump is lined for movement along the Hump Lead.
- i. The normal position for all switches at the north and south ends of the Car Shop is lined for movement along the Lead.
- j. The normal position for the Quaker Oats Lead switch is lined for movement on the Northwest Diesel Shop Lead.
- k. The normal position for the South Ramp switch off of the East Thoroughfare in the Receiving Yard is lined for movement on the East Thoroughfare.
- l. The entrance switch to the south end of the Maintenance Line at the Diesel Shop **MUST** be lined **AWAY FROM** the Maintenance Line and **LOCKED IN THAT POSITION AT ALL TIMES** except when placing units on the line.

CHATTANOOGA TERMINAL

6. SWITCHES AND DERAILS (CONT.)

B. HANDLING OF DERAILS

1. The normal position for the derails protecting Mountain Line Runaround (MLRR), between MP 0.1M and MP 0.4M, is locked in the OFF position unless cars are stored on these tracks.
2. The normal position for the derails protecting the Mountain Line between MP 0.1M and MP 0.4M, is locked in the OFF position unless cars are stored on these tracks.
3. The normal position for derails protecting C&D Junction tracks are locked in the OFF position unless cars are stored on these tracks.
4. The normal position for the seven derails protecting the hump and each group at the south end of the Classification Yard is lined and locked in the OFF position. These derails are only to be operated by Engineering Personnel.

5. EAST THOROUGHFARE – BLUE SIGNAL DERAIL

A permanent Blue Signal derail located 168 feet south of the north switch on East Thoroughfare Track. This derail is under exclusive control of the Mechanical Department and the normal position of this derail is in the OFF position.

6. WEST THOROUGHFARE – BLUE SIGNAL DERAIL

A permanent Blue signal derail located on the West Thoroughfare in the receiving yard at DeButts Yard Chattanooga, TN. The derail is located 3285 feet from the short way switch points on the north end and 1670 feet from the West Thoroughfare switch points on the south end (approximately 2 car lengths north of the locomotive paint shop). This derail is under exclusive control of the Mechanical Department and the normal position of this derail is in the OFF position.

C. SWITCHES NOT EQUIPPED WITH ELECTRIC LOCKS

None.

7. COMMUNICATION INFORMATION

A. DIAL IN RADIO CODES

Emergency Code	911
OSS Code	448
Chattanooga North Dispatcher Code	810
North End Dispatcher Code	442
AGS North Dispatcher Code	812
Memphis East Dispatcher Code	811
Knoxville West Dispatcher Code	823
Mechanical Helpdesk Code	123
Wayside Helpdesk Code	128
Wayside Detector Playback Code	001

CHATTANOOGA TERMINAL		
7. COMMUNICATION INFORMATION (CONT.)		
B. AAR RADIO CHANNELS		
Base Station	Channel 1 TX and RX	Channel 2 TX (RX)
Road Channel	056-056	N/A
Yard Channel	026-026	N/A
Hump Channel	076-076	N/A
Class Yard Channel	007-053	N/A
DeButts Diesel Shop	015-065	N/A
Tyner Railroad	033-033	N/A
TVRM	021-021	N/A
CCKY	023-023	N/A
CSXT S. Atlanta Division (AI)	094-094	DTMF 4
CSXT Nashville Division (AJ)	066-066	DTMF 2
CSXT Wauhatchie Yard	022-022	N/A
C. TELEPHONE NUMBERS		
Alabama Division OSS	800-898-5768	M/W 589-5768
Alabama Division Chief Dispatcher	205-451-4742	M/W 451-4742
Chattanooga North Dispatcher	205-451-4884	M/W 451-4884
Atlanta North Dispatcher	404-877-9606	M/W 877-9606
AGS North Dispatcher	205-451-4860	M/W 451-4860
Memphis East Dispatcher	205-451-4426	M/W 451-4426
Knoxville West Dispatcher	205-451-4774	M/W 451-4774
Tyner Railroad	423-827-6914	
8. DETECTOR INSTRUCTIONS		
A. STRESS STATE DETECTORS		
None.		
B. HIGH CAR AND CLEARANCE DETECTORS		
None.		
C. OTHER INSTRUCTIONS		
None.		
9. DISTRICT INSTRUCTIONS		
A. CLOSE CLEARANCE		
Due to close clearance, employees are prohibited from riding the side of moving equipment at all times:		
1. Old City Yard, including the Peavine Track at ADM (C81)		
B. TRACK PERMISSION		
1. All trains and yard movements in DeButts Yard are directed by the Main Tower Yardmaster.		
2. All movements in the Chattanooga Diesel Shop Limits are directed by the Fuel Rack Supervisor.		

CHATTANOOGA TERMINAL

9. DISTRICT INSTRUCTIONS (CONT.)

C. INTERLOCKING INSTRUCTIONS

1. Wheland, CSXT RR

- a. When NS movement is stopped by stop indication at CSXT crossing and signal does not clear, after approximately one (1) minute, an employee will go to the time release box. If indicator light is burning, this indicates CSXT signals are in the stop position and the push button marked "clear" may be pushed. If indicator light is dark, this indicates the CSXT signal is clear for an approaching train, and clear button must not be pushed. After six (6) minutes have expired, and no CSXT train is evident, the clear button may be pushed.
- b. After expiration of time, which is an additional six (6) minutes the NS signal will clear. If the signal does not clear, movement may proceed at Restricted Speed, after contacting NS Chattanooga North Dispatcher to ascertain no CSXT movements are approaching, CSXT signals indicate stop, and burning fuses are placed on conflicting CSXT tracks.

D. DRAWBRIDGES

None.

E. HANDBRAKE REQUIREMENTS

1. **Receiving Yard – All Tracks**
Two handbrakes are required; C-102 is not required.
2. **Forwarding Yard – All Tracks**
One handbrake is required; C-102 is not required.
3. **Local Yard – All Tracks**
Two handbrakes are required; C-102 is not required.
4. **Belt Yard – All Tracks**
Two handbrakes are required; C-102 is not required.
5. **DuPont Service Yard – All Tracks**
Two handbrakes are required; C-102 is not required.
6. **CT01, CT02, CT03 and the West Inbound**
Two handbrakes are required; C-102 is not required.

F. TRAIN HANDLING INSTRUCTIONS

1. All industries in Chattanooga Terminal and North Chattanooga (Chattanooga Traction) must be switched with train line air.

CHATTANOOGA TERMINAL

9. DISTRICT INSTRUCTIONS (CONT.)

G. ROAD CROSSINGS

1. DO NOT BLOCK ORDER

a. Hawthorne Street

Yard jobs moving south on Boyce Lead should avoid blocking Hawthorne Street until a crewmember has ascertained from the Main Tower Yardmaster that their job has permission to enter the West Inbound.

2. QUIET ZONES

a. Use of the locomotive horn is prohibited at the following grade crossings in the Riverport industrial park:

1. Riverside Lane at the Seaboard Mainline
2. Riverside Lane at the Horizon/Cargill industry track
3. Riverside Lane at the B80/B81 industry track Riverport Road at the NA Industries/Hamilton Plastics industry track.

The locomotive horn may be sounded at the engineer's discretion if vehicles, pedestrians, roadway workers, or other conditions are present which warrant a warning signal.

3. RUSTY RAIL CONDITIONS

None.

4. OTHER CONDITIONS

a. The two crossing signals on Amnicola Highway at the Boyce Lead and the Quaker Oats Wye do not have approaches that activate the crossing by the movement of a train. There is a push button on a yellow post near the dwarf signal that must be pushed to activate the crossing. This is locked with a switch lock and must be kept locked when not in use. Following is the procedure to be used before entering these crossings:

1. Unlock the box on the pedestal near the dwarf signal and push the start button. Replace the lock and lock it. Pushing the button will start the flashers and a 25 second timer will run. After the flashers flash for 25 seconds the dwarf signal will turn from red to yellow and the train may proceed. The signal will cancel after the train clears the island circuit.
2. If a reverse move is made after clearing the island the crossing must be reactivated by pushing the start button again. There is one on both sides of the road.
3. If the flashers do not flash after pushing the button the crossing must be flagged and the signal department notified.
4. If the crossing is not going to be used after activating the flashers the stop button can be pushed to cancel the flashers.
5. This procedure must be followed for both sides of these crossings. A minimum 20 second warning time is required before a train may enter these crossings.

b. Due to the amount of traffic at the road crossing by the Power House which leads into the north end of the Fuel Rack, movements over this crossing must be preceded by a flagman.

CHATTANOOGA TERMINAL

9. DISTRICT INSTRUCTIONS (CONT.)

H. LOCATIONS WHERE GRAVITY DROPPING CARS IS AUTHORIZED

1. West Inbound (Camera Track) to Quaker Oats Lead
2. Norris Lead at Tie Yard Switches
3. Florida Rock, MP 233.8 A
4. North End Riverport Runaround
5. Boyce Lead
6. Middle Ramp at Main Tower

I. STEEP GRADES - END OF TRAIN DEVICES

The following designated sections of track are identified as average grades of:
 2% or greater over a distance of 2 continuous miles or
 1% or greater over a distance of 3 continuous miles:

Eastward
None

Westward
None

J. EXCESSIVE CURVATURE RESTRICTIONS

Listed below are tracks with curvature of 12 degrees, 30 minutes or greater:

Milepost	Location	Curvature
1.4 M	Mountain Line	17.0 degrees
JIT Lead	JIT Industries	18.5 degrees
240 A	Synair Lead	16.5 degrees
CG 2.4	Central of Georgia Cutoff	14.5 degrees
242.6 A	Old Passenger Main	13.5 degrees
3.8 M	Mayo Lead N. Chattanooga	13.0 degrees
331.2	S. Leg Wye Tenbridge	14.0 degrees
B1	Woods Track	14.5 degrees

Refer to the Equipment Restriction section of the System Timetable.

K. JOINT TRACKAGE

1. Trains and engines of the Alabama Division will use tracks of other divisions and foreign lines in accordance with their Timetables, Rules, and Regulations as shown below:
 - (a) Tyner Terminal Railroad at MP 232.0, Tyner, and MP 233.1 A, Witcher
 - (b) CSXT between 23rd Street, MP 338.2, and Wauhatchie Yard.
2. Trains and engines of other divisions and foreign lines will use Alabama Division tracks as shown below:
 - (a) None.

L. GENERAL YARD INSTRUCTIONS

1. Any on duty crew, Yard or Road assignments, that are delayed or sitting idle for 15 minutes must contact the Main Tower immediately for further instructions.
2. **BLOCK PROTECTION ON THE WEST INBOUND**
 Whenever it is necessary to block out the West Inbound for the purpose of protecting yard crews or other departments, there must be a clear understanding between the Main Tower Yardmaster and the Chattanooga North to ensure that no movements can enter this block without the notification of the people making the request. Dispatchers must block out the West Inbound at Citico Junction by lining the switch and signal away from movements into this track. Confirmation of this fact must be repeated to the Main Tower Yardmaster. The Yardmaster will then record this confirmation along with the time permission was granted. Dispatchers must not remove the block without permission from the Main Tower Yardmaster. Train crews must obtain permission from the Main Tower Yardmaster before occupying the West Inbound Lead from the Boyce Lead, Grace Lead, West Pullback, Class Yard (WS01, WS02, CT03) or Quaker Oats Lead.

CHATTANOOGA TERMINAL

9. DISTRICT INSTRUCTIONS (CONT.)

L. GENERAL YARD INSTRUCTIONS (CONT.)

3. LIGHT LOCOMOTIVE MOVEMENTS

When operating a multiple unit consist on any extended movement in DeButts Yard, the Engineer must operate from the lead locomotive in the direction of the movement.

4. EOTD HANDLING

EOTD's are not to be left lying on the ground and it is the responsibility of the crew member that removes the EOTD to see that it is placed in the proper storage location. When doubling Receiving tracks at the south end of the Receiving Yard, do not remove the EOTD and set it on the ground. Leave the EOTD's on the rear of the train and notify the Main Tower to ensure that it gets removed at the Hump.

5. SWITCHING ON THE SAME TRACK

At yards where crews perform switching on both ends of the yard simultaneously, switching will be done at the direction of the Yardmaster in charge. Two crews are not to occupy or perform switching on the same track without proper authority.

6. LOCOMOTIVE HORN AND VEHICLE REQUIREMENTS

All vehicles operating in Chattanooga Yard must yield to trains at all crossings. Trains are not required to operate the horn at crossings in Chattanooga Yard, but crew members must remain vigilant for approaching traffic and operate horn if necessary as a warning. Trains departing the Forwarding Yard must blow the horn when the Forwarding Yard crossing gates are not in the down position.

7. CROSSING EQUIPMENT

Crews required to cross equipment in the performance of their duties must receive permission from the proper authority. In locations where crews are switching simultaneously in multiple tracks, employees must contact all crews before crossing over equipment. Employees are not permitted to cross over equipment while crews are kicking cars into adjacent tracks.

8. SPOTTING CT01, CT02, and CT03

When spotting cars on the air plug on the north end of CT01, CT02, and CT03, the lead car on the north end will be spotted south of the yellow painted line. The yellow painted lines are just south of the skate retarders in CT01, CT02, and CT03. This is to allow the Mechanical Department to couple air hoses without stepping into the retarder. Two handbrakes must be applied to the track once it is spotted.

9. LOCOMOTIVE FAILURES

All Engineers and RCO's are to notify the Diesel Shop by either phone (423-593-8293) or radio (015-065) to discuss any defects found during daily inspections. The Diesel Shop will determine whether or not the locomotive is okay for service. All crews, road and yard, experiencing delays due to mechanical problems are required to report to the Main Tower every 15 minutes with a status update.

10. TESTING EOTDs

All road crews are to call the Car Foreman on the Road Channel when departing the DeButts Yard Diesel Shop so that you can be given your EOTD number and then test your emergency feature.

11. HIGH AND WIDE FILES

The Conductor of trains carrying High & Wide shipments must contact the Chattanooga Terminal Dispatcher to verify the correct High & Wide file number and advise of any restrictions prior to passing Jersey, MP 235.0A eastbound; Cave, MP 325.0 southbound; Wauhatchie, MP AGS 5.5 northbound; or originating at Chattanooga Terminal.

CHATTANOOGA TERMINAL

9. DISTRICT INSTRUCTIONS (CONT.)

L. GENERAL YARD INSTRUCTIONS (CONT.)

12. MARKING OFF DUTY

- a. All crews re-crewing at Williams, Spell, or Brown will tie-up at CP Brown.
- b. All crews re-crewing at the Camera or terminating in Chattanooga Yard will tie up at either the Engineer's Washroom or the Main Tower.
- c. All other re-crew locations will tie up at the Dorm by calling the VRU or notifying the appropriate Crew Caller.

13. RIP TRACKS

When spotting the RIP Tracks, the movement must be protected by an employee on the bottom of the cut in accordance with Operating Rule 215.

When coupling the RIP's on the south end of Repair tracks, do not attempt to couple to any cars standing closer than one car length from the derails on the south end of the RIP Tracks, and check the rear or north car to see that a working handbrake is applied to the north car or car nearest the derail before coupling is attempted. Further, good judgment must be used when pulling the RIP Tracks and couplings should not be attempted when handling large cuts of cars.

When spotting the RIP Tracks, the lead car going into each track must have the handbrake applied. In addition, when coupling to cars already standing in the Repair Track, one car in the standing cut must have a handbrake applied.

When spotting the north end of the RIP Tracks, 1,2, and 3, leave equipment at least 150 feet south of the north derail after switching is complete. Yellow marks have been painted on the web of the rail on all three tracks to indicate 150 feet. After spotting or pulling the RIP Tracks, leave switches on both the north and south ends lined for the Lead.

"Stop Car Here" signs have been erected on Repair Tracks 1, 2, and 3 on the north end of the Mechanical Repair Building. These signs are located 50 feet north of the blue derails protecting the Shop building. When spotting cars on these tracks, cars should not be shoved or spotted south of these erected signs. Before spotting and/or pulling the Repair Tracks, the Foreman on the yard job performing this work must communicate with the Main Tower Yardmaster to ascertain that Mechanical Department personnel are aware that the Repair Tracks will be spotted and/or pulled, and how cars should be spotted or switched, if applicable. The Main Tower Yardmaster, before granting this permission, must communicate with Mechanical Department personnel that a yard crew wants to enter the Repair Tracks for the purpose of spotting and/or pulling cars. The Main Tower Yardmaster must also ascertain from Mechanical Department personnel how cars are to be spotted and/or switched, if applicable. The Track Department installed intermediate manually operated derails on the south end of all three RIP Tracks. The derails are located just north of the Wilcox Bridge and the south end rabbit towers. Use caution when walking in this area, looking out for the derail and protruding head block ties. These are intermediate derails on the south end of the RIP's, which will allow the Mechanical forces to perform work while the tracks are being pulled.

When spotting the Clean Track, separate the cars at least 50 feet around the 9 track Forwarding Track switch.

CHATTANOOGA TERMINAL

9. DISTRICT INSTRUCTIONS (CONT.)

L. GENERAL YARD INSTRUCTIONS (CONT.)

14. VOLKSWAGEN

Volkswagen at Jersey will be worked by TC49 on duty at 11:00 PM. The Crew will contact the Atlanta Dispatcher for a signal at Hitt and Witcher. All tracks are restricted speed and yard rules apply. NS will deliver empties in track #8 and over flow to track #9. NS will pull loads from track #6 with track #4 being the run-around. The NS window is from 11:00 PM until 6:00 AM. CSXT's window is from 12:00 PM to 6:00PM. TNT (Tyner Terminal Railway) operates from 6:00 AM until 10:00 PM under the direction of the Tyner Terminal Yardmaster/Supervisor of Train Operations (Phone 423-827-6914, radio 033-033).

15. BLEEDING OF TRACKS

Cars in Debutts Yard will be bled off for flat switching. Crews and/or utility assignments will bleed off cars as directed by the Main Tower Yardmaster.

M. RECEIVING YARD AND CLASSIFICATION YARD INSTRUCTIONS

1. SET OUT TRACK

All equipment being set out on the hump to the Stock Pen track or the Set Out track must be secured north of the crossing. No equipment is permitted to be secured south of the road crossing on either track.

2. HUMP CROSSOVERS

The hump is equipped with several crossovers. At no time is a cut or train to occupy two back to back crossovers.

3. PSP OVERRIDE

When returning south through Receiving Yard tracks, it is necessary to override the Pullback Stopping Protection (PSP) previously established. This must only be done when the RCO is on the leading end of the movement. In order to override the PSP, once moving the RCO will need to turn the Bell to the OFF position. To begin the Override sequence, the RCO must move the OCU Direction Selector to the position opposite of current movement. The RCO will then turn the Bell Selector to the ON position. The RCO will then return the OCU Direction Selector to the position corresponding to the current movement. The RCO will then turn the Bell Selector to the OFF position. At the completion of the Override sequence, the RCL will broadcast a talker message stating that "Pullback Protection Off." This one time override sequence only provides the override until the movement stops.

4. RIDING EQUIPMENT OVER RETARDERS

Employees are prohibited from riding equipment over a hump retarder. **EXCEPTION:** An employee can ride the locomotive platform maintaining a secure hand hold or ride in the operating compartment of the locomotive when moving over a retarder. Employees are prohibited from riding the bottom step of a locomotive through retarders.

5. RCL SECUREMENT

Equipment consisting of Remote Control Locomotive(s) coupled to cars may be secured in the Receiving Yard by applying the remote-controlled parking brake on the lead or controlling locomotive/slug. The OCU may be left on and programmed to the RCL.

CHATTANOOGA TERMINAL

9. DISTRICT INSTRUCTIONS (CONT.)

N. NORTH END OPERATIONS

1. MAIN TOWER YARDMASTER

Duties of the Main Tower Yardmaster in regards to giving instructions to switch engine movements through the power-operated switches at the NX Plant are as follows:

- a. The Main Tower Yardmaster controls power-operated switches for movements between north end Classification/Forwarding Yards and Outbound Freight, Middle, and West Pullback Leads.
- b. The Main Tower Yardmaster will verify that the requested route is lined and locked before allowing movement via the power-operated switches. No movement will be permitted to enter the limits of the plant unless route lights are flashing, unless otherwise instructed by proper authority. After lining power operated switches and double-checking for proper alignment, Main Tower Yardmaster will inform crew by job symbol that their route is properly lined.
- c. Once a Yardmaster receives a request to block out a track in the NX plant for switching, Yardmasters are to line the intended route. Once the route is lined, block the track on the NX Plant console using the TK Block function for the intended route. When doing so, Yardmasters must enter the crew receiving the block in the "Block granted to" field. Once Yardmaster has confirmed the block is in place, he will provide the crew requesting the block the "Block Number" and "Block Time" via radio.

This block cannot be removed until the crew that requested the route has requested that it be cancelled. Yardmaster will confirm with crew that their movement is clear of the NX plant, confirm the "Unblock," and provide the crew confirmation that their route has been removed.

2. ROUTE LIGHTS

At NX Plant switches, route lights flashing green indicate that power-operated switches are lined and locked for straight track movement. Route lights flashing yellow indicate the power-operated switches are lined and locked for crossover movement.

3. ENTERING FORWARDING AND CLASS YARD TRACKS

When entering the North end of the Classification Yard from the West Inbound, or entering the North End of the Forwarding Yard from the Outbound Freight Lead, Middle Pullback, West Pullback, or the Local Yard, engines must obtain permission from the Main Tower Yardmaster before any movement is made. No movement is to be allowed out of the North End of DeButts Yard without the permission of the Main Tower Yardmaster, unless given exclusive permission by the Main Tower Yardmaster to perform continuous switching.

4. CROSSING GATES

The Main Tower Yardmaster has exclusive control over the crossing gates located at the north end of the Forwarding Yard and the crossing gates protecting the Pullback tracks. The normal position for all crossing gates is in the down position. Gates will only be lifted for vehicles to pass when there are no conflicting train movements.

Vehicles wishing to use these crossings must request permission from the Main Tower Yardmaster via phone or radio to lift the gates, and also notify the Main Tower Yardmaster once clear of the crossing for gates to be restored.

CHATTANOOGA TERMINAL

9. DISTRICT INSTRUCTIONS (CONT.)

N. NORTH END OPERATIONS (CONT.)

5. PULLBACK REMOTE CONTROL ZONES

Chattanooga Yard is a designated Remote Control Area. Remote Control Zones are established within Chattanooga Yard as designated below:

West Pullback Zone – The West Pullback, from the clearance point north of the electric switches to the clearance point at the north end of the West Pullback.

Middle Pullback Zone – The Middle Pullback, from the clearance point north of the electric switches to the clearance point at the north end of the Middle Pullback.

A qualified crewmember must contact the Main Tower Yardmaster prior to occupying or operating within a Remote Control Zone. When activating a Remote Control Zone, a qualified crewmember must contact the Main Tower Yardmaster and receive a Zone activation time. The qualified crewmember must also receive a deactivation time when activation of the Zone is no longer required. Proper identification must include the designated Zone(s) and crew symbol. The Main Tower Yardmaster will record this information including the times of activation and deactivation on the RCO Zone Log.

Before occupying a Remote Control Zone for any reason, The Main Tower Yardmaster must be contacted. If a Remote Control Zone is activated, the Main Tower Yardmaster will arrange for joint zone occupation. Other employees or movements must restore and secure if applicable, all switches before releasing joint limits with the Main Tower Yardmaster.

Crews receiving instructions from the Main Tower Yardmaster to occupy either the Middle or the West Pullback must also receive permission to occupy active Remote Control Zones.

Transponders must be tested by remote control crews at the beginning of each tour unless it can be ascertained from the previous/relieved crew that the transponders were tested and working.

6. NORTH END STOP SIGNS ON OUTBOUND FREIGHT LEAD

A stop sign is located on the east side of the Outbound Freight Lead 250 feet north of the No. 5 "P" signal governing southward movements.

A train or engine moving southward on the Outbound Freight Lead must stop at the stop board. Permission must be received from the Main Tower Yardmaster before movement in any direction is made through the electric switches at the north end of the Forwarding Yard.

7. SKATE RETARDER INDICATOR LIGHTS

Indicator lights are located at the entrance to each track at the pullout end to indicate the position of the skate retarder. When the light is illuminated, the retarder is open. When the light is dark, the retarder is closed. If a dark indication is observed, the skate retarder must be opened prior to occupying or flat switching into that track.

Report any malfunction of the indicator lights to the Main Tower Yardmaster who will report the issue to the Signal Department.

8. NORTH END CLASS YARD MOVEMENTS / COUPLING TRACKS

- a. All crews must receive permission from the Main Tower Yardmaster prior to operating in the Class Yard. If more than one crew is operating in the Class Yard, before lining a track for the purpose of switching, coupling, pulling, trimming, or shoving, crews must communicate with the opposing crews to confirm that no moves have been authorized to place equipment in the same track.

CHATTANOOGA TERMINAL

9. DISTRICT INSTRUCTIONS (CONT.)

N. NORTH END OPERATIONS (CONT.)

8. NORTH END CLASS YARD MOVEMENTS / COUPLING TRACKS (CONT.)

- b. Crews operating multiple times over the same route in the NX plant must request that their route be established and blocked through the Main Tower Yardmaster. The Yardmaster will provide a "Block Time" to the crew which must be repeated back by the crew receiving the block to confirm protection is in place. Once the crew has received confirmation from the Main Tower Yardmaster that their route is lined and blocked for their movement, that crew can operate north and south multiple times across their requested route. The same crew must notify the Main Tower Yardmaster once they are clear of the NX plant and their route is no longer needed to cancel route.
- c. Never kick or free-roll cars toward a clear track. Blockers (properly secured cars) must be in place to protect roll-outs. Prior to flat switching into a track, the skate retarder must be in the open position.
- d. 1 handbrake is required as a blocker prior to flat switching against equipment in the Class Yard. A C-102 is not required. After 1 handbrake is applied, the knuckle must be open on the car that will be flat switched against. In the event that cars are added to the south end of flat switching cuts, the handbrake must be moved to the south end of the track.
- e. All crews must contact the Main Tower Yardmaster to close the skates of a track once they are no longer switching into that track and prior to leaving the area.
- f. All tracks are considered live flat switching tracks. All crews operating in the Class Yard need to maintain a sense of their surroundings while operating in the Class Yard.
- g. While flat switching, all cars must be beyond the clearance point (green line/reflectors) of a track before lining the switch away from that track and allowing additional cars to free roll.
- h. Unless cut lever malfunction, cars being flat switched are to be cut from the east side.
- i. Flat switching equipment in the Class Yard is permitted provided that any cut of cars being cut off in motion meet the following criteria:
 - 1. Contains no more than 5 empty cars
 - 2. Contains no more than 3 loaded cars
- j. When switching mixed cut of loads and empties, empty cars are considered loads for switching purposes.
- k. Any loaded multilevel equipment must not be uncoupled at speeds exceeding 4 mph.
- l. For switching purposes, each platform, well, or unit of an articulated rail car will count as one car.
- m. All High and Wide shipments, loaded switch panel cars, loaded traction motor cars, scale test cars, loaded truck cars, cabooses, articulated spine cars, single or multiple unit double stack cars, and high value shipments must be shoved to rest. Employees will ensure that cars are not allowed to free-roll into the car types listed above. Equipment may not be permitted to free-roll into locomotive or cabooses either occupied or unoccupied at any location. When High and Wide shipments and high value shipments arrive at Chattanooga, Yardmasters are to ensure these cars are placed in a track where cars will not be allowed to free roll into these shipments. Yardmasters will ensure that proper paperwork is in place for movement, and the car is placed on the proper outbound train.
- n. When mismatched couplings occur, crews must inspect cars involved for derailed wheels and make certain rails are not canted before moving the cars.

CHATTANOOGA TERMINAL

9. DISTRICT INSTRUCTIONS (CONT.)

N. NORTH END OPERATIONS (CONT.)

8. NORTH END CLASS YARD MOVEMENTS / COUPLING TRACKS (CONT.)

- o.** All crews operating on the east side of the Class Yard (CT30-CT60) must operate on the Class Yard channel and must remain on the Class Yard channel until they leave the east side Class Yard tracks (CT30-CT60). The Class Yard channel is 07/53 on dual channel locomotive radios.

All crews operating on the west side of the Class Yard (CT01-CT29) must operate on the Hump Yard channel and must remain on the Hump Yard channel until they leave the west side Class Yard tracks (CT01-CT29). The Hump Yard channel is 76/76 on dual channel locomotive radios.

All crews prior to operating into a track for the purpose of coupling, pulling, trimming, or shoving, must confirm with the opposing switch crew that no moves have been authorized to place equipment in the same track, and that any free rolling equipment has had sufficient time to settle. Once confirmation has been obtained, the movement may proceed.

All crews flat switching on the north end of the Class Yard, must communicate via their respective radio channel what track they are switching into prior to operating into that track.

The Main Tower Yardmaster must close the skate on the north end of the Class Yard track prior to lining a crew into the south end of that track. All north end skates in CT01-CT60 must be closed at all times unless a crew is switching into that track on the north end of the Class Yard.

Exception applies to any road train/local instructed to enter the bowl for yarding purposes. Any such movement will follow the instructions of the Main Tower Yardmaster.

- p.** Prior to coupling tracks in the class yard, ensure that any free rolling equipment has had sufficient time to settle on both the north and south end of the track to be coupled to.

CHATTANOOGA TERMINAL

9. DISTRICT INSTRUCTIONS (CONT.)

N. NORTH END OPERATIONS (CONT.)

9. MOVEMENTS OVER THE HUMP

Prior to initiating a movement over the hump, crews must take precaution to properly control their movement. When leaving blocks in the class yard to be switched, crews must place the north car in the skate retarders and contact the Main Tower Yardmaster to have the skate closed. No handbrakes are required.

10. YARDMASTER RESPONSIBILITY – SHOVE LIGHTS

Per Operating Rule 220, prior to shoving tracks in the Forwarding Yard where shove protection is provided by shove lights, the Main Tower Yardmaster must announce over the Carman's Radio Channel (017/079) the track to be shoved and the job symbol performing the shove move. For example: "NS Pullback TC23 shoving Forwarding Track 1, out."

11. SHOVING INTO FORWARDING YARD

Before beginning shove movements, the Main Tower Yardmaster must advise the Conductor of the crew shoving off if the track being shoved to is clear. If the track is occupied, the Main Tower Yardmaster will advise the Conductor of the number of cars in the track. In the event that the Main Tower Yardmaster does not advise the Conductor of the above, it is the obligation of the Conductor to request this information prior to commencing the movement.

On the initial shove into a clear track, a handbrake must be applied to the rear car of the cut prior to shoving.

Prior to tracks being shoved to a "plug," the Main Tower Yardmaster must ascertain the loads, empties, and tons to be shoved and advise the crew making the shove. The Main Tower Yardmaster will also advise the crew if the train being plugged is a North bound train. If so, the crew will secure the equipment with a single handbrake on the north car of the cut once plugged. Crews are not to commence shove movements to a plug before ascertaining the above information.

The Conductor or Switchman, while shoving into the Forwarding Yard, will remain on the same side of the track the shove light is on observing the shove light indication.

O. LOCAL SWITCHING OPERATIONS

1. LOCAL TRACK 15

All persons are prohibited from crossing Local Yard Track 15 except on walkways provided for this purpose.

2. LOCAL CREWS IN THE CLASS YARD

Whenever yard jobs from the Local Yard come to the Class Yard to pull industry cars for classification in the Local Yard, the Engineer or Foreman on the yard job must go to the Class Yard channel and announce his/her job symbol and which class yard tracks in which their job will be working.

3. BELT YARD (SHIPPS YARD)

When classifying cars in the Belt Yard (Shipps Yard), it will first be required to sufficiently secure cars as an anchor, to prevent roll-outs.

All northbound movements off the TAG Branch line must ascertain there are no yard jobs switching on the south end of the Belt Yard before lining the River Yard Lead switch.

CHATTANOOGA TERMINAL

9. DISTRICT INSTRUCTIONS (CONT.)

P. CHATTANOOGA DIESEL SHOP

1. DEPARTING THE DIESEL SHOP

Engines or engine consists moving into or out of the Diesel Shop must have a crewmember positioned on the front of the lead unit or on the ground preceding the movement except when the engineer is operating short hood forward on the lead end of the movement.

Before any Train crew or Yard Job moves a locomotive/locomotives into or out of the Diesel Shop, a crew member must contact the Diesel Shop Foreman via radio for permission to move and a route into or out of the Shop. When the movement clears the Outreach Derail, a crew member must contact the Diesel Shop Supervisor via radio to report that the movement has cleared the Outreach Derail.

At Chattanooga Diesel Shop no T&E crew is permitted to start their movement unless Diesel Shop personnel have stated via radio that all derails are in the off position for the direction of their movement. If train crews do not receive permission to move and confirmation via radio that all derails in the direction of their movement are down they are under no circumstance allowed to move their consist.

Before departing any track at the Diesel shop all crews are required to ascertain all power derails are in the off, non-derailing position for their movement.

Before leaving the Diesel Shop, it will be necessary for Engineers to notify the Main Tower. When moving northward from the Diesel Shop to Tinker Street Bridge, it will be necessary to stop in the clear of the first crossover south of Tinker Street Bridge and call the Main Tower for further instructions.

2. DERAILS

The Fuel Rack and Diesel Shop areas at DeButts Yard are protected by Outreach Derails and blue lights. The purpose of these derails is to prevent unauthorized movements of locomotives and cars into the shop facility. Outreach Derails are remotely controlled by the Fuel Rack Supervisor in the Diesel Shop, DeButts Yard. The north set of derails and lights are located on the inbound and outbound leads just south of Tinker St. A reflective sign located on the east side of the Inbound Lead provides warning for consists leaving and arriving the shop facility. The sign states: STOP AND NOTIFY FUEL RACK SUPERVISOR BEFORE PROCEEDING BEYOND THIS POINT AND NOTIFY FUEL RACK SUPERVISOR WHEN MOVEMENT HAS CLEARED DERAIL

The south set of derails and blue lights are located on the Inbound Lead and Norris Lead halfway between Third Street Bridge and McCallie Avenue Bridge. One lighted sign is located on the west side of the Norris Lead.

All movements in and out of the shop facility approaching the south or north derails must stop and request permission to pass the derail from the fuel rack supervisor. Whether the derail is on or off, you must stop at the derail and ask permission by. Do not request permission past the derails until you are stopped at the derail. When more than one crew is lined up at the derail, each crew must stop and request permission past.

A Mechanical Department derail is located on SOUTH end of Diesel Shop Run Around Track. This is an electrically operated derail controlled by Diesel Shop and equipped with blue light.

Mechanical Department derail is located on NORTH end of Diesel Shop Run Around. This is a hand thrown derail operated by Diesel Shop and equipped with blue light.

CHATTANOOGA TERMINAL

9. DISTRICT INSTRUCTIONS (CONT.)

P. CHATTANOOGA DIESEL SHOP (CONT.)

3. SWITCHING WITHIN THE DIESEL SHOP

Engine bell must be rung and headlight turned on before and while passing over crossing located at entrance to Fuel Rack and engines operated at a speed not to exceed five miles hour (5-MPH). In addition, THIS CROSSING MUST BE FLAGGED ON FOOT before engines or cars cross it to make certain that it is clear of pedestrian and vehicular traffic. Engines must not be parked so as to block the crossing.

When performing switching within the shop limits at the Diesel Shop (Traction Motor Track, Storehouse, Sand House, Oil Spur, etc.), before commencing you will contact the Fuel Rack Foreman and inform him where you will be switching so that appropriate blue lights and derails may be removed and that no conflicting moves are being made on the track being switched.

When picking up or setting out traction motor cars on the East Traction Motor Track, do not enter the building account Locomotive will not clear overhead beam. If traction motors are not pulled outside building, do not pull, and notify the Trainmaster.

4. QUAKER OATS WYE

The Quaker Oats Wye and the surrounding trackage are designated as Shop Limits of the Chattanooga Diesel Shop. All movements on the new Quaker Oats Wye and within extended Shop Limits will be made at the direction of the Fuel Rack Supervisor. The Fuel Rack Supervisor can be contacted on AAR radio channel 056-056 for authority to enter Shop Limits.

These Shop Limits extend:

Along the Quaker Oats Lead from the north outreach derails to the Old Pig Track Switch

Along the West Lead/Diesel Shop Lead from the north outreach derails to the second main entrance road crossing

Along the East Lead from the north outreach derails to the north side of the entrance road crossing

Along both legs of the wye and terminate on the West side of Amnicola Highway, just prior to the Curtain Pole Rd. crossing

All extended Shop Limits are designated by blue signs.

Any movements on the Quaker Oats Wye that will require the occupation of road crossings must ensure that these crossings are properly protected.

5. TEST TRACK

The Test Track will specifically be used to test the functionality of locomotives and no movements may enter or foul this track without permission of Chattanooga Terminal Locomotive Dispatch.

When mechanical blue flag and locks are applied Engine(s) operating on test tracks will be operated by engine terminal employees approved by the Engine Terminal Shop Manager and Division Road Foreman of Engines. The tests are authorized for maximum 35 mph; all other movements will be at 5 mile per hour not exceeding Restricted Speed. Anytime a test run is performed, either trial run or actual run, Locomotive Dispatchers will advise any crews in the area before test begins. Caution signs have been erected at each end of the track that reads:

CAUTION: TEST TRACK MAY BE IN USE, EXPECT FAST MOVEMENT

Each end of the track is protected by blue flag mechanical derail and can only be removed by mechanical personnel. The engine (s) headlight will be illuminated during the test. The bell must also be sounded at all times when engine(s) are moving on test track. Blue signal protection will be provided by lining the switches on both ends against Test track and locking with mechanical department lock. Additionally, test track will be blue flagged prior to any test. All employees are prohibited from crossing test track at any location while a test is being performed. All movements on test track will have an operating radio and while operating on test track must be on engine house radio channel. Signs are erected at the north and south end of test track to assist in track usage.

CHATTANOOGA TERMINAL

9. DISTRICT INSTRUCTIONS (CONT.)

Q. HAZARD SPILL PAN LOCATIONS

1. North End of West Pullback, just north of Wilder Street Bridge.
2. South End of the Advance Track, near Class Track 60 crossover
3. Middle of the Advance Track
4. South End of Receiving Yard on Old Cavalier Lead, next to road crossing.

R. OTHER INSTRUCTIONS

1. RIDGE BELT

Per 49 CFR (Code of Federal Regulations), Part 213 — Track Safety Standards, Subpart A — General Section 213.4 entitled Excepted Track, The Ridge Belt in DeButts Terminal located between MP 445.6 and 28th Street on the Central of Georgia (approx. 1.5 miles) is hereby designated as “EXCEPTED TRACK”. The track on bridges and bridge approaches (100 feet each side of a bridge) and the track within the limits of public streets or highways is EXCLUDED from the “EXCEPTED TRACK”. No occupied passenger trains may operate on this line segment. No freight trains may operate with more than five (5) cars required to be placarded by the Hazardous Materials Regulations (49 CFR, Part 172).

2. INDUSTRIAL LEADS

Anytime cars are left on any of the following Industrial Leads, the Chattanooga North Dispatcher and Industry/Wye Trainmaster must be notified, providing number of cars left standing and location:

- a. TAG
- b. River Yard Lead
- c. Central of Georgia Cutoff
- d. Central of Georgia Mainline
- e. Mtn. Line
- f. Valley
- g. C&D Line

S. HIGH THREAT URBAN AREAS AND KEY TRAIN SECUREMENT

1. HTUAs

None.

2. Locations where key trains, or cuts of cars meeting the definition of a key train, may be left unattended on a main track or siding outside of a yard or terminal:
None.

ALABAMA DIVISION SPECIAL INSTRUCTIONS

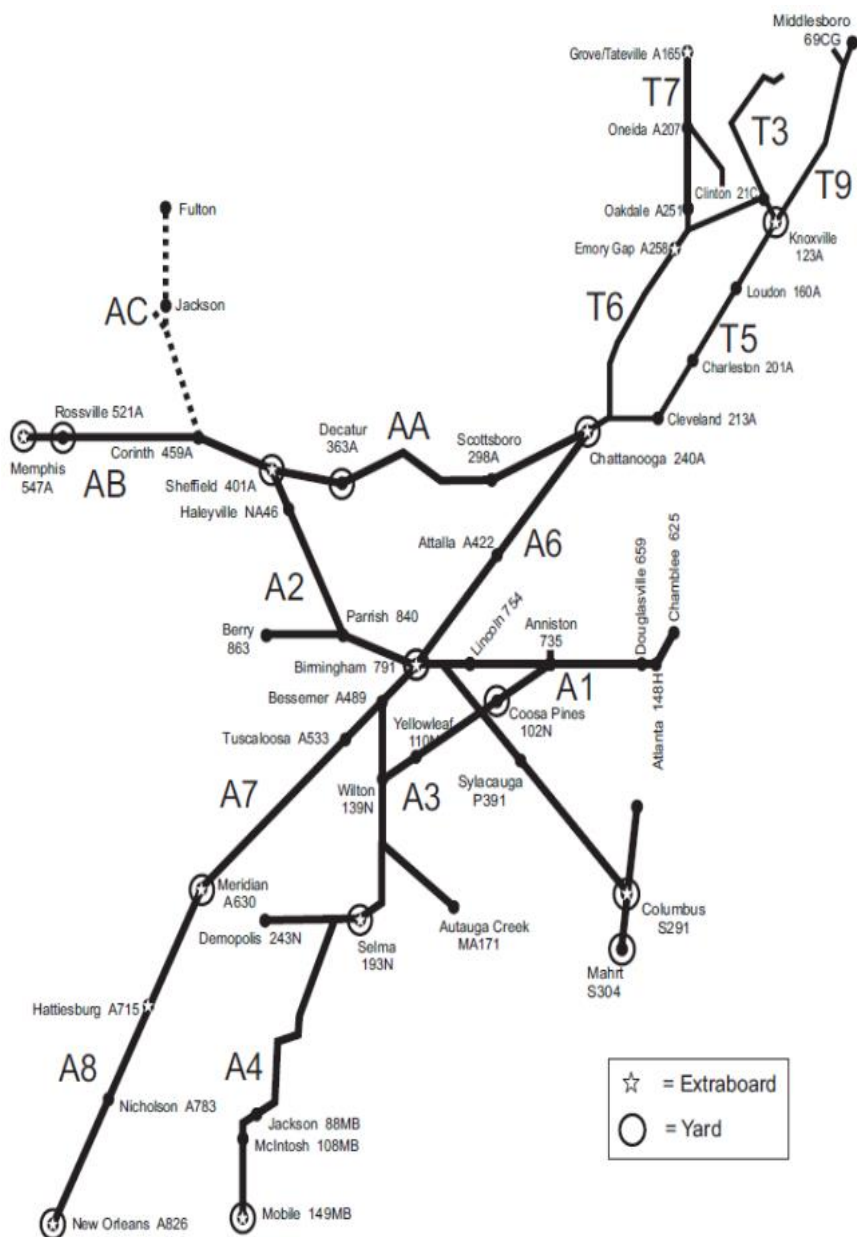
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ALABAMA DIVISION	
SPECIAL INSTRUCTIONS	
AL-F-1.	OSS – REPORTING WORK CORRECTLY
All local conductors must contact OSS prior to tying up and before closing out work orders to ensure that all the work is completed and reported properly (including any possible LOPA failure reason codes).	
AL-F-2.	OSS – INTERCHANGE - INSTRUCTIONS
A crew member of a train or yard assignment delivering interchange to other carriers at any point must notify OSS as soon as possible after the cut of cars or train is placed on the interchange track. This includes both deliveries to Class I railroads and short lines. OSS needs to know the location, foreign line the cars are being delivered to, the total number of cars, as well as the head and rear car number for the cut/train being delivered. These instructions apply to all interchange deliveries including run-thru trains at gateway points such as New Orleans, Meridian, and Memphis. In addition to the above procedure, conductors will still be required to complete any work-order paperwork involving interchange moves, and see that it is faxed to OSS.	
AL-F-3.	OSS – BIRMINGHAM RELAY TRAINS - INSTRUCTIONS
The conductor of any run through train that does not originate or terminate at Norris yard, must report the arrival time and departure time of their train to OSS.	
AL-F-4.	OSS – CUSTOMERS NOT SWITCHED - INSTRUCTIONS
In an effort to communicate pending service failures to our customers in a timely manner, crews providing local service will notify OSS when it is determined that a customer will not receive their scheduled switch. The communication with OSS should be made as soon as it is known the switch will not occur, and it should include the reason the switch will be missed (i.e. hours of service or job is being utilized for other services), and the alternate switching plans, if known. Communication to OSS can be made by toning OSS on the radio, or other communication devices when applicable.	
AL-F-5.	YARDMASTER – YELLOW SHEET INSTRUCTIONS
<p>All Alabama Division Hump and Pullback yardmasters must include the following information in the comments for their work lists:</p> <p>Pullback Yardmasters – Pullback crew symbol executing list, outbound train symbol being built. (IE: TC04/ 325)</p> <p>Hump Yardmasters – Hump crew symbol executing list. (IE: AB10)</p>	

ALABAMA DIVISION	
SPECIAL INSTRUCTIONS	
AL-20-1.	AUTOMOBILE RACKS
<p>When spotting multi-level auto racks for loading or unloading, the following procedure must be observed to ensure proper positioning of bridge plates if one (1) or more of the auto racks is equipped with M-921-D end-of-car cushion unit (can be identified by stencil on side sill near end of car).</p> <ol style="list-style-type: none"> 1. Because of a 50,000 pound pre-load, M-921-D cushion units require a sustained push over a period of time of up to two (2) minutes to compress the units sufficiently to achieve proper spacing between cars. The distance between each car should be 38" to 46" (measured between back of bridge plate support on one (1) car to the deck of the next car.) 2. After the auto racks are properly spotted, air brakes must be applied and handbrake set on each car. Any local requirements for hand brake securement that are more restrictive must be observed. 	
AL-20-2.	FTTX FLAT CARS
<p>When operating the cut lever on the brake end (B end) on FTTX frame flat cars, exercise caution to avoid the pinch point created between the cut lever and the hand hold on the bottom of the brake step when the cut lever is pulled completely upward.</p>	
AL-529-1.	RADIO COMMUNICATION — MANDATORY DIRECTIVES
<p>Whenever Mandatory Directives are issued by the Train Dispatcher "via" radio transmission on Channel 2, and the Conductor is not on the controlling engine with the Engineer, after complete time or "OK" time is given, Conductor and Engineer must go to Channel 1 to discuss numbers, limits, restrictions, etc..</p>	
AL-919-1.	EMPLOYEE MARK-UP
<p>All employees must mark up and/or report for service at the expiration of authorized personal leave days and/or expiration of assigned vacations.</p>	
AL-919-2.	CREW TRANSPORTATION
<p>Crew(s) scheduled to be transported, via Company provided transportation that have not been picked up within 30 minutes of scheduled pick-up time, must call the Chief Dispatcher to apprise him/her of the situation. In addition, crew(s) should continue to call at 30 minute intervals if still awaiting Company provided transportation.</p>	
AL-919-3.	CREWS OFF DUTY WITHIN 12 HOURS
<p>It is imperative that all T&E crews notify the on-duty Train Dispatcher when they have been on-duty for eight (8) Hours. The Train Dispatcher will then notify the Chief Dispatcher who will work with the Dispatcher and District Supervision to devise a plan for the crew to be off-duty prior to twelve (12) hours. All local crews must plan their work so that they can be off-duty prior to Eleven (11) hours and fifty-nine (59) minutes.</p>	
AL-921-1.	CREW TIE-UP
<p>All crews at the away from home terminal where a computer is provided, MUST tie-up before being transported to lodging facility.</p>	

ALABAMA DIVISION	
SPECIAL INSTRUCTIONS	
AL-1041-1.	RADIO MICROPHONES
<p>Employees are prohibited from wearing “shoestring” (leather, cord, etc.) type strap around neck to hold their walkie talkie microphones. This type of microphone holder presents a safety hazard while working around material and equipment. An approved “Velcro” type holder is available and employees may secure them from their supervisors.</p>	
AL-1043-1.	GLOVES
<p>Gloves MUST be worn when your duties may expose your hands to injuries due to cuts, bruises, punctures, etc. Gloves MUST be of a construction that DOES NOT present a safety hazard and is suitable for the intended purpose, potential hazards or duties to be performed.</p>	
AL-1251-1.	AMTRAK EQUIPMENT
<p>Employees will not go between AMTRAK cars for any reason, until electric power is cut off.</p>	
AL-A-6-1.	AIR BRAKE LOCATIONS
<p>Federal Regulation 49 CFR Part 232.111 Train Handling Information requires that when a car(s) has its air brakes cut-out or otherwise becomes inoperative; the person making the determination must document the condition of the brake system including the location where necessary repairs can be performed. To record the required information, Form 1043-BT has been revised to document the prescribed requirements.</p> <p>To assist in determining the location where necessary repairs can be made to the air brake system and a Single Car Air Test can be performed, the following locations which are applicable to the Alabama Division are provided for your reference:</p> <ul style="list-style-type: none"> • Birmingham, AL • Mobile, AL • Sheffield, AL • Memphis, TN • New Orleans, LA 	



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Our NS Goal -No Damage