



Our NS Goal-No Damage



Western Region

Alabama Division

Effective Sunday, October 25, 1992

12:01 A.M. Central Standard Time

Timetable Number

12

For The Government of Employees Only

EXPLANATION OF TRACK DIAGRAMS:

† †	Automatic Block Signal Territory - Single Track
†† ††	Automatic Block Signal Territory - Double Track
|	Traffic Control & Remote Control Territory - Single Track
|| ||	Traffic Control & Remote Control Territory - Double Track
§ §	Non-Signaled Territory - Single Track
§§ §§	Non-Signaled Territory - Double Track

Column designating other tracks in cars is based on 50 ft. cars.

See Method of Operation table in special instruction section for movement authority.

ATLANTA—NEW ORLEANS

SOUTHWARD FIRST CLASS		TIMETABLE NO. 12 Effective OCTOBER 25, 1992 STATIONS	NORTHWARD FIRST CLASS	
AMTRAK 19 Lv. Daily	A.M.		AMTRAK 20 Ar. Daily	P.M.
	s 7 45	..... Atlanta	s 6 20	
	s 10 05	..... Anniston	s 3 50	
	s 11 48	..... Birmingham	s 2 20	
	s 12 03 p.m.		s 1 50	
	s 1 13	... Tuscaloosa Psgr. Sta.	s 12 40 p.m.	
	s 3 10	..... Meridian Psgr. Sta.	s 11 05	
	s 3 15		s 11 00	
	f 4 14	..... Laurel	f 9 52	
	s 4 45	..... Hattiesburg	s 9 21	
	f 5 48	..... Picayune	f 8 17	
	f 6 05	..... Slidell	f 7 58	
	s 7 28	..... New Orleans	s 7 05	
	P.M.		A.M.	
	Ar. Daily 19 AMTRAK		Lv. Daily 20 AMTRAK	

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

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

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

Note: Schedule times shown above for AMTRAK trains are for passenger information only.

AUSTELL AND BIRMINGHAM—WESTWARD

Capacity of Tracks		MILE POST	STATIONS	SEE PAGE 1	INTERRAIL LOCKING S	RR CROSSING S	SPECIAL INSTR. S	SECTION 3	MILES FROM	WASH INGTON
Other Tracks In Care	Slidings In Feet									
		633.3	..... Atlanta						633.3	
		637.0	(Peachtree Station) Y..... Inman Yard						637.0	
Yard		650.5	..... Austell	C					650.5	
18		657.3	..... Cracker						657.3	
		664.6	..... Winston						664.6	
	9870	666.6	..... Carroll						666.6	
		668.5	..... Baggett						668.5	
	31	669.9	..... Villa Rica						669.9	
		675.5	..... Taylor						675.5	
	5	677.5	..... Temple						677.5	
		682.7	..... Sewell						682.7	
	63	685.0	..... Bremen	C		◇			685.0	
		692.7	..... Hubbard						692.7	
	45	695.2	... Tallapoosa, Ga.						695.2	
		708.4	..... Foster, Al						708.4	
		710.4	..... Edwardsville						710.4	
		714.1	..... Owens						714.1	
	34	716.3	..... Heflin						716.3	
		727.1	..... Ardrey						727.1	
	34	729.1	... DeArmanville						729.1	
		733.4	..... Lardent						733.4	
Yard		735.0	..... Anniston	C		◇			735.0	
		736.7	..... Letchers						736.7	
	70	742.9	..... Bynum						742.9	
		746.4	..... Gray						746.4	
		756.1	..... Embry						756.1	
		757.9	..... Coosa						757.9	
		767.8	..... Holt						767.8	
		769.8	..... Roberts						769.8	
		776.2	..... Brompton						776.2	
		778.1	..... Coleman						778.1	
	45	781.9	..... Leeds						781.9	
		782.7	..... Central						782.7	
		783.7	..... Henry Ellen						783.7	
		787.7	..... Lovick						787.7	
Yard		790.7	Y..... Norris Jct						790.7	
		791.8	(Norris Yard) Irondale Jct						791.8	
		798.2	..... 32nd Street	C		◇			798.2	
		798.4	..... 27th Street	C		◇			798.4	
Yard		798.9	..... Birmingham						798.9	
			(CSXT-AMTRAK Station)							

Georgia Div. Timetable governs between Atlanta and Austell.

BIRMINGHAM AND SHEFFIELD—WESTWARD

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

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

MILES FROM SHEFFIELD

PARRISH AND COLUMBUS, MS—WESTWARD

Capacity of Tracks		MILE POST	STATIONS	INTERLOCKING	SIGNALS	SECTION	MILES FROM WASHINGTON
Other Tracks In Cars	Sidings In Feet						
	Yard	839.4	Y ... Parrish				839.4
		841.0	YL ... West Parrish				841.0
		848.0	Oakman				848.0
		862.0	ALTA				862.0
	1224	878.6	Fayette				878.6
	1240	894.6	Weyerhaeuser				894.6
		918.0	YL ... East Columbus				918.0
	Yard	920.7	YL ... Columbus, Ms.	A	◇		920.7

JACKSONVILLE AND WILTON—SOUTHWARD

Capacity of Tracks		MILE POST	STATIONS	INTERLOCKING	SIGNALS	SECTION	MILES FROM WASHINGTON
Other Tracks In Cars	Sidings In Feet						
12		48.2N	Jacksonville				48.2
		59.0N	North Anniston				59.0
Yard		61.0N	YL ... Anniston	C	◇		61.0
		64.5N	South Anniston				64.5
42		84.0N	Talladega	A	◇		84.0
	4023	103.0N	Coosa Pines				103.0
Yard		111.5N	Yellowleaf		◇		111.5
40		131.0N	Calera	A	◇		131.0
Yard	2450	134.0N	Roberta				134.0
		138.0N	YL ... East Wilton				138.8
Yard		139.2N	YL ... Wilton				139.2

BIRMINGHAM AND SELMA—SOUTHWARD

Capacity of Tracks		MILE POST	STATIONS	SERR PAGE 1	INTERLOCKINGS	SERR PAGE 2	SERR PAGE 3	SERR PAGE 4	MILES FROM WILTON
Other Tracks In Cars	Sidings In Feet								
Yard	.....	AGS 135.1	Y..... Norris Yd North End Two Tracks	||				55.9
		AGS 137.2	..... Brussel .....	||				53.8
Yard	.....	AGS 139.9	..... Woodlawn Jct. ....	||				51.1
		AGS 141.8	..... 32nd Street .....	||	C	◇		49.2
Yard	.....	AGS 142.0	..... 27th Street .....	||	C	◇		49.0
		AGS 143.5	YL { ... 14th Street ...	||	C	◇		47.7	
		{ AGS 156.0 35.0R	YL { ... Burstall South End Two Tracks	++				35.0	
	5057	25.2R	..... Nomen	S				25.2
	7314	11.5R	..... Lacey	S				11.5
		1.0R	..... North Wilton	S				1.0
Yard	.....	{ 0.0R 139.2N 141.0N	YL { Y ... Wilton	S				139.2
			..... South Wilton	S				141.0
	7598	149.3N	..... Bibb Mill	S				149.3
75	5738	161.0N	..... Maplesville	S				161.0
	6088	178.5N	..... Fremont	S				178.5
Yard	.....	189.3N	YL { Y . North Selma Selma	S				189.3
								MILES FROM ROME	

SELMA AND MOBILE—SOUTHWARD

Capacity of Tracks		MILE POST	STATIONS	SERR PAGE 1	INTERLOCKINGS	SERR PAGE 2	SERR PAGE 3	MILES FROM ROME
Other Tracks In Cars	Sidings In Feet							
	.....	191.4N	..... Selma					191.4
Yard	.....	194.0N	YL { Y . South Selma .					194.0
70	.....	{ 206.8N 0.0MB	..... Marlon Jct	S				206.8
	9445	22.2MB	..... Catherine	S				22.2
66	.....	35.7MB	..... Kimbrough	S	A	◇		35.7
	9843	43.9MB	..... Sunny South	S				43.9
25	.....	60.6MB	..... Fulton	S				60.6
25	7991	74.8MB	..... Suggsville	S				74.8
70	.....	87.7MB	..... Jackson	S				87.7
55	8552	106.0MB	..... McIntosh	S				106.0
75	9497	128.9MB	..... LeMoyné	S				128.9
		143.2MB	..... Chickasaw	S	A	◇		143.2
		144.0MB	YL { North Mobile	S				144.0
		147.5MB	..... Mobile	S				147.5
								MILES FROM ROME

MARION JCT. AND DEMOPOLIS—SOUTHWARD

Capacity of Tracks		MILE POST	STATIONS	S E M P A G E 1	I N T E R L O C K I N G S	S E C T I O N 3	M I L E S F R O M
Other Tracks In Cars	Sidings In Feet						
70	206.8N	Y Marion Jct.				206.8
10	222.4N	..... Uniontown	S S S			222.4
Yard	240.0N	YL Demopolis	S S S			240.0

AUTAUGA CREEK AND MAPLESVILLE—SOUTHWARD

Capacity of Tracks		MILE POST	STATIONS	S E M P A G E 1	I N T E R L O C K I N G S	S E C T I O N 3	M I L E S F R O M
Other Tracks In Cars	Sidings In Feet						
10	MA130.6	..... Maplesville				130.6
5	MA150.2	..... Vida	S S S			150.2
	MA169.0	YL Y . Autauga Creek	S S S			169.0

CHATTANOOGA AND BIRMINGHAM—SOUTHWARD

Capacity of Tracks		MILE POST	STATIONS	S E M P A G E 1	I N T E R L O C K I N G S	S E C T I O N 3	M I L E S F R O M	C H A T T A N O O G A
Other Tracks In Cars	Sidings In Feet							
Yard	.....	240A	..... deButts Yard					
	.....		..... Pratt					
	.....	0.0	..... C. T. Tower					0.0
	.....	2.1	..... North Tunnel					2.1
	.....	3.2	..... South Tunnel					3.2
	.....	5.5	..... Wauhatchie					5.5
	.....	33.9	..... Battelle, Al.	†				33.9
83	9386	51.8	..... Fort Payne	†				50.7
	8941	79.7	..... Crudup	†				79.7
	8476	87.2	Y Attalla	†	A	◇		87.2
24	9393	102.5	..... Whitney	†				102.5
15	6304	114.3	..... Springville	†				114.3
13		128.6	..... Trussville	†				128.6
		132.8	..... Watts Jct.					132.8
		134.3	..... Roebuck Jct.					134.3
		134.9	..... Pape Jct.					134.9
Yard		135.1	Y Norris Yd.					135.1
		135.5	..... Irondale Jct.					135.5
		137.2	..... Brussel					137.2
		139.9	..... Woodlawn Jct.					139.9
		141.8	..... 32nd St.		C	◇		141.8
		142.0	..... Birmingham, 27th St.		C	◇		142.0
Yard		143.0	..... Birmingham					143.0
Tennessee Division Timetable governs at deButts Yard.								

BIRMINGHAM AND SHOPS—SOUTHWARD

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

COLUMBUS AND NORRIS YARD—WESTWARD

Capacity of Tracks		MILE POST	STATIONS	SEE PAGE 1	INTERLOCKING	RR CROSSING	SPECIAL SECTION	MILES FROM	SAVANNAH
Other Tracks In Cars	Sidings In Feet								
Yard		S291.0	YL { Columbus, Ga. West Columbus					291.0	
100		P292.0						292.0	
		7379	P299.7	+				299.7	
3	6878	P305.1	Bleecker	+				305.1	
178		P315.7	Royal City	+				315.7	
Yard	7980	P319.3	Y Opelika	+	A	◇		319.3	
6	6980	P329.5	Gold Ridge	+				329.5	
15	5384	P340.1	Camp Hill	+				340.1	
75	5872	P362.1	Alexander City	+				362.1	
75	7675	P374.2	Goodwater	+				374.2	
45	4352	P384.9	Trammells	+				384.9	
		4460	P391.0					391.0	
			P391.9					391.9	
		7060	P394.4					394.4	
			P395.8					395.8	
		5950	P398.5					398.5	
40			P399.8					399.8	
21	4496	P407.8	Vincent					407.8	
			P408.9					408.9	
		4164	P414.3					414.3	
			P415.4					415.4	
80		4577	P420.5					420.5	
			P421.5					421.5	
			P425.6					425.6	
		787.7	Lovick					426.7	
Yard		790.7	Y Norris Jct. (Norris Yard)					429.6	

COLUMBUS, GA. & HURTSBORO—WESTWARD

Capacity of Tracks		MILE POST	STATIONS	SEE PAGE 1	INTERLOCKING	RR CROSSING	SECTION 3	MILES FROM	MILES FROM
Other Tracks In Cars	Sidings In Feet							SAVANNAH VIA COLUMBUS	SAVANNAH VIA SMITHVILLE
Yard	\$291.0	YL . . Columbus, Ga. . .					291.0	.....
60	\$303.4	..... Nuckols					303.4	.....
3	\$329.0	..... Hurtsboro					329.0	.....

OPELIKA AND LAFAYETTE—WESTWARD

Capacity of Tracks		MILE POST	STATIONS	SEE PAGE 1	INTERLOCKING	RR CROSSING	SECTION 3	MILES FROM
Other Tracks In Cars	Sidings In Feet							SAVANNAH FROM
Yard	140	P320.0	Y . . . Opelika		A	◇		320.0
11	.....	T322.6	..... Roanoke Jct.					322.6
85	.....	T338.4	..... Lafayette					338.4

COLUMBUS AND ALLIE (C of GA)—WESTWARD

Capacity of Tracks		MILE POST	STATIONS	SEE PAGE 1	INTERLOCKING	RR CROSSING	SECTION 3	MILES FROM
Other Tracks In Cars	Sidings In Feet							COLUMBUS FROM
Yard	R 2.0	YL . North Columbus . .					2.0
50	R 11.0	..... Florida Rock					11.0
	R 55.0	..... Allie					55.0

NUCKOLS AND MAHRT—WESTWARD

Capacity of Tracks		MILE POST	STATIONS	SEE PAGE 1	INTERLOCKING	RR CROSSING	SECTION 3	MILES FROM
Other Tracks In Cars	Sidings In Feet							NUCKOLS FROM
60	0.0	..... Nuckols					0.0
Yard	NU15.0	YL . . . Mahrt					15.0

MERIDIAN AND NEW ORLEANS—SOUTHWARD

Capacity of Tracks		MILE POST	STATIONS	SUM PAGE 1	INTERLOCKING	SIGNAL CROSSING	SECTION 3	MILES FROM MERIDIAN
Other Tracks In Cars	Sidings In Feet							
		295.0	. Meridian Psgr. Sta.		A	◇	0.0	
Yard	NO 5.0	YL	Y . . . Shops	†			5.0	
0	11300 NO 13.3		. . . . . Basic	†			13.3
0	6031 NO 30.5		. . . . . Barnett	†			30.5
0	11872 NO 50.8		. . . . . Hawkes	†			50.8
Yard	NO 56.4		. . . . . Laurel	†	A	◇	56.4
Lead	11450 NO 59.3		. . . . . Shows Field	†			59.3
Yard	10648 NO 80.3		. . . . . Dragon	†			80.3
Yard	NO 85.3		. . . . . Hattiesburg	†	A	◇	85.3
Lead	11537 NO 94.5	Y	. . . . . Richburg	†			94.5
24	NO 101.6		. . . . . Purvis	†			101.6
20	6198 NO 112.4		. . . . . Lumberton	†			112.4
15	11817 NO 131.6		. . . . . Derby	†			131.6
35	8520 NO 149.0		. . . . . Picayune	†			149.0
5	5900 NO 160.1		. . . . . Pearl River, La.	†			160.1
80	NO 167.3	Y	. . . . . Slidell	†			167.3
15	8994 NO 169.0		. . . . . Woods	†			169.0
0	NO 181.9		. . . . . "X" Tower	††			181.9
0	NO 193.6	YL	. . . . . "NE" Tower	††	C	◇	193.6
0	NO 194.1		. . . . . Oliver Jct.	††			194.1
Yard	NO 195.6		. . . . . Oliver Yd	††			195.6
	7.7NT		. . . . . Terminal Junction	††			7.7
	3.6NT		. . . . . East City Junction	††			3.6
			. . . . . New Orleans (UPTAMTRAK)	††			
AMTRAK rules and special instructions govern between East City Junction and New Orleans (UPTAMTRAK).								MILES FROM IC CONNECTION

SHREWSBURY AND OLIVER YARD—NORTHWARD

Capacity of Tracks		MILE POST	STATIONS	SUM PAGE 1	INTERLOCKING	SIGNAL CROSSING	SECTION 3	MILES FROM IC CONNECTION
Other Tracks In Cars	Sidings In Feet							
		0.0A	. . . . . IC Connection		C			0.0
Yard	0.6A	YL	. . . . . Shrewsbury	§§				0.6
	2.2A		. . . . . Metairie Rd.	§§				2.2
	2.7A		. . . . . 17th St. Canal	§§				2.7
	3.6A		. . . . . East City Jct.	§§				3.6
	6.7NT		. . . . . Frenchmen St.	§§				6.7
	7.0NT		. . . . . Elysian Fields	§§				7.0
Yard	7.7NT		. . . . . Terminal Jct.	§§				7.7
Yard	8.1NT		. . . . . Oliver Yd.	§§				8.1
Between IC Connection and Metairie Rd., all movements will be governed by Oliver Yard Tower. Yard limits extend between IC Connection and Metairie Rd.								

GREEN & SENOIA—SOUTHWARD

Capacity of Tracks		MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	SECTION CROSSINGS	MILES FROM SAVANNAH
Other Tracks In Cars	Sidings In Feet						
		C361.4	Green				361.4
Yard	4850	C352.5	Cedartown	\$	A	◇	352.5
Yard		C323.7	Bremen	\$	C	◇	323.7
	6285	C305.0	Clem	\$			305.0
		C302.0	Wansley Jct.	\$			302.0
Yard	2400	C295.0	Yates	\$			295.0
Yard		C270.1	Senoia	\$			270.1

WANSLEY JCT. AND WANSLEY—SOUTHWARD

Capacity of Tracks		MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	SECTION CROSSINGS	MILES FROM WANSLEY JCT.
Other Tracks In Cars	Sidings In Feet						
		WA0.0	Wansley Jct.				0.0
Yard		WA7.0	Wansley	\$			7.0

SPECIAL INSTRUCTIONS

1. STANDARD CLOCKS; BULLETIN BOOKS.

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

2. DISPATCHER'S BULLETINS

Engineers and conductors must receive a current Dispatcher's Bulletin addressed to their train before leaving their initial station. Conductor must contact Train Dispatcher and advise that correct Dispatcher's Bulletin has been received by telling Dispatcher the bulletin number, the number of items and the time issued. Dispatcher must confirm this information to the Conductor. Engineers and Conductors must show Dispatcher's Bulletin to other members of their crew. All crew members must read and be familiar with the contents. Each crew member is jointly responsible in complying with the requirements contained therein.

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

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

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

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

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

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

East End District

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

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

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

Central of Georgia District

Opelika (Notes 1 & 2)

Exception Notes:

(Note 1): All trains and engines must receive a train bulletin from the CSXT Dispatcher before departing Opelika enroute to Roanoke

Jct. After clearing the main track at Roanoke, this fact must be reported to the CSXT Dispatcher via radio or telephone.

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

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

3. RAILROAD CROSSING AT GRADE

a. Interlocked

East End District

Bremen	MP 685.0	Cedartown Dist. C Line
Anniston	MP 735.0	Mobile Dist N Line

West End - NA District

Columbus	MP 919.3	BN Railroad (Notes 1 & B)
Jasper	MP NA-86.5	BN Railroad (Note 2)

Mobile District

Anniston	MP 61.1-N	East End Dist.
Talladega	MP 84.4-N	CSXT Railroad (Notes 3 & E)
Calera	MP 130.9-N	CSXT Railroad (Notes 4 & F)
Westbrook	MP 10.0-MB	CSXT Railroad (Notes 1 & B)
Kimbrough	MP 35.7-MB	BN Railroad (Notes 1 & E)
Chickasaw	MP 144.0-MB	Terminal Railroad (Note 5)

AGS District

Chattanooga	MP 338.1	CSXT Railroad
Attalla	MP 87.2	CSXT Railroad (Notes 6 & B)
Tuscaloosa	MP 198.9	Southrail Railroad (Notes 7 & B)
Boligee	MP 242.5	BN Railroad (Note 8)
Meridian, 17th Av.	MP 294.8	Southrail Railroad (Notes 9 & C)

Central of Georgia District

Opelika	MP P-319.6	CSXT (Note 10)
Columbus	MP 0-4.2	GSWR

N.O. & N.E. District

Laurel	MP NO 56.0	Southrail (Notes 11 & B)
Hattiesburg	MP NO 85.4	IC Railroad (Note 12)
NE-Tower	MP NO 193.5	CSXT Railroad

Birmingham Terminal

27th Street	MP 798.1	CSXT Railroad
27th Street	MP 141.8	AGS Line
27th Street	MP 798.6	CSXT Railroad (Note 13)
27th Street	MP 142.1	CSXT Railroad
Block Two	MP 800.4	BN Railroad
Boyles	MP 801.1	CSXT Railroad (Note 14)
14th Street	MP 143.5	CSXT Railroad
Pratt City	MP 8.1-SA	BN Railroad (Notes 1 & E)

Cedartown District

Bremen	MP C-323.8	East End District (Note 15)
Cedartown	MP C-352.1	CSXT Railroad (Note 16)
Newnan	MP C-286.6	CSXT Railroad (Note 17)

REQUIRED TIME RELEASE INTERVAL FOR THE APPLICATION OF RULE 462

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

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

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

Note 2. Jasper, Alabama NA-86.5 Automatic Interlocking Instructions:
IF INDICATOR LIGHT IS ILLUMINATED OR BECOMES ILLUMINATED:

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

IF INDICATOR LIGHT IS DARK OR REMAINS DARK:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Note 6. Attalla, AL. MP 87.3.

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

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

Note 7. Tuscaloosa, AL. MP 198.9

When home signal does not clear for movement over the crossing, after stopping, push button to operate time release located in the box equipped with a Norfolk Southern switch lock attached to the instrument house near the crossing. If the signal does not clear in two minutes after the push button is operated and if signals on Southrail indicated Stop, burning fuses must be placed on Southrail track on each side of crossing. Train or engine may then proceed through the interlocking on a hand signal. The movement through the interlocking limits must first be authorized by control station and Rule 423 will govern beyond interlocking limits.

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

Note 8. Boligee, AL. MP 242.5 (BN Railroad)

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

Note 9. Meridian, MS. MP 294.8 (Southrail)

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

Note 10. Central of Georgia - CSXT crossing (M.P. P-319.6) is controlled by automatic interlocking. Approach to home signals have a time out approach. Signals will restore to stop indication if train is delayed before reaching the final approach.

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

If a stop signal is displayed after reaching the final approach to either the westbound or eastbound home signal at crossing, the following

procedure will be used to get by signals controlling the movement over this rail crossing.

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

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

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

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

Note 11. Laurel, MS. MP NO 56.0 (Southrail)

If stopped by a stop indication at the automatic interlocking at Laurel, MS., MP NO 56, and no conflicting movement is evident a crew member will operate time release. If signal does not clear at the expiration of two (2) minutes, and the red light in time release box is burning, proceed at restricted speed. If the green light is burning after the expiration of two (2) minutes, train or engine will pass home signal and stop before fouling conflicting route, wait five (5) minutes then proceed at restricted speed.

When the red light in time release box is burning, it is an indication that the conflicting route signal is displaying stop. If the green light is burning, it is an indication that the conflicting route has a signal to proceed through the interlocking.

Note 12. Hattiesburg, MS. MP NO 85.4 (IC)

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

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

Note 13. Birmingham, Al., 27th St., M.P. 798.6, CSXT is controlled by Automatic Interlocking. Approach to home signals have a time out approach, signals will restore to stop indication if train is delayed before reaching final approach. If there is no conflicting movement over crossing, home signals will reclear when train or engine reaches final approach. In the event a signal will not clear and no immediate conflicting movement on CSXT tracks is evident, the following steps are to be taken:

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

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

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

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

Note 14. Boyles, M.P. 801.1, Birmingham, Al., is controlled by automatic interlocking. Approach to main line home signals have a time out approach, signals will restore to stop indication if train

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

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

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

Note 15. Interlocking signals and switches are controlled by Division Dispatcher, Birmingham, Al.

Note 16. Operative approach signals are located for Northbound movement at M.P. C-351.2 and for Southbound movement at M.P. C-352.6, governed by Rules 301, 311, 312, and the following instructions:

(a) NORTHWARD MOVEMENT:

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

(b) SOUTHWARD MOVEMENT:

Train occupying approach circuit to CSXT automatic interlocking will start first approach time which will clear the operative approach signal. If train does not occupy second approach circuit at M.P. C-352.5 within four minutes, the first approach will time out and interlocking home signal will go to stop. When the second approach becomes occupied, home signal will re-clear. If the third and final approach circuit at M.P. C-352.2 is not reached within 3-1/2 minutes, Home Signal will display a stop indication until final approach is occupied. If Home Signal indication fails to clear, see paragraph (c).

(c) DISPATCHER NOTIFICATION:

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

Note 17. CSXT at Newnan, GA is protected with derails with electric locking devices. Movement over this crossing is governed by the below:

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

b. Not Interlocked

West End - NA District

North B'ham MP 801.1 SA Line (Note 1)

Mobile District

Valley Creek Jct. MP 37.2-R CSXT Railroad
 Valley Creek Jct. MP 37.3-R BN Railroad
 Yellowleaf MP 110.4N SEGCO Railroad (Note 2)
 Selma MP 192.8-N CSXT (Note 3)
 Mobile MP 147.0-MB IC Railroad
 Montgomery MP H-413.5 CSXT Railroad

Central of Georgia District

Sylacauga MP P-390.8 EARY Railroad (Note 4)
 Columbus MP 0-3.9 GSWR

N.O. & N.E. District

Hattiesburg Yard (Old Main & Long Siding) IC Railroad (Note 5)

Hattiesburg Gravel Line IC Railroad (Note 6)

Birmingham Terminal

Benita Jct. -

Lehigh Branch CSXT Railroad (Note 7)
 North B'ham MP 3.8-SA BN Railroad
 Thomas MP 6.6-SA BS Railroad
 Thomas MP 6.7-SA CSXT Railroad
 Ensley MP 9.2-SA BS Railroad
 Fairfield MP 12.5-SA BS Railroad
 Woodward MP 15.3-SA BS Railroad
 Valley Creek Jct. MP 16.8-SA BS Railroad
 Bessemer MP 18.0-SA CSXT Railroad
 Bessemer MP 18.9-SA BN Railroad
 Bessemer MP 18.9-SA CSXT Railroad
 Birmingham MP P-441.1 Mary Lee Railroad
 Birmingham MP P-441.7 BN Railroad
 Birmingham MP P-441.9 BN Railroad

New Orleans Terminal

France Road MP 8.8NT NOPB Railroad

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

TO OPERATE GATE:

- Pull up to "clear" post.
- Obtain permission from dispatcher to operate switches or gate.
- The dispatcher will release the electric lock; a five minute time delay may have to be run before gate will unlock.
- Open door of electric lock box.
- Lift lever to 45 position.
- When indicator displays "UNLOCK," move lever to extreme left hand position.
- Raise hand lever between lock box and gate to vertical position.
- Open gate with release handle in front.

AFTER CLOSING GATE:

- Secure with handle in front.
- Restore hand lever to horizontal position.
- Position lock lever in box at extreme right position.
- Latch door.

Note 2. Hand operated gates at SEGCO crossing is normally set against CSXT trains. Each CSXT movement must stop at clear point.

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

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

Note 4. Hand operated gate at EARY crossing (M.P. P-390.8) is normally set against EARY trains. Gate is electrically locked and is interconnected with signals so that restrictive indication (Rule 307 and 309) will be given when gate is not in normal position. CofGA trains may proceed over crossing without stopping provided crossing gate is set in normal position.

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

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

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

4. JUNCTIONS

a. Interlocked

East End District

Austell MP 650.5 & Ga. Div. H Line
 MP 134.7-H
 Bremen MP 685.0 & C Line
 MP C-323.8
 Anniston MP 735.0 & N Line
 MP 61.1-N
 Central MP 782.7 & P Line
 MP 425.6

West End - NA District

Parrish MP 839.4 & NA Line
 MP NA-95.6
 Jasper MP NA-86.4 BN Railroad
 Lee MP NA-5.0 Tennessee Division
 Columbus, Ms. MP 919.4 BN Railroad

AGS District

Chattanooga Terminal Station
 (23rd Street)
 Chattanooga Terminal Station
 (East End Ave.)
 Wauhatchie MP 5.5 CSXT Railroad
 Boligee MP 242.7 BN Railroad
 York MP 268.0 BN Railroad

Central of Georgia District

Muscogee Jct. MP M288.5 - Georgia Div.
 Fort Benning Jct. MP 4.1 & Fort Benning Railroad
 MP 5.8

Birmingham Terminal

Norris Jct.	MP 790.7	East End District
Irondale Jct.	MP 791.8 & MP 135.5	AGS Line
27th Street	MP 798.4 & MP 142.0	CSXT Railroad
Second Avenue	MP 798.6	CSXT Railroad
Lehigh	MP 800.8	BN Railroad
North B'ham	MP 801.0	SA Line
Watts Jct.	MP 132.8	AGS Line
Roebuck Jct.	MP 134.3	AGS Line
Pape Jct.	MP 134.9	AGS Line
14th Street	MP 143.5	CSXT Railroad
Burstall	MP 35.0-R & MP 156.0	AGS Line

New Orleans Terminal

Elysian Fields	MP 7.0NT	CSXT Railroad
East City Jct.	MP 3.6NT	Bernadotte Line
East City Jct.	MP 3.6NT	UPT—AMTRAK Connection
IC Connection Switch	MP 0.0A	IC Railroad

Cedartown District

Bremen	MP C-323.8	East End District
Green	MP C-361.4	GA Div. H Line

b. Not Interlocked**West End District**

Columbus, Ms.	MP 920.7	Golden Triangle Railroad
Columbus, Ms.	MP 920.7	C&G Railroad

Mobile District

Wilton	MP 0.0-R & N Line MP 139.2-N	
Maplesville	MP MA130.0 & 160.4-N	MA Line
Marion Jct.	MP 0.0-MB & N Line MP 206.8-N	
Demopolis	MP 241.2N	BN Railroad

Central of Georgia District

Roanoke Jct.	MP T-322.3	CSXT Railroad
Columbus	MP 0-3.9	"FB" Railroad

N.O. & N.E. District

Meridian	MP NO 0.2	Southrail Railroad
Shops	MP NO 1.8	MSRC Railroad
Hattiesburg, Ms.	MP NO 85.6	IC Railroad

Birmingham Terminal

Ensley	MP 9.2-SA	BS Railroad
Ensley	MP 10.2-SA	BN Railroad
Ensley	MP 10.2-SA	CSXT Railroad - Note 1
Ensley	MP 10.2-SA	BS Railroad
Woodward	MP 15.3-SA	BS Railroad
Valley Creek Jct.	MP 17.0-SA	BN Railroad
Bessemer	MP 18.9-SA	BS Railroad

New Orleans Terminal

Oliver Jct.	MP NO 194.1	N.O.T. Co.
Terminal Jct.	MP 7.7NT	N.O.T. Co.

Cedartown District

Wansley Jct.	MP C-302.1	WA Line - Note 2
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Note 1. Stop signs have been removed from CSXT Railroad Crossing with Norfolk Southern at 34th Street, Ensley, Alabama, M.P. 10.2-SA, and replaced with non-electric gates, without designating normal position of gates.

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

Note 2. Switch at junction of C-Line and WA-Line at Wansley Junction (MP C-302.1) may be left as last used. Rule 98 applies.

5. DRAWBRIDGES**Interlocked**

M.P. 88.2-MB	.....	Tombigbee River
M.P. 229.5	.....	Warrior River
M.P. NO-159.4	.....	West Pearl River
M.P. NO-173.3	.....	Lake Pontchartrain
M.P. NO-190.6	.....	(Seabrook) Industrial Canal
M.P. 9.2NT	.....	(Florida Ave.) Industrial Canal

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

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

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

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

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

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

b. Not Interlocked**None**

6. METHOD OF OPERATION

BETWEEN	AND	† TRACKS	* SIGNALS	AUTHORITY FOR MOVEMENTS #
Austell	Lovick	Single	ABS	TC (Note 1)
Lovick	Norris Jct.	Double	ABS	RC (Note 2)
Lehigh	Lee	Single	ABS	TC (Note 1)
Haleyville	Hackleburg	Single	NS	TWC (Note 4)
Parrish	Columbus, MS	Single	NS	TWC
Wilton	Tenn Crossing	Single	NS	TWC
Tenn Crossing	Burstall	Single	ABS	TWC
Jacksonville	Wilton	Single	NS	TWC
Wilton	Selma	Single	NS	TWC
Selma	Marion Jct.	Single	NS	TWC
Marion Jct.	Mobile	Single	NS	TWC
Marion Jct.	Demopolis	Single	NS	TWC
Maplesville	Autauga Creek	Single	NS	TWC
deButts Yard	North Tunnel	Double	ABS	RC (Note 2)
North Tunnel	South Tunnel	Single	ABS	RC (Note 2)
South Tunnel	Wauhatchie	Double	ABS	RC (Note 2)
Wauhatchie	Trussville	Single	ABS	TWC
Trussville	Irondale Jct.	Single	ABS	RC (Note 2)
14th St.	Burstall	Double	ABS	251
Burstall	Breyer	Single	ABS	TC (Note 1)
Breyer	Meridian	Double	ABS	251
Columbus, GA	EE Trammells	Single	ABS	TWC (Note 5)
WE Trammells	Central	Single	ABS	TC (Note 1)
Columbus	Hurtsboro	Single	NS	TWC
Nuckols	Mahrt	Single	NS	TWC
Opelika	LaFayette	Single	NS	TWC
Columbus	Allie	Single	NS	TWC
Meridian	Shops	Single	ABS	TWC (Note 6)
Shops	X Tower	Single	ABS	TWC
X Tower	NE Tower	Double	ABS	251
NE Tower	Oliver Jct.	Double	ABS	RC (Note 2)
Oliver Jct.	Terminal Jct.	Single	ABS	RC (Note 2)
Terminal Jct.	Elysian Fields	Double	ABS	RC (Note 2)
Elysian Fields	17th St. Canal	Double	ABS	RC (Note 2)
17th St. Canal	Metairie Rd.	Single	ABS	RC (Note 2)
Metairie Rd.	IC-Connection	Double	NS	Note 3
Norris Jct.	27th St.	Single	ABS	RC (Note 2)
27th St.	Lehigh	Triple	ABS	RC (Note 2)
Irondale	Brussel	Double	ABS	261
Brussel	14th St.	Double	ABS	RC
Green	Senoia	Single	NS	TWC
Wansley Jct.	Wansley	Single	NS	TWC

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

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

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

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

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

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

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

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

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

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

Between Terminal Jct. M.P. 7.7-NT and 17th Street Canal M.P. 2.7-NT.
N.O.T. No. 1 (one) Track: Located on the right hand side when headed toward Terminal Jct.

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

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

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

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

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

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

Number 2 Track: Middle Track.

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

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

TC = Traffic control; RC = Remote Control;

251 = Rule 251; 261 = Rule 261;

YL = Rule 93; TWC = Track Warrant Control.

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

Between Austell and Lovick

Winston to Carroll

Baggett to Villa Rica

Taylor to Temple

Sewell to Bremen

Hubbard to Tallapoosa

Foster to Edwardsville

Owens to Heflin

Ardrey to DeArmanville

Lardent to Anniston

Bynum to Gray

Embry to Coosa

Holt to Roberts

Brompton to Coleman

Between Birmingham and Parrish

Brookside to Blossburg

Locust to Bryan

Standard to Parrish

Between Parrish and Sheffield Yd.

Gamble to Burton

Nauvoo to Ash

Lynn to Bankhead

Yankee to Delmar

Philco to Franklin

Hyde to Littleville

Between Burstall and Meridian

McCalla to Kimbrell

Coaling to Flemming

Tuscaloosa to Crabtree

McClure to Eutaw

Parker to Livingston

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

Between Austell and Lovick

Anniston to Lechers

Leeds to Henry Ellen

Between Burstall and Meridian

Woodstock to Vance

Moundville to Powers

Between Burstall and Meridian

(Cont'd.)

Stewart to Akron

Bermul to Miller

McGregor to York

York to McConnell

Smith to Toomsaba

Between Trammells and Central

King to Mignon

Bon Air to Childersburg

Vincent to Spring

Beulah to Sterrett

Winburn to Oak

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

Between Trammells and Central

M.P. P-399.8

M.P. P-399.9

M.P. P-417.4

Birmingham Terminal

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

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

While movement is using such tracks, an engine or car must continuously occupy the main track or main track switch must be kept continuously set for movement into such track. Other main track switches, in TC territory, not equipped with electric locks are located between M.P. P-390.6 and M.P. P-392.0. All trains and engines reduce speed to 20 MPH between these two points.

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

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

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

East End District

- (1) Between Cracker, M.P. 657.3 and Austell M.P. 650.5. Joint between the Birmingham East End Dispatcher and the Atlanta North End Dispatcher.

West End - NA District

- (1) Between Lee, M.P. NA-5.0 and Littleville, M.P. NA-14.2. Joint between the Knoxville Dispatcher and the Birmingham West End Dispatcher.

Birmingham Terminal

- (1) Between Second Avenue, M.P. 798.6, and Block One, M.P. 799.6, on Track# 1. Joint between the Norris Yard Operator and the BN Thomas Yard Operator.
- (2) Between Second Avenue, M.P. 798.6 and Block Two, M.P. 800.4 on Track# 2 and #3. Joint between the Norris Yard Operator and the BN Thomas Yard Operator.
- (3) Within Interlocking Limits Block No. 2 Joint between Norris Yard Operator and the BN Thomas Yard Operator.

Note 2. Interlocked Switches are controlled as follows:

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

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

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

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

Note 6. Yard limits extend between Breyer, MS (M.P. 292.7) and Shops, MS (M.P. NO-5.0). All train and engines will move at yard speed when required by signal indication and/or operating rules.

7. OTHER TRAIN MOVEMENTS/INSTRUCTIONS

a. SYSTEM WIDE

RAIL SECURITY SERVICE

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

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

PUSHER SERVICE

3. The following procedure will be used by the pusher engine.
 - a. Couple engines to the rear of the train or cut to be shoved. Place automatic brake valve in handle off position. Cut the double-heading cock out on the pusher engines allowing the trainline air to be controlled by the lead engine.
 - b. Couple the trainline air hoses and open both angle cocks.
 - c. If a caboose is ahead of the pusher engines, it must be unoccupied while shoving.
 - d. When pusher service is no longer required, the movement must STOP.
 - e. Close both angle cocks.
 - f. Cut in the double-heading cock on the pusher engines, test independent brake and separate from the train.
 - g. No more than the equivalent of 14 conventional (non-high adhesion) powered axles may be used in pusher service. (Exception: The equivalent of 24 conventional powered axles may be used in pusher service where authorized by special instructions and train being pushed is solid loaded bulk commodity train.) High adhesion axles are equivalent to one and one-third conventional (non-high adhesion) axles.
 - h. Before performing pusher service where multiple unit consist is involved and before air hoses are coupled between pusher engines and rear of train to be shoved, the Engineer on the pusher engines will change operating ends and set up and operate the furthest unit from the rear of the train being shoved. In addition to the caboose of the train being shoved, the unit of the multiple consist next to the caboose will be unoccupied while shoving.
- Good communications must be established during such a move.

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

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

- (a) Reverse movement may be for a short distance only and at a speed not exceeding 5 MPH.
- (b) All locomotives except the controlling locomotive must be isolated.
- (c) Caution must be used in handling locomotive brake, or dynamic brake; with amperage being limited to a safe level.

6. Loaded and empty Triple Crown units - When both air bags are deflated and cannot be inflated and unit is resting on bumper pin, the unit will be handled at 25 mph to the first convenient set off point where a highway power unit can be attached to the unit for movement to final destination. This applies to loaded and empty units, and only applies to the rear car of train.

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

If authorized speed on track(s) immediately adjacent to MW&S forces is greater than 25 mph, the Chief Dispatcher will arrange for issuance of 25 mph slow order, to be in effect only when passing work limits during specified time period. Restriction will have been complied with when leading end of train or engine reaches end of work limits or, when notified by MW&S foreman or supervisor that leading end has passed entire work gang. Engine whistle and bell must be sounded frequently when approaching and passing work limits.

8. Locomotives at outlying points or at remote points within yard or terminal limits are to be locked when not in use. The Chief Dispatcher, Yardmaster or other designated employee must be notified if this equipment cannot be locked.

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

- a. Prior to departure, ensure the presence on lead locomotive and caboose of waste receptacle with lid, secure toilet frame, and functional urinal. Report any defects to immediate supervisor, and obtain necessary supplies from servicing personnel.
 - b. To use, insert bag in facility and drape over seat portion of frame.
 - c. After using, remove the bag and securely apply a bag tie, deposit the bag in waste receptacle, and replace receptacle cover. **THE BAG, AFTER USE, IS NOT TO BE DISPOSED OF IN ANY OTHER MANNER.**
 - d. Misuse of the system or theft of bags, bag ties, or waste receptacle is prohibited.
10. Freight trains, radio train, coal trains and empty hopper trains must not exceed 150 cars, unless authorized by Chief Dispatcher.

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

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

- b. When train is ready to proceed, release brakes and determine that brake pipe pressure is increasing by indication on the HOT receiver.
- c. If brake pipe pressure does not decrease or increase on the HOT receiver as required above, it must be determined there is continuous train line pressure through the rear car and EOT is in place before proceeding.
- d. If immediately after starting, EOT signal is lost or pressure indication on HOT receiver is reduced five pounds or more, it must be determined that train consist is complete and there is continuous train line pressure through train and EOT is in place before proceeding.

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

12. When cutting away from a train, engineer will observe HODT to ensure that brake pipe pressure on rear car is reduced to zero PSI to determine that angle cock is not closed on portion of train to be left standing. If zero pressure is not displayed by HODT after locomotive is detached, engineer must immediately notify trainmen to inspect portion of train left standing for improperly positioned angle cock(s).

The foregoing instructions do not in any way modify existing requirements for securing train with hand brakes.

13. Federal Railroad Administration regulations prohibit tampering with safety devices on trains. The rules establish standards of conduct for railroads and individuals who operate or permit to be operated locomotives with willfully disabled safety devices. Safety device means equipment that is used either to assure that the locomotive operator is alert, not physically incapacitated, aware of and complying with the indications of a signal system or other operational control system or to record data concerning the operation of that locomotive or the train it is powering. Any individual who willfully disables such a device is subject to a civil penalty and to disqualification from performing safety-sensitive functions on a railroad. Disabled is defined to mean "to unlawfully render a device incapable of proper and effective action or to materially impair the functioning of that device."

Furthermore, an individual who operates or permits a train to be operated when he knows that the controlling locomotive of that train is equipped with a safety device, that has been willfully disabled, is subject to a civil penalty and disqualification.

Copies of the complete regulation are available at the Superintendent's Office.

14. All radio transmitted train orders must be copied on Form 19R in multiple.

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

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

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

On an operating locomotive;

In an open area within 100 feet of working retarders;

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

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

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

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

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

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

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

- 1) ATTACH - Move equipment within three feet of drawbar to be aligned. Stop movement. For protection, establish clear understanding with all concerned, advising that strap is to be applied. Attach strap to both knuckles.
- 2) ALIGN - Employee(s) stand clear of strap while movement is made. Engineer, when directed, pull ahead slowly until strap slack is eliminated and drawbar is centered.
- 3) REMOVE - Operate cut lever to allow strap to slide free from knuckle. (If strap fails to slide free, stop movement, get slack, and remove by hand.) Separate equipment one-half car length and remove strap from remaining knuckle. Repackage and/or properly store strap for future use.

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

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

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

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

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

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

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

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

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

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

24. Due to locomotive design differences, employees crossing from one locomotive to another must be alert to the possibility of a height differential between adjoining M/U walkway platforms. Caution must be exercised to avoid tripping or stumbling when this condition is encountered.

b. DIVISION WIDE

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

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

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

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

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

STRETCH OUT FOR SAFETY

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

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

EMERGENCY ENGINE WATERING POINTS

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

Conductor must make an immediate report to dispatcher via radio when their train is in emergency. While the train is being inspected the engineer will furnish his milepost location, speed throttle, amps and whether in power or dynamic, slack condition.

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

- (1) Length of train
- (2) Milepost location where engines stopped
- (3) Milepost location where rear of train stopped
- (4) Location of the separated air hose, uncoupling, broken knuckle or coupler, if there is one.
- (5) Where the lead locomotive was, when emergency originally occurred.

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

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

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

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

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

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

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

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

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

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

Listed below are designated "hard hat areas":

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

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

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

Final terminal delay shall not apply after road overtime commences.

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

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

A number of personal injuries have occurred recently due to employees falling inside of cabooses due to slack action. In order to prevent this type injury, all occupants of cabooses **are to be seated** at points where slack normally runs in or out, and **at all times** when speed of train is TEN (10) MILES PER HOUR or less, except as follows:

1. Getting off caboose or preparing to get off.
2. Crossing from one side of caboose to the other to observe train.
3. Protecting shove move.
4. Complying with Rules 19 and 99.

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

1. ALL employees except the engineer are to be on the ground when their train is to be met or passed by another train.
2. In the absence of the conductor, the engineer is responsible for placing the head end employees.
3. Inspection of both sides is required when two or more employees can safely position themselves in advance, and a safe place for observation is to be obtained by walking forward or backward from the engine. When operating conductor only trains, the conductor will position himself on the opposite side and allow the engineer to inspect one side of passing trains.
4. The crew member or members on the rear of the train are to be on the ground near the cab on the same side as the cab. The train will not be moved until the crew members or members on the rear of the train report to the engineer all are on the cab and ready to move.

5. Signal permitting, the train should move immediately after passing train clears and rear end crew is aboard.
6. When communications are available, the head end crew must notify head end crew sufficiently in advance of arrival of train to be met, so that head end crew can be safely positioned prior to arrival of the train to be inspected at that location.

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

When necessary to activate the manual dump mechanism in rapid discharge hopper cars, conductors must report the car number to the dispatcher, so that the car can be inspected and the valve box sealed.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

c. BY LOCATION East End District

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

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

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

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

OWENS, AL

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

As the locomotive consist crests grade at Milepost 714.7, throttle will be gradually reduced to throttle No. 1 as dictated by proper cresting procedures, (NS-1, Rule L-241), and remain in throttle No. 1 until rear of train crests grade at Milepost 713.9 and slack is completely in.

Dynamic brake may be used to control train speed, as necessary on descending grade; however, it must be released as locomotives ascend grade at Milepost 712.6, and throttle placed in No. 1 position until rear of train crests grade at Milepost 713.9 and slack is completely in.

After these conditions have been met, throttle may be advanced as necessary.

These instructions do not apply to rail-highway trains.

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

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

West End - NA District

Trains arriving and/or terminating at Parrish, AL:

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

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

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

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

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

DELMAR, AL

Westward freight trains having a length in excess of 6,500 feet will be handled by the following method between Milepost NA-50 and Milepost NA-47:

As the locomotive consist crests grade at Milepost NA-49.2, throttle will be gradually reduced to throttle No. 1 as dictated by proper cresting procedures, (NS-1, Rule L-241), and remain in throttle No. 1 until rear of train crests grade at Milepost NA-49.2 and slack is completely in.

Dynamic brake may be used to control train speed, as necessary on descending grade; however it must be released as locomotives ascend grade at Milepost NA-48.2, and throttle placed in No. 1 position until rear of train crests grade at Milepost NA-49.2 and slack is completely in.

After these conditions have been met, throttle may be advanced as necessary.

These instructions do not apply to rail-highway trains.

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

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

Bryan, Alabama, Mile Post 822.1

Saragossa, Alabama, Mile Post NA 75.8

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

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

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

Locomotives left standing at Parrish will be left behind deraill protection. 100% hand brakes will be tied up on all locomotives and one unit in consist will be left running with independent brakes applied. Locomotives will be coupled to a car with effective hand brake applied, engine left running and independent brake applied.

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

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

Westward trains and engines stopped at Norala, M.P. NA-3.6/404.0-A, by a signal displaying stop, must obtain oral permission, as provided by Operating Rule 423, from the Knoxville Dispatcher to pass the signal.

Eastward movement on the Tennessee Mainline stopped at Wilson, M.P. 402.9-A, by a signal displaying stop, must obtain permission from Knoxville Dispatcher in accordance with Rule 423 to enter the yard.

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

Eastward trains and engines stopped at Lee, M.P. NA-5.0, by a signal displaying stop, must obtain oral permission, as provided by Operating Rule 423, from the Knoxville Dispatcher to pass the signal. In addition, oral permission must be obtained from the Birmingham Dispatcher, before the signal may be passed.

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

Mobile District

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

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

Street crossings at below listed locations must be hand flagged:

Ash-MP 242.2-N

Strawberry-MP 242.4-N

Walnut-MP 242.5-N

Main-MP 242.5-N

YELLOWLEAF LOOP TRAINS

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

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

Alabama Power employees **must not** attempt to activate the manual dump mechanism.

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

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

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

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

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

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

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

Autauga Creek Trains

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

Direction is designated as:

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

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

Maximum authorized speed is 25 M.P.H.

Minimum flagging distance is one mile.

The following manual block system is established:

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

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

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

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

Mill block extends between South yard limit sign Union Camp Junction, M. P. MD-1.3, and Union Camp plant, M. P. MD-2.8.

When cars are left standing on Autauga Creek Siding (MP MA-170) or on industry track serving Metrock Steel and Wire (MP 134.7-N) the following will govern:

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

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

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

1. Switching crew will notify Norfolk Southern Clerk in yard office 15 minutes prior to going to TASD yard. Clerk will check with I.C. yard office to see if they already have movement using IC lead. In event no communication can be made with I.C. R.R. movements must be preceded by flagman.
2. Air must be coupled on entire cut and brakes tested before moving interchange cuts from the Norfolk Southern to the TASD yard.
3. All train and engine movements must observe yard speed while on the tracks of the TASD Railway, including the BN mainline.
4. Before entering TASD tracks 1-27, contact must be made with the tower operator at the north end of the interchange yard or with the yardmaster located near the south end. This can be either direct from the telephone located at the south end of the yard or thru relay from the Norfolk Southern Yard Office. When pulling these tracks, the tower operator will "block-out" the appropriate tracks. When the movement is completed, the Norfolk Southern crew will release the tracks to the tower operator.
5. If it is necessary for a Norfolk Southern movement to use the north end of the interchange yard, a clear understanding must be had with the tower operator before the movement fouls any track. If necessary to operate the power switches manually, permission must be obtained from the tower operator, and the lever must not be restored to automatic until the movement has completely cleared the switch.

AGS District TUSCALOOSA, ALA.

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

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

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

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

**Central of Georgia District
COLUMBUS DISTRICT (R-LINE)**

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

COLUMBUS TERMINAL

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

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

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

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

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

MERIDIAN YARD

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

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

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

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

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

Cars over 60 ft. in length must not be handled on following tracks in Meridian Yard:

- Sam Findley Track
- North leg of wye behind yard office
- South leg of wye north of road crossing behind yard office.
- Key Field Track.

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

**N.O. & N.E. District
DRAGON, MS**

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

HATTIESBURG YARD

Northbound trains finding the holdout light illuminated at M.P. NO-85.9, and do not observe an IC movement, will send a crew member to the interlocking. After establishing that the interlocking is clear, the crew will proceed with timetable instructions concerning movement over the interlocking. It will not be necessary to obtain the dispatcher's permission to move past the illuminated light.

PONTIAC, MS

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

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

LUMBERTON, MS

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

LAKE PONTCHARTRAIN LAKEFRONT

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

SEABROOK DRAWBRIDGE

Flood gates are located at M.P. NO-190.4 and M.P. NO-190.7 at the Industrial Canal Drawbridge at Seabrook, across both main tracks.

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

- Northward — Signal NO-190.8
- Southward — Signal NO-190.5

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

The following instructions govern a movement running against the current of traffic between Oliver Junction, M.P. NO-194.2 and X Tower, M.P. NO-181.9:

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

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

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

Birmingham Terminal

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

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

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

All trains and yard engines moving northward on Track #1 or Track #2 enroute to Norris Yard must not pass Oporto Avenue overhead

bridge at Milepost 137.3 until authority is received from Norris Yard Main Tower.

Cabooses and Wheel Cars may be cut off in motion and allowed to roll to a coupling at Norris Yard (see Rule 103(h)).

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

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

The crossing leading to the parking lot and shop in the vicinity of the Norris Yard Dormitory must be flagged for all train and engine movements by a crew member of the train or engine occupying the crossing unless the crossing is known to be clear or otherwise protected.

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

MOVEMENT THROUGH BLOCK #2 — BIRMINGHAM

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

New Orleans Terminal

All trains and engines operating between:

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

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

CSXT Interchange

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

New Orleans Public Belt Interchange

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

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

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

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

17th STREET CANAL

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

JEFFERSON PARISH

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

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

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

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

LOUISIANA SOUTHERN

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

FLORIDA AVENUE DRAWBRIDGE

Operating Instructions for Train Passage at Florida Avenue Bridge.

(1) Normal Electric Signals are Operating:

- Train desiring passage over the bridge will sound one 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 short whistles (oo) and then proceed across the bridge.

(2) Normal Electric Signals are NOT Operating:

- Train desiring passage will signal as in (1) above.
- Bridge Tender gets out of the control house and makes visual inspection of the bridge locking bars. If the locking device is properly engaged, he will give the train a proceed signal by raising and lowering a red flag by day and a white lamp by night, as prescribed by Norfolk Southern Operating rule 12(c).
- Trainman will get off the train and make a visual inspection of the bridge locking device.

(3) 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, as prescribed by Norfolk Southern Operating Rule 12(a), or by radio communication.

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

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

CEDARTOWN DISTRICT

Southward trains will contact the Dispatcher in Birmingham at M.P. C-333.0 and advise him that train is approaching Bremen. To prevent blocking of street crossings, the signal at M.P. C-324.4 must not be passed unless signal is displaying a clear indication or you receive advice that your train will be able to proceed over interlocking.

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

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

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

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

(1) Unless otherwise instructed, trains will alternate direction of travel (clockwise and counter-clockwise) for unloading on the loop track at Wansley, Ga. (M.P. WA-7).

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

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

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

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

(5) The waybill traveling with the train is usually in three parts:
(a) The revenue waybill is to be turned in to the Agent at Carrollton.

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

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

(6) The list of car numbers (Item 3b) must be compared against waybill to see that numbers match. Discrepancies must be noted on the prepared list which should then be turned in to the Agent at Carrollton.

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

All units of radio operated coal trains must be on head end of train leaving Yates or Wansley. The lead unit and the first unit behind the radio control car must be on line. All other units will be shut down in accordance with Rule L-238 of NS Rules for Equipment Operation and Handling.

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

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

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

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

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

Carroll Pulpwood	MP C-305.1
Southwire	MP C-309.4
Southwire Nos. 2, 3, 4 & 5	MP C-309.6

LOCATIONS WHERE RUNNING SWITCHES ARE AUTHORIZED

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

Running switches in accordance with Rule 103(c) are permitted at:

East End District

Douglasville	MP 658.8	
Villa Rica	MP 670.5	Mine Track
Tallapoosa	MP 694.1	Hoover-Hanes
Tallapoosa	MP 694.6	Southern Can
Anniston	MP 730.9	Lee Bros.
Super Value	MP 731.1	
Jenkins Ind. Park	MP 731.6	
U.S. Pipe	MP 733.2	
Embry	MP 755.8	Hunter Plastics
Pell City	MP 761.8	Riverside Clay
Marvin Lumber Co.	MP 54.5-N	
Donoho Clay	MP 59.2-N	
Coal Track	MP 61.3-N	
Spring Valley Farms	MP 63.9-N	

West End - NA District

Millport	MP 894.5	Weyerhaeuser - No more than 8 cars
Marietta	MP 846.3	
Parrish	MP 838.5	
Wiggins	MP NA-83.7	
Lynn	MP NA-61.8	House Track

Mobile District — 3-B Wilton

Eagle Warehouse	MP 65.5-N	
Yellowleaf	MP 110.8-N	South End of Yard Note: No more than 3 cars at a time
Old Maylene	MP 8.1-R	North and South End Passing Track Note: Caboose Only
Sargon	MP 33.8-R	Note: Caboose Only

Mobile District — 3-B Selma

— Running Switches Are Prohibited.

Mobile District — 3-B Mobile

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

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

AGS District

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

Central of Georgia District

Royal City MP P-316.5
 Opelika MP P-319.3 Mainline to East Yard
 Sylacauga MP P-391.4 Central Mill
 Mahrt MP NU14.4 East end of Yard
 Allie MP R-53.9 Southern Wood Products
 Columbus MP R-2.0 32nd St. on Bibb Lead
 Columbus MP FB-4 Sunshine Biscuit

N.O. & N.E. District

Ammo Switch NASA Lead M.P. NO-152.4

Cedartown District

Carrollton M.P. C-310.7 N.E. House Track
 Carrollton M.P. C310.2 Dixie Converting
 Carrollton M.P. C-309.4 Refinery #1 Southwire
 Carrollton M.P. C-308.6 Southwire Wood Products
 Carrollton M.P. C-308.5 Masonry Products
 Carrollton M.P. C-307.8 Dixie Converting
 Clem M.P. C-305.8 North End of Siding
 Senoia M.P. C-270.8 Both Flexon Tracks

**DESIGNATED ENGINE TIE UP TRACKS
AT OUTLYING POINTS**

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

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

East End District

- (1) Bremen, Ga.
 - (A) Storage Tracks 1 and 2.
- (2) Anniston, Alabama
 - (A) Shop Tracks 1, 2, 3 and Engine Runaround Track
 - (B) House Track

West End - NA District

- (1) Parrish, Alabama
 - (A) Tracks 1 thru 7

Mobile District

- (1) Yellowleaf, Alabama
 - (A) House Track
- (2) Wilton, Alabama
 - (A) Cab Track
 - (B) Lay-up Track

Mobile District (Cont'd)

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

A.G.S. District

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

Central of Georgia District

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

Cedartown District

- (1) Cedartown, Ga.
 - (A) Track No. 1
 - (B) House Track
- (2) Bremen, Ga.
 - (A) Storage Tracks 1 & 2
 - (B) North Leg of Wye
- (3) Carrollton, Ga.
 - (A) Depot Track
 - (B) House Track
- (4) Yates, Ga.
 - (A) Yard Tracks 5, 6, 7, 8, 9, or 10
- (5) Wansley, Ga.
 - (A) Storage Track
 - (B) Ga. Power Yard

d. ADDITIONAL YARD LIMITS

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

STATION NAME YARD LIMITS EXIST BETWEEN**West End - NA District**

Parrish and West Parrish MP 839.4 and MP 841.0
 East Columbus and Triangle Jct. MP 918.0 and MP 919.1
 Columbus, Miss. Begin at MP 919.1

Mobile District

Wilton and North Wilton	MP 141.0-N	and MP	1.0-R
North Anniston and South Anniston	MP 59.0-N	and MP	64.5-N
East Wilton and South Wilton	MP 138.0-N	and MP	141.0-N
Autauga Creek	MP MA169	and MP	MA172
North Selma and South Selma	MP 189.3-N	and MP	194.0-N
Demopolis	MP 240.0-N	and MP	244.3-N
North Mobile and Mobile	MP 144.0-MB	and MP	148.0-MB

AGS District

Attalla-Gadsden	MP 0.0AG	and MP	TA-91.5
14th Street	MP 143.5	and MP	144.7
Bessemer-Burstall	MP 148.4	and MP	156.0

Central of Georgia District

Columbus, Ga. and North Columbus	MP P-291.0	and MP	R2.0
Columbus, Ga. and West Columbus	MP P-291.0	and MP	P-292.0
Columbus, GA	MP S-291	and MP	S-293
Mahrt	Begin at MP NU-15.0		

Columbus Terminal

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

N.O. & N.E. District

Breyer-Shops	MP 292.7	and MP	NO-5.0
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Meridian, Ms. (between M.P. 292.7 and M.P. NO-5.0). At this location all trains and engines will contact the yardmaster at Meridian or, in absence of Yardmaster, Dispatcher in Birmingham, Al., for instructions prior to entering yard limits.

New Orleans Terminal

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

e. JOINT TRACKAGE

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

- Georgia Division between Spring (M.P. 153.0-H) and Austell (M.P. 135.0-H), and Peachtree Station (M.P. 633.3) and Howell (M.P. 635.0).
- Columbus and Greenville R.R. Co. between M.P. 919.0 and M.P. 920.7.
- Tennessee Division between Lee and Sheffield.
- CSXT between Autauga Creek M.P. MA-171 and Montgomery
- BN RR between Demopolis M.P. 241.6-N and Boligee
- deButts yard (M.P. 0.0) to Wauhatchie (M.P. 5.5).....Tenn.Div.Trains
- Georgia Division between Spring (M.P. 153.0-H) and Austell (M.P. 135.0-H), and Peachtree Station (M.P. 633.3) and Howell (M.P. 635.0).
- CSXT between Opellika and Roanoke Jct.

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

- Between Austell (MP 650.5) and East City Jct., (MP 3.6-NT), AMTRAK will use tracks of the Alabama Division.

- CSXT - Montgomery, Al yard
Between Sylvan Street, Selma and a point 300 feet south of Sylvan Street, CSXT trains will use Alabama Division main track. All trains and engines approach and pass over the crossover near Sylvan Street at yard speed.
- Boligee (M.P. 242.8) to York (M.P. 268.3).....BN R.R.
- Meridian Crossovers (MP NO 0.2).....MSRC
- Shops Crossovers (MP NO 1.8).....MSRC
- Between Irondale Jct. (M.P. 791.8) and 27th St. (M.P. 798.4)
- Between 27th St. Interlocking (M.P. 798.7) and Block No. 1 (M.P. 800.6), CSXT trains will use Norfolk Southern tracks.
- Between Block No. 1 (M.P. 800.6) and Norris Yard (M.P. 791.0) BN trains will use Norfolk Southern tracks.
- IC Connection Track (MP 0.0A) to Oliver Yard (M.P. NO-195.6).....SP R.R.
- Elysian Fields (M.P. 7.0NT) to IC Connection Track (M.P. 0.0A).....CSXT, SP & UP R.R.
- Georgia Division - Between Green M.P. C-361 and Cedartown M.P. C-352.

f. OTHER RESTRICTIONS**FLAGGING DISTANCES**

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

8. SPRING SWITCHES

Spring switches are located as follows:

Trenton	Both ends siding
Battelle	Both ends siding
Valley Head	Both ends siding
Fort Payne	Both ends siding
Porterville	Both ends siding
Crudup	Both ends siding
Whitney	Both ends siding
Springville	Both ends siding
Trussville	Both ends siding
Tuscaloosa	North end No. 1 Track
York	South end southward siding
Meridian (27th Ave.)	South end double track
Muscogee Jct.	M288.5
2nd Ave., Columbus, Ga.	West end double track
Smiths, Al.	Both ends siding
Blecker, Al.	Both ends siding
Opelika, Al.	West End Siding
Gold Ridge, Al.	Both ends siding
Camp Hill, Al.	Both ends siding
Alexander City, Al.	East end siding
Goodwater, Al.	Both ends siding
Trammells, Al.	East End
Hightower, Al.	East End
Lipsy, Al.	West End
Shops	South end No. 1, Lower Scales
Basic	Both ends siding
Barnett	Both ends siding
Hawkes	Both ends siding

8. SPRING SWITCHES (Cont'd)

Shows Field	Both ends siding
Dragon	Both ends siding
Hattiesburg	Both ends of yard
Richburg	Both ends siding
Purvis	North end siding
Lumberton	Both ends siding
Derby	Both ends siding
Picayune	Both ends siding
Pearl River	Both ends siding
Woods	Both ends siding
X-Tower	North end double track
Oliver Jct.	South end double track
Oliver Jct.	Entrance to NO&NE main track
Terminal Jct.	North end double track
Chalmette Main Track	Oliver Yard cut off

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

Meridian (M.P. NO-0.3)	Northward track
X-Tower (M.P. NO-181.9)	Southward track
Oliver Junction (M.P. NO-194.1)	Northward track
Terminal Junction (M.P. 7.6NT)	Southward track

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

- A crew member **must** be on the ground at the switch ahead of the movement and examine the facing spring switch point to determine that it is properly fitting up and remain there until the leading wheel properly gets on the point.
- EXCEPTION:** This procedure is not required when spring switch is equipped with a spring switch light displaying the color green.

9-A. SPEED RESTRICTIONS General Speed Restrictions

CONDITIONS	MAXIMUM Miles Per Hour All Trains and Engines
CARS	
Trains handling empty bulkhead flat cars and/or empty woodrack cars, foreign or system	45
EXCEPTION: Restriction does not apply to the handling of flat cars in series ATSF 294900 - 294949	
Southern log cars series 118000 - 118039 when empty	45
Trains handling empty single unit TOFC cars in series SOU 151000 - 151502, SOU 155000 - 155999 or cars in same series loaded with empty trailers	50
EXCEPTION: Cars carrying empty tank containers on chassis	60
Trains handling more than 40 empty multi-levels unless handled as solid block on the rear of train (up to 70 empty multi-levels) or in solid train (up to 150 empty multi-levels)	25
Trains handling flat cars loaded with creosoted poles	45
Trains handling more than 40 OTTX flat cars either loaded or empty	30

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

CONDITIONS	MAXIMUM Miles Per Hour All Trains and Engines
Short ore hopper cars:	
DM&IR, loaded	40
empty	45
Other, loaded	30
empty	35
PRR (or PC or CR) short gons in series 13000-15999 and 500000-502920,	
loaded	30
empty	35
LOCOMOTIVES	
Single light locomotive	30
All other light locomotive consists of 2 or more units	50
All steam locomotives	40
Controlling locomotive with inoperable speed indicator	20
TRAINS	
Trains consisting entirely of Triple Crown, TOFC/COFC, Multi-level, or Stack equipment will be governed by passenger train speed on curves and turnouts not to exceed.	60
When Triple Crown or freight trains handling one or more loaded cars is operated on jointed rail, the engineer will avoid prolonged operation in speed range of 16 to 21 mph. If speed cannot be maintained above 21 mph, it must be reduced to 15 mph.	
Passenger Trains	79
Key Trains (See Sect. 17)	50
Loaded Welded Rail Trains	50
All other trains	50
OTHER	
Single unit of self-propelled work equipment that is designed to shunt track circuits (ie. FRA T-10, Sperry Rail Test cars, Loram railgrinder and ballast cleaner),	30
Snow plow NW 590000, when plowing	25
Shoving movements with NS31 on leading end	25
Lucky Loader, NW 14317 loaded on gon NW 59802	35

9-B. SPEED RESTRICTIONS BY DISTRICT

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

Except when authorized by Timetable, or Special Instructions, speed on siding must not exceed 15 MPH.

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

East End District

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

BETWEEN AUSTELL (M.P. 650.5)
AND BIRMINGHAM (M.P. 790.7)

Passenger trains 79 MPH
Rail-Highway Trains 60 MPH
Freight trains 50 MPH

EXCEPT:

All trains over CofGa crossing, Bremen (MP 685.0) ... 30 MPH
All trains over N-Line crossing, Anniston (MP 735.0) ... 25 MPH
All Eastward Freight Trains operating between Control Point GRAY (MP 746.4 and MP 743.0) (Train Handling Restriction), as Radio Trains (EXCEPT) PRIDE UNIT COAL TRAINS) with 5 or more units in consist. 30 MPH
All Eastward Radio Control Trains will not exceed 35 miles per hour at MP 776.
All trains Coldwater Industrial Lead. 10 MPH

THROUGH TURNOUTS AT:

Location	M.P.	Maximum Speed in MPH	
		Pass.	Fr.
East End District			
Austell	134.7-H	40	40
Winston	664.6	30	30
Carroll	666.6	30	30
Baggett	668.5	30	30
Villa Rica	669.9	30	30
Taylor	675.5	30	30
Temple	677.5	30	30
Sewell	682.7	30	30
Bremen	685.0	30	30
Hubbard	692.7	30	30
Tallapoosa	695.2	30	30
Foster	708.4	30	30
Edwardsville	710.4	30	30
Owens	714.1	30	30
Heflin	716.3	30	30
Ardrey	727.1	30	30
DeArmanville	729.1	30	30
Lardent	733.5	30	30
Anniston X-O to siding	735.0	20	20
Letchers	736.6	30	30
Bynum	742.9	30	30
Gray	746.4	30	30
Embry	756.1	30	30
Coosa	757.9	30	30
Holt	767.8	30	30
Roberts	769.8	30	30
Brompton	776.2	30	30
Coleman	778.1	30	30
Lovick	787.7	45	40

ON CURVES BETWEEN MP:

M.P. Location Between	Speed in MPH	
	Pass. /Rhw.	Freight
650.5 to 650.7	40	40
650.7 to 652.2	45	45
652.2 to 654.3	50	50
654.3 to 655.1	45	40

ON CURVES BETWEEN MP (Cont'd):

M.P. Location Between	Speed in MPH	
	Pass. /Rhw.	Freight
655.1 to 657.2	55	50
657.2 to 660.4	50	45
660.4 to 663.6	35	35
663.6 to 664.6	45	45
664.6 to 666.2	35	30
666.2 to 668.5	50	45
668.5 to 669.0	45	40
669.0 to 670.0	35	30
670.0 to 670.3	45	40
670.3 to 671.7	55	50
671.7 to 673.4	75	50
673.4 to 674.0	50	50
674.0 to 674.3	35	35
674.3 to 674.6	40	40
674.6 to 677.5	45	45
677.5 to 679.4	35	35
679.4 to 682.6	40	40
682.6 to 683.9	50	45
683.9 to 688.0	40	40
688.0 to 690.7	35	35
690.7 to 692.4	35	30
692.4 to 694.0	40	40
694.0 to 695.7	45	45
695.7 to 699.4	55	50
699.4 to 701.6	35	35
701.6 to 710.4	45	40
710.4 to 715.0	40	40
715.0 to 719.3	45	40
719.3 to 721.9	35	35
721.9 to 723.2	55	50
723.2 to 725.8	75	50
725.8 to 732.4	55	50
732.4 to 733.2	50	45
733.2 to 736.4	45	45
736.4 to 737.3	50	50
737.3 to 738.4	45	45
738.4 to 742.0	60	50
742.0 to 742.4	45	40
742.4 to 752.0	50	45
752.0 to 756.2	60	50
756.2 to 764.4	55	50
764.4 to 764.9	50	50
764.9 to 767.8	40	40
767.8 to 769.5	50	50
769.5 to 769.8	45	45
769.8 to 770.5	35	35
770.5 to 771.1	30	30
771.1 to 771.5	35	35
771.5 to 772.8	50	50
772.8 to 774.5	55	50
774.5 to 775.4	40	35
775.4 to 776.6	45	40
776.6 to 782.2	50	45
782.2 to 782.7	40	35
782.7 to 790.7	35	30

Signaled Sidings

Winston and Carroll (M.P. 664.6 - 666.6)	30 MPH
Baggett and Villa Rica (M.P. 668.5 - 669.9)	30 MPH
Taylor and Temple (M.P. 675.5 - 677.5)	30 MPH
Sewell and Bremen (M.P. 682.7 - 685.0)	30 MPH
Hubbard and Tallapoosa (M.P. 692.7 - 695.2)	30 MPH
Foster and Edwardsville (M.P. 708.4 - 710.4)	30 MPH
Owens and Heflin (M.P. 714.1 - 716.3)	30 MPH
Ardrey and Dearmanville (M.P. 727.1 - 729.1)	30 MPH
Lardent and Anniston (M.P. 733.4 - 735.0)	30 MPH
Bynum and Gray (M.P. 742.9 - 746.4)	30 MPH
Embry and Coosa (M.P. 756.1 - 757.9)	30 MPH
Holt and Roberts (M.P. 767.8 - 769.8)	30 MPH
Brompton and Coleman (M.P. 776.2 - 778.1)	30 MPH

West End District

BETWEEN BIRMINGHAM (M.P. 798.7)
AND PARRISH (M.P. 839.5)

All trains 30 MPH

All trains Track No. 1 - M.P. 799.6 to M.P. 800.4 10 MPH

EXCEPT:

On Transfer at Cordova, M.P. 832.5 5 MPH

THROUGH TURNOUTS AT:

Location	M.P.	Maximum Speed in MPH	
		Pass.	Fr.
Lehigh	800.7	--	25
Brookside	812.2	--	30
Blossburg	813.9	--	30
Locust	821.0	--	30
Bryan	822.6	--	30
Standard	837.5	--	30
Parrish - T/O-to NA Line	839.4	--	25
Parrish - X/O-to Columbus, Ms.	839.4	--	20

ON CURVES BETWEEN MP:

M.P. Location Between	Speed in MPH Pass. /Freight
801.1 to 806.7	20
806.7 to 807.8	25
811.8 to 824.3	25
837.7 to 839.5	25

Signaled Sidings

Brookside (M.P. 812.2) and Blossburg (M.P. 813.9)	
Between M.P. 812.2 and M.P. 813.2	10 MPH
Between M.P. 813.2 and M.P. 813.7	30 MPH
Between M.P. 813.7 and M.P. 813.9	20 MPH
Locust (M.P. 821.0) and Bryan (M.P. 822.6)	30 MPH
Standard (M.P. 837.5) and Parrish (M.P. 839.4)	
Between M.P. 837.5 and M.P. 838.6	25 MPH
Between M.P. 838.6 and M.P. 839.0	10 MPH
Between M.P. 839.0 and M.P. 839.4	25 MPH

BETWEEN LEE AND PARRISH

All trains:	
M.P. NA- 5.0 and M.P. NA-16.3	35 MPH
M.P. NA-16.3 and M.P. NA-18.6	40 MPH
M.P. NA-18.6 and M.P. NA-20.4	35 MPH
M.P. NA-20.4 and M.P. NA-25.2	40 MPH
M.P. NA-25.2 and M.P. NA-95.6	35 MPH

EXCEPT:

Over track scales, M.P. NA 4.0, Sheffield Yard.

Loaded Trains	5 MPH
Empty Trains	10 MPH
On TMA Track, Jasper, AL	5 MPH

THROUGH TURNOUTS AT:

Location	M.P.	Maximum Speed in MPH	
		Pass.	Fr.
Wilson	402.9A	--	15
East End Two Tracks	NA- 3.1	--	25
Norala	NA- 3.7	--	20
Lee	NA- 5.0	--	15
Littleville	NA-14.2	--	30
Hyde	NA-15.9	--	30
Franklin	NA-32.0	--	30
Philco	NA-33.8	--	30
Delmar	NA-48.7	--	30
Yankee	NA-50.5	--	30
Bankhead	NA-59.6	--	30
Lynn	NA-61.5	--	30
Ash	NA-66.1	--	30
Nauvoo	NA-67.9	--	30
Burton	NA-78.7	--	30
Gamble	NA-80.3	--	30

All yard track speed at Sheffield, AL is restricted to 10 MPH.

ON CURVES BETWEEN MP:

M.P. Location Between	Speed in MPH Pass. /Freight
NA- 8.9 to NA- 9.2	30
NA-12.1 to NA-14.1	30
NA-17.0 to NA-17.4	35
NA-26.9 to NA-27.8	30
NA-27.8 to NA-28.6	25
NA-28.6 to NA-28.7	20
NA-28.7 to NA-29.1	25
NA-31.7 to NA-32.5	30
NA-45.7 to NA-45.9	25
NA-58.7 to NA-59.0	30
NA-59.0 to NA-59.3	20
NA-59.3 to NA-59.4	30
NA-86.1 to NA-86.6	20
NA-91.5 to NA-91.8	30
NA-94.9 to NA-95.3	30
NA-95.3 to NA-95.6	25

Signaled Sidings

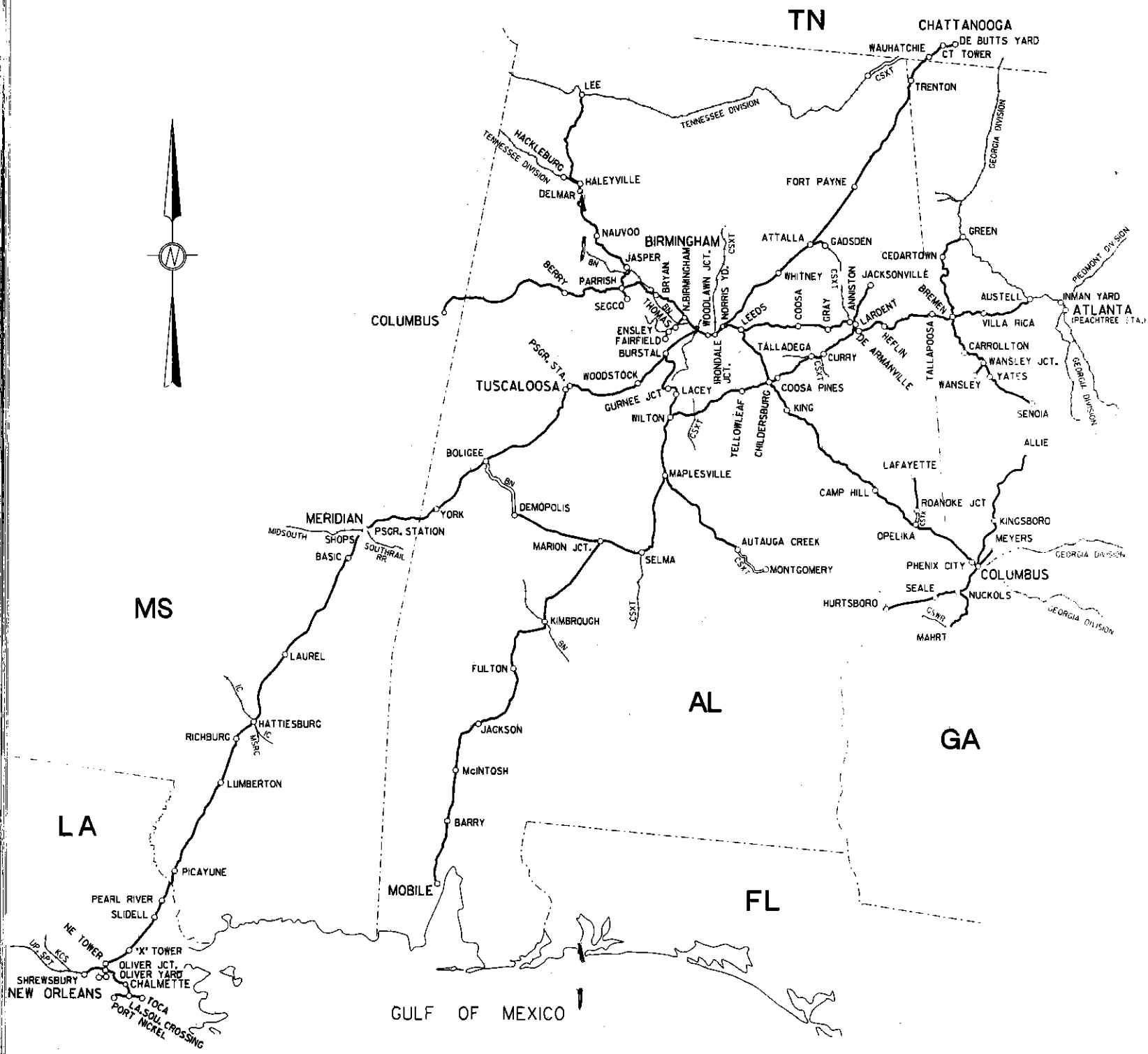
Littleville and Hyde (M.P. NA-14.2 - NA-15.9)	30 MPH
Franklin and Philco (M.P. NA-32.0 - NA-33.8)	30 MPH
Delmar and Yankee (M.P. NA-48.7 - NA-50.5)	30 MPH
Bankhead and Lynn (M.P. NA-59.6 - NA-61.5)	30 MPH
Ash and Nauvoo (M.P. NA-66.1 - NA-67.9)	30 MPH
Burton and Gamble (M.P. NA-78.7 - NA-80.3)	30 MPH

BETWEEN PARRISH AND COLUMBUS

All trains:	
M.P. 839.5 and M.P. 891.8	30 MPH
M.P. 891.8 and M.P. 919.1	35 MPH

EXCEPT:

Between M.P. 855.3 and 855.4	20 MPH
On Republic Steel Mine track (M.P. 861.8)	10 MPH
West of maintenance limit sign including loop track.	
On A.L.P. Track Fayette M.P. 877.8	5 MPH
Over No. 7 Switch in Columbus, Ms. Yard	10 MPH



ALABAMA DIVISION

ON CURVES BETWEEN MP:

M.P. Location Between	Speed in MPH Pass. /Freight
846.2 to 846.5	25
853.0 to 857.4	25
899.5 to 900.1	30
902.7 to 907.8	30
908.9 to 910.4	30
911.7 to 911.9	30
913.9 to 917.6	30

BETWEEN HALEYVILLE AND HACKLEBURG

All trains 25 MPH
 EXCEPT:
 Over trestle M.P. IC 597.3 10 MPH
 M.P. IC 599.3 to M.P. IC 599.7 10 MPH

Mobile District

BETWEEN BURSTALL (M.P. 35.0-R) AND MARION JCT. (M.P. 206.8-N)

All trains:
 Burstall (M.P. 35.0-R) to Wilton (M.P. 0.0-R) 45 MPH
 Wilton (M.P. 139.5-N) to Marion Jct. (M.P. 206.8-N) .. 49 MPH
 EXCEPT:

Through turnout Burstall (M.P. 35-R) 20 MPH
 On the track connecting the R-Line and N-Line
 (commonly referred to as the N-Line Wye) at
 Wilton, Al, M.P. 0.3-R 10 MPH
 Selma Yard

Do not exceed five (5) mph over the scales on
 the north end of the yard.

ON CURVES BETWEEN MP

M.P. Location Between	Speed in MPH Pass. /Freight
35.0-R to 31.6-R	20
31.6-R to 27.5-R	35
27.5-R to 25.8-R	30
25.8-R to 25.7-R	35
25.7-R to 24.7-R	40
23.9-R to 23.4-R	25
23.0-R to 21.6-R	40
20.9-R to 18.0-R	25
18.0-R to 17.3-R	35
17.3-R to 15.7-R	30
15.7-R to 15.4-R	15
15.4-R to 13.6-R	25
13.6-R to 13.2-R	30
13.2-R to 11.9-R	40
11.9-R to 10.5-R	30
10.5-R to 9.7-R	35
9.7-R to 2.2-R	40
2.2-R to 1.9-R	35
1.1-R to 0.0-R	30
145.3-N to 145.8-N	35
148.5-N to 148.7-N	45
152.4-N to 152.9-N	45
191.4-N to 192.8-N	30
192.8-N to 206.8-N	35

BETWEEN MARION JUNCTION AND MOBILE

All trains 49 MPH
 EXCEPT:
 Over CSXT crossing (M.P. 10-MB) 35 MPH
 Over BN crossing (M.P. 35.7-MB) 35 MPH
 Over Tombigbee River Bridge (M.P. 88.2-MB) 35 MPH
 Do not exceed 5 MPH on scale track
 Hoechst Celanese (M.P. 127.2-MB)
 Over Terminal R.R. crossing (M.P. 144.0-MB) 20 MPH
 Over Three Mile Creek Bridge (M.P. 145.7-MB) 10 MPH

ON CURVE BETWEEN MP:

M.P. Location Between	Speed in MPH Pass. /Freight
0.0-MB to 0.1-MB	30

**BETWEEN JACKSONVILLE (M.P. 48.0-N)
 AND ANNISTON (M.P. 61.0-N)**

All trains 25 MPH
BETWEEN ANNISTON (M.P. 51.0-N) AND WILTON (M.P. 139.5-N)
 All trains 35 MPH
 EXCEPT:

Over CSXT crossing (M.P. 84.3-N) 20 MPH
 All tracks within Coosa Pines Yard 10 MPH
 Over Coosa River Bridge (M.P. 108.0-N - 108.2-N) ... 10 MPH
 Yellowleaf (M.P. 110.4-N) over SEGCO RR Crossing ... 10 MPH
 Over CSXT crossing (M.P. 130.9-N) 25 MPH
 Vulcan Lead Roberta (M.P. 133.5-N) 10 MPH
 On Blue Circle and Allied Products (M.P. 134.0-N) 5 MPH
 Through crossover (M.P. 139.3-N) 10 MPH

BETWEEN MARION JUNCTION AND DEMOPOLIS

All trains 25 MPH
 EXCEPT:
 M.P. 241.3-N, to Gulf States Paper Company,
 Demopolis Yard 10 MPH
 Over BN R.R. crossing (M.P. 244.2-N) 20 MPH

**BETWEEN AUTAUGA CREEK (M.P. MA-171.5)
 AND MAPLESVILLE (M.P. MA-130.0)**

All trains M.P. MA-130.0 to M.P. MA-133.0 30 MPH
 All trains M.P. MA-133.0 to M.P. MA-155.4 25 MPH
 All trains M.P. MA-155.4 to M.P. MA-171.0 30 MPH

BETWEEN MONTGOMERY AND AUTAUGA CREEK (M.P. MA-171.5)
 All trains 25 MPH

BETWEEN WOODLAWN (M.P. 0.0-SA) AND MILEPOST 11.2SA
 All trains Yard Speed
 EXCEPT:

Over rail crossing M.P. 6.6SA to M.P. 6.7SA 10 MPH
 Over rail crossing M.P. 7.9SA to M.P. 8.0SA 10 MPH.

ON CURVES BETWEEN MP:

M.P. Location Between	Speed in MPH Pass. /Freight
3.2-SA to 3.4-SA	10

AGS District

CHATTANOOGA TERMINAL

M.P. 235.1A to M.P. 238.0A 40 MPH
 CNO&TP Main Track - M.P. 331.2 (Tenbridge) to
 M.P. 337.0 (E. End Ave.) 35 MPH

Except:

No. 1 Wye Track	15 MPH
No. 2 Wye Track	15 MPH
CNO&TP No. 2 Main Track - M.P. 332.4	
to M.P. 333.3	20 MPH
CNO&TP Zero Track - M.P. 334.7 (Webb)	
to M.P. 337.0 (E. End Ave.)	20 MPH
Over Tennessee River Bridge (M.P. 331.3)	35 MPH
East End Avenue - M.P. 337.0 and	
Ship Yard - M.P. 0.0 (AGS Main)	15 MPH
Shipp Yard and Wauhatchie (AGS Main)	
M.P. 0.0 to M.P. 3.9	25 MPH
M.P. 3.9 to M.P. 5.5	50 MPH
Cramet Lead (Between Hawthorne and Lawyers Crossing)	.5 MPH
Over Scales - Bungee Edible Oil Company	.3 MPH
C. of Ga. Cutoff (Between Wilson Road and Central Avenue)	.5 MPH
Chattanooga Traction Company—(M.P. 1.3 to M.P. 1.5)	.5 MPH
—(M.P. 2.8 and M.P. 2.9)	.5 MPH
River Belt (Between Superspun Avenue and 19th Street)	.5 MPH
CSXT Wauhatchie Yard	10 MPH
All tracks other than Main Track and Sidings,	
unless otherwise provided	10 MPH

THROUGH TURNOUTS AT:

Location	M.P.	Maximum Speed in MPH
Williams	236.0A	25
Citico Jct.	238.0A	40
Pierce	238.7A	25
Ten Bridge	331.2	25
N.E. Lookout Mtn. Tunnel	2.2	25
S.E. Lookout Mtn. Tunnel	3.1	25
Wauhatchie (Crossover)	5.3	25
Wauhatchie		
(CSXT Connection)	5.4	25
Wauhatchie	5.5	40

Note 1: Over all switches in and out of Receiving Yard, Classification Yard, Forwarding Yard and over Alternate Inbound Bridge (Hop Skip Bridge) at deButts Yard 10 MPH

Note 2: Trains and engines must stop and be flagged over the below listed street crossings by a member of the crew with proper signals, unless crossing flagmen are on duty or other approved signals are used to warn the traffic. After the leading engine or car has cleared the crossing, the speed may be increased not to exceed fifteen miles per hour.

Broad Street	Bailey Avenue
Market Street	Third Street
Main Street	Rossville Blvd.
King Street	Central Avenue
Cowart Street	Alton Park Blvd.
Thirteenth Street	Forty-fifth Street
Rossville Avenue	Thirty-eighth Street
McCallie Avenue	

BETWEEN WAUHATCHEE (M.P. 5.5) AND TRUSSVILLE (M.P. 130.1)

All Trains 50 MPH

EXCEPT:

Over CSXT Crossing, Attalla (M.P. 87.3) 30 MPH

Following train handling speed restrictions must be observed by freight trains of 51 cars or more:

Northward—

Through Trussville, M.P. 129.5 to M.P. 129.0	40 MPH
At M.P. 109	40 MPH
Between M.P. 93 to south switch, Attalla	25 MPH
At M.P. 17.9	35 MPH
At M.P. 10	25 MPH

THROUGH TURNOUTS AT:

Name	Restriction Limits	MPH
Wauhatchie	M.P. 5.5	40

ON CURVES BETWEEN MP:

M.P. Location Between	Speed in MPH Pass. /Freight
10.1 to 10.3	45
12.9 to 13.3	45

BETWEEN BIRMINGHAM (M.P. 143.5) AND MERIDIAN

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

EXCEPT:

All Yard Tracks at Bessemer and Phoenixville	10 MPH
Between Woodstock and Blocton	10 MPH
Over Southrail Crossing, Tuscaloosa (M.P. 198.9)	30 MPH
All yard tracks, Tuscaloosa	10 MPH
Wye track, Tuscaloosa	5 MPH
Over Big Sandy Creek Trestle (M.P. 209.8)	40 MPH
Wye track at Akron	5 MPH
Over Warrior River Bridge (M.P. 229.0 to M.P. 229.6)	25 MPH
M.P. 234.0 to M.P. 242.0 - Passenger Trains	60 MPH
Over BN Railroad Crossing (M.P. 242.5)	40 MPH
Over Tombigbee River Bridge (M.P.249.1 to M.P.249.5)	
Passenger and Rail-Highway Trains	55 MPH
Freight Trains	50 MPH
All Tracks, South Park, Livingston	10 MPH
Wye Track at York	5 MPH
Smith/Toomsaba Siding	15 MPH

Following train handling speed restrictions must be observed by freight trains of 51 cars or more:

Southward—

M.P. 176.0	35 MPH
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Northward—

M.P. 267.0 to M.P. 261.0	35 MPH
M.P. 176.0	35 MPH
Approaching south switch at Kimbrell	35 MPH

SIGNALLED SIDINGS

McCalla-Kimbrell-(M.P.163.0 - 165.4)	15 MPH
Coaling-Fleming-(M.P.185.4 - 187.3)	25 MPH
Tuscaloosa-Crabtree-(M.P.199.1 - 201.3)	25 MPH
McClure-Eutaw-(M.P.230.0 - 232.5)	25 MPH
Parker-Livingston-(M.P. 254.7 - 257.0)	25 MPH

THROUGH TURNOUTS AT:

Location	M.P.	Maximum Speed in MPH Pass. Frt.
Burstall	156.1	45 40
Burstall	156.2	-- 40
Woodstock	171.8	-- 25
Coaling	185.4	-- 25
Fleming	187.3	-- 25
Tuscaloosa Sdg.	199.1	-- 25
Crabtree	201.2	-- 25
Breyer	292.7	45 40

ON CURVES BETWEEN MP:

M.P. Location Between	Speed in MPH	
	Pass. /Rhw. y.	Freight
145.1 to 168.2	70	50
168.2 to 168.7	60	50
168.7 to 175.8	70	50
175.8 to 176.7	65	50
176.7 to 176.9	60	50
176.9 to 182.1	65	50
182.1 to 191.0	60	50
191.0 to 193.2	55	50
193.2 to 196.5	50	45
196.5 to 198.4	40	40
198.4 to 199.1	45	40
199.1 to 204.7	70	50
204.7 to 209.5	60	50
210.1 to 212.3	60	50
212.3 to 217.8	75	50
217.8 to 218.4	65	50
218.4 to 226.3	75	50
226.3 to 229.6	25	25
229.6 to 229.8	40	40
229.8 to 231.7	60	50
248.0 to 248.6	70	50
248.6 to 250.3	55	50
250.3 to 251.4	60	50
251.4 to 252.8	70	50
252.8 to 254.3	50	45
254.3 to 259.3	60	50
259.3 to 267.8	75	50
267.8 to 268.3	50	50
268.3 to 270.3	65	50
270.3 to 278.6	55	50
278.6 to 282.2	75	50
282.2 to 294.0	70	50
294.0 to 295.4	25	25

BETWEEN ATTALLA AND GADSDEN

All Trains M.P. 0.0AG to M.P. 1.5AG Yard Speed
 M.P. 1.5AG to M.P. 5.5AG 10 MPH

Central of Georgia District

BETWEEN COLUMBUS, GA. AND CENTRAL

All trains 50 MPH
 Pride Coal trains shall reduce speed to 5 MPH below timetable speed on curves and **do not** exceed 40 MPH between Central and Columbus, Ga.
 On Dadeville Loop 10 MPH
 Over Hatchett Creek (M.P. P-376.8 to M.P. 377.0) ... 30 MPH
 All trains within Coosa Pines Yard 10 MPH
 Over Coosa Rover Bridge
 (M.P. 401.3 to M.P. P-401.5) 30 MPH
 All Pride trains on the Coosa River
 Bridge (from M.P. P-401.3 to M.P. P-401.5)
 until engines are over the bridge 10 MPH

Do not exceed a speed of 10 MPH on all industry and storage tracks on the Central of Georgia District unless otherwise restricted.
 Do not exceed 10 MPH in sidings at Opelika and Alexander City.

THROUGH TURNOUTS AT:

Location	M.P.	Maximum Speed in MPH	
		Pass.	Fr.
Central	P-425.6	- -	40

ON CURVES BETWEEN MP:

M.P. Location Between	Speed in MPH	
	Pass. /Freight	
P-290.6 to P-291.3	15	
P-291.3 to P-292.6	30	
P-292.6 to P-293.3	40	
P-293.3 to P-293.8	45	
P-303.8 to P-304.8	45	
P-319.6 to P-319.8	20	
P-325.0 to P-325.5	45	
P-340.1 to P-340.6	35	
P-359.1 to P-359.4	45	
P-361.4 to P-362.0	40	
P-362.0 to P-362.9	35	
P-362.9 to P-363.3	40	
P-373.9 to P-374.1	45	
P-382.5 to P-391.0	35	
P-392.4 to P-393.3	45	
P-409.5 to P-409.8	45	
P-411.8 to P-412.1	35	
P-417.8 to P-425.9	30	

BETWEEN COLUMBUS, GA., AND HURTSBORO

All trains 30 MPH
 EXCEPT:

Over Street Crossings at Phenix City
 (M.P. S-292.1 to S-295.2) 25 MPH

ON CURVES BETWEEN MP:

M.P. Location Between	Speed in MPH	
	Pass. /Freight	
S-292.1 to S-292.2	10	
S-292.5 to S-292.9	25	

BETWEEN NUCKOLS AND MAHRT

All trains 30 MPH
 EXCEPT:
 M.P. NU 0.0-M.P. NU 0.2 10 MPH

BETWEEN COLUMBUS AND ALLIE

All trains 25 MPH
 Columbus - M.P. R-8.0 25 MPH
 M.P. R-8.0 - M.P. R-55.0, Allie 30 MPH
 EXCEPT:
 Sidings at Glenn 5 MPH

ON CURVES BETWEEN MP:

R-0.8 and R-1.4 15 MPH
 R-33.0 and R-33.2 20 MPH
 R-33.2 and R-34.2 25 MPH
 R-49.1 and R-49.3 25 MPH

BETWEEN ROANOKE JUNCTION AND LAFAYETTE

All trains 20 MPH
 All industry tracks at Lafayette 5 MPH

COLUMBUS TERMINAL

All yard tracks 10 MPH
 Myer Industrial Lead-M.P. 87.0-M to 97.0-M 10 MPH

NO&NE District

BETWEEN MERIDIAN AND NEW ORLEANS

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

EXCEPT:

M.P. NO-0.0 to M.P. NO-2.3	30 MPH
M.P. NO-28.2 to M.P. NO-29.2	60 MPH
Over SR R.R. Crossing (M.P. NO-56.0)	30 MPH
Over IC R.R. Crossing, Hattiesburg (M.P. NO-85.4)	25 MPH
In Steam Plant, Richburg, Ms. (M.P. NO-95.5)	10 MPH
On lead, Kaiser, Ms., and in plant, Pontiac, Ms.	10 MPH
In MFC Track, Lumberton, Ms. (M.P. NO-113.5)	10 MPH
NASA Lead, Nicholson to Ammo Switch	25 MPH
NASA Lead, Ammo Switch to NASA	10 MPH
Over West Pearl River Drawbridge (M.P. NO-159.4) ..	45 MPH
Over Lake Pontchartrain Trestle (M.P. NO-172.4 to M.P. NO-178.1)	30 MPH
Freight Trains (M.P. NO-184.1 to M.P. NO-189.0) ..	30 MPH
Over Industrial Canal Drawbridge (M.P. NO-190.6) ..	45 MPH
On Track serving Radiator Plant, Alrport, La.	5 MPH
Over CSXT R.R. Crossing (M.P. NO-193.6)	40 MPH

Meridian Yard

All yard tracks	10 MPH
No. One (1) Scale	15 MPH

THROUGH CROSSOVER AT:

Location	M.P.	Maximum Speed in MPH	
		Pass.	Fr.
X-Tower	NO-181.9	25	25

ON CURVES BETWEEN MP:

M.P. Location Between	Pass. /Rhw.	Speed in MPH	
		Pass.	Fr.
NO- 0.1 to NO- 0.6	25	25	25
NO- 1.0 to NO- 2.3	30	30	30
NO- 6.6 to NO- 11.1	65	50	50
NO-11.1 to NO- 12.2	60	50	50
NO-12.2 to NO- 14.1	70	50	50
NO-16.0 to NO- 19.2	70	50	50
NO-19.9 to NO- 20.8	45	45	45
NO-21.0 to NO- 21.7	60	50	50
NO-21.9 to NO- 23.3	65	50	50
NO-32.2 to NO- 32.4	70	50	50
NO-33.3 to NO- 33.9	55	50	50
NO-33.9 to NO- 35.1	40	40	40
NO-35.1 to NO- 36.2	45	45	45
NO-36.5 to NO- 36.6	70	50	50
NO-40.6 to NO- 49.9	70	50	50
NO-53.7 to NO- 54.6	75	50	50
NO-55.8 to NO- 56.0	55	50	50
NO-63.2 to NO- 63.3	70	50	50
NO-63.8 to NO- 64.9	60	50	50
NO-64.9 to NO- 69.6	50	50	50
NO-70.0 to NO- 70.6	45	45	45

ON CURVES BETWEEN MP (Cont'd):

M.P. Location Between	Pass. /Rhw.	Speed in MPH	
		Pass.	Fr.
NO-71.3 to NO- 72.4	50	50	50
NO-76.6 to NO- 77.0	70	50	50
NO-83.9 to NO- 85.1	70	50	50
NO-85.1 to NO- 86.2	25	25	25
NO-87.7 to NO- 89.5	60	50	50
NO-89.6 to NO- 90.7	40	40	40
NO-91.3 to NO- 93.1	60	50	50
NO-97.4 to NO-101.6	65	50	50
NO-109.7 to NO-111.8	65	50	50
NO-112.2 to NO-112.5	55	50	50
NO-112.8 to NO-113.0	60	50	50
NO-114.5 to NO-116.4	55	50	50
NO-116.4 to NO-117.2	65	50	50
NO-118.8 to NO-119.7	60	50	50
NO-119.8 to NO-121.0	45	45	45
NO-123.3 to NO-123.9	45	45	45
NO-124.0 to NO-128.0	50	50	50
NO-133.4 to NO-134.4	60	50	50
NO-138.4 to NO-138.6	65	50	50
NO-141.3 to NO-141.7	65	50	50
NO-142.7 to NO-144.2	65	50	50
NO-158.9 to NO-160.5	45	45	45
NO-178.1 to NO-178.3	45	40	40
NO-191.0 to NO-191.7	50	50	50

Birmingham Terminal

PASSENGER MAIN - WASHINGTON LINE

Between Norris Jct. (M.P. 790.7 and M.P. 798.7)	
Passenger Trains	55 MPH
Freight Trains	50 MPH
Between M.P. 798.0 and 798.9 Over All Switches	
27th Street Interlocking, All trains and engines	10 MPH
Between M.P. 798.9 and N. B'ham, M.P. 801.1	
All trains and engines	20 MPH
Over CSXT Crossing, M.P. 801.1	
All trains and engines	20 MPH
TRUSSVILLE (M.P. 130.1) AND BIRMINGHAM (M.P. 143.5)-(AGS MAIN)	
Between Trussville (M.P. 130.1 and 132.7)	
All trains and engines	50 MPH
Between M.P. 132.7 and M.P. 135.4	
All trains and engines	30 MPH
Between M.P. 135.4 and M.P. 136.7	
All trains and engines	25 MPH
Between M.P. 136.7 and M.P. 143.5	
All trains and engines	30 MPH

OTHER TERMINAL TRACKS

Through CSXT Connection Tracks between 27th Street and CSXT Connection Tracks	
All trains and engines	10 MPH
All tracks CSXT AMTRAK Station	
All trains and engines	10 MPH
Between 14th St. (M.P. 143.5) and Second Ave. (M.P. 798.7)	
All trains and engines operate at restricted speed not exceeding 10 MPH.	
All trains and engines over new switches	
Tracks 1 & 2 M.P. 136.7	10 MPH

EXCEPT THROUGH TURNOUT AT:

Location	M.P.	Maximum Speed in MPH	
		Pass.	Fr.
Irondale Jct.	791.9	25	25
Irondale Jct.	135.5	25	25
Birmingham	142.0	10	10

ON CURVES BETWEEN MP:

M.P. Location Between	Pass. /Rhw.	Speed in MPH	
		Pass.	Freight
790.7 to 795.4	40		35

New Orleans Terminal

Between Oliver Jct. and Terminal Jct.	15 MPH
Between Terminal Jct. and East City Jct.:	
Passenger Trains	40 MPH
Freight Trains	30 MPH
Between 17th St. Canal and Shrewsbury	20 MPH
Between East City Jct. M.P. 3.5A and MP 2.6A	
(End of two tracks)	30 MPH
Between East City Jct. and St. Louis St.	10 MPH
Between Oliver Yard and Chalmette	15 MPH
Between Chalmette and Port Nickle	10 MPH
Between Poydras Jct. and Toca	10 MPH

M.P. Location Between	Pass. /Rhw.	Speed in MPH	
		Pass.	Freight
7.0NT to 5.6NT	35		30

Cedartown District

BETWEEN GREEN AND SENOIA

Green (M.P. C-361.4) - Cedartown (M.P. C-352.9)	40 MPH
Cedartown (M.P. C-352.9) - Yates (M.P. C-295.5)	35 MPH
Yates (M.P. C-295.5) - Senoia (M.P. C-269.8)	30 MPH

EXCEPT:

On all yard tracks, Cedartown	5 MPH
On CSXT Interchange Track (M.P. C-286.5) and do not pass maintenance limit sign with engines	5 MPH

ON CURVES BETWEEN:

M.P. Location Between	Speed in MPH	
	Pass.	Freight
C-355.9 and C-355.5	35	
C-352.9 and C-352.7	35	
C-348.2 and C-340.0	30	
C-338.8 and C-334.1	30	
C-332.8 and C-330.7	30	
C-329.5 and C-326.7	30	
C-325.7 and C-319.1	30	
C-318.1 and C-317.5	30	
C-315.2 and C-312.6	30	
C-311.8 and C-310.3	25	
C-300.0 and C-299.6	30	

BETWEEN WANSLEY JCT. AND WANSLEY

Wansley Jct. - Wansley	30 MPH
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EXCEPT:

On Coal Unloading Trestle, Plant Wansley	5 MPH
Between MP WA-7 and Loop Switch Wansley	20 MPH
Loop Track	10 MPH

9-C. CHECKING LOCOMOTIVE SPEED INDICATOR

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

WESTWARD

EASTWARD

East End District

MP 141-H to MP 142-H	MP 787 to MP 786
MP 659 to MP 660	MP 770 to MP 769
MP 663 to MP 664	MP 734 to MP 733
MP 690 to MP 691	MP 679 to MP 678

West End - NA District

MP 803 to MP 804	MP 835 to MP 834
MP 850 to MP 851	MP 916 to MP 915
MP NA-90 to MP NA-89	MP NA-09 to MP NA-10
MP NA-77 to MP NA-76	MP NA-21 to MP NA-22
MP NA-43 to MP NA-42	MP NA-51 to MP NA-52
MP NA-26 to MP NA-25	MP NA-66 to MP NA-67

NORTHWARD

SOUTHWARD

Mobile District

MP 12-R to MP 13-R	MP 149 to MP 150
MP 67-N to MP 66-N	MP 24-R to MP 23-R
MP MA164 to MP MA163	MP 66-N to MP 67-N
MP 180-N to MP 179-N	MP MA134 to MP MA135
MP 203-N to MP 202-N	MP MA172 to MP MA173
MP 32-MB to MP 31-MB	MP 179-N to MP 180-N
MP 50-MB to MP 49-MB	MP 31-MB to MP 32-MB
MP 99-MB to MP 98-MB	MP 72-MB to MP 73-MB
MP 141-MB to MP 140-MB	MP 107-MB to MP 108-MB

NORTHWARD

SOUTHWARD

A.G.S. District

M.P. 291 to M.P. 290	M.P. 12 to M.P. 13
M.P. 280 to M.P. 279	M.P. 72 to M.P. 73
M.P. 117 to M.P. 116	M.P. 149 to M.P. 150
M.P. 74 to M.P. 73	M.P. 160 to M.P. 161

WESTWARD

EASTWARD

Central of Georgia District

MP P-308 to MP P-309	MP 787 to MP 786
MP T-323 to MP T-324	
MP R-11 to MP R-12	MP R-12 to MP R-11
MP R-50 to MP R-51	MP R-51 to MP R-50

NORTHWARD & SOUTHWARD

N.O. & N.E. District

M.P. NO 4 to M.P. NO 5	
M.P. NO 38 to M.P. NO 39	
M.P. NO 44 to M.P. NO 45	
M.P. NO 56 to M.P. NO 57	
M.P. NO 78 to M.P. NO 79	
M.P. NO 96 to M.P. NO 97	
M.P. NO 149 to M.P. NO 150	
M.P. NO 155 to M.P. NO 156	
M.P. NO 156 to M.P. NO 157	
M.P. NO 167 to M.P. NO 168	
M.P. NO 188 to M.P. NO 189	

WESTWARD & EASTWARD

New Orleans Terminal

M.P. 6.0-LS to M.P. 7.0-LS	
M.P. 1 to M.P. 2A	
M.P. 2 to M.P. 3A	
M.P. 4NT to M.P. 5NT	

NORTHWARD AND SOUTHWARD

Cedartown District

M.P. C-298	to	M.P. C-299
M.P. C-326	to	M.P. C-327
M.P. C-357	to	M.P. C-358
M.P. C-347	to	M.P. C-346
M.P. C-321	to	M.P. C-320

NOTE: Tests for accuracy will be made at other locations when necessary. Engineers when operating in outlying local freight or branch line service will choose location appropriate for making tests to check speed indicators.

TABLE FOR DETERMINING TRAIN SPEEDS

Sec. per Mile	Miles per Hour	Sec. per Mile	Miles per Hour	Sec. per Mile	Miles per Hour	Sec. per Mile	Miles per Hour
45	80.0	61	59.0	84	42.9	116	31.0
46	78.3	62	58.1	86	41.9	118	30.5
47	76.6	63	57.1	88	40.9	120	30.0
48	75.0	64	56.3	90	40.0	122	29.5
49	73.5	65	55.4	92	39.1	124	29.0
50	72.0	66	54.5	94	38.3	126	28.6
51	70.6	67	53.7	96	37.5	128	28.1
52	69.2	68	52.9	98	36.7	130	27.7
53	67.9	69	52.2	100	36.0	135	26.7
54	66.7	70	51.4	102	35.3	140	25.7
55	65.5	72	50.0	104	34.6	145	24.8
56	64.3	74	48.6	106	34.0	150	24.0
57	63.2	76	47.4	108	33.3	180	20.0
58	62.1	78	46.2	110	32.7	240	15.0
59	61.0	80	45.0	112	32.1	360	10.0
60	60.0	82	43.9	114	31.6	720	5.0

10-A. DIESEL UNIT RATING IN TONS

	D8-40C	C30-7	C39-8	SD50	SD60	SD40	GP49	GP50	GP59	GP60	B23-7	GP38	GP40	U23B
South or Eastward														
Norris Yard-Anniston	3500	2600	2300	1750										
Anniston-Bremen	2800	2100	1850	1400										
Bremen-Atlanta	3600	2700	2400	1800										
Columbus, Miss.-Fayette	5000	2200	1950	2500										
Fayette-Parrish	3000	2200	1950	1500										
Parrish-Norris Yard	3300	2500	2200	1650										
Hackleburg-Haleyville	6800	5100	4500	3400										
Sheffield-Parrish	2600	1950	1700	1300										
Norris Yard-Nomen	3700	2750	2450	1850										
Nomen-Wilton	4300	3200	2850	2150										
Wilton-Randolph	5100	3800	3400	2550										
Randolph-Selma	10400	7750	6900	5200										
Selma-Kimbrough	7100	5250	4700	3550										
Kimbrough-Thomasville	4100	3050	2700	2050										
Thomasville-Mobile	15600	9000	9000	7800										
Marion Jct.-Demopolis	5900	4450	3950	2950										
Marion Jct.-Marion	*	*	3350	2500										

10-A. DIESEL UNIT RATING IN TONS

	D8-40C	C30-7	C39-8	SD50	SD60	SD40	GP49	GP50	GP59	GP60	B23-7	GP38	GP40	U23B
South or Eastward														
Jacksonville-Anniston	*	*	3100	2300										
Anniston-Wilton	6900	5100	4550	3450										
Maplesville-Montgomery	*	*	2100	1600										
deButts-Norris	4800	3600	3200	2400										
Norris-Meridian	4800	3550	3150	2400										
Norris Yard-Winburn	3500	2600	2300	1750										
Winburn-Sylacauga	4400	6250	5550	4200										
Sylacauga-Trammells	3700	2700	2450	1850										
Trammells-Columbus, Ga.	7800	5800	5150	3900										
Hurtsboro-Columbus, Ga.	4800	3600	3200	2400										
Allie-Columbus	2600	1900	1700	1300										
Meridian-Oliver	4500	3350	3000	2250										
Green-Cedartown	5200	3900	3450	2600										
Cedartown-Bremen	3200	2350	2100	1600										
Bremen-Yates	4200	3100	2750	2100										
Yates-Senoia	4200	3100	2750	2100										

North or Westward

Atlanta-Norris Yard	3200	2350	2100	1600										
Norris Yard-Parrish	2900	2200	1950	1450										
Parrish-Atla	3000	2200	1950	1500										
Alta-Covin	3900	2900	2600	1950										
Covin-Columbus, Ms.	15000*	9000*	9000	7250										
Parrish-Spruce Pine	3200	2350	2100	1600										
Spruce Pine-Sheffield	4500	3300	2950	2250										
Haleyville-Hackleburg	7400	5500	4900	3700										
Mobile-Chickasaw	9700	7200	6400	4850										
Chickasaw-Fulton	10000	7450	6650	5000										
Fulton-Thomasville	5500	4100	3650	2750										
Thomasville-Kimbrough	10400	7750	6900	5200										
Kimbrough-Marion Jct.	5600	4150	3700	2800										
Demopolis-Uniontown	4600	3450	3100	2300										
Uniontown-Selma	5400	4000	3550	2700										
Marion-Marion Jct.	18000	9000	9000	9000										
Marion Jct.-Selma	5100	4000	3350	2550										
Selma-Wilton	4100	3050	2700	2050										
Wilton-Norris Yard	3900	2950	2600	1950										
Wilton-Jacksonville	4500	3300*	2950	2250										
Montgomery-Maplesville	*	*	2050	1550										
Meridian-Boligee	4700	3500	3100	2350										
Meridian-Woodstock	4300	3200	2850	2150										
Woodstock-Norris	5800	4300	3850	2900										
Norris-deButts	5300	4000	3550	2650										
Columbus, Ga.-Vincent	4100	3050	2700	2050										
Vincent-Norris Yard	3200	2350	2100	1600										
Columbus, Ga.-Hurtsboro	4600	3450	3100	2300										
Columbus-Allie	2200	1650	1500	1100										
Oliver-Meridian	4700	3500	3100	2350										
Senoia-Yates	4500	3400	3000	2250										
Yates-Bremen	3200	2400	2150	1600										
Bremen-Cedartown	4100	3050	2700	2050										
Cedartown-Green	4600	3450	3100	2300										

* 6-axle units restricted over these lines.

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

These ratings are based on maximum grades and can be increased over certain parts of the line, when necessary. When engines will not handle their rating, a report must be made to the Chief Dispatcher by the Engineer; Conductor will make written report to Trainmaster.

Note: In making computations, less than 1,000 pounds will be dropped. 1,000 pounds will be counted a ton.

Note: A GP-40 and slug combination is rated at 90,500 lbs. maximum continuous traction effort and will be rated the same as a standard 6-axle unit (SD40-2, C30-7).

10-B. NORFOLK SOUTHERN SYSTEM LOCOMOTIVES SERIES TABLE

ROAD NOS.	MODEL	ROAD NOS.	MODEL
50-59	SD9M	4600-4605##	GP49
67-83	SW1500	4606-4641##	GP59
100-104	TC10	5000-5256	GP38-2
115-116	F40PH	6073-6206	SD40-2
673, 696	GP9	6500-6505 *	SD50
1002-1012	SW1	6506-6525##	SD50
1209	SW12	6550-6700##	SD60
1329-1388	GP40	7000-7002##	GP40X
1580-1624	SD40	7003-7092##	GP50
1625-1652	SD40-2	7101-7150##	GP60
1733	SW1500	8003-8082	C30-7
2105	SW1	8500-8542 *	C36-7
2290-2347	SW1500	8550-8563 *	C39-8
2348-2435	MP15	8564-8688##	C39-8
2717-2822	GP38	8689-8763##	D8-40C
2823-2878	GP38AC	9710-9713	RP-E4
2879-2886	GP38	9714-9741	RP-E4D
3170-3200	SD40	9818, 9833	RP-B4U
3201-3328	SD40-2	9819-9827	RP-F4U
3500-3521 ##	B30-7A	9830-9831	RP-B4
3522-3566 ##	D8-32B	9834	RP-E4U
3815-3820 *	B36-7	9835-9841	RP-A4U
3900-3969	U23B	9842-9855	RP-E4U
3970-4023	B23-7	9900-9919	RP-F6Y
4100-4159	GP38AC	9920-9923	RP-E6Y

* — High Adhesion

— High Capacity Dynamic Brake

10c. HIGH ADHESION UNITS AND MIXED CONSIST FORMULA

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

IN POWER

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

IN DYNAMIC BRAKE

- 1 — High Capacity Axle = 1.35 Conventional Axles

10d. TABLE OF MAXIMUM TRAIN LENGTHS

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

TRAINS WITH HEAD END BRAKE PIPE SUPPLY ONLY

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

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

11. LOAD LIMITS AND EQUIPMENT RESTRICTIONS

a. LOCOMOTIVES — Instructions and Restrictions

Amtrak Engines 700 through 724 cannot be operated on yard tracks.

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

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

11-b. DIESEL UNIT AND CAR RESTRICTIONS

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

GROSS WEIGHT IN POUNDS

Between	UNIT		LOADED CAR	
	4-Axle	6-Axle	4-Axle	6-Axle
Birmingham & Atlanta	245,000 (d)(e)291,000	(h)(m)420,000	220,000 (a)286,000 (c)315,000	(d)345,000
Parrish & Berry, AL	245,000 (d)291,000	(m)420,000	220,000 (a)263,000 (a)(o)(p)286,000	(d)315,000
Berry, AL & Columbus, MS	245,000 (d)(f)(g)291,000	(i)(k)(m)420,000	220,000 (a)251,000 (a)(n)286,000	(d)300,000
Birmingham & Sheffield	245,000 (d)291,000	(m)420,000	220,000 (a)286,000 (c)315,000	(d)345,000
Parrish & Segco	245,000	(d)(m)420,000	220,000 (a)286,000	(d)315,000
Jacksonville & Anniston	245,000 (d)272,000	(d)(m)420,000	220,000 (a)251,000	(d)300,000
Anniston & Wilton	(f)245,000 (d)(f)291,000	(n)220,000 (a)(n)263,000 (d)(i)(l)(m)420,000	(a)(n)(r)286,000	(d)(s)(t)300,000

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

GROSS WEIGHT IN POUNDS

Between	UNIT		LOADED CAR	
	4-Axle	6-Axle	4-Axle	6-Axle
Birmingham & Mobile	245,000 (d)291,000	(d)(l)(m)420,000	220,000 (a)(n)263,000 (a)(n)286,000	(d)300,000
Gurnee Jct. & Boothton	245,000 (d)291,000	(d)(m)420,000	220,000 (a)286,000	(d)300,000
Marion Jct. & Demopolis	245,000 (d)291,000	(d)(m)420,000	220,000 (a)286,000	(d)315,000
Chattanooga & Meridian	245,000 (d)291,000	(d)(m)420,000	220,000 (a)286,000 (c)315,000	(d)345,000
Woodstock & Blocton	245,000 (d)291,000	(d)420,000	220,000 (a)286,000	(d)315,000
Birmingham & Columbus, GA	(e)245,000 (e)(d)291,000	(j)(h)(d)(m)420,000	220,000 (a)263,000 (a)(p)286,000	(d)300,000
Opelika & LaFayette	245,000 (d)291,000	(d)(m)392,000	220,000 (a)251,000	(d)300,000
Columbus & Hurtsboro	(f)245,000 (d)(f)291,000	(d)(l)(m)392,000	(n)220,000 (a)(n)(q)263,000	(d)(s)(u)300,000
Columbus, GA Allie	245,000 (d)291,000	(d)(m)379,000 (d)(i)(m)420,000	220,000 (a)(o)263,000 (a)(n)286,000	(d)(s)315,000
Meyer & Columbus, GA	245,000 (d)291,000	(d)420,000	220,000 (a)286,000	(d)315,000
Nuckols & Mahrt	245,000 (d)291,000	(d)420,000	220,000 (a)263,000	(d)300,000
Meridian & New Orleans	245,000 (d)291,000	(d)(m)420,000	220,000 (a)(c)(v)286,000	(d)315,000
Woodlawn Jct. & Bessemer	245,000 (d)291,000	(d)(m)420,000	220,000 (a)286,000	(d)300,000
Green & Senoia	245,000 (d)291,000	(d)420,000	220,000 (a)286,000	(d)315,000
Wansley Jct. & Wansley	245,000 (d)291,000	(d)420,000	220,000 (c)286,000	(d)315,000

(a) Loaded 4-axle cars weighing between 220,001 lbs and 286,000 lbs. may be handled at the weight shown in the table provided their coupled length, truck centers and axle spacing are not less than the following:
 Coupled Length 37' - 7"
 Truck Centers 25' - 3"
 Axle Spacing in Trucks 5' - 8"

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

(b) Not used.

(c) Loaded 4-axle cars weighing between 286,001 lbs. and 315,000 lbs., may be handled at the weight shown in the table provided their coupled length, truck centers and axle spacing are not less than the following:
 Coupled Length 49' 0"
 Truck Centers 36' 8"
 Axle Spacing in Trucks 6' 0"

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

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

(e) 4-axle unit must not exceed 5 MPH and can use only one engine on connecting track between Universal Atlas and M&B Metals, Leeds, Alabama.

(f) 4-axle unit must not exceed 10 MPH between:

1. West End District
Berry, AL & Columbus, MS on Sipsy River Bridge (MP 877.3)
2. Mobile District
Anniston & Wilton on Coosa River Bridge (MP 108.0-N)
3. C of GA District
Columbus, GA & Hurtsboro on Chattahoochee River Bridge (MP S-292.2)

(g) 4-axle unit may operate between Berry, AL & MP 919.1.

(h) 6-axle unit must not exceed 5 MPH and can use only one engine on connecting track between Universal Atlas and M&B Metals, Leeds, Alabama.

(i) 4-axle unit must not exceed 10 MPH between:

1. West End District
Berry, AL & Columbus, MS on Sipsy River Bridge (MP 877.3)
2. Mobile District
Birmingham & Mobile on Three Mile Creek (MP 145.7-MB)
Anniston & Wilton on bridges at MP 67.4-N and MP 76.4-N
Coosa River Bridge (MP 108.0-N)
3. C of GA District
Columbus, GA & Hurtsboro on Chattahoochee River Bridge (MP S-292.2)
Columbus & Allie
Mulberry Creek Bridge (MP R-20.1)

(j) 6-axle unit must not exceed 20 MPH between:

1. C of GA District
Birmingham & Columbus, Ga,
Coosa River Bridge (MP P-401.3)

(k) 6-axle unit may operate between Berry, AL & MP 919.1.

(l) Not more than two 6-axle units not exceeding 392,000 lbs. may be operated provided they are spaced from rest of train by three cars not exceeding 100,000 lbs. If used with 4-axle units 6-axle units must be separated from each other by two 4-axle units each with truck centers not less than 30' and from rest of train by three cars not exceeding 100,000 lbs. 6-axle units exceeding 392,000 lbs. cannot be handled between Childersburg and Yellowleaf.

(m) 6-axle unit cannot be used:

1. Austell to Columbus, MS

Milepost	Track
733.4	U. S. Pipe
734.5	Dunn Scrap
736.7	Monsanto Chemical
781.0	Leigh Cement Co.
792.0	Irondale Ind. Lead
795.9—796.2	Industry Lead & Industry Tracks will not handle 6 axle
796.8—798.1	Industry Lead & Industry Tracks will not handle 6 axle

1. Austell to Columbus, MS (Cont'd)

Milepost	Track
798.1—801.0	Industry Tracks will not handle 6 axle
821.0	Sipsey River Lumber Co.
832.6	House Track
834.3	Brick Yard
838.7	Thermax Lead - High Level
846.1	Oakman Woodyard
847.3	Marietta
859.0	Tenn. River Pulp & Paper
860.0	Dobbs Woodyard
863.0	Brown Woodyard
877.9	ALP & Cotton Mill
877.9	Arvin #1 & 2
881.7	American Olean Tile
881.8	Fayette Industrial Park
882.0	Covin
886.7	Georgia Pacific
893.0	White Pole & Timber
894.6—895.0	Weyerhaeuser
895.1	Weyerhaeuser Woodyard
897.4	Dobbs-Woodyard

2. Norala to Parrish

Milepost	Track
NA-21.2	Team Track - Russellville
NA-23.1	Farmers Mutual Exc.
NA-23.7	Vulcan Materials
NA-31.0	Sand Pit - Spruce Pine
NA-47.1	Winston Furniture
NA-66.7	Nauvoo Woodyard
NA-77.1	Olive Explosives
NA-84.6	Brown Woodyard
NA-85.4	Murphy Track
NA-85.5	Evenflo
NA-85.6	Reynolds Gas
NA-95.6	NA Siding

3. N. Birmingham to Fairfield

Milepost	Track
0.3-SA — 1.5-SA	Main line & Industry Tracks will not handle 6 axle
2.5-SA — 4.0-SA	Industry Tracks will not handle 6 axle
Food Terminal	#1 through #16 Tracks will not handle 6 axle
Findley Yard	#1 through #9 Tracks will not handle 6 axle
5.9-SA — 10.2-SA	Industry Tracks will not handle 6 axle
10.8-SA — 11.2-SA	Main line & Industry Tracks will not handle 6 axle

4. Valley Creek - Bessemer

Milepost	Track
16.6-SA — 18.8-SA	Main Line & Industry Tracks will not handle 6 axle

5. Jacksonville to Demopolis

Milepost	Track
111.2-N	Yellowleaf House Track
130.9-N	ABC
134.3-N	Allied Products
134.5-N	Metrock
134.7-N	Vulcan Materials Co.

5. Jacksonville to Demopolis (Cont'd)

Milepost	Track
134.9-N	Southern Cement (Southern Ready Mix)
140.8-N	Seaman Timber Co.
206.8-N — 244.3-N	Industry Tracks will not handle 6 axle

6. Marion Jct. to Mobile

Milepost	Track
52.0-MB — 53.0-MB	B. W. Wilson Pole Mill
87.8-MB — 87.9-MB	Boise Cascade Lumber
88.8-MB	Alabama Electric Co-op
106.0-MB — 109.0-MB	Ciba Geigy, Olin Chem, McIntosh Woodward
125.0-MB — 130.0-MB	Wye Tk, Hoechst Celanese, Akzo, Courtauls, Dupont ICI Americas
140.0-MB — 142.0-MB	Vulcan Materials, Gulf Shipyard Lead

7. Maplesville to Autauga Creek

Milepost	Track
MA-130.0 — MA-171.0	Main Line & Industry Tracks will not handle 6-axle

8. Chattanooga to Meridian

Milepost	Track
6.0	Wauhatchie Team Track
31.3	Sulphur Springs
40.0	Potatoe Track
52.1	Kingbury #1
65.6	Team Track
90.2	Sibert
197.9	Wye Track
213.1	House Track
223.5	Hill Track
223.5	Middle Track
223.5	Wye
242.6	McGregor
274.5	Woodyard (E & H Pulpwood)

9. Columbus, GA to Birmingham

Milepost	Track
P-293.0	House Track
P-295.0	City Chip Mill (Phenix City Lumber Company)
P-316.3	Uniroyal Rubber
P-317.9	Amarr
P-318.3	Diversified Products
P-320.3	Cotton Warehouse
P-329.7	House Track
P-333.4	Waverly Woodyard
P-340.6	House Track
P-340.7	Langley Woodyard
P-347.3	N. Dadeville Siding
P-352.0	Ala. River Chip Mill
P-361.1	Avondale
P-362.7	W. Russell Siding
P-363.3	W. Russell #4 & #5
P-363.8	Foundry
P-364.9	Mayfield Scrap
P-374.5	Ind. track (K.C. Lumber Co.)
P-374.5	House Track
P-379.2	Parkdale House

9. Columbus, GA to Birmingham (Cont'd)

Milepost	Track
P-384.7	House Track
P-390.3	Sand Pit
P-390.8	EARY Interchange
P-391.2	Ind. Track
P-391.6	Avondale
P-391.8	Walco
P-408.3	Vincent House
P-417.4	Vandiver Woodyard Storage Track
P-424.6	H&W Set Out Track

10. Roanoke Jct. to LaFayette

Milepost	Track
T-339.6	T-Line - Roanoke Jct.

11. Columbus to Allie

Milepost	Track
R-1.2	City Mills
R-2.0	Bev. City Lead
R-2.8	Meridith Mills
R-3.5	Columbus Mills
R-4.9	Bradley Lumber
R-5.1	Columbus Packing
R-5.2	Pasco Steel
R-5.3	Columbus Foundry
R-5.3	Gas Spur
R-5.4	County Spur
R-9.4	Barin
R-11.0	Fortune Spur (Florida Rock)
R-37.2	White Sulphur
R-39.3	Georgia Pacific
R-40.9	Great Sou. Paper Co.
R-53.9	Mead Chip Mill
R-54.4	Mack Timber

12. Meridian to New Orleans

Milepost	Track
NO-2.9	Airport Track
NO-26.5	Pachuta Royal Oak
NO-39.8	Heidleberg Woodyard
NO-54.7	Pinebelt Ready Mix
NO-56.1	SR
NO-56.3	Beard Fert.
NO-124.7	Water Spur
NO-152.5	Nasa Spur
NO-167.1	Wye at Slidell, LA
NO-168.1	Bernard Spur
NO-178.3	South Point Spur
NO-191.1	SBM - Radiator Plant

13. New Orleans - Port Nickle (Louisiana Southern)

Milepost	Track
0.0-IS - 16.0-IS	Main Line and all Industry Tracks

14. Poydras - Toca (Toca Line)

Milepost	Track
0.0-PT - 4.5-PT	Main Line & all Industry Tracks

15. Basin Street - Port Chalmette

Milepost	Track
0.0-NT - 3.4-NT	Bernadotte and Main Line & all Industry Tracks
14.1-NT	Kaiser Industry

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

(n) 4-axle loaded car must not exceed 10 MPH:

1. West End District
Berry, AL & Columbus, MS on
Sipsey River Bridge (MP 877.3)
2. Mobile District
Anniston & Wilton on
bridges at MP 67.4-N and MP 76.4-N
Coosa River Bridge (MP 108.0-N)
Birmingham & Mobile on
Three Mile Creek (MP 145.7-MB)
Bridge at MP 194.8-N (cars weigh in excess of 263,000 lbs.)

3. C of GA District
Columbus, GA & Hurtsboro on
Chattahoochee River Bridge (MP S-292.2)
Columbus & Allie
Mulberry Creek Bridge (MP R-20.1)

(o) 4-axle loaded car must not exceed 25 MPH:

1. West End District
Parris & Berry, AL
Frost Creek - Alta Hill viaduct (MP 855.2)
2. C of GA District
Columbus & Allie
Mulberry Creek Bridge (MP R-20.1)

(p) 4-axle loaded car must not exceed 30 MPH:

1. West End District
Parris & Berry, AL
Lost Creek Bridge (MP 840.6)
2. C of GA District
Birmingham & Columbus, GA
Coosa River Bridge (MP P-401.3)

(q) Loaded cars over Chattahoochee River Bridge (MP S-292.2), maximum gross weight at which cars of certain lengths can be coupled together are shown in the table below. Cars exceeding the gross weights shown for that particular length must not be coupled to engine or car weighing in excess of 100,000 pounds.

COUPLED LENGTH	MAX. GROSS WEIGHT
38' - 0"	231,000 lbs.
43' - 0"	242,000 lbs.
49' - 0"	253,000 lbs.
52' - 0"	263,000 lbs.

(r) Loaded cars over Coosa River Bridge (MP 108.0-N), cars weighing between 263,001 lbs and 286,000 lbs. and having coupled length less than 42'-6" must be spaced from engine or cars weighing in excess of 90,000 lbs. gross by at least one car weighing not more than 90,000 lbs. gross.

(s) 6-axle loaded cars must not exceed 10 MPH

1. Mobile District
Anniston & Wilton on
Coosa River Bridge (MP 108.0-N)
2. C of GA District
Columbus, GA & Hurtsboro on
Chattahoochee River Bridge (MP S-292.2)
Columbus & Allie
Mulberry Creek Bridge (MP R-20.1)

(t) 6-axle loaded cars must be spaced at each end by car weighing not more than 177,000 lbs..

1. Mobile District
Anniston & Wilton

(u) 6-axle loaded cars exceeding 283,000 lbs. must not be coupled to engine or car exceeding 100,000 lbs.

1. C of GA District
Columbus, GA & Hurtsboro on
Chattahoochee River Bridge (MP S-292.2)

(v) 4-axle loaded cars weighing between 286,001 lbs. and 315,000 lbs. may be handled between Meridian and Slidell but not over Lake Pontchartrain.

c. DERRICKS

Derricks are grouped as follows:

Group 1: SOU 903002, 12, 13, 14, 16 and 26 (250-ton)

Group 2: SOU 903011, 15, 23 and 24 (150 ton)

1. General Restrictions:

- (a) When work train movements are being made with the equipment in service, particular care must be taken to avoid contact with overhead or side obstructions.
- (b) Derricks must not be operated coupled to engine or cars weighing more than 90,000 lbs.
- (c) Movement in local, work or wreck trains.
 - (1) Must not exceed 45 mph for Group 1 (25 mph for Group 2).
 - (2) Must have swinging or rotating mechanism properly secured.
- (d) Movement in through freight trains
 - (1) Must not exceed 45 mph for Group 1 (25 mph for Group 2).
 - (2) Must be handled on the head end of trains with boom or light end in trailing position except when it is to be picked up on line by other trains where facilities for turning are not available.
 - (3) Must have swinging or rotating mechanism properly secured.
- (e) Derricks must not be operated over structures on industrial tracks without specific authority.

2. Special Restrictions:

- (a) West End District
 - (1) Parrish to Columbus, MS
MP 936.1 (C&G), open deck timber trestle, 10 MPH
MP 936.9 (C&G), open deck timber trestle, 10 MPH
MP 840.6, Lost Creek Bridge, 30 MPH
MP 855.2, Alta Hill Viaduct, 25 MPH
MP 877.3, Sipsey River Bridge, 10 MPH
- (b) Mobile District
 - (1) Birmingham to Mobile
MP 145.7-MB, Three Mile creek Bridge, 10 MPH, must be separated at each end by car not exceeding 60,000 lbs., even when operating under own power.
 - (2) Anniston to Wilton
MP 108.0-N, Coosa River Bridge, Group 1, 10 MPH
MP 76.4-N., Chehaw Creek Bridge, Group 1, 10 MPH
MP 67.4-N, Choccolocco Creek Bridge, Group 1, 10 MPH
 - (3) Jacksonville to Anniston
Derricks cannot be handled over or between trestles at MP 48.0-N and 56.8-N

(c) C of GA District

- (1) Columbus, Ga to Hurtsboro
MP S-292.2, Chattahoochee River Bridge
Group 1 cannot be handled.
Group 2, 10 MPH (20 MPH all other places in
C of GA District)

- (2) Opelika to LaFayette
Group 1 cannot be handled
Group 2, 12 MPH

(d) NO&NE District

- (1) Meridian to New Orleans
MP NO-172.4 to NO-178.0, Lake Pontchartrain Trestle
Group 1 cannot be handled.

d. LOCOMOTIVE CRANES/DERRICK CARS/PILE DRIVERS

SOU 903093 (DC-3), SOU 992312 (LC-35), NW 500504 (LC-4803), SOU 992340 (LC-8201), NW 514892 (LC-8501), and SOU 992412

1. Must not exceed 25 MPH.
2. May be operated on all main and passing tracks.
3. Locomotive cranes, derrick cars, and derrick cars with attached boom idler cars, must not be moved over humps or through retarders except during wrecking operations and then protection must be provided to insure no damage to derrick equipment, retarders, or track equipment. Retarders must not be set up while such equipment is in the retarders.
4. Pile drivers must not be moved through the retarders under any circumstances due to insufficient clearance. When pile drivers are placed in one of the classification tracks, they must be handled in the same manner as explosive cars.
5. While working, care must be taken to avoid contact with overhead or side obstructions.

e. JORDAN SPREADERS

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

f. SNOW PLOW - NW 590000

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

g. SCALE TEST CARS

1. Two-axle Scale Test Cars: SOU 992501, SOU 992506, SOU 992507, SOU 992508, SOU 992511, NW 514754, MPX 192, MPX 194, MPX 195, MPX 1034, MPX 1900, UP 903145, WWBX 911000, and MKT 77:
 - (a) Must move only on authority of Chief Dispatcher.
 - (b) Must be handled as second car ahead of rear car of train or caboose.

- (c) Must not be coupled to a car exceeding 50' - 0" in length.
 - (d) Must not exceed 30 mph.
 - (e) Must not be humped.
2. Four-axle Scale Test Cars: SOU 992550, SOU 992551, SOU 992552, NW 514757, NW 514758, NW 514759, NW 514760, NW 514762, NW 514763, MP 15507, MP 15510, MP 15511, MP 15512, UP 900700, UP 903006, WWBX 199917, WWBX 199918, WWBX 199919 must not be humped. If four axle scale test cars are destined to a hump yard, they should be moved as the head or rear car or in an established "Do Not Hump" block.
 3. Scale Monitor Cars SOU 992520 through SOU 992529 and NW 514761 have no special restrictions.

h. SCHNABEL AND HIGH CAPACITY FLAT CARS

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

SPEED RESTRICTIONS	LOADED	EMPTY
8 to 15 axle cars	45 MPH	None
Except as listed below		
16 or more axles, also	25 MPH	45 MPH
APWX 1004 (12 axle) but excluding CEBX 800		
36 axle CEBX 800	15 MPH	25 MPH
 - (b) APWX 1004 (12 axle) and all cars having sixteen (16) or more axles must be handled in a special train of no more than ten (10) cars when loaded.
 - (c) Loaded cars having twelve (12) or more axles, when not moving in a special train, must be handled at the head end of a train, and train length must not exceed 100 cars. Loaded cars must be accompanied by sufficient cars that can be used as brake cars in the event it becomes necessary to set such load out between terminals and when securing car in yards, terminals or sidings.
 - (d) In addition to the above restrictions, the cars listed below must not be placed in trains requiring pusher service, must not be humped or flat switched with motive power detached, and when moving empty must be handled on rear end of train, properly locked, secured and switching moves kept to a minimum.

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

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

2. Transformers, rotors, circuit breakers, or similar electrical equipment with net weight exceeding 200,000 lbs., loaded on well, depressed or flat car must be handled on or near the head end of trains, except on locals. When these loads are designated to move on locals or high-wide specials, they will be positioned as instructed by Control Center.
3. Loads with waybill having "high value" sticker, transformers, rotors, circuit breakers, or similar electrical equipment loaded on well, depressed or flat cars will not be humped or permitted to roll free. Instead, they will be shoved to a coupling with motive power attached. Cars being coupled to such equipment will be handled in the same manner.

i. EXCESSIVE DIMENSION EQUIPMENT

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

- (1) Plate "B", "C", "E" and "F" freight cars. Freight cars stenciled "C", "E" and "F", and unstenciled general service equipment having dimensions within Plate "B" may be handled on all main tracks and sidings of the Alabama Division EXCEPT:
 - KCS Series 123005-123994
 - Plate "E" and "F" cars must not be handled at:
 - M.P. P-418.7, Coosa Mtn. Tunnel
 - M.P. P-421.9, Oak Mtn. Tunnel
 - Plate "F" cars must not be handled at:
 - M.P. C-331.7, Van Wert St. Overhead Bridge, Buchanan, Ga.
 - M.P. N-0.5, 11th St. Overhead Bridge, Newby St. Lead, Chattanooga, Tn.
 - M.P. 12.87NT, Past Structures, Chalmette Slip Dock #1, Chalmette, La.
 - M.P. 96.9-M, 13th St. Overhead Bridge, Columbus, Ga.

EXCEPTION - All Wood Chip Hoppers in series SOU 132000 to 139999 may be handled under 13th Street Overhead Bridge at Columbus, (M.P. 96.9-M), and under Van Wert Street Overhead Bridge at Buchanan (M.P. C-331.7).
- (2) Plate "F+" or "Exceeds Plate F" freight cars. Movement of cars exceeding 17'-0" or stenciled "F+" or "Exceeds Plate F" must be cleared by Chief Dispatcher, except as otherwise noted herein.
- (3) Fully enclosed auto rack cars. Fully enclosed auto rack cars (exceeding Plate "F" but not exceeding 19'-0" above top of rail) may be handled on all main tracks and sidings of the Alabama Division EXCEPT AT:
 - M.P. C-270.05, Bridge St. Overhead Bridge, Senoia, Ga.
 - M.P. C-287.1, 2nd Ave. Overhead Bridge, Newnan, Ga.
 - M.P. C-331.7, Van Wert St. Overhead Bridge, Buchanan, Ga.
 - M.P. C-352.6, U.S. 278 Overhead Bridge, American Oil Track, Cedartown, Ga.
 - M.P. N-0.5, 11th St. Overhead Bridge, Newby St. Lead, Chattanooga, Tn.
 - M.P. N-0.7, Old A Line Overhead Bridge, Newby St. Lead, Chattanooga, Tn.
 - M.P. 12.87NT, Past Structures, Chalmette Slip Dock #1, Chalmette, La.
 - M.P. P-418.7, Coosa Mtn. Tunnel
 - M.P. P-421.9, Oak Mtn. Tunnel
 - M.P. 96.9-M, 13th St. Overhead Bridge, Columbus, Ga.

M.P. 242.4-N, Cedar Ave. Overhead Bridge, Demopolis, Al.
M.P. 336.8 (CNOTP), McCallie Ave. Overhead Bridge, Norris
Lead, Chattanooga, Tn.

(4) Double stack cars.

(a) Double stack cars not exceeding 20'-3" (Two 9'6" high x 8'6" wide containers) above top of rail may only be handled on main tracks and sidings between:

Inman Yard and Birmingham
Birmingham and New Orleans
Sheffield Yard and Birmingham
Chattanooga and Birmingham

(b) Do not handle double stack cars:

M.P. 295.30(AGS), 22nd Ave. Overhead Bridge, Meridian Terminal #1 Track, Meridian, Ms.

(5) Other cars

(a) Before departing, conductors on all outbound trains must check their consist, and if high and wide cars are shown on consist it is imperative that they contact proper authority before departing, in order that clearances can be checked prior to moving the train. On transfer cuts departing Norris Yard, if cut contains high and wide cars this information will be shown on the "list" and the conductor on outbound transfer cuts must also contact the Yardmaster in the Main Tower to be sure that high and wide shipments have been cleared before departing.

(b) Agent or Chief Dispatcher's office handling the high and wide file will extract information from said file concerning the restrictions involving the particular crew in question. This is to be furnished to crew in addition to computer high and wide file.

(c) Multi-level auto racks with initials TTQX are excessive dimension cars (20'2" high loaded or empty) and must be handled in accordance with high-wide clearance message only.

j. EXCESSIVE CURVATURE

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

The following instructions apply to movement on tracks other than main and passing tracks.

1. Long cars must not be handled through No. 6 turnouts.
2. Long cars moving over tracks having a curvature in excess of 12 degrees 30 minutes must be coupled on each end to cars not shorter than 50 ft. If curvature is in excess of 15 degrees, or turnouts are No. 7, the movement must be accomplished under observation at slow speed.
3. Long cars must not be handled on curves exceeding 17 degrees.
4. Center partition lumber cars, foreign or system, must not be moved when cars are partially unloaded. These cars must not be pulled from industry or moved without tie-down cables being secured. Loading and unloading instructions, along with warnings not to move car without cables secured, are stenciled on these cars at several locations. System cars are in series SOU 118300 through SOU 118335 and NS 120000 through NS 120249.

k. OTHER EQUIPMENT RESTRICTIONS

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

A. Empty auto multi-level cars.

B. Empty intermodal single platform flats or such cars loaded with empty trailers or containers.

C. Empty 85-foot long or longer flat cars and such flat cars when loaded with empty trailers or containers or loaded with only one trailer or container.

D. Empty intermodal single axle truck flat cars or such cars loaded with empty trailers or containers.

Between	Maximum Safe Trailing Tonnage
Atlanta-Birmingham	6400
Birmingham-Sheffield	3500
Birmingham-Selma	4600
Birmingham-Columbus, Ga.	6250
Meridian-New Orleans	9900

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

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

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

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

Double stack cars may be operated on scheduled trains handling conventional equipment.

3. It will be necessary when handling a loaded car with mixed side frames to inform the adjacent Division when the car is moving in a train towards that Division.

4. Loaded traction motor cars in series SOU 911802 - 911815 and NW 520100 - 520111 must not be humped except when they are humped to a clear track.

5. All air hoses on all air operated quick dump (rapid discharge) hopper cars, loaded or empty, must be coupled and have fully-charged main reservoir pressure on the dump train line (automatic dumping system).

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

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

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

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

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

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

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

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

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

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

Cars with bands improperly secured are not to be moved.

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

Snow Blower No.	Loaded ON
SB 6702-JN	NW 527602
SB 7901-JN	NW 590349
SB 7902-JN	NW 590332
SB 7903-JN	NW 590330
SB 7904-JN	NW 590344
SB 8001-JN	NW 590341

15. SOU 900096 and similar cars used to handle coal for steam locomotives must be shoved to rest while being switched.

16. Loaded roller bearing equipped cars having a mixture of pedestal-type side frames and converted box-type side frames found moving on our railroad must be handled within the head ten cars of the train and must be observed frequently enroute for the possibility of an overheated journal.

As explanation, a roller bearing in a pedestal-type side frame is exposed to the direct view of a defective equipment detector, as compared to a converted box-type side frame where the roller bearing is shielded by the box, like a plain bearing.

Mechanical Department personnel have been alerted to notify yardmasters of the presence of these cars. Other concerned employees must be on the lookout for loaded cars with mixed side frames, most especially train crews when adding cars to their train at an outlying point, including interchange points. When such equipment is encountered, the yardmaster, dispatcher, or other proper authority must be promptly notified.

17. Loaded multilevel cars must not be placed for movement in trains behind open top hopper cars or gondolas loaded with stone gravel, sand, lime, coal, or soda ash.

18. Center partition lumber cars in the series SOU 118300 through SOU 118329 must not be moved when cars are partially unloaded. These cars must not be pulled from industry or moved without the tie down cables being secured. Loading and unloading instructions, along with warnings not to move car without cables secured, are stencilled on these cars at several locations.

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

In yard operations, the following restrictions will apply:

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

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

Rail-highway trains will not handle cars containing LP Gas.

Rail-highway trains (200 series trains, excluding Triple Crown) must handle only intermodal and multilevel cars.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Load must be balanced before switching partially loaded woodrack cars.

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

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

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

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

29. TURNOUT CARS

The following turnout car sets are **not to be separated when in transit, loaded or empty**. In the event of one car being bad ordered, both cars must be set off until repairs are made. If the cars are bad ordered because of mechanical problems, the Master Mechanics Office of that division must notify the Atlanta Track Assembly in Atlanta, Ga.

Set Numbers: (2 cars per set)

SOU 991001 - 991021	SOU 991007 - 991027
SOU 991002 - 991022	SOU 991008 - 991028
SOU 991003 - 991023	SOU 991009 - 991029
SOU 991004 - 991024	SOU 991010 - 991030
SOU 991005 - 991025	SOU 991011 - 991031
SOU 991006 - 991026	

30. Welded Rail Trains and Associated Equipment:

Two loaded rail trains, or one loaded and one empty rail train, may be handled as one movement. When loaded and empty rail trains are handled together, the empty train must be on the rear.

Empty rail trains may now be handled on the rear of revenue freight trains, excluding those designated as corporate trains. Should pusher service be required, the pusher must be placed ahead of the empty rail equipment.

Rail Laying, T&S, and associated equipment may be handled on a loaded rail train, but must be handled on the rear end only.

Rail trains are permanently coupled together by having the approved locking device inserted in the uncoupling lever mechanism and secured with a bolt. These cars are not to be separated, and in the event of a bad order car, the entire train must be set off until repairs are made.

In the event of bad ordering any rail train and associated equipment the Chief Dispatcher must notify Rail Welding Plant in Atlanta, Ga.

Crew members taking charge of a loaded welded rail train will inspect it to determine that the uncoupling lever mechanism locks are in place on each car before train is moved, except when relieving a crew that has previously handled the train, or when notified by the proper authority that the securement between the cars has been checked. This paragraph does not apply to a rail train originating in Atlanta, Ga.

Loaded rail trains must not be originated from any crew change point without first being inspected and approved for movement by Maintenance of Way forces.

Rail trains and associated equipment must not be handled without air on the trains and all other NS Rules applying to train air brakes and services apply when handling these trains.

In addition, the following **thirteen groups of cars**, coupled together and equipped to pick up and to unload strands of welded or bolted rail, **are not to be separated** account of possible damage to the hydraulic hose connection between these cars:

NW 516813, 516814, 516815, and 516816
NW 516975, 516976, 516977, and 516978
NW 517007, 517008, 517009, and 517010
NW 517037, 517038, 517039, and 517043
SOU 991636, 991639, 991634, and 992997
SOU 991534, 991535, 991536, and 992998
SOU 991734, 991735, 991736, and 992999
SOU 992834, 992835, 992836, and 992990
SOU 992936, 992935, and 992934
SOU 992984, 992985, and 992986
NW 527956 and NW 527957
NW 517041 and NW 517042
NW 527986 and NW 527909

13. PHYSICIANS' DIRECTORY

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G. M. Gibbins, OPH Anniston, Al.
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E. C. Loughlin, Jr., ORTHO Atlanta, Ga.
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 B. W. Caughran, ORTHO Chattanooga, Tn.
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 R. C. Suttle, Jr. OTO Gadsden, Al.

13. PHYSICIANS' DIRECTORY (Cont'd.)

H. C. Nickson, Jr. OPH Gadsden, Al.
 O. Morgan, Jr. SURG Gadsden, Al.
 W. N. Haller, ORS Gadsden, Al.
 C. W. Hartzog, ORS Gadsden, Al.
 J. E. Wood, GP Haleyville, Al.
 M. W. Chambless, GP Hamilton, Ga.
 W. G. Giles, ORTHO Hattiesburg, Ms.
 L. H. Day, OTO Hattiesburg, Ms.
 Emmett Herring, OPH Hattiesburg, Ms.
 Wayne A. Hughes, FP Hattiesburg, Ms.
 P. J. Walker, GS/FP Hattiesburg, Ms.
 S. P. Furr, FP Jackson, Al.
 S. S. Crosby, FP Jackson, Al.
 Bruce Wasserman, OPH Jasper, Al.
 N. T. Camp, FP Jasper, Al.
 James C. Waite, GP Laurel, Ms.
 Harvey B. Wright, OPH Laurel, Ms.
 W. H. Irwin, SURG Leeds, Al.
 W. L. Hand, ORTHO Meridian, Ms.
 William J. Anderson, III, GP & SURG Meridian, Ms.
 Dan H. Moore, Jr., OPH Meridian, Ms.
 E. Lowry Moore, OPH Meridian, Ms.
 A. Wayne Sullivan, RAD Meridian, Ms.
 Geo. L. Arrington, OTO Meridian, Ms.
 J. L. Valentine, FP Meridian, Ms.
 Pierre A. Espenan, SURG Metairie, La.
 G. N. Byram, Jr., ORTHO Metairie, La.
 R. J. Tamimie, OM Metairie, La.
 John K. Lingo, OTO Mobile, Al.
 M. P. Daugherty, Jr., ORTHO Mobile, Al.
 S. D. Garrett, S, IND Mobile, Al.
 J. C. O'Gwynn, III, OPH Mobile, Al.
 Jean C. Martin, ORS Muscle Shoals, Al.
 J. W. Meckes, SURG Muscle Shoals, Al.
 T. T. Hart, GP Muscle Shoals, Al.
 J. L. Gibson, SURG New Orleans, La.
 M. L. Antony, OPH New Orleans, La.
 J. A. Labat, GS New Orleans, La.
 R. C. Llewellyn, NS New Orleans, La.
 R. W. Martz, INT New Orleans, La.
 A. J. Axelrod, GS New Orleans, La.
 D. M. Ewin, GS New Orleans, La.
 Wm. A. Webb, SURG Opelika, Al.
 J. E. Haynes, GP Pell City, Al.
 H. C. Clayton, GP & SURG Pell City, Al.
 D. L. Bolton, FP Picayune, Ms.
 Don C. Rudeen, GP Picayune, Ms.
 Thomas Purser, ORTHO Picayune, Ms.
 J. B. Anderson, SURG Russellville, Al.
 A. E. Terry, FP Russellville, Al.
 H. M. Reeves, OTO Selma, Al.
 S. O. Moseley, Jr., GS Selma, Al.
 J. P. Howell, Jr., FP Selma, Al.
 D. C. Overstreet, FP Selma, Al.
 S. M. Kirkpatrick, OPH Selma, Al.
 G. R. Delp, SURG Selma, Al.
 Clyde B. Cox, Jr., SURG Selma, Al.
 A. H. Carmichael, INT Sheffield, Al.
 E. H. Scheuerman, FP/EM Sheffield, Al.
 R. P. Vidacovich, OPH Slidell, La.
 W. P. Downey, GP Tallapoosa, Ga.
 R. W. Larrimore, GP Thomasville, Al.

**KEY TO PHYSICIANS' DIRECTORY
SPECIALTY CODES**

A Allergy	NR Nuclear Radiology
ABS Abdominal Surgery	NS Neurological Surgery
ADL Adolescent Medicine	NTR Nutrition
AI Allergy and Immunology	OBG Obstetrics and Gynecology
AM Aerospace Medicine	OBS Obstetrics
AN Anesthesiology	OM Occupational Medicine
BE Broncho-Esophagology	ON Oncology
BLB Bloodbanking	OPH Ophthalmology
CD Cardiovascular Diseases	ORS Orthopedic Surgery
CDS Cardiovascular Surgery	OS Other, i.e., Physician designated a speciality other than appearing here.
CHN Child Neurology	OT Otolaryngology
CHP Child Psychiatry	OTO Otolaryngology
CLP Clinical Pathology	P Psychiatry
CRS Colon and Rectal Surgery	PA Clinical Pharmacology
D Dermatology	PD Pediatrics
DIA Diabetes	PDA Pediatric Allergy
DMP Dermatopathology	PDC Pediatric Cardiology
DR Diagnostic Radiology	PDE Pediatric Endocrinology
EM Emergency Medicine	PDR Pediatric Radiology
END Endocrinology	PDS Pediatric Surgery
FOP Forensic Pathology	PH Public Health
FP Family Practice	PHO Pediatric
GE Gastroenterology	Hematology—Oncology
GER Geriatrics	PM Physical Medicine and Rehabilitation
GP General Practice	PNP Pediatric Nephrology
GPM General Preventive Med.	PS Plastic Surgery
GS General Surgery	PSF Facial Plastic Surgery
GYN Gynecology	PTH Pathology
HEM Hematology	PUD Pulmonary Diseases
HNS Head & Neck Surgery	PYA Psychoanalysis
HS Hand Surgery	PYM Psychosomatic Medicine
HYP Hypnosis	R Radiology
ID Infectious Diseases	RHI Rhinology
IG Immunology	RHU Rheumatology
IM Internal Medicine	RIP Radioisotopic Pathology
LAR Laryngology	TR Therapeutic Radiology
LM Legal Medicine	TRS Traumatic Surgery
MFS Maxillofacial Surgery	TS Thoracic Surgery
N Neurology	U Urological Surgery
NA Neuropathology	VS Vascular Surgery
ND Neoplastic Diseases	
NEP Nephrology	
NM Nuclear Medicine	
NPM Neonatal-Perinatal Medicine	

14. AUTHORIZED WATCHES

Watches authorized for use under Rule 2 are:

POCKET WATCHES

BALL

16 Size Official Railroad Standard - 21 Jewel
16 Size Official Railroad Standard - 23 Jewel

BULOVA

Quartz Model

ELGIN

16 Size B. W. Raymond - 21 Jewel
16 Size B. W. Raymond - 23 Jewel

HAMILTON

16 Size Model 992 - 21 Jewel
16 Size Model 950 - 23 Jewel

HOWARD

16 Size Howard Model - 21 Jewel
16 Size Howard Model - 23 Jewel

ILLINOIS

16 Size Bunn Special - 21 Jewel
16 Size Bunn Special - 23 Jewel
16 Size Sangamo Special - 23 Jewel

14. AUTHORIZED WATCHES (Cont'd.)

WALTHAM

16 Size Crescent Street Model - 21 Jewel
16 Size Vanguard Model - 23 Jewel

WRIST WATCHES

ACCUTRON

Railroad Approved
Railroad Approved - Calendar Model
Railroad Approved - Quartz Model
Railroad Approved - Ladies Quartz Model

BALL

Official Railroad Standard
Automatic Trainmaster

BULOVA

Railroad Approved - Quartz

CITIZEN

Railroad Approved - Quartz

ELGIN

B. W. Raymond Chronometer Model - 21 Jewel

HAMILTON

Electric Railroad Approved
Electric - Model 910917, White

PULSAR

Railroad Approved - Quartz Model

RODANIA

Quartz - Model 9361

SEIKO

Railroad Approved - Quartz Model

SPEIDEL

Railroad Approved - Quartz Model

WYLER

Railroad Approved - Incalflex Model

15. AGENCY ASSIGNMENTS

STATIONS	WEEKDAYS	SATURDAY	SUNDAY
East End District			
Inman Yd., Ga.	Continuous	Continuous	Continuous
Anniston, Al.	6:00am to 6:00pm	8:00am to 5:00pm	8:00am to 5:00pm
Bynum, Al.	6:30am to 3:30pm	Closed	Closed
West End - NA District			
Parrish, Al.	6:30am to 10:30pm	6:30am to 2:30pm	6:30am to 2:30pm
Sheffield Yd.	Continuous	Continuous	Continuous
Mobile District			
Autauga Creek, Al	7:00am to 4:00pm	Same	Same
Yellowleaf, Al.	8:00am to 4:30pm	Closed	Closed
Wilton, Al.	7:00am to 1:00am	Same	4:00pm to 1:00am
Selma, Al.	Continuous	Continuous	Continuous
Demopolis, Al.	8:00am to 5:00pm	Same	Closed
McIntosh, Al.	7:30am to 4:30pm	Same	Closed
Mobile, Al.	Continuous	6:00am to 10:00pm	2:00pm to 6:00am

15. AGENCY ASSIGNMENTS (Cont'd.)

STATIONS	WEEKDAYS	SATURDAY	SUNDAY
AGS District			
Attalla	6:30am to 11:30pm	Same	Same
Tuscaloosa	7:00am to 4:00pm	Same	Closed
Central of Georgia District			
Mahrt, Al.	7:00am to 4:00pm ET	Same	Same
Columbus, Ga.	Continuous	Continuous	Continuous
N.O. & N.E. District			
Shops	Continuous	Continuous	Continuous
Hattiesburg	8:00am to 6:00pm	Same	Same
Birmingham Terminal			
Norris Yd., Al.	Continuous	Continuous	Continuous
New Orleans Terminal			
Oliver Yard	Continuous	Continuous	Continuous
Cedartown District			
Carrollton	6:00am to 4:00pm	6:00am to 4:00pm	Closed

16. COMMUNICATION & SIGNAL INFORMATION

a. Instructions for handling Electric Switch Locks.

1. G.R.S. Electric Locks

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

- (a) For movement from main track to siding or spur track:
 1. Stop engine or cars just ahead of switch points.
 2. Open door of lock housing which has a standard switch lock.
 3. Lift lock lever until it rests against stop in 45 degree position. When indicator clears or moves to the unlock position, complete the movement of lock lever to the extreme left hand position. This unlocks the switch and it can be operated the same as any other hand thrown switch.
- (b) For movements from siding or spur track to the main track:
 1. Secure permission from the control station to operate the electric lock and enter the main track. The switch must be unlocked and thrown before the derail or inside crossover switch is operated.
 2. Lift lock lever until it rests against stop in 45 degree position. Immediately or after predetermined time interval has expired, indicator should show "clear" or "unlock" and switch can be unlocked by completing the movement of the lock lever to the extreme left hand position.
- (c) For movements using controlled electric locks:
 1. Proceed as above after obtaining release from control station.
- (d) After a movement into or out of the switch has been completed and the hand lever of switch returned to normal position, the crank handle in the lock housing must be restored to the right hand or normal position and the door on the lock housing closed and locked.

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

2. US&S Electric Locks

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

- (a) For movement from main track to siding or spur track:
 1. Stop engine or cars just ahead of switch points.
 2. Actuate operating handle or foot pedal to unlock position. This unlocks the switch and it can be operated the same as any other hand throw switch.
 - (b) For movement from siding or spur track to the main track:
 1. Secure permission from the control station to operate the electric lock and enter main track. the switch must be unlocked and thrown before the derail or inside crossover switch is operated.
 2. Actuate operating handle or foot pedal to request unlock of switch. Immediately or after predetermined time interval has expired the switch is unlocked and it can be operated the same as any other hand throw switch.
 - (c) For movements using controlled electric locks:
 1. Proceed as above after obtaining release from control station.
 - (d) When movement over switch is completed, return handles and padlocks to normal position.
- When an emergency release is provided in the lock housing for use in case of trouble or if the electric lock fails to operate properly, advise and secure authority from control station to break the seal, insert switch key and turn to release electric lock, then switch may be lined and movement made. When emergency release is operated to enter main track from a spur, Rule 404 must be observed.
- If electric lock is not equipped with emergency release seal, communicate with control station for instructions.

16b. DETECTORS

1. Location of Detectors

Location	Milepost	Direction Activated	Dragging Equipment
East End District			
Lithia Springs, GA	653.0	Both	Yes
Winston, GA	663.0	Both	Yes
Villa Rica, GA	671.6	Both	Yes
Morgan, GA	680.6	Both	Yes
Waco, GA	689.0	Both	Yes
Tallapoosa, GA	697.9	Both	Yes
Fruithurst, AL	707.4	Both	Yes
Cleburne, AL	718.2	Both	Yes
* Dearmanville, AL	730.2	Both	Yes
Bynum, AL	741.6	Both	Yes
Lincoln, AL	755.0	Both	Yes
Pell City, AL	762.9	Both	Yes
Cook Springs, AL	771.7	Both	Yes
Southern Leeds, AL	781.8	Both	Yes

16b. DETECTORS (Cont'd.)

1. Location of Detectors

Location	Milepost	Direction Activated	Dragging Equipment
West End - NA District			
Coalburg, AL	807.1	Both	Yes
Blossburg, AL	816.6	Both	Yes
Doliska, AL	826.6	Both	Yes
* Cordova, AL	836.1	Both	Yes
Spring Valley, AL	NA- 9.8	Both	Yes
Isbell, AL	NA-23.8	Both	Yes
Bear Creek, AL	NA-38.2	Both	Yes
Haleyville, AL	NA-45.9	Both	Yes
Natural Bridge, AL	NA-57.3	Both	Yes
Nauvoo, AL	NA-68.5	Both	Yes
Saragoosa, AL	NA-77.5	Both	Yes
Jasper, AL	NA-86.6	Both	Yes
Mobile District			
Bibb Mill, AL	146.5-N	Both	No
Randolph, AL	155.8-N	Both	No
*Plantersville, AL	170.1-N	Both	Yes
Fremont, AL	182.6-N	Both	No
Potter, AL	197.5-N	Both	Yes
Dogwood, AL	5.7-R	Both	No
Turner, AL	20.4-R	Both	Yes
Bogue Chitto, AL	4.6-MB	Both	Yes
Safford, AL	13.2-MB	Both	No
Catherine, AL	26.0-MB	Both	Yes
Annemanie, AL	34.0-MB	Both	No
Atkinson, AL	47.5-MB	Both	No
Fulton, AL	59.1-MB	Both	Yes
Whatley, AL	69.0-MB	Both	No
Walker Springs, AL	80.3-MB	Both	Yes
Carson, AL	91.2-MB	Both	Yes
Sunflower, AL	99.3-MB	Both	No
Malcolm, AL	112.5-MB	Both	Yes
Barry, AL	123.5-MB	Both	No
Satsuma, AL	135.0-MB	Both	Yes
AGS District			
Wildwood, GA	8.2	Both	Yes
New England, GA	14.6	Both	Yes
Sulphur Springs, AL	28.4	Both	No
Valley Head, AL	42.2	Both	Yes
AGS District			
Collbran, AL	55.5	Both	No
*Collinsville, AL	64.2	Both	Yes
Keener, AL	77.1	Both	No
Sibert, AL	91.0	Both	Yes
Gilbert, AL	99.5	Both	No
Springville, AL	111.6	Both	Yes
Argo, AL	122.1	Both	Yes
West End, AL (Track 1 & 2)	147.1	Both	Yes
Bessemer, AL			
Track 1	155.3	Both	No
Track 2	155.3	Both	Yes
*Kimbrell, AL	167.3	Both	Yes
Vance, AL	178.8	Both	No

16b. DETECTORS (Cont'd.)

1. Location of Detectors

Location	Milepost	Direction Activated	Dragging Equipment
AGS District (Cont'd.)			
Tuscaloosa, AL	192.5	Both	Yes
Crabtree, AL	202.3	Both	No
Moundville, AL	212.7	Both	Yes
Akron, AL	222.1	Both	No
Eutaw, AL	233.3	Both	Yes
Miller, AL	246.8	Both	No
Livingston, AL	260.4	Both	Yes
Cuba, AL	275.3	Both	Yes
Toomsba, MS	284.5	Both	Yes
Central of Georgia District			
Smiths, AL	P-301.9	Both	Yes
Royal City, AL	P-315.8	Both	No
Stonewall, AL	P-327.4	Both	Yes
Camp Hill, AL	P-341.4	Both	No
Jackson's Gap, AL	P-352.2	Both	Yes
Kellyton, AL	P-367.0	Both	No
Parkdale, AL	P-380.7	Both	Yes
Sylacauga, AL	P-389.9	Both	No
§Childersburg, AL	P-404.3	Both	Yes
Calcis, AL	P-412.0	Both	Yes
§Leeds, AL	P-425.2	Both	Yes
N.O. & N.E. District			
Savoy, MS	NO- 9.9	Both	Yes
Pachuta, MS	NO- 24.3	Both	Yes
Vossburg, MS	NO- 35.9	Both	Yes
Sandersville, MS	NO- 48.0	Both	Yes
Kinston, MS	NO- 54.3	Both	Yes
Ellisville, MS	NO- 63.0	Both	Yes
Eastabuchie, MS	NO- 77.0	Both	Yes
Richburg, MS	NO- 90.9	Both	Yes
Purvis, MS	NO-104.3	Both	Yes
Red Top, MS	NO-115.3	Both	Yes
*Poplarville, MS	NO-123.0	Both	Yes
Tyler, MS	NO-135.7	Both	Yes
Richardson, MS	NO-146.0	Both	Yes
Honey Island, LA	NO-156.7	Both	Yes
Slidell, LA	NO-165.6	Both	Yes
South Point, LA	NO-179.3	Both	Yes
Cedartown District			
Clem, GA	C-306.2	Both	Yes
Carrollton, GA	C-314.0	Both	Yes
West Bremen, GA	C-327.5	Both	Yes
Dugdown, GA	C-341.2	Both	No
Cedartown, GA	C-355.0	Both	Yes

* Also has Hot Wheel Detector.

§ Also has Clearance Detector.

2. INSTRUCTIONS FOR DETECTORS

Trains passing these locations will be scanned for overheated journals, and at indicated locations for dragging equipment, or hot wheels or clearance. If no defects are detected, the detector's radio will announce the milepost and "NO DEFECTS" two (2) times after the train passes the detector.

If a defect is detected, the detector's radio will sound two tone bursts and announce the milepost and "DETECTOR ALARM". After the train has passed the detector, the exact axle location of any defect will be announced three (3) times counting from the first locomotive axle.

If multiple defects are detected, each axle location will be announced three (3) times counting from the first locomotive axle.

When a detector announces one or more defects, the crew must stop the train and examine the specified journal(s) for excessive heat or for dragging equipment, hot wheel, or overheight as alarmed. If the journal(s) are not found to be overheated, the crew must check all journals on the indicated car and all journals five (5) cars ahead and five (5) cars behind. If no overheated journals are found, journals on the opposite side of the eleven (11) cars must be checked. The same procedure will be followed for dragging equipment, or hot wheel or clearance. The train crew is responsible for promptly and properly stopping their train for inspection(s). When counting these axles, a hand counter must be used to assist in the counting.

When a train is stopped by one of these detectors, the crew must immediately notify the dispatcher, inspect the train and advise results to the dispatcher.

If a detector malfunctions while a train is passing, a message will be transmitted three (3) times announcing "DETECTOR MALFUNCTION". The train must stop, the crew immediately notify the dispatcher, inspect the train and advise results to the dispatcher.

If a detector announces "NO DEFECTS, CALL MAINTAINER," the crew should notify the dispatcher immediately to contact the Communications Control Center in Atlanta, GA. The train should not be stopped.

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

A train should maintain a minimum speed of 8 MPH while passing a stand-alone detector.

If a train stops on the detector, the crew must immediately notify the dispatcher, inspect the entire train before proceeding and advise results to the dispatcher.

When approaching passing, or departing Stand-Alone Detector locations, crew members must be alert for Stand-Alone Detector radio transmissions (on the road frequency). When in the vicinity of these detector locations, all employees must keep radio transmissions to an absolute minimum to avoid interference with Stand-Alone Detector.

Detector radio message is normally transmitted ten (10) seconds after last axle in train passes over detector. Accordingly, if radio message has not been received from stand-alone detector by the time the engine has moved a distance equal to the train's length plus approximately twenty (20) car lengths beyond the detector, the train must be brought to an immediate stop and the dispatcher promptly notified. After stopping, the entire train must be inspected and the dispatcher must be notified of the results of the inspection.

The above instructions have reference only to required procedures in the event of a communications failure and **do not in any way change existing instructions which require that the train be immediately stopped for inspection if detector radio message indicates one or more defects in train.**

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

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

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

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

DRAGGING EQUIPMENT

Detector Name	Mile Post Location		Direction Activated
West End District - NA District			
N. Birmingham	M.P. 801.5	Voice Only	Both
Calumet	M.P. NA-92.0	Voice Only	Both
Prospect	M.P. NA-72.7	Voice Only	Both
Philco	M.P. NA-36.1	Voice Only	Both
Mobile District			
Clolinger	M.P. 84.6-MB	Voice Only	Both
AGS District			
Akron	M.P. 224.7	Voice Only	Both
Boligee	M.P. 244.2	Voice Only	Both
Parker	M.P. 254.7	Voice Only	Both
N.O. & N.E. District			
Slidell	M.P. NO-168.1	Voice Only	Both
X-Tower	M.P. NO-181.8	Voice Only	Both

HIGH-WIDE DETECTORS

Childersburg M.P. 404.3 Leeds M.P. P-425.2

While passing detector, do not reduce speed below 10 MPH. If detector is activated, do not stop train until rear of train has cleared high-wide detector.

When notified by the Leeds or Parksdale high and wide detectors, trains must be stopped where cars can be set out prior to reaching the tunnel. A visual inspection must be made and Chief Dispatcher must be notified when inspection is made. Unless it is obvious by visual inspection the equipment does not exceed clearance restrictions, the equipment must be set out and Chief Dispatcher notified of location, car initial and number.

When so instructed, train is to be checked for excessive dimension cars and loads that are restricted by Timetable Special Instructions.

All eastbound Central of Georgia trains receiving high-wide indication at the detector at Leeds, Ala., are authorized to pull over the trestle east of Leeds and allow trainman to drop off on solid ground and inspect train as it is pulled slowly by. Trainman must then inspect opposite end of train. If train length permits, stop should be made short of trestle. Westbound stop not required if cars to be set off short of Coosa River Bridge M.P. P-401.3.

5. STEAM-POWERED TRAINS

Stand-Alone Detectors

Since hot box detectors cannot distinguish between steam and hot journals, steam powered trains will not stop for inspection on activation of the voice radio alarm at the stand-alone detector when the alarm is for hot journals or hot wheels on the engine only. Such trains

will stop for inspection on activation of the voice radio alarm for dragging equipment on the steam engine, and for hot journals, hot wheels, dragging equipment or clearance problems on cars. Protection of steam engine journals, wheels, and clearances is the responsibility of the crew.

16c. ALL CHANNEL RADIOS

The following table lists designated AAR channels when using "All Channel" radios:

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

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

Transmitting on unauthorized channels is a violation of Federal Law, and is prohibited.

16d. LOCATION OF DISPATCHER-CONTROLLED RADIO BASE STATIONS

Location	Frequency	Hours
East End District		
Douglasville, Ga.	Road & Dispatcher	Continuous
Bremen, Ga.	Road & Dispatcher	Continuous
Oak Grove, Al.	Road & Dispatcher	Continuous
Anniston, Al.	Road & Dispatcher	Continuous
Bald Rock, Al.	Road & Dispatcher	Continuous
West End - NA District		
North B'ham, Al.	Road	Continuous
Brookside, Al.	Road & Dispatcher	Continuous
Cordova, Al.	Road	Continuous
Belk, Al.	Road	Continuous
Berry, Al.	Road	Continuous
Steens, Miss.	Road	Continuous
Calumet, Al.	Road	Continuous
Saragossa, Al.	Road	Continuous
Natural Bridge, Al.	Road	Continuous
Bear Creek, Al.	Road	Continuous
Russellville, Al.	Road	Continuous
Lee, Al.	Road	Continuous
Mobile District		
Autauga Creek, Al.	Road	Continuous
Bessemer, Al.	Road & Dispatcher	Continuous
Randolph, Al.	Road & Dispatcher	Continuous
Selma, Al.	Road & Dispatcher	Continuous
Massilon, Al.	Road & Dispatcher	Continuous
Gastonburg, Al.	Road & Dispatcher	Continuous
Thomasville, Al.	Road & Dispatcher	Continuous
Suggsville, Al.	Road & Dispatcher	Continuous
North Jackson, Al.	Road & Dispatcher	Continuous
McIntosh, Al.	Road & Dispatcher	Continuous
Turnerville, Al.	Road & Dispatcher	Continuous
Columbiana, Al.	Road	Continuous

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

Location	Frequency	Hours
AGS District		
Trenton Mountain, Ga.	Road & Dispatcher	Continuous
Mt. Brandon, Al.	Road & Dispatcher	Continuous
Gadsden Hill, Al.	Road & Dispatcher	Continuous
Springville, Al.	Road & Dispatcher	Continuous
Bessemer, Al.	Road & Dispatcher	Continuous
Woodstock, Al.	Road & Dispatcher	Continuous
Hull, Al.	Road & Dispatcher	Continuous
Eutaw, Al.	Road & Dispatcher	Continuous
Parker, Al.	Road & Dispatcher	Continuous
York, Al.	Road & Dispatcher	Continuous
TV Hill, Ms.	Road & Dispatcher	Continuous
Central of Georgia District		
Calcis, Al.	Road	Continuous
Sylacauga, Al.	Road	Continuous
Parkdale, Al.	Road	Continuous
Jackson's Gap, Al.	Road	Continuous
Opelika, Al.	Road	Continuous
Luthersville, Ga.	Road & Dispatcher	Continuous
Harris City, Ga.	Road & Dispatcher	Continuous
Tip Top, Ga.	Road & Dispatcher	Continuous
Phenix City, Al.	Road & Dispatcher	Continuous
N.O. & N.E. District		
Wautubee, Ms.	Road & Dispatcher	Continuous
Vossburg, Ms.	Road & Dispatcher	Continuous
Errata, Ms.	Road & Dispatcher	Continuous
Tawanta, Ms.	Road & Dispatcher	Continuous
Richburg, Ms.	Road & Dispatcher	Continuous
Lumberton, Ms.	Road & Dispatcher	Continuous
Poplarville,, Ms.	Road & Dispatcher	Continuous
Caesar, Ms.	Road & Dispatcher	Continuous
Pearl River, La.	Road & Dispatcher	Continuous
Chef Menteur, La.	Road & Dispatcher	Continuous
Oliver Yard	CSX (yard)	Continuous
	DTMF Code 16	
Oliver Yard	CSX (road)	Continuous
	DTMF Code 16	
Oliver Yard	SP (road)	Continuous
	DTMF Code 11	
Oliver Yard	MOP (yard)	Continuous
	2400HZ Signaling Tone	
Oliver Yard	KCS (yard)	Continuous
	2200HZ Signaling Tone	
Cedartown District		
Cedartown, Ga.	Road	Continuous
Bremen, Ga.	Road & Dispatcher	Continuous
Carrollton, Ga.	Road & Dispatcher	Continuous
Newnan, Ga.	Road & Dispatcher	Continuous

16e. LOCATION OF WAYSIDE RADIO BASE STATIONS

Location	Frequency	Hours
East End District		
Inman Yd., Ga.	Road & Terminal	Continuous
Anniston, Al.	Road	See Sec. 15
Birmingham Terminal		
Norris Yd., Al.	Road & Terminal	Continuous

West End - NA District

Parrish, Al.	Road	See Sec. 15
Jasper, Al.	Road	See Sec. 15
Sheffield Yd., Al.	Road & Terminal	Continuous

Mobile District

Autauga Creek, Al.	Road	See Sec. 15
Bessemer, Al.	Road	See Sec. 15
Wilton, Al.	Road	See Sec. 15
Yellowleaf, Al.	Road	See Sec. 15
Coosa Pines, Al.	Road	See Sec. 15
Seima, Al.	Road	See Sec. 15
Demopolis, Al.	Road	See Sec. 15
Jackson, Al.	Road	Continuous

(Drawbridges)

McIntosh, Al.	Road	See Sec. 15
Mt. Vernon, Al.	Road	See Sec. 15

(controlled from Mobile)

Mobile, Al.	Road	See Sec. 15
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AGS District

Chattanooga, Tn (deButts Yd.)	Road & Terminal	Continuous
Attalla, Al.	Road	See Sec. 15
Tuscaloosa, Al.	Road	See Sec. 15
Warrior River Bridge, Al.	Road	Continuous
Meridian, Miss.	Road & Terminal	Continuous

Central of Georgia District

Mahrt, Al.	Road	See Sec. 15
Columbus, Ga.	Road	See Sec. 15

N.O. & N.E. District

Hattiesburg, Miss.	Road	Continuous
Lake Pontchartrain Bridge N. Draw, La.	Road	Continuous
Seabrook Draw, La.	Road	Continuous
Chalmette, La.	Terminal	Continuous
New Orleans, La. (Oliver Yard)	Road & Terminal	Continuous
Shrewsbury, La. (East Bridge Jct.)	Terminal	Continuous

Birmingham Terminal

Norris Yd., Al.	Road & Terminal	Continuous
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Cedartown District

Carrollton, Ga.	Road	See Sec. 15
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17. HAZARDOUS MATERIALS

A. GENERAL INSTRUCTIONS

1. Every employee involved in the switching or positioning in train of hazardous materials cars, both on line of road and in yards, must be familiar with and be governed by the instructions contained in the "Hazardous Materials Switching" and "Position in Train of Placarded Cars Containing Hazardous Materials" charts immediately following these rules. Persons having access to waybills or shipping instructions must see that concerned employees are notified when hazardous materials are to be handled.

The "Position in Train of Placarded Cars Containing Hazardous Materials" will also apply to yard movements on a main track if the intended movement will exceed one mile.

In a train, tank cars displaying a "RESIDUE" placard, except for a "COMBUSTIBLE - RESIDUE" placard, may not be placed nearer than the second car from an engine or occupied caboose. The "COMBUSTIBLE - RESIDUE" placard has a white bottom quadrant with the word "RESIDUE" in black.

Plain white square-on-point (placard-like) panels used instead of orange rectangular panels to display only commodity identification numbers are not considered to be placards. They may be used for hazard classes (e.g., ORM-E or Class 9) for which no warning placards are specified.

2. At the commencement of each trip, the conductor or competent crew member directed by the conductor must:

a. Inspect the six head cars behind the engine and the six rear cars ahead of an occupied caboose to ascertain that placarded hazardous materials cars are properly positioned.

EXCEPTION: This will not be required at a terminal when relieving an NS crew, and the train has remained intact.

b. Examine waybills and/or consist to identify cars containing hazardous materials.

3. Any train handling hazardous material cars as specified below, will be designated as a "KEY TRAIN".

A. The definition of a "KEY TRAIN" is:

- Any train handling five (5) or more carloads of POISON INHALATION HAZARD (Hazard Zone A or B) gases or liquids;

- OR -

- Any train handling any combination of twenty (20) or more carloads, including intermodal portable tank loads, of:

- POISON INHALATION HAZARD (Hazard Zone A or B) gases or liquids;
- Division 1.1 or 1.2 (Class A Explosives);
- Division 2.1 (Flammable Gas); or
- Environmentally Sensitive chemicals.

- A commodity designated as a **Poison Inhalation Hazard "PIH"** will be identified by the "Poison Inhalation Hazard" or "Inhalation Hazard" notation on waybill or shipping document. The same notation will be stenciled in 4-inch letters on each side of tank cars containing "PIH" materials.

- **Division 1.1 or 1.2 (Class A Explosives)** will be identified by the corresponding placard, or the Hazard Class on the waybill or shipping document.

- **Division 2.1 (Flammable Gas)** will be identified by the corresponding placard, or the Hazard class on the waybill or shipping document.

- **Environmentally Sensitive chemicals** can be identified by the chemical name or commodity code on the following list:

List of Environmentally Sensitive Chemicals

Commodity	Commodity code
Allyl Chloride	4907412
Carbon Tetrachloride	4940320
Chlorobenzene	4909153
Chloroform	4940310/4940311
Dichlorobenzene	4941127
Dichloropropane	4909269
Dichloropropane/Dichloropropene mixture	4907640
Dichloropropene	4909255
Ethyl Chloride	4908162
Ethylene Dibromide (Also PIH)	4921497

17. HAZARDOUS MATERIALS (Cont'd)

List of Environmentally Sensitive Chemicals (Cont'd)

Commodity	Commodity code
Ethylene Dibromide and Methyl Bromide mixtures (Also PIH)	4921438
Ethylene Dichloride	4909166
Epichlorohydrin	4907420/4921005
Methyl Chloroform	4941176
Methylene Chloride	4941132
Perchloroethylene	4940355
Perchloroethylene/Trichloroethylene mixture	4940373
Trichloroethylene	4941171

- B. **KEY TRAINS** will be identified at certain locations on train consist copy, but at all locations conductor will be responsible for examining waybills to ascertain whether or not hazardous materials cars in train meet **KEY TRAIN** criteria. Conductor will promptly notify the dispatcher in each case if train is to be designated as a **KEY TRAIN**.

If train sets out or picks up loaded hazardous materials cars on line of road, and set-out or pick-up changes **KEY TRAIN** status, conductor will promptly notify dispatcher. The positions of the hazardous materials cars picked up will be recorded by the conductor on his consist.

- C. If any train, including a **KEY TRAIN**, is involved in a hazardous materials incident, conductor will be responsible for ensuring that waybills, shipping documents, and any emergency response instructions are on or near the locomotives and are available to authorized emergency responders.

- D. The following **restrictions** must be observed for movement of **KEY TRAINS**.

- 1) Maximum authorized speed of 50 MPH, unless further restricted.
- 2) At meeting or passing points, when practicable, **KEY TRAIN** will hold main track unless a speed of 15 MPH or greater is authorized for siding or auxiliary track.
- 3) When any track with an authorized speed of 10 MPH or less is used for meeting or passing a **KEY TRAIN**, one of the trains must be stopped before the other train passes.
- 4) When a **KEY TRAIN** is stopped by an emergency brake application or by some unknown cause, the train must be inspected for derailed or defective cars. If the train is stopped at a place where it cannot be safely inspected (e.g., bridge) the train may be moved, if conditions permit, to the nearest place where it can be safely inspected. **See Rule 102.**
- 5) If a defect in a **KEY TRAIN** journal is reported by a wayside detector, but inspection of the journal fails to confirm evidence of a defect, the train will not exceed 30 MPH until it has passed over the next wayside detector. If the same car again sets off the next detector, it must be set out from the train.

Switching Restrictions:

When switching loaded placarded tank cars, or switching cars that will couple to loaded placarded tank cars, maximum reasonable efforts will be made to achieve coupling at speeds not to exceed 4 MPH. Loaded placarded tank cars which can be cut off in motion for coupling, and cars which are cut off in motion that will be coupled directly to loaded placarded tank cars, must be handled in not more than two (2) car cuts unless otherwise restricted.

4. Agents, yardmasters, dispatchers, and train and engine service employees (both road and yard) must have a copy of DOT Emergency Response Guidebook accessible when on duty. A crew member's copy

17. HAZARDOUS MATERIALS (Cont'd)

maintained on the engine will be considered as being accessible to crews performing yard or switching service. Conductors will ascertain that a copy is on the controlling unit at the start of each trip or tour of duty.

5. When loaded cars containing hazardous materials are picked up on line of road and there is no agent or clerical force on duty, the train dispatcher must be notified that pick-up includes hazardous materials.

6. No hazardous materials car, loaded or residue (empty), may be moved on line of road without a waybill, consist, or a shipping document or switch list identifying contents or previous contents by shipping name, hazard class, ID number, placard notation (if applicable), endorsement (DANGEROUS, etc., if placarded), and quantity. Quantity may be properly specified as "One (1) Tank Car Load," or "1 T/C."

A member of the train crew of a train transporting hazardous materials must have in his possession a copy of the shipping papers for shipments of hazardous materials being transported. A member of a switch or yard crew is required to have a copy of the shipping papers for hazardous materials before the shipment is removed from the shipper's plant for direct or eventual forwarding to the yard. A switch or yard crew must also have a copy of the shipping papers when making delivery of a hazardous materials to a consignee's plant or siding. Documentation is not required for respotting within a plant or for movement to adjacent carrier tracks when the cars are to be respotted within the plant confines and are not being forwarded to the yard.

EFFECTIVE December 31, 1990, the shipping document must also include a 24 hour EMERGENCY TELEPHONE NUMBER.

EXAMPLE OF SHIPPING PAPER DESCRIPTION

1 T/C ACROLEIN, INHIBITED
FLAMMABLE LIQUID, UN 1092
"POISON-INHALATION HAZARD"
PLACARDED FLAMMABLE AND POISON
EMERGENCY TELEPHONE (###) ###-####

The train crew must have a document (consist, wheel report, or hazardous materials list) indicating the position in the train of each loaded placarded car containing hazardous materials, except when the position is changed or the placarded car is placed in the train by a crew member of the train.

At each terminal or other place where trains are made up or switched by crews other than the train crew, the train and engine crew must receive a consecutively numbered notice indicating the position in the train of each car placarded **EXPLOSIVES A** or **POISON GAS**.

7. Hazardous Materials shipments must not be accepted at industries or in interchange unless placards, as specified on shipping papers, are affixed on each end and on each side of the car as required by regulations. Such placards must be securely in place before pulling loaded and/or residue (empty) tank cars, or loaded hopper or loaded box cars containing hazardous materials. Cars with missing or faded placards must not be pulled.

Federal regulations require **SECONDARY** placards (reading "POISON") if the commodity being shipped has a secondary hazard characteristic of "POISON-INHALATION HAZARD." The addition of the **SECONDARY** placard does not change switching or placement in train requirements, and the **PRIMARY** classification (as indicated in the 'Description of Articles' section of the waybill) will govern.

SECONDARY placards will bear the hazard class name ("POISON") and the hazard class symbol ("SKULL & CROSSBONES"). The use of the 4-Digit UN-NA identification number is prohibited on this **SECONDARY** placard.

17. HAZARDOUS MATERIALS (Cont'd)

Shipments to and from Canada may also bear multiple placards and, when encountered, the placard for the PRIMARY classification will govern handling. The PRIMARY HAZARD CLASSIFICATION is the first hazard class following the shipping name.

The Canadian government has designated a new hazard class ("CORROSIVE GAS") (Canadian Class 2.4) that will be used for placarding any of nine (9) separate commodities. These same commodities are regulated in the United States as "NON-FLAMMABLE GAS" or "CORROSIVE MATERIALS," and cars bearing the Canadian "CORROSIVE GAS" placard will be handled according to the United States regulations. The placard is white with a black cylinder symbol in the top quadrant.

8. Before any closed (box or hopper) car containing Hazardous Materials is coupled into or moved, the crew must determine that the doors are closed and securely fastened.

Before coupling to a placarded tank car, loaded or residue (empty), employees must by observation from the ground determine that there is no visible or detectable leak; that all loading and unloading lines are disconnected; that platforms are raised or in the clear; and that manway covers and manway cover bolts, valve housing covers, bottom outlet caps and plugs or caps on other openings are securely in their proper places, except that heater coil inlet and outlet pipes on residue (empty) tank cars which previously contained a hazardous material must be left open for drainage. If any exceptions are noted, the tank car must not be coupled to or moved. The industry and proper railroad authority must be notified promptly.

Employees must position themselves at least fifteen (15) feet, and more if possible, from the manway and valves prior to coupling. Contents of tank cars may splash during or immediately following coupling due to improperly secured closures.

9. Loaded or residue (empty) hazardous materials placarded tank cars not equipped with top and bottom shelf couplers must not be accepted in interchange, placed or pulled at industrial tracks, or moved in a train.

The Mechanical Department must be notified of such cars when offered in interchange or when released from industries.

Except where movement to a repair point has been authorized, placarded hazardous materials cars must not be moved if there is any indication of leaking lading, such as accumulation of product on side of car or unusual odor. The employee granting authority for the movement of such equipment must be sufficiently qualified to know that the move can be made safely, and will be responsible for issuing necessary instructions to the crew.

An industry must be notified before a leaking tank car is spotted on its track for unloading and then only with their permission.

10. Cars placarded "EXPLOSIVES", "FLAMMABLE GAS", or "FLAMMABLE" must not be left on any track unless track is free from combustible material such as dead grass and weeds.

11. Cars placarded "EXPLOSIVES A" must not be placed under a bridge or overhead highway crossing nor in or alongside passenger shed or station, except for loading or unloading purposes.

12. HAZARDOUS WASTE AND PCB WASTE MANIFESTS

Polychlorinated biphenyl (PCB) waste shipments must be handled with waste manifest forms comparable to those for hazardous wastes. Manifests must be signed and dated when subject waste materials are picked up and appropriate signed and dated documents obtained when the wastes are delivered. Tracking of the wastes by rail will be handled by waybill or other appropriate document with initial and final rail transporters being responsible for executing manifest requirements. A copy of the manifest may or may not be attached to the waybill or switch list. Modified waybills may be used in lieu of hazardous waste manifests.

17. HAZARDOUS MATERIALS (Cont'd)

Whenever Norfolk Southern is the origin or destination carrier, and you are pulling or placing a hazardous waste or PCB waste car at industry, coordinate with agent for instructions regarding signing and dating of the required documents.

13. HYDROCYANIC ACID (HCN) TANK CARS

Tank cars containing Hydrocyanic Acid (HCN), painted white with horizontal and vertical red stripes and placarded on each side and each end, must be handled in accordance with the following instructions:

- To be handled only when authorized by the Chief Dispatcher.
- Notice of cars placarded "Explosives A" or "Poison Gas", **FORM NS 11562**, must be issued to conductor and engineer.
- The Chief Dispatcher must be notified immediately of any occurrence that may be hazardous.
- In case of suspected leakage, car must be isolated and all except authorized persons kept away.
- Under no circumstances should other than authorized persons get close to car in case of derailment.
- The placarded instructions posted on bulletin boards, in cabooses, and in cars assigned to wreck outfits must be read carefully.
- Instructions attached to each waybill and placarded instructions on each car must be followed.
- These instructions** (a-g above) are applicable to both **LOADED** and **RESIDUE** (empty) cars.

B. REPORTING HAZARDOUS MATERIALS INCIDENTS DERAILMENTS - ACCIDENTS - LEAKS - SPILLS - RELEASES

CAUTION: HAZARDOUS MATERIALS CAN CAUSE INJURY BY INHALATION, CONTACT, INGESTION, EXPLOSION, OR FIRE. CHLORINE, ANHYDROUS AMMONIA, SULFUR DIOXIDE, PETROLEUM PRODUCTS, AS WELL AS MANY OTHER MATERIALS HAVE DISTINCT ODORS. ANYTIME SUCH ODORS ARE DETECTED IN ASSOCIATION WITH A SHIPMENT OF HAZARDOUS MATERIALS **YOU SHOULD GET OUT OF THE AREA AS SOON AS POSSIBLE AND REPORT THE DETECTION TO THE YARD MASTER, CHIEF DISPATCHER AND/OR YOUR IMMEDIATE SUPERVISOR.**

THE FOLLOWING MUST BE REPORTED IMMEDIATELY TO THE CHIEF DISPATCHER.

1. ALL UNAUTHORIZED, UNINTENTIONAL AND/OR ACCIDENTAL SPILLS OR RELEASES (INCLUDING MINOR LEAKS) OF COMMODITIES CLASSIFIED AS HAZARDOUS UNDER FEDERAL AND/OR STATE DEPARTMENT OF TRANSPORTATION AND ENVIRONMENTAL PROTECTION AGENCY REGULATIONS, INCLUDING HAZARDOUS MATERIALS, HAZARDOUS SUBSTANCES, EXTREMELY HAZARDOUS SUBSTANCES AND HAZARDOUS WASTES.

2. ALL SPILLS OR RELEASES OF OIL (LUBRICATING, HYDRAULIC, ETC.), FUEL (DIESEL, GASOLINE, ETC.), OR OTHER MATERIALS THAT CAN CAUSE DAMAGE TO THE ENVIRONMENT, INCLUDING WATER DISCOLORATION.

3. ALL INCIDENTS THAT RESULT IN ANY DERAILMENT OR ANY DAMAGE TO TANK CARS, INTERMODAL TANKS AND CONTAINERS, OR OTHER ROLLING STOCK CONTAINING HAZARDOUS MATERIALS, SUBSTANCES, AND/OR WASTES.

C. INSTRUCTIONS TO EMPLOYEES IN EVENT OF HAZARDOUS MATERIALS INCIDENT

1. CHECK FOR INJURIES, PROVIDE ASSISTANCE AS NEEDED, NOTIFY THE TRAIN DISPATCHER OR YARDMASTER.

17. HAZARDOUS MATERIALS (Cont'd)

2. CHECK WAYBILLS AND DOCUMENTS FOR HAZARDOUS MATERIALS CARS. DOCUMENTS FOR THE MOST ACUTELY HAZARDOUS MATERIALS WILL BE ENDORSED OR STAMPED "DANGEROUS", "EXPLOSIVES", "POISON GAS", OR "RADIOACTIVE MATERIAL" IN THE UPPER LEFT CORNER. **HOWEVER, MANY SLOW ACTING/LONG TERM AND ENVIRONMENTALLY HAZAROUS MATERIALS DO NOT REQUIRE THIS STAMP OR ENDORSEMENT. REVIEW DOCUMENTS CAREFULLY TO DETERMINE ALL HAZARDOUS MATERIALS PRESENT.**

3. DO NOT GO NEAR DERAILED OR DAMAGED HAZARDOUS MATERIAL CARS TO INVESTIGATE ACCIDENT UNTIL IT IS DETERMINED TO BE SAFE.

4. EXTINGUISH ALL CIGARETTES, FUSEES, AND OPEN FLAMES UNTIL IT IS DEFINITELY DETERMINED THERE ARE NO FLAMMABLE VAPORS IN THE AREA.

5. GIVE DISPATCHER OR YARDMASTER INFORMATION ON:

- INJURIES
- HOW MANY CARS ARE INVOLVED WITH THEIR LOCATION AND CONDITION **WHERE POSSIBLE TO OBTAIN THIS INFORMATION SAFELY.**
- EACH HAZARDOUS MATERIAL CAR; INITIAL AND NUMBER, CONTENTS, COMMODITY CODE, PLACARDS, SHIPPER, AND CONDITIONS OF CAR **WHERE POSSIBLE TO OBTAIN THIS INFORMATION SAFELY.**
- DANGER TO SURROUNDING AREA: HOMES, SCHOOLS, HOSPITALS, STREAMS, LAKES, ETC. AS APPLICABLE.

6. REVIEW EMERGENCY RESPONSE INFORMATION ON TRAIN CONSIST, SHIPPING PAPERS, IN THE D.O.T. EMERGENCY RESPONSE GUIDEBOOK, OR OTHER SOURCE, AND TAKE ACTION AS NECESSARY.

7. IF FIRE OCCURS, **AND IT CAN BE DONE SAFELY**, PULL AWAY ALL CARS THAT ARE MOVABLE AND NOT BURNING.

8. INFORM LOCAL AUTHORITIES (FIRE DEPARTMENTS AND EMERGENCY RESPONDERS) OF THE CONTENTS OF EACH CAR THAT PRESENTS A HAZARD, GIVE THEM INFORMATION ON WAYBILLS, TRAIN CONSISTS, THE D.O.T. EMERGENCY RESPONSE GUIDEBOOK AND ANY OTHER INFORMATION YOU MAY HAVE CONCERNING THE PRODUCTS AND EQUIPMENT INVOLVED. ADVISE THEM TO KEEP PEOPLE AWAY FROM THE INCIDENT. **THIS DOES NOT MEAN AN EVACUATION UNLESS THE EMERGENCY RESPONSE INFORMATION CALLS FOR SAME.** Note: The conductor will be responsible for ensuring that waybills, shipping documents and any emergency response instructions are on or near the locomotives and available to authorized emergency responders.

9. REPORT ALL INFORMATION ABOVE TO THE FIRST RAILROAD SUPERVISOR OR OTHER OFFICER(S) AS MAY BE DESIGNATED, WHO REACHES THE SCENE.

HAZARDOUS MATERIALS SWITCHING CHART

TYPE OF CAR	ANY CAR Explosives A, or Explosives 1.1, or Explosives 1.2	ANY CAR Poison Gas Or Poison	LOADED FLAT CAR		LOADED TANK CAR	
			Any Placard	X	Flammable Gas	Other Placard
Placard(s) Applied						
Shall not be cut off in motion or struck by a free rolling car.	X	X	X		X	
Shall be separated from engine by at least one NON-PLACARDED car.	X					
Cut off in no more than two car cuts and no more than two car cuts to couple into such cars.						X
When hand brakes are used, preceding car must clear ladder before car is cut off and cut containing such car must clear ladder before cutting off following cut.						X
Couple into with no more force than necessary to make coupling.	X	X	X		X	X

NOTES:

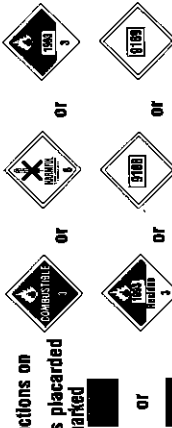
- There are no switching restrictions applicable to CLASS 3 COMBUSTIBLE LIQUIDS, CLASS 6 PACKING GROUP III POISONOUS MATERIALS, CLASS 9 MISCELLANEOUS HAZARDOUS MATERIALS, or OTHER REGULATED MATERIALS (ORM's).
- Cars bearing "EXPLOSIVES A," "EXPLOSIVES 1.1," or "EXPLOSIVES 1.2" placards must not be placed under bridges or highways nor alongside a passenger shed or station except during transfers.
- Restrictions governing switching of cars placarded "POISON GAS" refer to materials classified as Division 2.3, Hazard Zone A, poisonous gases. Restrictions governing cars placarded "POISON" refer to Division 6.1, Packing Group I, Hazard Zone A, poisonous liquids. These Division 2.3 "POISON GAS" placards and Division 6.1 "POISON" placards must be mounted on white square backgrounds. Tank cars bearing "POISON GAS" or "POISON" placards not mounted on white square background will be handled in a switching operation as prescribed above for "LOADED TANK CAR - OTHER PLACARD."
- Restrictions governing switching of loaded placarded flat cars include those carrying trailers and/or containers.

Position in train of placarded cars containing hazardous materials

NOTE A: Cars with alternate numbered placards will be handled the same as cars with word description placards.

NOTE B: Cars with same placard may be placed next to each other.

No restrictions on
Cars placarded
or marked



(See: NOTE B)

Cars Placarded: Explosives A	Cars Placarded: PG 1 Zone A	Cars Placarded: PG 1 Zone A	Cars Placarded: PG 1 Zone A	Cars Placarded: PG 1 Zone A	Cars Placarded: PG 1 Zone A	Loaded tank Cars Placarded:	Empty tank Cars Placarded:	Loaded cars, other than Tank Cars, Placarded:

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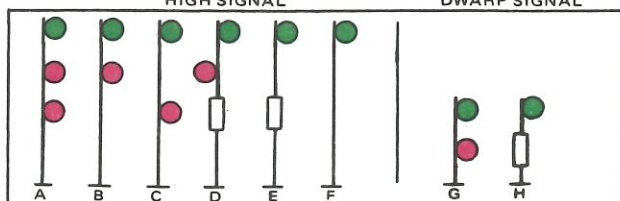
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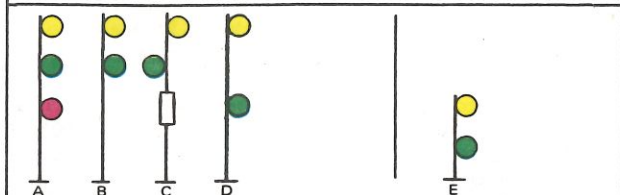
SOUTHERN RAILWAY

Automatic Block, Interlocking, TC and Remote Control Signals

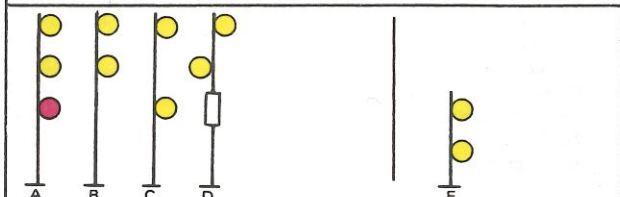
HIGH SIGNAL DWARF SIGNAL



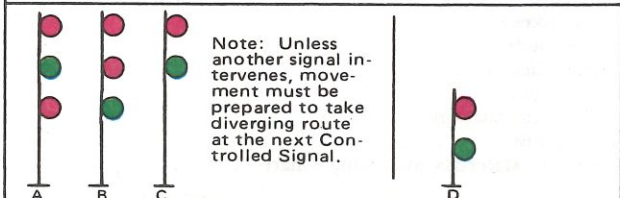
RULE 301 NAME: Clear. INDICATION: Proceed.



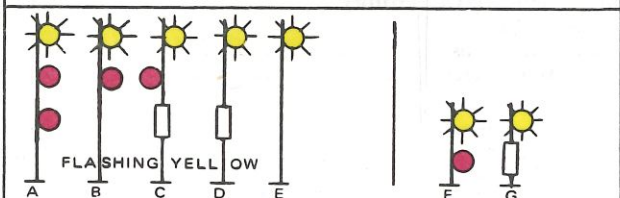
RULE 302 NAME: Approach Diverging. INDICATION: Proceed, approaching next signal prepared to take diverging route.



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



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



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

SPEED:

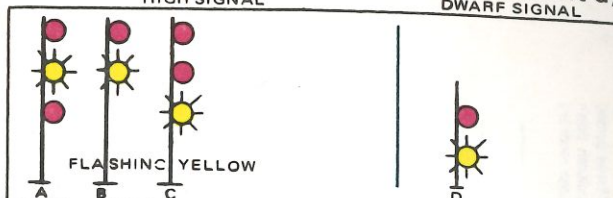
MEDIUM SPEED—A speed not exceeding 30 MPH.
REDUCED SPEED—A speed that will permit complying with flagging signals and stopping short of train or obstruction.

SOUTHERN RAILWAY

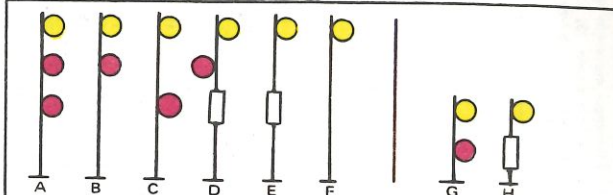
Automatic Block, Interlocking,

TC and Remote Control Signals (Cont'd)

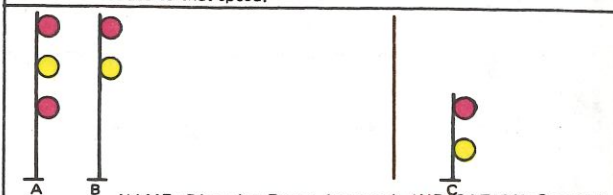
HIGH SIGNAL DWARF SIGNAL



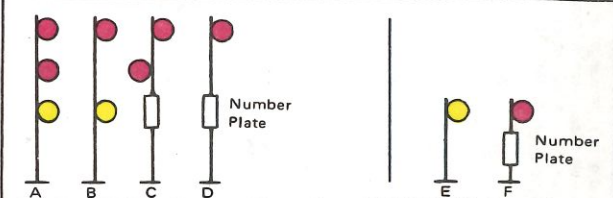
RULE 306.1 NAME: Diverging Route Approach Slow. INDICATION: Proceed through diverging route, observing authorized speed through turnout(s) or crossover(s), then not exceeding Medium Speed, approach next signal at Slow Speed.



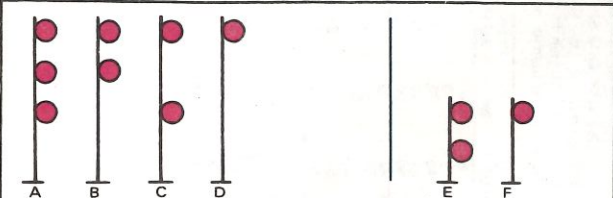
RULE 307 NAME: Approach. INDICATION: Proceed, preparing to stop at next signal. Train exceeding Medium Speed must at once reduce to that speed.



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



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



RULE 310 NAME: Stop. INDICATION: Stop.

SPEED (CONT'D):

RESTRICTED SPEED — A speed that will permit stopping short of train, engine, obstruction, or switch not properly lined and looking out for broken rail, but not exceeding 15 MPH.
SLOW SPEED — A speed not exceeding 15 MPH.
YARD SPEED — A speed that will permit stopping within one-half the range of vision.

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

INSTRUCTIONS — (1) Use MAXIMUM SPEED for kind of train (passenger or freight) unless line-up shows lower train speed (if timetable maximum speed is not listed below, use next higher MPH column). (2) Use MILES from train's last recorded (timetable or line-up) location to point where inspection car clears. (3) Read MPH column down to MILES line for running time of train in minutes. Example — a train at 45 MPH going 11 miles uses 14 minutes. (4) Add running time to the train's time at last recorded location to determine when the train is due at clearing point. CLEAR THIS TIME NOT LESS THAN TEN MINUTES. See Rule 524.

Miles	10 MPH	15 MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	75 MPH	79 MPH
1	6	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2	12	8	6	—	—	—	—	—	—	—	—	—	—	—	—
3	18	12	9	7	6	5	—	—	—	—	—	—	—	—	—
4	24	16	12	9	8	6	6	5	—	—	—	—	—	—	—
5	30	20	15	12	10	8	7	6	5	—	—	—	—	—	—
6	36	24	18	14	12	10	9	8	7	6	5	5	—	—	—
7	42	28	21	16	14	12	10	9	8	7	6	6	5	5	5
8	48	32	24	19	16	13	12	10	9	8	7	7	6	6	6
9	54	36	27	21	18	15	13	12	10	9	8	8	7	7	6
10	60	40	30	24	20	17	15	13	12	10	10	9	8	8	7
11	66	44	33	26	22	18	16	14	13	12	11	10	9	8	8
12	72	48	36	28	24	20	18	16	14	13	12	11	10	9	8
13	78	52	39	31	26	22	19	17	15	14	13	12	11	10	9
14	84	56	42	33	28	24	21	18	16	15	14	12	11	10	9
15	90	60	45	36	30	25	22	20	18	16	15	13	12	11	10
16	96	64	48	38	32	27	24	21	19	17	16	14	13	12	12
17	102	68	51	40	34	29	25	22	20	18	17	15	14	13	12
18	108	72	54	43	36	30	27	24	21	19	18	16	15	14	13
19	114	76	57	45	38	32	28	25	22	20	19	17	16	15	14
20	120	80	60	48	40	34	30	26	24	21	20	18	17	16	15
21	126	84	63	50	42	36	31	28	25	22	21	19	18	16	15
22	132	88	66	52	44	37	33	29	26	24	22	20	18	17	16
23	138	92	69	55	46	39	34	30	27	25	23	21	19	18	17
24	144	96	72	57	48	41	36	32	28	26	24	22	20	19	18
25	150	100	75	60	50	42	37	33	30	27	25	23	21	20	18
26	156	104	78	62	52	44	39	34	31	28	26	24	22	20	19
27	162	108	81	64	54	46	40	36	32	29	27	24	23	21	20
28	168	112	84	67	56	48	42	37	33	30	28	25	24	22	21
29	174	116	87	69	58	49	43	38	34	31	29	26	24	23	22
30	180	120	90	72	60	51	45	40	36	32	30	27	25	24	22