



Our NS Goal-No Damage



Eastern Region

Georgia Division

Effective Sunday, September 12, 1993

12:01 A.M. Eastern Standard Time

Timetable Number

3

For The Government of Employees Only

EXPLANATION OF TRACK DIAGRAMS:

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

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

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

ATLANTA NORTH DISTRICT—SOUTHWARD

Capacity of Tracks		MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSINGS	SECTION 3	MILES FROM	CHATTANOOGA
Other Tracks In Cars	Sidings In Feet								
Yard		239.8A	Y. deButts Yard . DN						2.1
		238.7A	Webb						2.3
		238.2A	Pierce						3.4
		237.3A	Citico Jct.						3.9
		236.6A	Brown						4.8
		236.0A	Spell						5.5
		235.0A	Williams						6.1
		230.5A	Jersey						7.1
		226.6A	Summit						11.9
25		15.2H	Ooltewah, TN						15.2
		23.6H	State Line						23.6
50	15840	26.7H	Cohutta, GA						26.7
		29.8H	Still						29.8
	11550	33.7H	Hilton						33.7
		36.0H	Waring						36.0
		37.7H	Norton						37.7
Yard		40.1H	Hair			◇			40.1
Yard		40.3H	Dalton						40.3
Yard		42.4H	Walnut						42.4
	15848	45.4H	Phelps						45.4
		47.9H	Freeman						47.9
	10232	53.3H	Davis						53.3
22		55.3H	Sugar Valley						55.3
	8976	67.8H	Reeves						67.8
		69.6H	Pinson						69.6
		75.1H	Berwin						75.1
	15418	77.0H	Y . . . Forrestville						77.0
		78.1H	Fox						78.1
		79.7H	Rome						79.7
	12457	81.2H	Smith						81.2
		83.9H	Lindale						83.9
2	8328	90.1H	Brice						90.1
		92.0H	Green						92.0
	14025	98.3H	Aragon						98.3
10		101.2H	Perkins						101.2
20		101.8H	Rockmart						101.8
	11885	107.1H	Finch						107.1
		109.0H	Braswell						109.0
	10993	111.1H	Roy						111.1
10		113.4H	McPherson						113.4
88		118.8H	Dallas						118.8
	14330	122.6H	Oak						122.6
		125.6H	Clark						125.6
100		134.7H	Austell						134.7
		137.2H	Lowe						137.2
		140.0H	Nickajack						140.0
		145.5H	Bolton						145.5
		146.7H	Perry						146.7
Yard		148.2H	Y . Inman Yard . DN						148.2

Tennessee Division Timetable governs between Jersey & deButts Yard.

COHUTTA DISTRICT—SOUTHWARD

Capacity of Tracks		MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSINGS	SECTION 3	MILES FROM	CLEVELAND
Other Tracks In Cars	Sidings In Feet								
Yard		0.0I	YL Y. .Cleveland . . DN						0.0
		0.6I	Bradley, TN						0.6
		12.1I	State Line						12.1
25		14.5I	Cohutta, GA						14.5

KRANNERT DISTRICT—NORTHWARD

Capacity of Tracks		MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSINGS	SECTION 3	MILES FROM	FOX
Other Tracks In Cars	Sidings In Feet								
		0.0K	Fox						0.0
		0.8K	Rome Jct.						0.8
		2.7K	Fairbanks Jct.						2.7
		7.4K	Hobgood						7.4
Yard		11.7K	Y . . . Krannert					◇	11.7

FAIRBANKS DISTRICT—NORTHWARD

Capacity of Tracks		MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSINGS	SECTION 3	MILES FROM	FAIRBANKS JCT
Other Tracks In Cars	Sidings In Feet								
		C372.9	Fairbanks Jct.	S	C				0.0
Yard		C381.3	Krannert Jct.	S					8.4

NORCROSS DISTRICT—SOUTHWARD

Capacity of Tracks		MILE POST	STATIONS	SEE PAGE 1	INTERLOCKING	SPECIAL SECTION	MILES FROM NORCROSS
Other Tracks In Cars	Sidings In Feet						
		619.0	Norcross	||	C		0.0
		621.4	Ray	||	C		2.4
Yard		624.5	Chamblee	|||	C		5.5
		626.3	Goodwin	|||	C		7.3
		630.9	Foremost	|||	C		11.9
Yard		632.5	Y... Armour	|||	C		13.5
		633.3	Atlanta (Peachtree Station)	|||	C		14.3
		634.8	Birmont	|||	C		15.8
		635.0	Y... Howell	|||	C	◇	16.0
Yard		148.2H	Inman Yard. DN	|||	C		17.7

GRIFFIN DISTRICT—SOUTHWARD

Capacity of Tracks		MILE POST	STATIONS	SEE PAGE 1	INTERLOCKING	SPECIAL SECTION	MILES FROM INMAN YARD
Other Tracks In Cars	Sidings In Feet						
		S294.3	Spring	||	C		4.2
		S291.5	Oakland Jct.	||	C		7.0
		S288.9	Tillman	||	C		9.6
Yard		S288.8	Y... Industry Yard	|||	C		9.7
		S288.2	East Point	|||	C		10.3
Yard		S285.6	Hapeville	|||	C		12.9
		S283.7	Mountain View	|||	C		14.8
Yard		S282.2	Forest Park	|||	C		16.3
Yard		S280.1	Lee	|||	C		18.4
Yard		S277.8	Morrow	|||	C		20.7
6		S273.4	Jonesboro	|||	C		25.1
		S262.0	Hampton	|||	C		36.5
		S252.9	Experiment	|||	C		45.6
Yard		S251.0	Y... Griffin	|||	C		47.5
		S248.6	Irving	|||	C		49.9
		S234.3	North Barnesville	|||	C		64.2
Yard		S233.6	Barnesville	|||	C		64.9
		S232.7	South Barnesville	|||	C		65.8
120		S224.2	North Collier	|||	C		74.3
		S222.8	South Collier	|||	C		75.7
Yard		S217.0	Forsyth	|||	C		81.5
97		S212.9	North Smarr	|||	C		85.6
		S211.8	Smarr	|||	C		86.7
		S196.7	Payne	|||	C		101.8
		S193.9	Monroe	|||	C		104.6
		H192.0	Edgewood	|||	C		106.5
		H197.0	Rutland Jct.	|||	C		110.7

THOMASTON DISTRICT—SOUTHWARD

Capacity of Tracks		MILE POST	STATIONS	SEE PAGE 1	INTERLOCKING	SPECIAL SECTION	MILES FROM BARNESVILLE
Other Tracks In Cars	Sidings In Feet						
Yard		B233.6	Barnesville	||	C		0
11		B241.5	The Rock	||	C		7.9
20		B247.2	Marne	||	C		13.6
50		B249.4	Thomaston	||	C		15.8

ATLANTA SOUTH DISTRICT—SOUTHWARD

Capacity of Tracks		MILE POST	STATIONS	SEE PAGE 1	INTERLOCKING	SPECIAL SECTION	MILES FROM INMAN YARD
Other Tracks In Cars	Sidings In Feet						
Yard		148.2H	Inman Yard DN	||	C		0
		148.9H	Rockdale	||	C		0.7
		149.9H	Y... Howell	|||	C		1.7
		150.1H	King Plow	|||	C		1.9
		152.4H	Spring	|||	C		4.2
		154.2H	Wells	|||	C		6.0
		155.4H	Henderson	|||	C		7.2
		158.8H	Constitution	|||	C		10.6
	9854	162.5H	North Conley	|||	C		14.3
		164.4H	Pless	|||	C		16.2
56	10540	171.4H	Stockbridge	|||	C		23.2
		173.5H	Tunis	|||	C		25.3
115	10558	181.5H	McDonough	|||	C		33.3
		183.5H	Grove	|||	C		35.3
	11017	193.0H	Jenkinsburg	|||	C		44.8
		195.0H	Bunch	|||	C		46.8
25	11589	203.0H	Flovilla	|||	C		54.8
		205.3H	Sandy	|||	C		57.1
	10367	215.0H	Berner	|||	C		66.8
6		216.9H	Juliette	|||	C		68.7
270		218.6H	Scherer	|||	C		70.4
10		226.8H	Palmer	|||	C		78.6
	11221	230.1H	Dames	|||	C		81.9
103		232.3H	Arkwright	|||	C		84.1
		239.1H	North Macon	|||	C		90.9
		240.5H	Macon Jct.	|||	C		92.3
Yard		242.0H	YL Y...Brosnan Yard. DN	|||	C		94.0

MACON DISTRICT—SOUTHWARD

Capacity of Tracks		MILE POST	STATIONS	SEE PAGE 1	INTERLOCKING	RR CROSSING	SPECIAL SECTION	MILES FROM	MACON JCT
Other Tracks In Cars	Sidings In Feet								
.....	.....	0.0G	..... Macon Jct. ....	|	C	.....	.....	0.0
Lead	.....	0.6G	..... Hazel Street. ....	|	.....	.....	.....	0.6
Lead	.....	0.9G	Y ... Dooley Hill ...	|	.....	.....	.....	0.9
.....	.....	1.0G	..... Edgewood ...	|	C	.....	.....	1.0
Yard	.....	2.9G	..... Stratton ...	|	.....	.....	.....	2.9
Yard	.....	4.5G	..... Mead ...	|	C	.....	.....	4.5
.....	.....	5.6G	..... CofG Jct. ....	|	C	.....	.....	5.6
21	6882	10.6G	..... Avondale ...	+	.....	.....	.....	10.6
67	2196	16.0G	.. Warner Robins ...	+	.....	.....	.....	16.0
.....	10847	27.0G	..... Mossy ...	+	.....	.....	.....	27.0
155	2306	30.9G	..... Clinchfield ...	+	.....	.....	.....	30.9
7	4743	34.9G	..... Grovania ...	+	.....	.....	.....	34.9
32	.....	43.9G	..... Unadilla ...	+	.....	.....	.....	43.9
.....	11850	47.0G	..... Walker ...	+	.....	.....	.....	47.0
68	.....	56.2G	..... Vienna ...	+	.....	.....	.....	56.2
Yard	13728	64.5G	..... Cordele ...	+	A	◇	.....	64.5
15	6930	74.6G	..... Arabi ...	+	.....	.....	.....	74.6
60	3933	84.8G	..... Ashburn ...	+	.....	.....	.....	84.8
25	11959	87.5G	..... Sycamore ...	+	.....	.....	.....	87.5
11	4483	98.1G	..... Chula ...	+	.....	.....	.....	98.1
Yard	1646	105.2G	..... Tifton ...	+	.....	.....	.....	105.2
.....	10256	121.4G	..... Osgood ...	+	.....	.....	.....	121.4
50	.....	125.5G	..... Sparks ...	+	C	.....	.....	125.5
Yard	2801	127.7G	Y ... Adel ...	+	.....	.....	.....	127.7
15	.....	138.1G	..... Hahira ...	+	.....	.....	.....	138.1
8	12262	144.2G	..... Mineola ...	+	.....	.....	.....	144.2
Yard	.....	151.2G	YL { Y. Valdosta ...	+	A	◇	.....	151.2
Yard	.....	152.5G	YL { Langdale Yard ...	+	.....	.....	.....	152.5

VALDOSTA DISTRICT—SOUTHWARD

Capacity of Tracks		MILE POST	STATIONS	SEE PAGE 1	INTERLOCKING	RR CROSSING	SPECIAL SECTION	MILES FROM	VALDOSTA
Other Tracks In Cars	Sidings In Feet								
Yard	.....	151.2G	YL { Y. Valdosta ...	+	A	◇	.....	0.0
Yard	.....	152.5G	YL { Langdale Yard ...	+	.....	.....	.....	1.3
60	.....	165.0G	..... Howell ...	+	.....	.....	.....	13.4
10	10260	173.4G	..... Haylow ...	+	.....	.....	.....	21.4
72	.....	192.2G	..... Colon ...	+	.....	.....	.....	40.7
34	7860	198.4G	..... Fargo, Ga. ...	+	.....	.....	.....	46.8
.....	.....	208.4G	..... State Line ...	+	.....	.....	.....	56.8
15	10280	216.5G	..... Eddy, Fl. ...	+	.....	.....	.....	64.9
.....	.....	232.2G	..... State Line ...	+	.....	.....	.....	71.6
70	.....	234.7G	..... Saint George, Ga. ...	+	.....	.....	.....	83.1
.....	.....	235.9G	..... State Line ...	+	.....	.....	.....	84.3
4	11430	244.1G	..... Crawford, Fl. ...	+	A	◇	.....	92.5
.....	.....	253.9G	..... Duval ...	+	C	◇	.....	102.3
Yard	.....	258.2G	YL { Y. Simpson Yd. ...	SS	C	◇	.....	106.6
.....	.....	260.7G	YL { Beaver St. ...	SS	C	.....	.....	109.1
.....	.....	261.7G	..... Jacksonville ...	|	.....	.....	.....	110.1

Remote Control controlled by CSXT operator, Beaver Street. All movements between M.P. 254.6G and Beaver Street are controlled by the General Yardmaster, Simpson Yard. All movements between M.P. 150.2G and M.P. 155.0G are controlled by clerk, Langdale Yard.

DOUGLAS DISTRICT—NORTHWARD

Capacity of Tracks		MILE POST	STATIONS	SEE PAGE 1	INTERLOCKING	RR CROSSING	SPECIAL SECTION	MILES FROM	LANGDALE YD
Other Tracks In Cars	Sidings In Feet								
Yard	GF28.0	YL ... Langdale Yd ...	SS	A	◇	.....	.....
.....	GF39.0	... Moody Field ...	SS	.....	.....	.....	11.0	
17	GF41.0	... Barretts ...	SS	.....	.....	.....	13.0	
30	GF56.0	Y ... Nashville ...	SS	.....	.....	.....	28.0	
10	GF73.4	... Willacoochee ...	SS	.....	.....	.....	45.4	
Yard	GF90.7	YL ... Douglas ...	SS	.....	.....	.....	62.7	

All movements south of M.P. GF29.7 are controlled by clerk, Langdale Yard.

NAVAIR DISTRICT—SOUTHWARD

Capacity of Tracks		MILE POST	STATIONS	SEE PAGE 1	INTERLOCKING	SECTION CROSSINGS	MILES FROM VALDOSTA
Other Tracks In Cars	Sidings In Feet						
Yard	152.5G	YL { . Langdale Yd ..	†	.....	.....	1.3
Yard	151.2G	{ Y. Valdosta .....	†	.....	.....	0.0
42	159.5B	..... Eskay .....	§	.....	.....	7.9
10	163.2B	.. Lake Park, Ga. ...	§	.....	.....	11.6
.....	168.9B	.. State Line .....	§	.....	.....	17.3
41	170.6B	.. Jennings, Fl. ....	§	.....	.....	19.0
25	182.2B	.. Jasper .....	§	.....	.....	30.6
Yard	189.5B	.. West Occidental ..	§	.....	.....	37.9
Lead	193.8B	.. Occidental Jct. ....	§	.....	.....	42.2
44	199.6B	.. White Springs .....	§	.....	.....	48.0
60	211.5B	.. Lake City	§	A	◇	59.9
40	216.2B	.. Navair .....	§	.....	.....	64.6

All movements north of M.P. 152.8B are controlled by clerk, Langdale Yard.

FOLEY DISTRICT—SOUTHWARD

Capacity of Tracks		MILE POST	STATIONS	SEE PAGE 1	INTERLOCKING	SECTION CROSSINGS	MILES FROM ADEL
Other Tracks In Cars	Sidings In Feet						
Yard	0.0GB	YL Y. Adel .....	§	.....	.....	0.0
24	10.8GB	..... Barney .....	§	.....	.....	10.8
40	15.7GB	..... Morven .....	§	.....	.....	15.7
Yard	27.5GB	..... Quitman .....	§	.....	.....	27.5
30	27.8GB	..... New Track .....	§	.....	.....	27.8
10	32.2GB	..... Baden, Ga. ....	§	.....	.....	32.2
.....	37.4GB	..... State Line .....	§	.....	.....	37.4
8	43.2GB	..... Bailey, Fl. ....	§	.....	.....	43.2
13	50.5GB	..... Greenville	§	A	◇	50.5
15	59.0GB	..... Sirmans .....	§	.....	.....	59.0
Yard	77.3GB 43.5LO	..... Perry .....	§	.....	.....	77.3
80	40.0LO	..... Foley Jct. ....	§	.....	.....	80.8
Yard	39.0LO	..... Foley .....	§	.....	.....	81.8

SAVANNAH DISTRICT—WESTWARD

Capacity of Tracks		MILE POST	STATIONS	SEE PAGE 1	INTERLOCKING	SECTION CROSSINGS	MILES FROM DILLARD YD
Other Tracks In Cars	Sidings In Feet						
Yard	.....	SA 4.0	YL { . Dillard Yd .....	§§	.....	.....	0
Yard	.....	SA 7.3	{ . Port Jct. ....	||	C	.....	3.3
.....	6769	SA17.7	..... Blanford .....	§	.....	.....	13.7
20	.....	SA24.4	..... Springfield .....	§	.....	.....	20.4
16	6411	SA36.2 S 39.7	..... Ardmore .....	§	.....	.....	32.2
Yard	.....	S 57.4	Y..... Dover .....	§	.....	.....	49.9
6	10448	S 66.4	..... Rocky Ford .....	§	.....	.....	58.9
.....	.....	S 78.5	{ . Augusta Jct. ....	§	.....	.....	71.0
Yard	.....	S 78.8	YL { . Millen .....	§	.....	.....	71.3
.....	.....	S 79.1	{ Y. Millen Wye .....	§	.....	.....	71.6
35	5856	S 96.3	..... Midville .....	§	.....	.....	89.0
Yard	8354	S106.9	Y..... Wadley .....	§	.....	.....	99.6
11	4172	S122.0	..... Davisboro .....	§	.....	.....	114.7
Yard	.....	S135.0	YL Y. Tennille .....	§	.....	.....	127.7
23	5440	S146.1	..... Oconee .....	§	.....	.....	138.8
29	10937	S154.5	..... Toombsboro .....	§	.....	.....	146.8
276	.....	S161.5	..... McIntyre .....	§	.....	.....	154.2
Lead	.....	S163.2	..... Toddville .....	§	.....	.....	155.9
Yard	.....	S170.4	Y... M and E Jct. ...	§	C	.....	163.1
Yard	.....	S171.2	..... Gordon .....	§	.....	.....	163.9
.....	.....	S172.7	..... West Gordon .....	§	.....	.....	165.4
12	8570	S181.0	..... East Griswold	§	C	.....	173.7
.....	.....	S182.7	..... West Griswold	§	C	.....	175.4
.....	.....	S186.3	..... Mogul	§	C	.....	179.0
.....	.....	S190.4	..... Macon Jct	§	C	.....	183.1

Remote Control and all movements between Port Jct. and Dillard Yard are controlled by Yardmaster, Dillard Yard. Traffic Control between M & E Jct. and Macon Jct., except for the Macon Jct. interlocking, is controlled by the Savannah District dispatcher.

AUGUSTA DISTRICT—NORTHWARD

Capacity of Tracks		MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSINGS	SECTION 3	MILES FROM	AUGUSTA JCT
Other Tracks In Cars	Sidings In Feet								
.....	D 78.5	YL { .Augusta Jct. . . . .	\$	.	.	.	.	0
Yard	D 78.8							
.....	D 79.0	Y. Millen Wye . . . . .	\$	.	.	.	.	0.5
Yard	D 99.3							
.....	D 99.4	. . . S and A Jct . . . . .	\$	.	.	.	.	20.6
.....	D100.0	Y .Waynesboro Wye.						
2	6605	D112.0 McBean	\$	33.5
Yard	D121.9	YL . . . Nixon						
Lead	1948	D125.4	. . . . . Westover . . . . .	\$	.	.	.	.	46.9
Yard	D131.5	YL { Y .Augusta Yd						
12	D132.7		. . . . . Augusta . . . . .	\$	.	.	.	54.2

Clerk/operator, Nixon Yard, will relay permission from the CSXT operator for all movements between M.P. D132.3 (North Wye Switch, Augusta) and Reynolds St.

MOORES DISTRICT—NORTHWARD

Capacity of Tracks		MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSINGS	SECTION 3	MILES FROM	MOORES
Other Tracks In Cars	Sidings In Feet								
14	GF235.0	. . . . . Moores . . . . .	\$	.	.	.	.	0
12	GF238.4 Hephzibah						
17	GF245.0	YL { .South Augusta . . . . .	\$	.	.	.	.	10.0
Yard	GF250.0							

CAMAK DISTRICT—WESTWARD

Capacity of Tracks		MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSINGS	SECTION 3	MILES FROM	S & A JCT
Other Tracks In Cars	Sidings In Feet								
.....	SA 94.8	YL { .S and A JCT. . . . .	\$	.	.	.	.	0
Yard	SA 95.1							
Lead	SA 95.4	Y. Waynesboro Wye . . . . .	\$	.	.	.	.	0.6
8	SA108.0							
52	SA116.8	. . . . . Zebina . . . . .	\$	.	.	.	.	22.0
Yard	SA120.1	YL Wrens						
26	SA124.2	. . . . . Stapleton . . . . .	\$	.	.	.	.	29.4
Lead	SA126.1	YL Y . Huber Lead						
.....	3996	SA131.6	. . . . . Bastonville . . . . .	\$	.	.	.	.	36.8
Yard	SA141.3 East Warrenton						
.....	SA142.4	YL . . . Camak Jct. . . . .	\$	.	.	.	.	47.5

KIRBY DISTRICT—SOUTHWARD

Capacity of Tracks		MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSINGS	SECTION 3	MILES FROM	MIDVILLE
Other Tracks In Cars	Sidings In Feet								
107	GF194.4	. . . . . Midville . . . . .	\$	.	.	.	.	0
9	GF182.4 Modoc						
30	GF178.0	. . . . . Swainsboro . . . . .	\$	.	.	.	.	16.4
20	GF172.0 Kirby						

DUBLIN DISTRICT—SOUTHWARD

Capacity of Tracks		MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSINGS	SECTION 3	MILES FROM	TENNESSEE
Other Tracks In Cars	Sidings In Feet								
Yard	0.0WT	YL Y . Tennille .....	\$	..	..	..	..	0
12	9.5WT	..... Harrison .....	\$	..	..	..	..	9.5
27	16.5WT	..... Wrightsville .....	\$	..	..	..	..	16.5
15	33.9WT	..... East Dublin .....	\$	..	..	..	..	33.9
via GC RR	35.2WT	{ . East SBD Jct ..	\$	..	..	..	..	35.2
.....	35.9WT	{ . West SBD Jct ..	\$	..	..	..	..	35.9
15	36.3WT	{ . . Dublin .....	\$	..	..	..	..	36.3

EATONTON DISTRICT—NORTHWARD

Capacity of Tracks		MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSINGS	SECTION 3	MILES FROM	M & E JCT
Other Tracks In Cars	Sidings In Feet								
Yard	A170.3	Y M & E Jct	†	C	.....	.....	.....	0
14	A178.4	.. Stevens Pottery ..	\$	..	..	..	..	8.1
.....	986	A187.4	.. Milledgeville ..	\$	..	..	..	..	17.1
.....	A188.5	.. GA R.R. Jct ..	\$	..	◇	..	..	18.2
.....	A188.9	.. North Milledgeville ..	\$	..	..	..	..	18.6
Lead	A197.0	.. Harlee Jct ..	\$	..	..	..	..	26.7
12	A200.0	.. Dennis Station ..	\$	..	..	..	..	29.7
25	A208.0	.. Eatonton .....	\$	..	..	..	..	37.7

MADISON DISTRICT—NORTHWARD

Capacity of Tracks		MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSINGS	SECTION 3	MILES FROM	MUGUL
Other Tracks In Cars	Sidings In Feet								
.....	F 4.1	..... Mogul	C	.....	.....	.....	.....	0
21	F 5.6	..... Centaur .....	\$	..	..	..	..	1.5
Lead	3502	F11.1	..... Ruby .....	\$	..	..	..	..	7.0
Lead	F12.0	..... Postell .....	\$	..	..	..	..	7.9
.....	F17.7	..... Gray .....	\$	..	..	..	..	13.6
10	F27.9	..... Round Oak .....	\$	..	..	..	..	23.8
.....	F33.7	..... Hillsboro .....	\$	..	..	..	..	29.6
Lead	6100	F42.0	..... Minnetta .....	\$	..	..	..	..	37.9
30	F45.2	..... Monticello .....	\$	..	..	..	..	41.1
Yard	F53.1	..... Machen .....	\$	..	..	..	..	49.0
11	F53.9	..... Shady Dale .....	\$	..	..	..	..	49.8
13	F60.9	..... Godfrey .....	\$	..	..	..	..	56.8
30	F72.5	YL . . Madison .....	\$	..	..	..	..	68.4

BRUNSWICK DISTRICT—SOUTHWARD

Capacity of Tracks		MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSINGS	SECTION 3	MILES FROM	MACON JCT
Other Tracks In Cars	Sidings In Feet								
.....	240.5H	..... Macon Jct.	C	.....	.....	.....	.....	0.0
Yard	242.2H	.. Brosnan Yd . DN	.....	.....	.....	.....	.....	1.7
Lead	243.5H	..... Mead	C	.....	.....	.....	.....	3.0
Lead	251.3H	..... Huber .....	\$	..	..	..	..	10.8
13	256.6H	..... Bullard .....	\$	..	..	..	..	16.1
.....	3506	266.6H	..... West Lake .....	\$	..	..	..	..	26.1
167	279.2H	..... Cochran .....	\$	..	..	..	..	38.7
12	289.5H	..... Gresston .....	\$	..	..	..	..	49.0
185	4755	297.8H	..... Eastman .....	\$	..	..	..	..	57.3
24	307.4H	..... Chauncey .....	\$	..	..	..	..	66.9
.....	3251	316.9H	..... Helena	A	◇	.....	.....	.....	76.4
38	317.8H	..... McRae .....	\$	..	..	..	..	77.3
20	322.8H	..... Scotland .....	\$	..	..	..	..	82.3
15	7047	327.8H	..... Towns .....	\$	..	..	..	..	87.3
94	334.5H	..... Lumber City .....	\$	..	..	..	..	94.0
155	341.9H	..... Hazelhurst .....	\$	..	..	..	..	101.4
170	357.8H	..... Baxley .....	\$	..	..	..	..	117.3
12	367.3H	..... Surrey .....	\$	..	..	..	..	126.8
Yard	385.8H	..... Rosser .....	\$	..	..	..	..	145.3
.....	387.8H	..... Jesup .....	\$	..	..	..	..	147.3
15	388.2H	..... Murphy .....	\$	..	..	..	..	147.7
25	408.3H	..... Everett .....	\$	..	..	..	..	167.8
Lead	421.8H	..... Southern Jct ..	\$	..	..	..	..	180.8
Yard	424.2H	YL { . . Dock Jct ..	\$	..	..	..	..	183.7
.....	425.7H	..... Brunswick ..	\$	..	..	..	..	185.2

ALBANY DISTRICT—SOUTHWARD

Capacity of Tracks		MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	SECTION 3	MILES FROM	BROSNAN YD
Other Tracks In Cars	Sidings In Feet							
		5.6G	..... CofG Jct.		C		2.4	
		H197.0	..... Rutland Jct.		C		3.0	
8		H197.4	..... Rutland	†			3.4	
20		H200.3	..... Walden	†			6.3	
	3139	H203.2	..... Echeconnee	†			9.2	
40		H208.0	..... Byron	†			14.0	
		H217.6	..... Carman	††			23.6	
150		H219.7	YL { .. Fort Valley	††			25.7	
		H220.0	..... Columbus Jct.	††	A		26.0	
36		H227.5	..... Marshallville	†			33.5	
		H234.7	..... Barrons Lane	†			40.7	
20		H239.8	..... Montezuma	†			45.8	
		H241.6	..... North Oglethorpe	†			47.9	
15	3791	H241.9	..... Oglethorpe	†			47.9	
Yard		H245.0	..... Buckeye	†			51.0	
12		H251.0	..... Andersonville	†			57.0	
36		H258.2	..... Arles	†			64.2	
		H260.5	YL { .. B.V. and E. Jct.	†	A		66.5	
Yard		H261.4	..... Americus	†			67.4	
6	7934	H274.0	Y { .. Smithville	†			80.0	
6	3596	J286.7	..... Leesburg	†			92.3	
Yard		J297.0	YL { .. Albany	†			103.0	

COLUMBUS DISTRICT—SOUTHWARD

Capacity of Tracks		MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	SECTION 3	MILES FROM	COLUMBUS JCT
Other Tracks In Cars	Sidings In Feet							
		M220.0	YL Y. Columbus Jct.	§	A		0.0	
20	3187	M233.2	..... Reynolds	§			13.2	
16	3718	M241.4	..... Butler	§			21.4	
18	10706	M250.7	..... Howard	§			30.7	
		M255.2	..... Junction City	§			35.2	
6	3316	M261.5	..... Geneva	§			41.5	
3		M273.0	..... Upatoi	§			53.0	
		M288.1	YL { .. Muscogee Jct. ....	||	C		68.1	
Yard		S291.0	..... Columbus	††			71.0	

Alabama Division Timetable governs between Muscogee Jct. and Columbus.

AMERICUS DISTRICT—SOUTHWARD

Capacity of Tracks		MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	SECTION 3	MILES FROM	COLUMBUS
Other Tracks In Cars	Sidings In Feet							
Yard		S291.0	..... Columbus	††			0	
		O 2.5	YL { .. Muscogee Jct. ....	||	C		2.5	
		O 4.2	..... Fort Benning Jct	†			3.9	
Yard		O 7.4	..... Sand Hill	†			7.5	
		O11.4	..... Ochiltee	†			11.2	
		O22.0	..... Ida Vesper	†			21.9	
15		O27.5	..... Zellobee	†			27.3	
10	2796	O36.0	..... Buena Vista	†			35.5	
		O42.7	..... Putnam	†			42.5	
1.5	2591	O49.7	..... Ellaville	†			49.7	
		O62.2	YL { .. B. V. and E. Jct.	†	A		62.2	

SPARKS DISTRICT—SOUTHWARD

Capacity of Tracks		MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	SECTION 3	MILES FROM	ALBANY
Other Tracks In Cars	Sidings In Feet							
Yard		J297.0	..... Albany	§			0	
Lead		GN 1.9	YL { .. Dougherty	§			1.9	
		GN 3.7	..... Darrow Jct	§	A		3.7	
90		GN 4.1	..... Chapco	§			4.5	
3		GN 7.5	..... Pecan City	§			7.5	
46		GN18.5	..... Bridgeboro	§			18.4	
14		GN25.2	..... Doerun	§			25.2	
		GN33.1	..... Schley Jct	§			33.1	
		GN41.7	..... Norman Jct	§			41.8	
8		GN49.1	..... Ellenton	§			49.0	
		GN58.9	..... Sparks	§	C		58.9	

GANOR DISTRICT—SOUTHWARD

Capacity of Tracks		MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	SECTION 3	MILES FROM	SCHLEY JCT
Other Tracks In Cars	Sidings In Feet							
		33.9B	..... Schley Jct	§			0.0	
Yard		28.8B	YL { .. Y. Moultrie	§			5.1	
12		23.6B	..... Ganor	§			10.3	

MOULTRIE DISTRICT—SOUTHWARD

Capacity of Tracks		MILE POST	STATIONS	MMS PA	INTERLOCKING	SECTION	MILES FROM MOULTRIE
Other Tracks In Cars	Sidings In Feet						
Yard	6	33.3A	YL { . Moultrie Kingwood Norman Jct . . .	\$			0.0
		31.7A		\$			1.6
		29.2A		\$			4.1

CAMILLA DISTRICT—WESTWARD

Capacity of Tracks		MILE POST	STATIONS	MMS PA	INTERLOCKING	SECTION	MILES FROM BRIDGEBORO
Other Tracks In Cars	Sidings In Feet						
46		GS76.2	Bridgeboro . . .	\$			0.0
		GS81.2	Lester	\$			5.0
20		GS94.5	YL { . Camilla West Camilla . . .	\$			18.3
10		GS95.4		\$			19.2

DOTHAN DISTRICT—WESTWARD

Capacity of Tracks		MILE POST	STATIONS	MMS PA	INTERLOCKING	SECTION	MILES FROM ALBANY
Other Tracks In Cars	Sidings In Feet						
Yard	6	J297.0	YL Y. . Albany . . .	\$			0.0
	8	J308.2	Walker	\$			11.0
	35	J310.7	Ducker	\$			13.7
	40	J319.7	Leary	\$			22.7
	16	J331.9	Long Siding . . .	\$			34.9
	40	J332.7	Arlington	\$	A		35.7
	40	J335.8	Singletary	\$			38.8
	40	J345.7	Blakely	\$			48.7
Yard		J355.9	YL . . Hilton, Ga. . .	\$			58.9
		J358.0	State Line	\$			61.0
		J358.7	Columbia, Al. . . .	\$			61.7
	6	J371.9	Webb	\$			74.9
Yard		J379.1	YL . . Dothan	\$			82.1

SPECIAL INSTRUCTIONS

1. STANDARD CLOCKS; BULLETIN BOOKS.

Location	Office	Standard Clock	Bulletin Book
Adel, GA	Depot	X	X
Albany, GA	Yard Office	X	X
Americus, GA	Agent's Office	X	X
Atlanta, GA	Peachtree Station		X
	Forest Park Yard	X	X
	Industry Yard Office	X	X
	Dispatcher's Office	X	
Chamblee, GA	Depot	X	X
Cleveland, TN	Depot	X	X
Columbus, GA	Engineer's Wash Room		X
	Yard Office	X	X
Dalton, GA	Freight Depot	X	X
deButts Yd., TN	Operator's Office	X	
	Yard Office		X
	Engine Terminal		X
	Brown		X
Dock Jct., GA	Yard Office	X	X
Forrestville, GA	Yard Office	X	X
Gordon, GA	Agent's Office	X	X
Griffin, GA	Agent's Office	X	
	Conductor's Room		X
Hazlehurst, GA	Agent's Office	X	X
	Hump Washroom		X
	Pig Tower		X
	Air Bleeders Bldg.		X
Inman Yard, GA	Wash Room		X
	Yard Office (Cond. Rptg. Rm.)		X
	North End Class Yard		X
	Operator's Office	X	
Jacksonville, FL	Simpson Yard Office	X	X
Jesup, GA	Agent's Office	X	X
Kranert, GA	Yard Office		X
	West Yd. Office	X	X
	Brosnan Yd. Engineers' Wash Room		X
	Brosnan Yd. Engine Terminal	X	
Macon, GA	Brosnan Yd. Hump Office		X
	Brosnan Yd. North Tower		X
	Brosnan Yd. Operator's Office	X	X
	Agent's Office	X	X
Millen, GA	Agent's Office	X	X
Nixon, GA	Yard Office	X	X
Oglethorpe	CSXT Depot		X
Savannah, GA	Bay St. Yd. Office		X
	Dillard Yd., E. End		X
	Dillard Yd., Yd. Office	X	X
	Pt. Wentworth Yd. Office		X
Tennille, GA	Agent's Office	X	X
Thomasville, GA	CSXT Depot		X
Valdosta, GA	Langdale Yd., Yd. Office	X	X
Wrens, GA	Station		X

2. CLEARANCE CARDS/DISPATCHER'S BULLETINS

A. Clearance Cards

Not Applicable

B. Dispatcher's Bulletins

Engineers and conductors must receive a current Dispatcher's Bulletin addressed to their train before leaving their initial station. Engineers and Conductors must show Dispatcher's Bulletin to other members of their crew. 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 numbers of items and messages listed in the Bulletins. If any discrepancy is noted, the Dispatcher must immediately be contacted for further instructions.

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

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

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

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

Dispatcher's Bulletins will be issued at:

Adel, GA	Hazelhurst, GA
Albany, GA	Jacksonville, FL
Americus, GA	Jesup, GA
Atlanta, GA	Macon, GA
Brunswick, GA	Madison, GA
Chamblee, GA	Millen, GA
Chattanooga, TN	Nixon, GA
Cleveland, TN	Savannah, GA
Columbus, GA	Tennille, GA
Dalton, GA	Valdosta, GA
Forrestville, GA	Wrens, GA
Gordon, GA	
Griffin, GA	

Originating trains operating over the Georgia Division must not depart any of the above locations until both the Engineer and Conductor have received a current Dispatcher's Bulletin that is addressed to their train.

3. RAILROAD CROSSING AT GRADE

a. Interlocked

LOCATION		LINE/RR
Atlanta North District		
Hair	M.P. 40.1 H two crossings	CSXT (Note 1)
Norcross District		
Howell	M.P. 635.0	CSXT
Macon District		
Cordele, GA	M.P. 64.4G	CSXT (Note 2)
Valdosta, GA	M.P. 150.9G	CSXT (Note 3)
Valdosta District		
Crawford	M.P. 244.1G	CSXT (Note 2)
Duval	M.P. 253.9G	CSXT (Note 4)
Moncrief	M.P. 0.2SJRT	CSXT (Note 5)
Douglas District		
Langdale Yard	M.P. GF28.3	CSXT (Note 3)
Douglas	M.P. GF90.5	CSXT (Note 6)
Navair District		
Lake City	M.P. 212.8B	CSXT (Note 7)
Foley District		
Greenville	M.P. 51.1GB	CSXT (Note 8)
Savannah District		
S. CSXT Crossing	M.P. SA1.9	CSXTGC (Note 3)
N. CSXT Crossing	M.P. S2.0	CSXT-GC (Note 3)
Central Jct.	M.P. S3.4/SA3.1	CSXT (Note 9)
Eatonton District		
GA RR Jct.	M.P. A188.5	CSXT (Note 10)
Albany District		
North Oglethorpe	M.P. H241.6	CSXT (Note 11)
Sparks District		
Darrow Jct.	M.P. GN3.7	AGLF (Note 3)
Dothan District		
Arlington	M.P. J332.0	GSWR (Note 3)

Note 1 — Signals at both CSXT crossings are jointly controlled by Norfolk Southern Dispatcher, Atlanta, and CSXT Dispatcher. CSXT telephones are located in boxes at each crossing and are equipped with dual locks.

Note 2 — Crossing is controlled by automatic interlocking signals, Rule 462. If signal does not clear for Norfolk Southern trains or engines after the time release has been operated and the required time has expired, a crew member must contact the CSXT Dispatcher (Jacksonville), who controls CSXT movements over the crossing, for permission to cross the CSXT main track. At Cordele, CSXT phone located in Northwest Quadrant of crossing. At Crawford dial 9-381-2689 on NS phone at crossing. Norfolk Southern trains and engines must furnish information concerning movement identification, location and direction to the CSXT Dispatcher.

Rules 238, 245 and 402 govern movements to be made beyond the limits of the interlocking, as the interlocking signals are also ABS signals.

Note 3 — Crossing is controlled by automatic interlocking signals, Rule 462.

Note 4 — If interlocking signal does not clear for your movement, and no conflicting movement is evident, contact the Control Station, which is the NS Dispatcher, Atlanta, Georgia, on NS telephone by dialing 7-529-1597 for instructions. (If unable to contact, call Chief Dispatcher at 7-529-1347.) If instructed to operate pushbutton, open the control box marked for NS. If indicator is burning when pushbutton is operated, the signal should clear immediately. If indicator lamp is dark when pushbutton is operated, or the signal does not clear when operated, WAIT 5 MINUTES AND 30 SECONDS for the signal to clear. If signal still does not clear, contact the Control Station for further instructions. If Control Station gives permission to pass the Interlocking Signal indicating "STOP" Rule 461 will apply. In addition, Rules 238 and 245 will apply beyond the interlocking limits as the interlocking signals are also ABS Signals.

Note 5 — Crossing is controlled by CSXT Jacksonville Dispatcher. The CSXT Dispatcher must be contacted before applying Rules 461, 463 or 464.

Note 6 — Crossing is protected by electrically-locked, manually-operated derails which are located on the Georgia Division main track and at the north end of the Georgia Division Scale Track.

These derails have a normal position of set and locked against Norfolk Southern trains and engines and are equipped with red/green targets which display the red aspect when the derails are in normal position.

Trains or engines approaching this crossing must stop short of the derails. A box equipped with an indicator light is located at the crossing. If indicator light is burning, and no conflicting CSXT movement is evident, a crew member must remove the switch lock from the hasp on the electric locking device to activate the time release.

When "unlocked" appears on the electric locking device, the derails may be lined, and the movement may proceed across the crossing. If indicator light is **not** burning, a CSXT movement is on the circuit. If "unlocked" fails to appear on the electric locking device and no conflicting CSXT movement is seen or heard, the Norfolk Southern train or engine may activate the emergency release lever to unlock the derails and apply Rule 462. The use of the emergency release must be reported to the Chief Dispatcher as soon as possible.

After the Norfolk Southern movement has cleared the crossing and the derails, the derails must be restored to normal position and the switch lock must be restored in the electric locking device before proceeding.

Note 7 — Crossing is protected by electrically-locked, manually-operated gate and derails normally set against Norfolk Southern trains or engines. Trains or engines must stop short of the gate and derails. If the indicator light is not burning on the bungalow which is located adjacent to the crossing, the gate and derails may be lined, and the Norfolk Southern movement may proceed across the crossing.

If the indicator light is illuminated, the Norfolk Southern movement must wait 5 minutes. If no conflicting movement is approaching on the CSXT, a crew member must operate the time release on the electric locking device. After the expiration of the required time, the indicator light should go out, and the gate and derails may be lined, allowing the Norfolk Southern movement to proceed across the crossing.

If the indicator light fails to extinguish, the Norfolk Southern movement may apply Rule 462 to cross the crossing. The Chief Dispatcher must be notified of this interlocking failure as soon as possible.

After the Norfolk Southern movement has cleared the gate and derails, the gate and derails must be restored to normal position.

Note 8 — Crossing is controlled by automatic interlocking signals, Rule 462. If signal does not clear for Norfolk Southern trains or engines, a crew member must check the indicator light which is located in the control box adjacent to the crossing. If the indicator

light is burning, this indicates that the home signals for CSXT movements are indicating stop, and the release knob may be turned as directed by the arrows in the control box. The knob should be turned until it stops, and then released. The signal should then clear for the Norfolk Southern movement.

If the indicator light is not burning when checked by the crew member, the Norfolk Southern movement must wait four minutes to insure that no CSXT movement is approaching the interlocking. After waiting the four minutes and no CSXT movement is evident, a crew member then may operate the release knob as outlined above. After an additional wait of four minutes, thirty seconds, the signals should clear for the Norfolk Southern movement.

If the signals still fail to clear, movements through the interlocking will be made in accordance with the provisions of Rule 462.

Note 9 — Crossing is controlled by CSXT Jacksonville Dispatcher. The CSXT Dispatcher must be contacted before applying Rules 431, 461, 463 or 464. CSXT rules and instructions also govern.

Note 10 — Crossing is controlled by gate displaying "STOP", manually-operated movable frog points, and interconnected dwarf signals, which do not have a normal position and which may be left as "last used." Trains and engines must approach the crossing prepared to stop unless the gate is set across the conflicting line; the dwarf signal which governs the movement indicates "proceed at restricted speed"; and the track is clear. The dwarf signals at this location govern movement only to the dwarf signal which governs opposing movements. See Rules 98, 240, and 245.

If the governing dwarf signal continues to display the "STOP" indication after the gate and movable frog points have been properly positioned, a crew member must re-position the movable frog points and check to see that the gate is secured against the conflicting line. If the governing dwarf signal does not then display the "proceed at restricted speed" indication, a crew member must check the indications of the three other dwarf signals. If no conflicting movement is evident, the movement may apply Rule 462 to move across the crossing. The Chief Dispatcher must be notified of this signal failure as soon as possible.

Note 11 — Crossing is controlled by automatic interlocking signals, Rule 462. If signal does not clear for Norfolk Southern trains after the time release has been operated and the required time has expired, a crew member must contact the CSXT Jacksonville Dispatcher for permission to cross the CSXT main track. To contact the CSXT Dispatcher, use the Norfolk Southern telephone and dial 9-1-800-356-9582. An automated voice will answer. Press 1 to indicate you are using a touch tone phone. Dial Ext. 2737 for the CSXT Dispatcher. If no answer, dial Ext. 2788 for the CSXT Chief Dispatcher.

b. Not Interlocked

LOCATION		LINE/RR
Krannert District		
Krannert	M.P. 11.7K- Inland-Rome Inc.	Lead (Note 1)
Valdosta District		
Simpson Yard	M.P. 258.2G	CSXT (Note 2)
Savannah District		
Garden City	Foundation Lead	CSXT (Note 3)
Garden City	Foundation Lead	CT (Note 3)
Savannah	M.P. S1 (Tybee Lead)	CSXT (Note 3)
Augusta District		
Augusta Yard	M.P. D130.3	CSXT (Note 2)
Augusta	M.P. D132.3	CSXT (Note 2)
Moore's District		
Augusta	M.P. GF248.8	CSXT (Note 2)

b. Not Interlocked (Cont'd)

LOCATION		LINE/RR
Dublin District		
W. SBD Jct.	M.P. 35.9WT	CSXT (Note 3)
W. SBD Jct.	Yard Track No. 8	CSXT (Note 3)
Brunswick District		
Hazelhurst	M.P. 342.2H	Hester Industrial Lead (Note 4)
Southern Jct.	M.P. 421.9H	CSXT (Note 2)
Dock Jct.	M.P. 424.5H	CSXT (Note 2)
Sparks District		
Albany	M.P. GN0.2	NS (AN Lead) (Note 5)
Camilla District		
Camilla	M.P. GS94.6	AGLF (Note 6)
Dothan District		
Dothan	M.P. J379.1	ASAB (Note 7)

Note 1 — Stop sign is installed on the crossing at grade where Krannert District crosses the Inland Rome lead (M.P. 11.7K). All movements on the Krannert District must stop, and if crossing is not occupied, and no conflicting movement observed, movement may then proceed. All movements on the lead must approach the crossing at grade prepared to stop if crossing is occupied.

Note 2 — Crossing is controlled by gate displaying "STOP" which does not have a normal position and which may be left as "last used." Trains and engines must approach crossing prepared to stop unless the gate is set across conflicting route and the track is clear. See Rule 98.

Note 3 — Crossing is controlled by "STOP" sign. See Rule 98.

Note 4 — Crossing is protected by gate displaying "STOP" normally set against the Hester Industrial lead. Trains and engines must approach the crossing prepared to stop unless gate is in normal position and the track is clear. See rule 98.

Note 5 — Crossing is controlled by gate displaying "STOP" normally set against the AN Lead. Trains and engines must approach the crossing prepared to stop unless the gate is in normal position and the track is clear. See Rule 98.

Note 6 — Crossing is controlled by gate displaying "STOP" normally set against Norfolk Southern movements. Trains and engines must stop short of gate, and, if no conflicting AGLF movement is approaching, the gate must be set against the AGLF. After the Norfolk Southern movement has cleared the crossing and the gate, the gate must be restored to normal position. See Rule 98.

Note 7 — Crossing is controlled by gate displaying "STOP" which is normally set against the ASAB. Norfolk Southern trains and engines must approach the crossing prepared to stop unless the gate is in normal position and the track is clear. See Rule 98.

4. JUNCTIONS

a. Interlocked

LOCATION		LINE/RR
Atlanta North District		
Citico Jct.	M.P. 238.2A	NS (KY and TN Divs.)
Ooltewah	M.P. 15.2H	NS (TN Div.)
Cohutta	M.P. 26.7H	NS (Cohutta Dist.)
Fox	M.P. 78.1H	NS (Krannert Dist.)
Green	M.P. 92.0H	NS (AL Div.)
Austell	M.P. 134.7H	NS (AL Div.)
Cohutta District		
Bradley	M.P. 0.6I	NS (TN Div.)
Cohutta	M.P. 14.5I	NS (Atlanta North Dist.)

a. Interlocked (Cont'd)

LOCATION		LINE/RR
Krannert District		
Fox	M.P. 0.0K	NS (Atlanta North Dist.)
Fairbanks Jct.	M.P. 2.7K	NS (Fairbanks Dist.)
Fairbanks District		
Fairbanks Jct.	M.P. C372.9	NS (Krannert Dist.)
Norcross District		
Howell	M.P. 635.0	NS (Atlanta South Dist.)
Griffin District		
Spring	M.P. S294.3	NS (Atlanta South Dist.) and CSXT
Oakland Junction	M.P. S291.5	CSXT
East Point	M.P. S288.2	CSXT
Edgewood	M.P. S192.0	NS (Macon Dist.)
Rutland Jct.	M.P. H197.0	NS (Albany Dist.)
Atlanta South District		
Howell	M.P. 149.9H	NS (Norcross Dist.) & CSXT
Spring	M.P. 152.4H	NS (Griffin Dist.) & CSXT
Macon Jct.	M.P. 240.5H	NS (Savannah & Macon Dists.)
Macon District		
Macon Jct.	M.P. 0.0G	NS (Atlanta South and Savannah Districts)
Edgewood	M.P. 1.0G	NS (Griffin District)
Mead	M.P. 4.5G	NS (Brunswick District)
C of G Jct.	M.P. 5.6G	NS (Albany District)
Sparks	M.P. 125.5G	NS (Sparks District)
Valdosta District		
Beaver Street	M.P. 260.7G	CSXT-FEC
Savannah District		
Central Jct.	M.P. S3.4/	
	M.P. SA3.1	CSXT (Note 4)
Port Jct.	M.P. SA7.3	NS (Port Branch) (Note 5)
Port Wentworth	Port Branch	NS (Foundation Lead) (Note 6)
M&E Jct.	M.P. S170.4	NS (Eatonton Dist.) (Note 2)
Mogul	M.P. S186.3	NS (Madison Dist.) (Note 1)
Macon Jct.	M.P. S190.4	NS (Atlanta South & Macon Dists.)
Brunswick District		
Mead	M.P. 243.6H	NS (Macon Dist.)
Albany District		
C of G Jct.	M.P. 5.6G	NS (Macon Dist.)
Rutland Jct.	M.P. H197	NS (Griffin Dist.)
Columbus Jct.	M.P. H220	NS (Columbus Dist.) (Note 3)
B.V. and E. Jct.	M.P. H260	NS (Americus Dist.) (Note 3)
Columbus District		
Columbus Jct.	M.P. M220	NS (Albany Dist.) (Note 3)
Muscogee Jct.	M.P. M288.1	NS (Americus Dist.)
Americus District		
Muscogee Jct.	M.P. O2.5	NS (Columbus Dist.)
B.V. and E. Jct.	M.P. O62.2	NS (Albany Dist.) (Note 3)

Note 1 — Interlocking is controlled by Savannah District Dispatcher who must be contacted before applying Rules 423, 432, 461, 463 or 464. Rules 420, 421, 423-426 govern Eastbound and Westbound Savannah District movements to be made beyond the limits of the interlocking, as the interlocking signals are also TC signals. Contact the Savannah District Dispatcher. Northbound Madison District trains or engines with authority to proceed beyond M.P. F5.6 are governed by Rules 238, 245, 261 and 402 for movement beyond the limits of the interlocking, as the interlocking signals are also ABS signals.

Note 2 — Interlocking is controlled by Savannah District Dispatcher who must be contacted before applying Rules 423, 432, 461, 463 or 464. Rules 420, 421, 423-426 govern eastbound and westbound movements to be made beyond the limits of the interlocking, as the interlocking signals are also TC signals. Northbound Eatonton District trains or engines with authority to proceed beyond M.P. A169.8 are governed by Rules 238, 245 and 261 for movement through the limits of the interlocking.

Note 3 — Interlocked junction switches at B, V and E Jct. and Columbus Jct. are controlled by automatic "train approach" circuits, Rule 462, except as follows: Southbound Albany District trains or engines approaching Columbus Jct. and desiring to continue toward Albany must activate "pushbutton" in control box which is located at M.P. H219.3; Northbound Albany District trains or engines approaching B, V and E Jct. and desiring to continue toward C of G Jct., must activate "pushbutton" in control box which is located at M.P. H261.5. Trains or engines encountering a "STOP" signal at either Columbus Jct. or B, V and E Jct. must contact the Albany District train Dispatcher and operate the dual-control switch(es) by hand as outlined in Rules 431 and 462.

Note 4 — Interlocking is controlled by CSXT Jacksonville Dispatcher. The CSXT Dispatcher must be contacted before applying Rules 431, 461, 463 or 464. CSXT rules and instructions also govern.

Note 5 — Interlocking is controlled by Yardmaster, Dillard Yard, who must be contacted before applying Rules 423, 432, 461, 463 or 464. Rule 245 governs Eastbound and Westbound Savannah District movements beyond the limits of the interlocking. All other movements beyond the limits of the interlocking are governed by Rules 420, 421, 423-426, as the interlocking signals are also Remote Control signals. Contact the yardmaster, Dillard Yard.

Note 6 — Interlocking is controlled by Yardmaster, Dillard Yard, who must be contacted before applying Rules 423, 432, 461, 463 or 464. Westbound Port Wentworth District movements are governed by Rules 420, 421, 423-426 beyond the limits of the interlocking, as the interlocking signals are also Remote Control signals. Contact the Yardmaster, Dillard Yard. Rule 245 governs all other movements beyond the limits of the interlocking.

LOCATION	b. Not Interlocked		LINE/RR
Norcross District			
Armour Yard	M.P. 632.5	NS (Decatur St. Belt)	(Note 1)
Griffin District			
Barnesville	M.P. S233.6	NS (Thomaston Dist.)	(Note 2)
Thomaston District			
Barnesville	M.P. B233.6	NS (Griffin Dist.)	(Note 2)
Macon District			
Adel	M.P. 127.4G	NS (Foley Dist.)	(Note 2)
Valdosta District			
Valdosta	M.P. 151.3G	NS (Navair Dist.)	(Note 3)
Langdale Yard	M.P. 152.4G	NS (Douglas Dist.)	(Note 4)
Simpson Yard	M.P. 258.2G	CSXT & SJRT	(Note 1)
Jacksonville	M.P. 261.7G	FEC-JT	(Note 5)
Douglas District			
Langdale Yard	M.P. GF28.0	NS (Valdosta Dist.)	(Note 4)
Navair District			
Valdosta	M.P. 151.3G	NS (Valdosta Dist.)	(Note 3)
Occidental Jct.	M.P. 198.3B	NS (Occi Mine Lead)	(Note 6)
Foley District			
Adel	M.P. 0.0GB	NS (Macon Dist.)	(Note 2)
Quitman	M.P. 27.8GB	CSXT	(Note 7)

b. Not Interlocked (Cont'd)

LOCATION			LINE/RR
Savannah District			
Savannah	Kemira Lead	CSXT	(Note 21)
Fair Street	M.P. S2.5	CT	(Note 21)
	(Bay St. Lead)		
Dillard Yard	M.P. S3.4/	Old S&A	(Note 8)
	M.P. SA3.1		
	(Bay St. Lead)		
Ardmore	M.P. SA36.5/	Ogee	(Note 2)
	M.P. S39.8		
Dover	M.P. S57.2	Ogee	(Note 9)
Augusta Jct.	M.P. S78.5	NS (Augusta Dist.)	(Note 9)
Millen Wye	M.P. S79.1	NS (Augusta Dist.)	(Note 9)
Midville	M.P. S96.3	NS (Kirby Dist.)	(Note 2)
Wadley	M.P. S106.9/	LW	(Note 2)
	M.P. S107.2		
Tennille	M.P. S134.8	NS (Dublin Dist.) & SAN	(Note 2)
Augusta District			
Augusta Jct.	M.P. D78.5	NS (Savannah Dist.)	(Note 9)
Millen Wye	M.P. D79.0	NS (Savannah Dist.)	(Note 10)
S&A Jct.	M.P. D99.1	NS (Camak Dist.)	(Note 10)
Waynesboro Wye	M.P. D100.0	NS (Camak Dist.)	(Note 10)
Augusta Yard	M.P. D131.5	NS (Moores Dist.)	(Note 1)
Augusta	M.P. D132.3	CSXT	(Note 11)
Augusta	Reynolds St.	CSXT & NS Pied Div.	(Note 11)
Moores District			
Augusta Yard	M.P. GF250.0	NS (Augusta Dist.)	(Note 1)
Camak District			
S&A Jct.	M.P. SA94.8	(Augusta Dist.)	(Note 10)
Waynesboro Wye	M.P. SA95.4	(Augusta Dist.)	(Note 12)
Kirby District			
Midville	M.P. GF194.4	NS (Savannah Dist.)	(Note 2)
Dublin District			
Tennille	M.P. 0.0WT	NS (Savannah Dist.)	(Note 9)
East SBD Jct.	M.P. 35.2WT	GCRR	(Note 13)
West SBD Jct.	M.P. 35.9WT	GCRR	(Note 13)
Eatonton District			
North Milledgeville	M.P. A189.0	CSXT	(Note 14)
Madison District			
Machen	M.P. F53.1	GWRR	(Note 15)
Madison	M.P. F72.4/	CSXT	(Note 15)
	M.P. F72.6		
Brunswick District			
Southern Jct.	M.P. 421.9H	CSXT	(Note 16)
Brunswick	M.P. 425.0H	CSXT	(Note 16)
Albany District			
Ft. Valley	M.P. H219.7	Ogee Lead	(Note 17)
N. Oglethorpe	M.P. H241.6	CSXT	(Note 17)
Americus District			
Fort Benning Jct.	M.P. 03.9	NS (Fort Benning Lead)	(Note 18)
Sparks District			
Schley Jct.	M.P. GN33.1	NS (Ganor Dist.)	(Note 19)
Norman Jct.	M.P. GN41.8	NS (Moultrie Dist.)	(Note 19)
Ganor District			
Schley Jct.	M.P. 33.9B	NS (Sparks Dist.)	(Note 19)
Moultrie District			
Norman Jct.	M.P. 29.2A	NS (Sparks Dist.)	(Note 19)

b. Not Interlocked (Cont'd)

LOCATION	LINE/RR		
Camilla District			
Bridgeboro	M.P. GS72	NS (Sparks Dist.)	(Note 19)
Camilla	M.P. GS94.5	AGLF	(Note 20)

Note 1 — Junction switch is located in a yard track, and has no normal position. Rule 105 governs.

Note 2 — Junction switch located in siding is normally set and locked for movement on siding. Rule 98 governs.

Note 3 — Junction switch is normally set and locked for Valdosta District movement. Rule 98 governs. Additionally, the Junction switch is a spring switch, and Northbound Navair District movements entering the Valdosta District in a Northbound direction are governed by a dwarf signal located at the clearance point.

Note 4 — Junction switch is normally set and locked for Valdosta District movement. Rule 98 governs.

Note 5 — Junction does not have junction switch. Rule 98 governs.

Note 6 — Switch at Junction of B-Line and Occidental Mine Lead at Occidental (M.P. 198.3B) may be left as last used. Rule 98 governs.

Note 7 — Junction switch is normally set and locked for Foley District movement. Rule 98 governs.

Note 8 — Junction switch may be left as "last used" unless instructed otherwise by the Dillard Yard Yardmaster or Savannah Terminal Bulletin. Rule 98 governs.

Note 9 — Junction switch is normally set and locked for movement on the Savannah District main track. Rule 98 governs.

Note 10 — Junction switch is normally set and locked for movement on the Augusta District main track. Rule 98 governs.

Note 11 — Junction switch with CSXT may be left as last used. Rule 98 governs.

Note 12 — Junction switch is normally set and locked for movement on the Camak District main track. Rule 98 governs.

Note 13 — Movements between East SBD Jct. and West SBD Jct. on GCRR at Dublin are made under the provisions of Rule 93 with all movements restricted to yard speed. Junction switches are normally set and locked for movement on GCRR.

Note 14 — Junction switch is normally set and locked for movement on the Eatonton District. Rule 98 governs. CSXT trains must secure authority to enter from NS Savannah District dispatcher.

Note 15 — Junction switch is normally set and locked for movement on the Madison District. Rule 98 governs.

Note 16 — Junction switch is normally set and locked for movement on the Brunswick District main track. Rule 98 governs.

Note 17 — Junction switch is normally set and locked for movement on the Albany District. Rule 98 governs.

Note 18 — After checking to see that the indicator light is illuminated, depress the push button fully. Line the mainline switch and derail for a route to the BV&E District main track.

Movement is governed by the dwarf signal indications 310-E and 307-G and Rule 98.

Note 19 — Junction switch is normally set and locked for movement on the Sparks District Main track. Rule 98 governs.

Note 20 — Junction switch is normally set and locked for movement on the Camilla District main track. Rule 98 governs.

Note 21 — Junction switch may be left as last used unless instructed otherwise by Dillard Yard Yardmaster or Savannah Terminal Bulletin. Rule 98 governs.

5. DRAWBRIDGES
NONE

6. METHOD OF OPERATION

6a		See 6b	*	AUTHORITY
DISTRICTS:		TRACKS	SIGNALS	FOR
BETWEEN	AND			MOVEMENTS #
Atlanta North District				
deButts Yard	Pierce	Single	ABS	RC
Pierce	Summit	Double	ABS	RC
Summit	Ooltewah	Double	ABS	TC
Ooltewah	Austell	Single	ABS	TC
Austell	Nickajack	Double	ABS	TC
Nickajack	Bolton	Double	ABS	RC
Bolton	Rockdale	Single	ABS	RC
Cohutta District				
Cleveland	Bradley	Single	ABS	RC
Bradley	Cohutta	Single	ABS	TWC
Krannert District				
Fox	Fairbanks Jct.	Single	ABS	TC
Fairbanks Jct.	Krannert	Single	NS	TWC
Fairbanks District				
Krannert Jct.	Fairbanks Jct.	Single	NS	TWC
Norcross District				
Norcross	Armour	Double	ABS	TC
Armour	Howell	Double	ABS	RC
Griffin District				
Spring	Hapeville	Double	ABS	RC
Hapeville	Lec	Single	ABS	RC
Lec	Edgewood	Single	NS	TWC
Edgewood	Rutland Jct.	Single	ABS	RC
Thomaston District				
Barnesville	Thomaston	Single	NS	TWC
Atlanta South District				
Rockdale	Howell	Single	ABS	RC
Howell	Spring	Triple	ABS	RC
Spring	Constitution	Double	ABS	RC
Constitution	North Macon	Single	ABS	TC
North Macon	Macon Jct.	Double	ABS	RC
Macon Jct.	Brosnan Yd.	Single	NS	YL
Macon District				
Macon Jct.	C of G Jct.	Single	ABS	RC
C of G Jct.	Langdale Yd.	Single	ABS	TWC
Valdosta District				
Langdale Yd.	Simpson Yd.	Single	ABS	TWC
Simpson Yd.	Beaver St.	Double	NS	YL
Beaver St.	Jacksonville	Single	ABS	RC
Douglas District				
Langdale Yd.	Douglas	Single	NS	TWC
Navair District				
Valdosta	Navair	Single	NS	TWC
Foley District				
Adel	Foley	Single	NS	TWC
Savannah District				
Dillard Yard	Port Jct.	Double	NS	YL
Port Jct.	M & E Jct.	Single	NS	TWC
M & E Jct.	Macon Jct.	Single	ABS	TC
Savannah Terminal				
Dillard Yard	M.P. SA6 2	Double	NS	YL
M.P. SA6.2	Port Jct.	Double	ABS	YL
Port Jct.	Dillard Yard	Double	NS	YL
Port Jct.	Port Jct.	Double	ABS	RC
(SA7.2)	(SA7.3)			

6. METHOD OF OPERATION

6a DISTRICTS: BETWEEN	AND	See 6b TRACKS	* SIGNALS	AUTHORITY FOR MOVEMENTS #
Augusta District Augusta Jct. Augusta		Single	NS	TWC
Moore's District Moore's South Augusta South Augusta Augusta Yd.		Single Single	NS NS	TWC YL
Camak District S & A Jct. Camak		Single	NS	TWC
Kirby District Midville Kirby		Single	NS	TWC
Dublin District Tennille Dublin		Single	NS	TWC
Eatonton District M & E Jct. M.P. A171.3 M.P. A171.3 Eatonton		Single Single	ABS NS	TWC TWC
Madison District Mogul Madison		Single	NS (Note 1)	TWC
Brunswick District Brosnan Yard Mead Mead Dock Jct. Dock Jct. Brunswick		Single Single Single	NS NS NS	YL TWC YL
Albany District C of G Jct. Rutland Jct. Rutland Jct. Carman Carman Columbus Jct. Columbus Jct. Albany		Single Single Double Single	ABS ABS ABS ABS	RC TWC YL TWC
Columbus District Columbus Jct. Muscogee Jct. Muscogee Jct. Columbus		Single Double	NS NS	TWC YL
Americus District Muscogee Jct. B V & E Jct.		Single	ABS	TWC
Sparks District Albany Sparks		Single	NS	TWC
Ganor District Ganor Schley Jct.		Single	NS	YL
Moultrie District Norman Jct. Moultrie		Single	NS	YL
Camilla District Bridgeboro West Camilla		Single	NS	TWC
Dothan District Albany Dothan		Single	NS	TWC

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

#TO = Train Order; TC = Traffic Control; RC = Remote Control;
251 = Rule 251; 261 = Rule 261; MBS = Manual Block System;
YL = Rule 93; TWC = Track Warrant Control.

Note 1 — Southbound Madison District trains or engines must approach the Automatic Block signal at M.P. F5.6 prepared to stop unless an approach slow indication is received.

6b. METHOD OF OPERATION - TWO OR MORE TRACKS

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

ATLANTA NORTH DISTRICT

Between Pierce, M.P. 238.7A and Ooltewah, M.P. 226.6A

Northward - Track 2: Located on left hand side when headed toward Ooltewah

Southward - Track 1: Located on right hand side when headed toward Ooltewah

6b. METHOD OF OPERATION - TWO OR MORE TRACKS (Cont'd)

Between Austell, M.P. 134.2H and Bolton, M.P. 145.5H

Northward - Track 2: Located on left hand side when headed toward Bolton.

Southward - Track 1: Located on right hand side when headed toward Bolton

NORCROSS DISTRICT

Between Norcross M.P. 619.0 and Howell, M.P. 635.0

Northward - Track 1: Located on left hand side when headed toward Howell

Southward - Track 2: Located on right hand side when headed toward Howell.

GRIFFIN DISTRICT

Between Spring, M.P. S294.3 and Hapeville, M.P. S285.6

Northward - Track 2: Located on left hand side when headed toward Hapeville

Southward - Track 1: Located on right hand side when headed toward Hapeville.

ATLANTA SOUTH DISTRICT

Between Spring, M.P. 152.4H and Constitution, M.P. 158.8H

Northward - Track 1: Located on left hand side when headed toward Constitution

Southward - Track 2: Located on right hand side when headed toward Constitution

Between North Macon, M.P. 239.1H and Macon Jct., M.P. 240.5H

Northward - Track 1: Located on left hand side when headed toward Macon Jct.

Southward - Track 2: Located on right hand side when headed toward Macon Jct.

VALDOSTA DISTRICT

Between Simpson Yard, M.P. 258.2G and Beaver Street, M.P. 260.7G

Northward Track: Located on left hand side when headed toward Beaver Street

Southward Track: Located on right hand side when headed toward Beaver Street

SAVANNAH DISTRICT

Between Dillard Yard, M.P. SA4.0 and Port Jct., M.P. SA7.3

Eastward Track: Located on left hand side when headed toward Port Jct.

Westward Track: Located on right hand side when headed toward Port Jct.

SAVANNAH TERMINAL

Between Dillard Yard, M.P. SA5.2, and Port Jct., M.P. SA7.3

Port Branch: Located on right hand side when headed west toward Port Jct.

Main Line: Located on left hand side when headed west toward Port Jct.

ALBANY DISTRICT

Between Carman, M.P. H217.6 and Columbus Jct., H220.1

Northward Track: Located on left hand side when headed toward Columbus Jct.

Southward Track: Located on right hand side when headed toward Columbus Jct.

COLUMBUS DISTRICT

Between Muscogee Jct., M.P. M288.1 and Columbus, M.P. M291.0

Eastward Track: Located on left hand side when headed toward Columbus

Westward Track: Located on right hand side when headed toward Columbus

6c. METHOD OF OPERATION - SIGNALLED SIDINGS

The following sidings in TC Territory are signaled sidings:

Atlanta North District

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

Atlanta South District

N. Conley	M.P. 162.5H	to	Pless	M.P. 164.4H
Stockbridge	M.P. 171.4H	to	Tunis	M.P. 173.5H
McDonough	M.P. 181.5H	to	Grove	M.P. 183.5H
Jenkinsburg	M.P. 193.0H	to	Bunch	M.P. 195.0H
Flovilla	M.P. 203.0H	to	Sandy	M.P. 205.3H
Berner	M.P. 215.0H	to	Juliette	M.P. 216.9H
Dames	M.P. 230.1H	to	Arkwright	M.P. 232.3H

6d. METHOD OF OPERATION — CONTROLLED SIDINGS

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

Atlanta North District

Berwin	M.P. 75.1H	to	Fox	M.P. 78.1H
Finch	M.P. 107.1H	to	Braswell	M.P. 109.0H

Savannah District

E. Griswold	M.P. S181.0	to	W. Griswold	M.P. S182.7
-------------	-------------	----	-------------	-------------

**6e. METHOD OF OPERATION - ELECTRIC LOCK SWITCHES
Main track switches not equipped with electric locks**

No trains or engines shall clear the main track at any of the switches listed below. While movement is using such tracks, an engine or car must continuously occupy the main track or main track switch must be kept continually set for movement into such track.

Krannert District

Between Fox, M.P. 0.0K and Fairbanks Jct., M.P. 2.7K
All switches

Griffin District

Between Hapeville, M.P. S285.6 and Lee, M.P. S279.5

Longino, M.P. S282.8

Merico, M.P. S282.7

Forest Park Team Track, M.P. S281.4

International Bakerage, M.P. S279.5

**6f. INSTRUCTIONS GOVERNING THE ISSUING OF JOINT TRACK
TIME FORM 23-A**

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

**JOINT TRACK TIME FORM 23-A IS REQUIRED AT THE FOLLOWING
LOCATIONS:****Atlanta North District**

Between Jersey, M.P. 235.0A and Summit, M.P. 230.5A

Between Nickajack, M.P. 140.0H and Bolton, M.P. 145.5H

Atlanta South District

Between Henderson, M.P. 155.4H and Constitution, M.P. 158.8H

Between North Macon, M.P. 239.1H and Macon Jct., M.P. 240.5H

Savannah District

Between Mogul, M.P. S186.3 and Macon Jct., M.P. S190.4

6g. METHOD OF OPERATION - INTERLOCKED SWITCHES

Interlocked switches are controlled as follows:

LOCATION	M.P.	BY OPERATOR
Atlanta North District		
Webb	239.8A	deButts Yard
Pierce	238.7A	deButts Yard
Boyce	328.3A	deButts Yard
Citico Jct.	238.2A	deButts Yard
Brown	237.3A	deButts Yard
Spell	236.6A	deButts Yard
Williams	236.0A	deButts Yard
Jersey	235.0A	deButts Yard
Bolton	145.5H	Inman Yard
Perry	146.7H	Inman Yard
Cohutta District		
Bradley	0.6I	TN Div. Dispatcher
Norcross District		
Birmont	634.8	Inman Yard
Griffin District		
Spring	S294.3	Inman Yard
Oakland Jct.	S291.5	Inman Yard
Tillman	S288.9	Inman Yard
East Point	S288.2	Inman Yard
Hapeville	S285.6	Inman Yard
Edgewood	H192.0	Brosnan Yard
Rutland Jct.	H197.0	Brosnan Yard
Atlanta South District		
Rockdale	148.9H	Inman Yard
Howell	149.9H	Inman Yard
King Plow	150.1H	Inman Yard
Spring	152.4H	Inman Yard
Wells	154.2H	Inman Yard
Henderson	155.4H	Inman Yard
North Macon	239.1H	Brosnan Yard
Macon Jct.	240.5H	Brosnan Yard
Macon District		
Macon Jct.	0.0G	Brosnan Yard
Edgewood	1.0G	Brosnan Yard
Mead	4.5G	Brosnan Yard
C of G Jct.	5.6G	Brosnan Yard
Sparks	125.5G	Dispatcher
Valdosta District		
Beaver Street	260.7G	Beaver St.-CSXT
Savannah District		
Central Jct.	S3.4/SA3.1	CSXT Dispatcher
Port Jct.	SA7.3	Dillard Yard (Yardmaster)
Port Wentworth	Port Branch	Dillard Yard (Yardmaster)
Macon Jct.	S190.4	Brosnan Yard
Brunswick District		
Macon Jct.	240.5H	Brosnan Yard
Mead	243.5H	Brosnan Yard
Albany District		
C of G Jct.	5.6G	Brosnan Yard
Rutland Jct.	H197.0	Brosnan Yard

6g. METHOD OF OPERATION - INTERLOCKED SWITCHES (Cont'd)

Note 2: Interlocked switches are controlled as follows:

LOCATION	M.P.	BY OPERATOR
Columbus & Americus Districts		
Muscogee Jct.	O2.5/M288.5	Columbus
Sparks District		
Sparks	GN58.9	Dispatcher

7. OTHER TRAIN MOVEMENTS/INSTRUCTIONS

a. SYSTEM WIDE

1. When cars 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.

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

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

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

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

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

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

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

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

- 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.

- To use, insert bag in facility and drape over seat portion of frame.
- 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.
- Misuse of the system or theft of bags, bag ties, or waste receptacle is prohibited.

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

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

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

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

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

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

11. 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.

12. 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.

13. 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.

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

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

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

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

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

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

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

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

- (a) A representative of the Federal Railroad Administration,
- (b) An officer of Norfolk Southern, or
- (c) An officer of another railroad when operating a locomotive or a train in joint operations territory over that railroad.

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

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

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

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

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

21. 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.

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

- (a) Number of track warrant or Form 23-A being cleared; and
- (b) Limits being cleared; and
- (c) Designation of track being cleared when operating in multiple track territory.

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

b. DIVISION WIDE

1. The minimum number of hand brakes to be applied to equipment left standing with motive power detached is "2". Use of one hand brake is permissible only when securing one car and then only after determining that the hand brake is in good working order. Additional hand brakes must be applied at locations where "2" is not a sufficient number of hand brakes to properly secure equipment.

2. When operating train or engines on tracks on the Georgia Division protected by derail, the employee handling the derail must be positive the derail is off and that the switch(es) is lined for their movement. In addition, employee handling the derail must communicate to the engineer that "switch(es) is lined and derail(s) is off." The engineer is to repeat this information to sending employee before movement begins.

Additionally when shoving movements will pass block signals (see definition), employee controlling movement will communicate (to the engineer) by name the indication of each signal affecting movement as soon as the signal is clearly visible. The engineer must acknowledge information concerning signal indication and obtain information regarding signal indication prior to beginning shove movement if employee controlling movement fails to provide same.

Each signal must be called as soon as it is clearly visible and again if other than stop signal, just before signal is passed.

Requirements of Rules 34, 103, 507, and 508 remain in effect.

3. Employees must not cross from side to side between coupled cars except over end or brake platforms. Employees are prohibited from riding between moving cars, or riding the end of the leading car with body positioned between gauge of track during a shove move while motive power is attached. Employees may ride the end of moving equipment with body positioned between gauge of track when necessary to control the speed of that equipment by use of hand brake, or when riding the trailing end of last car in pulling movement. In addition, employees must not cross over on end of moving cars, or between moving coupled cars.

4. Trains taking siding to meet or let pass Triple Crown trains will close switch behind train, unless other arrangements can be made with the Dispatcher.

5. Use of drawbar alignment strap has been approved at Atlanta, Macon and Savannah.

6. Crews relieved on line of road must leave waybills in possession of relief crew or on the lead locomotive or caboos, advising the Chief Dispatcher where waybills are left. Chief Dispatcher will advise where to leave the waybill(s) for car(s) set out on line of road account tonnage reduction or bad order. It is the conductor's responsibility to assure that waybills accompany cars picked up on the line of road. Cars should not be carried into final terminal without waybills.

where to leave the waybill(s) for car(s) set out on line of road account tonnage reduction or bad order. It is the conductor's responsibility to assure that waybills accompany cars picked up on the line of road. Cars should not be carried into final terminal without waybills.

7. Conductors riding the head end will ride the controlling unit unless otherwise instructed.

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

9. High and Wide cars received in interchange must be inspected. Clearance documents must accompany the movement of High and Wide cars.

10. No car or engine is to be run over a track where the rail is covered by dirt or debris, and where top of rail is not visible.

11. Before a coupling is made to any locomotive, it must be ascertained that such locomotive is unoccupied, or a crew member must notify the occupant of the impending coupling.

12. The use of wheel chocks is strictly prohibited, except as authorized by proper authority.

13. Handbrakes of any type being used to secure any type of car or engine must only be applied or released while the equipment is standing still, (except) when testing handbrakes, or to control cars rolling free in switching moves at authorized locations.

14. Except in emergency situations, employees cannot mount free rolling cars. When necessary to control free rolling cars by handbrake the employee that is to operate the handbrake must be on the car at the handbrake before the car is allowed to roll free.

c. BY LOCATION

Atlanta North District

1. All southbound trains out of DeButts Yard stopping at Ooltewah must stop north of the crossing (Bootlegger crossing) at Mile Post 227.3A clearing the clear post. Trains switching Ooltewah Storage Track must cut this crossing.

2. Trains setting out at Dalton, Ga., will set out in Storage Yard unless otherwise instructed. When instructed to set out in south end of siding at Walnut, cars must be left south of the north entrance switch to yard.

3. Northbound trains working the woodyard at Sugar Valley (M.P. 54.7H) will not allow their train to block the main crossing at M.P. 55.2H.

4. Trains stopping between Green and Brice must not block crossing at M.P. 90.7H longer than 15 minutes without clearing or cutting.

5. Conductors on trains doing industry work between the Chattahoochee River, M.P. 144.5H and Rome, and not having computer generated work report, must prepare and submit Form 612 for cars placed or pulled.

6. Trains setting out coal at Jac Mac in less than unit train volume must leave a list of all cars either from computer printouts or 612's listing all car numbers, date and time of arrival, in mailbox at Georgia Power Company at Jac Mac. Also, you must furnish a copy of same to agent on arrival Inman Yard. Trains picking up empties from Jac Mac in less than unit train volume must throw off 612's at Forrestville listing all car numbers, date and time pulled, to be faxed to Agent Atlanta by Clerk at Forrestville.

Atlanta Terminal

1. General Instructions

Engine Work Reports are to be handled as follows:

- (a) Form ME-60 must be completed for each unit or units of the consists, immediately after going on duty.
- (b) If any mechanical deficiencies are found during the initial inspection or during your tour of duty, they must be indicated on your Form ME-60.
- (c) When these deficiencies are found, an attempt must be made to notify Pegram Shop via radio (Road or Yard Frequency) noting on your Form ME-60, if you were able to contact Pegram Shop or not and the time notified or attempted to notify.
- (d) At the end of your tour of duty, you must place the completed Form(s) ME-60, for each unit of your consist, in the marked **DROP BOX** at the following locations:
 - Industry Yard - Engine Terminal
 - Forest Park Yard - Crew Room
 - South Yard - Crew room
- (e) If any outdated completed Form ME-60's are found on a unit, they must be placed in the appropriate **DROP BOX**.
- (f) If no blank Form ME-60's are found on an engine consist, notify proper authority, so forms can be furnished.

2. All train and yard movements approaching Inman Yard must notify Inman Main Tower when they have High and Wides in their trains, giving location of these cars.

3. Any utility man, or other train or yard service employee, working independently of a crew at any location prior to going between cars or engines must notify one of the following to ensure trains, engines, or free rolling equipment will not enter the track on which he is working:

1. Receiving Yard - Trainmaster main tower.
2. Forwarding Yard - Yardmaster north tower. If no trainmaster on duty, trainmaster main tower.
3. Pig Yard - Trainmaster pig tower. If no trainmaster on duty, trainmaster main tower.
4. Local Yard - Yardmaster north tower. If no trainmaster on duty, trainmaster main tower.
5. Classification - Trainmaster main tower.

4. In order to expedite our train operation with the conductor Only trains, effective immediately the Conductor must report at the same location as the Engineer.

The waybills and orders for the train will either be on the inbound engine, brought to the reporting location, or brought to the outbound train.

5. In the event of a mismatched coupler, it is to be determined if rail is canted or out of line before next movement over track.

6. When necessary to place cars at or near Butting Post or Wheel Stops, movement must be stopped one car length short of Butting Post or Wheel Stop.

After stopping and safety permits, movement may continue to place cars.

INMAN YARD

1. Use of Inbound Leads and Thoroughfare Tracks

Crews using the inbound leads to Inman yard between Bolton and the receiving yard must know inbound lead number to be used before entering and use only designated lead in making their move.

Terminal Trainmasters, Yardmasters and Operators must designate inbound lead to be used when issuing their instructions and crews are to acknowledge by repeating the designated inbound lead before occupancy.

2. Four indicators govern movement over the crossover between the No. 1 Inbound and the Local Thoroughfare at the north end of the ramp track. Two indicators govern movements (one for each direction) on the Local Thoroughfare under the Hump Bridge. Three additional indicators together with the southbound indicator located under the Hump Bridge govern movement over the spring switch connecting the Local Thoroughfare with the Engine Thoroughfare just north of the engine terminal. All indicators display either Yellow (for proceed) or Red (for stop). When indicator displays stop or light is not burning, authority to proceed must be obtained from the Terminal Trainmaster on duty in the Main Tower.

3. Northbound movements from North End Inman Receiving Yard and No. 3 Thoroughfare to No. 1 on Old Inbound must stop short of "Clear This Post" Sign.

Operate desired switch and when switch indicates light is lighted and switch and derail are in the desired position movement may proceed.

Rule 34 must be complied with when switch indicator light is properly lighted.

4. Due to unstable ballast and bank conditions located on the west side of New Inbound between the Ice House spring switch and south end of the bridge, you are prohibited from dismounting from the west side of all trains and engines, except in a case of emergency.

Also, you are prohibited from walking up or down the bank between these locations.

Receiving and Forwarding Yards — Backing Trains

1. When necessary to back train or cut in Receiving or Forwarding Yard from South End, the following procedure will be used:

- (a) Pull train clear of switch that train will be backed into yard (Forwarding Yard or Receiving Yard).
- (b) When clear of reverse move switch, stop train with all slack stretched (stall train out).
- (c) When told to back up, engineer will place dynamic brake in full braking position (#8).
- (d) Release independent brake and with signals or communication from person riding rear of train into track, proceed to back in yard.
- (e) If dynamic brake does not fully retard train or cut backing into yard, air brake can be used to supplement and retard train at desired speed. Cycle brake on and off to get desired results in speed and conform to signal received from rear.
- (f) When train is in clear or is stopped by signal, use train line brake to make reduction for stopping.
- (g) Do not exceed 8 MPH during the back-up move.

Receiving Yard

1. Before End of Train Device can be removed by other than a crew member handling that train, each entrance switch to track must be locked away from track, and blue flag displayed at clear point, and in addition a blue light at night. Blue flags and a holder for blue flags are located in gauge of track near clear point in each track in the Receiving Yard. Locks will be attached to switch ties at the switch. Blue lights will be located in locked metal boxes at the steps from the Receiving Yard at Rockdale Chemical Plant and near Receiving Track 16 switch on South End. There will also be a locked metal box containing blue lights in the Air Bleeders Building on the North End of Receiving Yard.

In order to insure safety of employees removing End of Train Devices, and to comply with the FRA Law, End of Train Devices cannot be removed until employee removing device has been notified by the Main Tower Hump Trainmaster that blue flags are in place on opposite end of track and entrance switch has been locked.

End of Train Devices, after removal, will be placed on the East side of car, if possible. If not possible, any available car in adjacent track will be used advising Main Tower as to location of End of Train Device.

The regular assigned Utility Switchmen will pass the keys to their relief just like walkie-talkies and report the number of the key set to the Hump Trainmaster, Main Tower. It will be necessary for any extra Utility Switchmen to come to the Hump Office and be issued a key set and they must return the key set to the Hump Office before leaving the property.

Trains and Yard Engines that are to handle cars equipped with EOT devices may remove devices without blue flag protection. Crew members must comply with provision of Operating Rule GR14.

2. All crews yarding trains or yard cuts in the Receiving Yard will apply four (4) hand brakes on the four (4) north cars, excluding the caboose. No hand brakes are to be applied on cabooses, unless the caboose is standing alone, then sufficient brakes will be applied to secure the caboose.

3. Before trains or engines enter yard tracks from either end of the Receiving Yard, permission must be received from the Main Tower. After track has been given, track indicator light located at entrance to Receiving Yard must be observed. If track indicator is dark, or different track number illuminated, Main Tower must be contacted to verify track before proceeding.

4. Hump Engine crews entering Receiving Yard Track from South End will see that Thoroughfare switch is lined away from the track after entering.

5. All road and yard crews yarding their train or cut in the receiving yard must reduce brake pipe pressure to 20 PSI above zero with the automatic brake before any angle cock is turned or any uncoupling is made.

Humping Operation

1. When necessary to set cars out at Hump, the Hump Conductor must position himself in the Hump Shack prepared to provide assistance, if necessary, with the approach retarder controlling the movement.

2. Yardmasters, Hump Foremen and CRO's arrange to keep an accurate record in the Hump CRT of open and full tracks.

Yardmaster pulling tracks must inform Hump Foreman when tracks are emptied from North End.

3. Whenever a loaded car exits a group retarder into a clear track in excess of eight (8) MPH, the Car Retarder Operator **MUST** notify the Yardmaster, North Inman, who in turn **MUST** alert all crews in the area to protect against possible roll out.

When Yardmaster is on his minutes, the Car Retarder Operator must use the one-way telephone to the Pullback Conductor Shack and notify who answers to alert all crews in the area to protect against possible roll out. Yardmaster North Inman must notify Car Retarder Operator when they are on their minutes.

4. When there is only one Hump Crew working per shift and it is necessary to leave the Hump Shack to assist your crew in lining

switches or coupling the engine, you must ascertain from the Yardmaster at North Inman what tracks he will need blocked out during your absence.

This also applies during your lunch period.

5. The following procedure will be adhered to in the number of cars humped at one time.

Not more than five (5) medium-weight cars will be cut at one time.

Not more than two (2) heavy/extra heavy weight cars will be cut at one time.

Not more than five (5) piggyback or auto-rack loads will be cut at one time.

Weight Symbols

0 -	30 tons	- E (Empty)
30 -	50 tons	- L (Light)
50 -	80 tons	- M (Medium)
80 -	100 tons	- H (Heavy)
100 -	Over tons	- X (Extra Heavy)

6. Whenever the Master Retarder is used to get slack, you must notify your engineer of this fact, so he and/or the switchman on the engine can brace themselves.

Forwarding Yard

1. No movement will enter a Forwarding Yard track from the south end at Inman Yard until permission to do so has been received from the Yardmaster on duty in the North Tower, or Trainmaster on duty in the Main Tower.

2. When air is used while handling cars in the forwarding yard at Inman, train line brake must be used to stop the cut instead of the engine brake.

3. When a car or cut of cars is shoved into a track in the Forwarding Yard, yardmaster in North Tower must be advised the number and location of handbrakes applied. When coupling additional car(s), yardmaster will instruct crew the number of cars, plus one, to check for and release handbrakes.

4. When building a train in the Forwarding Yard and it is known that cars are to be added to South end of track, North end crew must be instructed to leave a minimum of five (5) handbrakes applied to the North end of cut of cars left in the track.

5. When plugging trains or yard cuts in Forwarding Yard, Inman Yard, at least two (2) car lengths of room must be left on North end of track.

6. Handbrakes on tracks at Inman Forwarding Yard **MUST NOT** be released when track is protected by Blue Flags and/or Blue Lights.

7. Trains or engines coupling to tracks on the South End Inman Forwarding Yard must not move after coupling until authorized by Yardmaster, North Tower.

8. Yardmen releasing handbrakes on North End of Forwarding tracks must report clear to their conductor and in turn their conductor to Yardmaster, North Tower.

Yardmaster, North Tower may release train to move after yardmen are reported clear.

North Inman

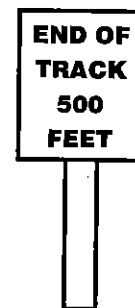
1. Instructions for Road Trains and Engines moving over the Power Switches and Track Circuits at North End of Inman Class Yard:

(a) Request route from Yardmaster, North Tower.

- (b) The trackside "P" switch indicators located at each switch in route must flash green if switch is normal or flash yellow if switch is reverse.
- (c) The flashing "P" switch indicators will change to steady when train enters route.
- (d) No reverse movements can be made without permission from Yardmaster - North Tower.
2. Instructions for the operation of engines and yard crews working at North End of Inman Yard are as follows:
- (a) Instructions as to the proper operation of the panel board controlling the electric switches are posted on the panel board. These instructions must be complied with.
- (b) All tracks must be blocked out through the yardmaster at the North Tower. All crew members must know the number of the track they are to use, and know that it is blocked out before attempting to couple cars.
- (c) All ground crew members must get off when engine goes north of the panel board office unless instructed otherwise by yardmaster.
- (d) Yard foreman/switchmen must be in place when there is any switching to be done.
- (e) Yard foremen must instruct their crews of moves to be made and know that they understand. Crews must repeat all instructions to the foreman.
- (f) Yard foreman must be aware of all moves being made and protect their crews from any conflict of movement.
- (g) Utility switchman/switchtender must be in panel office while their crew is using electric switches. They must know that all switches for their movement or other movements they have lined are properly lined and locked at all times while movement is in progress.
- (h) It will be the responsibility of the utility switchman/switchtender to observe the shove lights when shoving movement is being made by their crew in the forwarding yard. Anything other than a continuous burning shove light will be observed as a stop indication. However, the above instruction does not relieve other crew members from observing light while in their view.
- (i) Each track pulled from the class yard must be checked and it is known that there are no mismatched couplers before the track is pulled.
- (j) When other than pullback engines are shoving tracks in the forwarding yard from the north end and the movement is not protected by an employee at or ahead of the leading car, an employee of the crew making the shoving movement will be on the ground and in position to/and observe the shove light located at the switch to the track being shoved. The employee will stop the movement at any time there is not a continuous burning shove light indication displayed.
3. OPERATING PROCEDURES THROUGH POWER SWITCHES
- (a) Utility switchman/switchtender must assure proper route that does not conflict with other movements already lined before authorizing engine to proceed.
- (b) Movements made through Power Switches where no utility switchman/switchtender is in a position to observe the route lined on panel board Must Protect Shove Movements in accordance with NS Operating Rule 103.
- (c) Initial shove movements from pullback tracks to Forwarding Yard must not be made while movement from or to Forwarding Yard is being made from Old or New Way inbounds, except as indicated in paragraph (d).

- (d) Adjacent moves to be made from or to Forwarding Yard and Old or New Way, may be authorized when initial end of shove movement from pullback has entered the desired track in the Forwarding Yard.
- (e) Communicate
4. Engine movements must not enter the east or west pullback tracks at North Inman without permission from the yardmaster on duty in the North Tower.

5. The following signs are installed for northward movement to the right and adjacent to the West Pullback, East Pullback and Local Pullback tracks indicating the track will end in 500 feet.



6. All crews handling cuts of cars north of first derail on Old Way Track at North Inman must have air coupled on at least 20% of the cars or not less than ten (10) cars.

Brakes must be charged, tested for application and release before proceeding.

Northbound movements must not exceed five (5) MPH.

7. Pullback Foreman at North Inman will be required to keep a record of his engine activities each day. Form will be provided for this purpose.

Delay column is for any occurrence that hampers movement of Pullback Engines.

Examples of delay are:

Blocked by another cut
Unable to adjust drawhead
Engine Failure

This form must be completed each day and turned in with your time return.

Classification Yard

1. The below listed procedure will be followed when Class Tracks are blocked out for coupling and/or pulling from the north end of the Class Yard:

- (a) Yardmaster will call the Hump Conductor and request that Class Track (give number of track to be blocked) be blocked out.
- (b) Hump Conductor will then call the Car Retarder Operator and request that the Class Track (give track number) be blocked out.
- (c) Car Retarder Operator will block out the Class Track requested by hand lining the switch off of track and pegging it.
- (d) Car Retarder Operator will then inform the Hump conductor that Class Track (give number of track blocked out) is blocked out.

- (e) Car Retarder Operator will then open the car stop retarder in the blocked out track.
- (f) Hump Foreman will then press block key on keyboard and enter track number to be blocked out and inform yardmaster the class track (give track number) is blocked out.
- (g) Yardmaster will then inform the Class Yard Conductor that Class Track (give number) is blocked out.
- (h) Yardmaster will then instruct class Yard conductor moves to be made in the blocked out track.
- (i) Class Yard conductor will then inform his crew that Class Track (give track number) is blocked out, and give instructions on moves to be made.

2. The position (open-closed) of the car stop retarders on the north end of each Class Track is controlled by the Car Retarder Operator in the Retarder Tower. Each retarder is equipped with a light indicator, indicating the position of the retarder. The light burns when the retarder is open and the light is out when the retarder is closed. The car stop retarders are in the closed position except when a Class Track is blocked out for a yard crew to couple and/or pull the track. In addition to the Yard Foreman blocking the Class Track out through the Yardmaster before a crew enters a Class Track from the north end, a member of the crew entering the Class Track must check the light indication of the car stop retarder and convey the indication to the other crew members. If the light indicates the retarder is in a closed position, the crew entering the Class Track must stop and not enter the track until the retarder is opened or reason for it not being opened is determined.

3. When coupling to car(s) that are stopped in the Master Retarder of the Inman Yard Hump, crews must shove the car(s) entirely through the retarder before pulling back to crest of hump to insure that car(s) are passed through the retarder's reailers.

4. Engines working on south end of Class Yard (Hump Yard) coupling tracks, must have permission from the main tower and must know that the track is blocked out before entering the track. Engines, after entering a track, must not get out of the clear of that track before again receiving permission from the main tower. Each track to be pulled or shoved must be checked to be certain there are no mismatched couplers.

5. Before humping begins, hump conductor must communicate with the Car Retarder Operator and have verbal confirmation that the Car Retarder Operator understands that humping is to begin. After verbal confirmation is received the hump trainmaster or yardmaster must be notified that humping is to begin and the siren must be sounded prior to cutting off first car.

Prior to giving verbal confirmation of the understanding that humping is to begin, the car retarder operator must check all switches to see that they are in the proper position, operate retarders to see if there is indication they are operating and check to see that skate retarders are indication to be in the proper position.

Before each cut is humped the Car Retarder Operator must ascertain that all indicator lights on the CRO panel are working properly throughout the use of the testing feature.

While the hump is not in use, the car retarder operator must have the master retarder in the closed position. Exception: Master retarder may be opened while maintenance is being performed.

Also, when conditions require, periodic checks must be made to assure that the lights are in working order.

6. Engine movements must not enter or foul the Classification Yard lead tracks at North Inman at anytime without permission from the Yardmaster on duty in the North Tower.

7. Each Class Yard track to be pulled or shoved must be checked to be certain there are no mismatched couplers.

8. The MAXIMUM authorized speed for engines over all electric switches on the south end of Class Yard at Inman Yard is TEN (10) miles per hour.

9. Before shoving or kicking a Class Track, the Hump Conductor will communicate with the North Tower and determine from the Yardmaster that nothing is fouling the north end of the track or tracks to be shoved or kicked; and that engines working on the north end of the Classification Yard are in the clear.

The crew shoving or kicking must have the above information from the Hump Conductor before move is made.

Each Class Yard track that is to be kicked, the cars to be kicked must be coupled. The maximum number of cars that can be cut off to roll free must not exceed the number of cars permitted to be Humped at one time as shown on page 41.

10. When setting cars into the Classification Yard from the north end (pullback end) cars must be shoved to a coupling or shoved to the clear point and secured.

Cars must not be humped into the Classification Yard from the north end (pullback end).

11. An overspeed alarm is installed at the north end of the Classification Yard. This alarm is equipped with a siren and flashing red light located on a utility pole at north end of class yard near CT28 switch.

This alarm is to be sounded by the Car Retarder Operator (CRO) in the event a car or cars exit the south end retarders at a speed that could allow car or cars to exit the north end of class yard.

When this alarm is sounded EMPLOYEES SHOULD IMMEDIATELY TAKE NECESSARY PRECAUTIONS TO PROTECT THEMSELVES AND EQUIPMENT FOULING TRACKS ON THE NORTH END OF THE CLASS YARD.

Engine Terminal

1. All movements entering or leaving the Inman Yard Engine Terminal, Atlanta, Ga., must stop short of hand operated derrails and not proceed until crew member stands on the ground at such derail observing that it is in the off position. The mechanical (Blue) derail must also be observed to see that it is in the off position before entering or leaving any track in the Inman Yard Engine Terminal.

All engine movements within the limits of the Inman Yard Engine Terminal must be made with the bell ringing and headlight burning in the direction of the movement. Additionally, movements must be stopped short of coupling, and inspection made to see that fueling and sanding hoses are disconnected before coupling.

2. Engines will not enter any track until Engine Terminal Foreman has been contacted and instructions received for placement of engines.

3. Trash receptacles are located between the tracks in the Engine Terminal, appropriately marked **TRASH**.

These receptacles are for the disposal of trash and every employee is required to use these receptacles in the Engine Terminal.

Piggyback Yard

1. Low air warning siren has been installed at Pig Tower, Inman Yard. This device is to warn crews that a low air condition exists

and switches may not function properly. When siren is on, no movement is allowed over switches on North end of Pig Yard. Any employee hearing siren must report to Main Tower so S&E personnel can restore air to switches.

2. Shove light indicators are located on Panel board in Pig Tower. Light will remain on until cars or engines reach a minimum of 100 feet from South End of track, at which time light will go out requiring movement to stop.

3. Car stop retarders are manually operated. When hump conductors panel board is in hump mode, retarders may be opened and closed by buttons located on panel board. Retarder light on indicates retarder closed and retarder light off indicates retarder open.

4. When hump conductors panel board is on ground control, retarders may be opened or closed from buttons marked open (red) and closed (black) located at the retarder. Light on retarder box will be on when retarder is open and off when retarder is closed.

5. All Classification Tracks in Pig Yard come under the provisions of Norfolk Southern Operating Rule 104(h). In order to comply with Rule 104(h), it will be necessary for the conductor of the crew coupling tracks (or standing in tracks) to provide protection against movements into track from hump end to Pig Yard. This protection will be provided by the Conductor determining the tracks that are fouled by his engine, hand lining necessary switch away from move and placing ring over switch lever. Crew must be then notified which tracks are blocked out.

6. Trains operating on the south end of Pig Yard Tracks PY-2 through PY-18 will be governed by the following:

- (a) On inbound trains, when necessary to make double over movements, locomotives will be stopped on tangent track until all switches connected with the movement are properly lined and authority to proceed obtained.
- (b) When making double over movements engineer must not shove against train air brake. If use of train air brake becomes necessary to control or stop the movement, a stop must be made and brakes fully released before proceeding. A total of twelve (12) conventional axles or eight (8) high adhesion axles must not be exceeded during the reverse movement.
- (c) When attempting to start (pull) on the south end of the Pig Yard, engineer must closely monitor amp meter and must not exceed eight hundred (800) amps and throttle must not be advanced above the notch that was necessary to start the movement until train speed reaches eight (8) miles per hour. Throttle may then be advanced as necessary, consistent with good train handling practices.

7. Rail Highway tracks No. 1 and 2 have been equipped with shove lights to protect shove moves from North to South and crew member must be on the ground to observe the indication of the light until the shove movement is stopped. If the light goes out before shove move is complete, movement must be immediately stopped.

8. In order to properly protect Intermodal Employees while working Pig Yard 2, 17, and 18, the following procedure will be followed:

- (a) Intermodal will request Pig Yard 2, 17, and 18 be blocked out to Pig Yard Tower.
- (b) Before blocking out Pig Yard 2, 17, and 18, it must be known that all cars are coupled, that North Tracks of north car are in retarders and retarders applied, and that there are handbrakes applied on two (2) North cars.

(c) Conductor will line switch off Pig Yard 2 and place cap on lever notifying Intermodal.

(d) Intermodal employee will lock switch with key first. Then, he will apply locking device to switch point.

(e) Before Pig Yards 2, 17, and 18 are cleared for use, Intermodal must remove switch point lock device and unlock switch notifying Pig Tower device removed, switch unlocked and track clear.

Pig Yard 17 and Pig Yard 18 will hold five (5) stack cars, and these must be spotted adjacent to the crane travel pads between the yellow stripe lines located on the pads, with handbrakes applied on the two (2) north cars. These tracks are protected by shove lights for movements north to south, with indication located on the console in the Pig Tower.

OUTLYING POINTS

South Yard

1. Cars left standing in tracks at South Yard must be secured with handbrakes on North end of cut.

2. Conductors and crews reporting for duty at South Yard:

Call Industry Yard Yardmaster for instructions (1923 or 1924). Secure a printout of all tracks in yard that has inventory from the printer located in locker area.

Keep an accurate record of cars moved to and from tracks. Report this information to Industry Yard Yardmaster and/or Clerk when possible and complete before going off duty each day. Yard turnover must be left on telephone table after each tour of duty.

An accurate account of cars that are spotted and pulled from any industry must be made on a computer generated industry work list.

Conductor making delivery from Inman to South Yard must have list from Inman of cut. When set-outs are made at South Yard, call Industry Yard Yardmaster and/or Clerk (1923 or 1924) and report cut cars and tracks on which cars were left.

If pick-ups are made at South Yard for Inman, Conductor will call Yardmaster and/or Clerk at Industry Yard and advise which tracks are being moved and how doubles were made.

3. Shove lights at south end of South Yard are equipped with an "ON" and "OFF" switch.

Switch is located at the south end signal case near No. 1 Lead.

When necessary for crews to use shove lights, switch must be turned on and when movements are complete switch must be returned to the "off" position before crew leaves this area to help avoid vandalism. Shove lights have been installed on tracks No. 1 through No. 19, South Yard, to protect shove moves from South to North and are in service, except No. 2 to No. 5 inclusive are out of service account excessive rust on the rail. Protect shove movement from south to north in accordance with Operating Rule 103.

The lights are located on the South End of South Yard to the left and adjacent to the track they govern.

In order to comply with the provisions of Norfolk Southern Operating Rule 103, in tracks No. 6 through No. 19, it will be necessary for a crew member on the ground to observe the indication of the shove light until shoving move is stopped. If light goes out before shoving move is complete, movement must be stopped immediately.

Chattahoochee

The Conductor on the River Job will advise the Main Tower which track (River Track or Incinerator Track) is open for stone to be set off on Southern Cement Lead.

4. All trains operating over Sawtell Avenue, on the A&F Lead, Ramp Lead and Run-around Track, formerly the Sawtell Unloading Ramps, **DO NOT FOUL THE ROAD CROSSING** until the gates are down or traffic has been flagged, account of rusty rail conditions preventing proper shunt quality of flashing light crossing approach circuit.

5. Cars are not to be spotted North of the Yellow Pier on Track No. 1, Mindis Metals, M.P. 153.1H.

The Yellow Pier is located on the west side of Track No. 1.

Office Car Tracks - Spring Street

While switching at office car tracks, located behind office building at Spring Street, passenger equipment and/or tow engines will not be left standing unattended on main line or where they may roll to the main line.

Movement of Trains or Engines Between East Point and Hapeville.

The two main tracks are identified as follows:

Track on West Side, Southbound Main (No. 1)

Track on East Side, Northbound Main (No. 2)

Unless otherwise provided, movements on either main track, between the above listed points, will be made only in the assigned direction by Automatic Block Signal indications. Before fouling either main track or crossing over from one main to another, authority must be obtained from the operator at Inman Yard, who must first ascertain that there are no conflicting movements. Once such authority has been obtained, switches must be lined, and a waiting period of five (5) minutes must be observed (except where signal governs movement or switch with electric lock).

Southward movements against the current of traffic between East Point and Hapeville must obtain Clearance Card Form 603 from the Operator at Inman Yard who will provide protection for this move by holding conflicting northward movements at Hapeville until the movement against current of traffic is completed.

Northward movements against the current of traffic between Hapeville and East Point must obtain Clearance Card Form 603 from the Operator at Inman Yard who will provide protection for this move by holding conflicting southward movements at East Point until the movement against current of traffic is completed.

NOTE: Northward movements approaching Hapeville on Single main and instructed to operate to Main Track No. 1 at Hapeville must obtain permission from the Operator at Inman to reverse the Spring switch located at the end of double track. Once this switch is properly lined, the signal will indicate Restricted Proceed.

Industry Yard

1. While switching on the south end of Industry Yard:
 - a. No loaded cars may be cut off in motion and allowed to roll free at any time.
 - b. No empty cars may be cut off in motion and allowed to roll free when going to coupling against car(s) standing in curve.
2. The two yard tracks adjacent to Northbound Main Track No. 2 and extending between the south limits of East Point Interlocking and south end of Industry Yard are directional yard tracks, and movement

of these tracks must keep to the left unless instructed otherwise by Yardmaster at Industry Yard. The southbound track is designated as Directional Yard Track No. 4 and northbound track is designated as Directional Yard Track No. 3.

3. When switching of the Hapeville Automobile Terminal (HAT) at Poole Creek requires coupling a cut of cars with the rear car spotted against butting block, slack must be stretched to prevent cut from rolling toward butting block before the air is cut in. In addition, handbrakes on rear car will not be released until air is throughout the cut.

4. QTTX, excessive height auto racks, are not to be placed against butting block, Track No. 6, at Poole Creek Auto Ramp, account overhead unloading device will not clear this type rail car.

5. The switch stand controlling the north end of the C&S/Rip Track Lead (M.P. S289.8) is a CHEMETRON-EZ THROW Switch Stand.

Indicated below are the operating instructions:

- a. Check that no obstructions interfere with operation and that the switch is not spiked, clamped or tagged.
- b. Depress foot latch in downward position and begin turning handwheel.
- c. Once handwheel starts to turn, remove foot from latch and turn 360 degrees until latch drops into latched position.
- d. After operating switch, check securing devices. Observe switch points for proper fit and alignment. Secure and lock, if so equipped.
- e. Repeat same procedure turning handwheel in opposite direction to return switch to opposite direction.

6. Movements within the limits of Triple Crown facilities located at East Point, Georgia, must be made with engine bell ringing (Operating Rule 30) to warn persons working in area.

7. A close clearance exists on the Foy Brick Track (J07) at the entrance gate and at the dock.

Close Clearance Signs are located on the fence adjacent to the gate and on the dock.

Employees are to use extreme caution watching out for these Close Clearances.

8. Newell Industries (M2250) at East Point, Georgia, is using Blue Flag protection to protect their employees and equipment.

The provisions of Norfolk Southern Operating Rules 26 and 26(a) apply at Newell Industries.

9. While working on following tracks at Industry Yard, **BEWARE** of close clearances account Triple Crown® Trailers parked adjacent to both sides of tracks.

C&S Lead	No. 2 Coach Yard
No. 3 Rip	No. 1 Coach Yard
No. 4 Rip	Shanty Track
No. 3 Coach Yard	South leg of wye

10. A portion of the Waterhole Lead between the Sabin Robins Lead and Colonial Lead will be used by Triple Crown to load their equipment between 8:00 PM, and 11:59 PM, Monday through Thursdays.

11. Hand operated derrails will be located eleven (11) feet south of the Sabin Robins Lead Switch and 350 feet north of the Colonial Lead Switch, and they will be under exclusive control of Triple Crown personnel and will not be handled by Norfolk Southern Railway

employees under any circumstances. While Triple Crown employees are using this track between the above mentioned hours these derrails will be locked in derailing position with a private lock, and they will be locked in non derailing position with a private lock when Triple Crown has finished loading.

Hapeville

1. Ford Motor Company, Hapeville, has in service electrically operated derail, protecting track No. 1 and No. 2, twenty (20) feet inside present gates.

These derrails are painted white and controlled by Ford Motor Company Security forces.

In addition, visual inspection must be made by crew members prior to entering Tracks No. 1 and No. 2.

2. The following information is to be furnished to the Ramp Office at Ford Motor Company when switching Ramps.

- a. List of cars, in standing order and which track they were spotted.
- b. Which car is against butting block and which car is on the street end.

The same information is to be furnished when spotting for next day loading but list to be left in Guard Shack at Ramp Gate.

3. Account of close clearance at Ford Motor Company, Hapeville, Georgia, (M.P. S285.2), employees are prohibited from riding **ON** or **INSIDE** equipment being pulled or spotted on Tracks No. 4, No. 5 and No. 6. This includes the entrance gate to the Ramps.

Forest Park

Due to track configuration, location of derail and the use of High Cube Box Cars at CTI Warehouse (N60) off the Brewery Lead M.P. S284.4. Employees are prohibited from mounting, dismounting or standing near the derail during switching operations.

Employees **MUST** stand on the opposite side (East Side) of the track during switching operations.

Norcross District

1. Instructions governing operation on Stone Mountain Lead, M.P. 620.6, connecting leads and industrial tracks.

- (a) In accordance with power brake law, brake test will be made before leaving Chamblee Yard or Doraville Yard proper. Brake system will be fully charged and brakes tested for application and release, and hand brakes of all cars inspected. Any car found to have inoperative air brake or hand brake will be cut out and left in yard for repairs.
- (b) Before handling any cars on lead, stop must be made on #1 main track south of Amwilder Road and, with brakes released, a minimum of one-third of the retainer valve handles must be turned to the high pressure (HP) position.
- (c) While descending Stone Mountain lead and before speed reaches 5 MPH, brakes will be cycled to charge retainers. Speed must not exceed 8 MPH while descending lead between main track switch and Pleasantdale lead switch. Retainers must be turned down to the exhaust (EX) or normal position after descending the initial grade at the time the initial cut is made or prior to making **ANY** shove movements handling cars with the retainers in the high pressure (HP) position.
- (d) If there is any work to be performed in tracks on the initial grade, cars for those tracks will be cut off and handled before the remainder of the cars are pulled from the main track as follows:
 - With one unit, handle a maximum of five cars with 100% retainers turned to the high pressure (HP) position before

leaving the main track and, in addition, a sufficient number of handbrakes will be applied to properly secure cars left on main track.

- With two units, handle a maximum of eleven cars with 100% retainers turned to the high pressure (HP) position before leaving main track and, in addition, a sufficient number of handbrakes will be applied to secure cars left on main track.
 - Do not cut any loaded cars off on main lead on the initial grade between crest at main track switch and bottom at Pleasantdale lead switch.
 - Retainers must be turned down to the exhaust (EX) or normal position after descending the initial grade at the time the initial cut is made or prior to making **ANY** shove movements handling cars with the retainers in the high pressure (HP) position.
- (e) At any time engine is uncoupled from cars and recoupled, or after coupling to any cars while working the Stone Mountain Lead or its connecting leads and industrial tracks, air will be cut in and air will be used in all switching movements. When operating ends of the engines are changed or cut is run around, it must be determined that brakes on the rear of train apply and release. In addition, the following procedures will be observed:
- Apply hand brake on head car, on all cars with inoperative air brakes and on any additional cars necessary to control movement of cars being handled to any industry located on, or at end of, a track with grade descending from lead to industry.
 - Apply hand brake on any car with inoperative air brake and on rear of cars being handled from any industry located on, or at end of a track with grade descending from main lead.
 - Do not handle any more cars while switching these industrial tracks than can be handled without doubling from the industrial track to lead.
 - Engines with cars must not enter Stone Mountain Lead from main track when cars are standing on Stone Mountain Lead between main track switch and Pleasantdale Lead switch.
 - While switching Van Waters & Rogers you must leave 100% hand brakes on cars standing on main lead because of steep grade.
 - When necessary to switch the Tank Track (Upper Boyle) at Boyle-Midway (V-41) on Stone Mountain lead, all switching will be performed toward lead and Commercial Cold Storage Track, with Tank Track switch lined to lead. At no time will cars be lined toward Tank Track unless engines are coupled and air brakes charged.
- The Stone Mountain industrial area, M.P. 620.6, is switched by two crews assigned on duty 4:00 AM and 4:30 PM Sunday through Friday. Only one Stone Mountain switcher will be in industrial area at a time.
- Under no condition will two or more crews operate in the Stone Mountain industrial area until all crews concerned have made contact with each other and understand where each crew will be working.
- Contact must be made prior to occupying the Stone Mountain industrial lead which springs from No. 1 main track at M.P. 620.6.
2. Instructions governing operation on Peachtree Corners Lead and Industrial Tracks — M.P. 619.8:
- (a) Before shoving any cars on the initial grade of lead track No. 1 from main track, brakes will be fully charged, brakes tested in accordance with power brake law and hand brakes inspected on all cars. Any car found to have inoperative air brake or hand brake will be cut out on L.B. Foster track and returned to yard for repairs.

- (b) At least one hand brake for every ten cars will be applied on the lead car or cars before shoving cars on the initial grade.
- (c) At no time will cars be switched toward lead track No. 1 at the main track nor will cars be switched toward J. C. Penney Company, lead track No. 3.
- (d) Train line air will be cut in to all cars for movements in Peachtree Corners Industrial Park and air will be used in all switching movements.

3. The City of Doraville, Georgia, has an ordinance that the crossings at Flowers Road, M.P. 622.9, and Winters Chapel Road M.P. 622.4, cannot be blocked for more than five minutes.

If it becomes apparent that these crossings may be blocked for more than five minutes due to unavoidable circumstances, a member of the crew must immediately advise Chamblee Depot by radio communication of this fact. Employee at Chamblee Depot taking this message must immediately notify the Doraville Police Department in order that traffic may be rerouted.

Also in connection with Winters Chapel Road Crossing at M.P. 622.4, switching movements must not be made over this crossing during the critical morning rush hours 7:00 AM to 9:00 AM Inbound cuts to Doraville Yard must not head in the south end of Doraville Yard during the critical hours.

4. In line with provisions of Operating Rule 103(d), crews shoving cars in open tracks in B.O.P. Yard, Chamblee will apply sufficient hand brakes on north end of cut to secure cars and, in addition, will apply a hand brake to south end of cut. When adding cars to south end of cars already in tracks, sufficient brakes will be applied to insure that entire track is secured.

When switching tracks in B.O.P. Yard and lower yard, crews must know that sufficient brakes are applied to north end of track to secure cars and when cars are added to tracks, additional hand brakes must be applied as necessary to secure properly.

It must be understood that when switching is completed in both yards that tracks must be left with a hand brake on south end, in addition to sufficient hand brakes on north end of cut.

5. Derails have been installed on Tracks 1 through 5 inside the B.O.P. Plant with crossing signals at each crossing.

As the derails are thrown in "off" position, light and bells are activated on crossing. After pulling a track, the derail will be put back in derailing position in order to deactivate crossing signals.

Frame cars loaded and empty are restricted from all tracks inside the B.O.P. Plant, Doraville, except for Track No. 1.

When switching Humphries Concrete, do not hold to any cars other than cars for Humphries Concrete due to the curvature of track and overhead obstructions.

6. Shove lights have been installed on south end of tracks one (1) through six (6) in BOP yard at Chamblee, Ga., M. P. 623.7. The shove light governing each track is located just north of clear point on west side of that track. The insulated joint is located 200 feet from the clear point on the north end of each of these tracks.

Shove lights will burn green until movement passes the insulated joint and light will then go out. Stop movement as soon as the light goes out and pull cars south until light comes back on. In any instance where you couple to a track left by another crew and the shove light is not burning, track must not be pulled south until cars on north end of track have been checked to insure switches are properly lined for movement.

7. When switching in Chamblee or Doraville Yard, the following procedure will be observed. Crew members will make sure couplers are aligned and knuckles are open on cars to be kicked into tracks as well as on cars standing in the track before kicking cars. Before cars in excess of sixty feet in length can be kicked into a track, the crew will know that cars already in the track are at least two-hundred feet from the clear point. When pulling cuts out of tracks a member of the crew will position himself at a point two-hundred feet from the clear point to observe mismatched couplers or any unsafe condition in order to stop movement before reaching the turnout.

Crews are prohibited from cutting cars off and allowing to roll free on north end of BOP Yard, M.P. 623, due to excessive grade. All movements will be shoved and protected by a crew member.

8. Trains and engines approaching Peachtree Station M.P. 633.3 must comply with the requirements of Rule 14M to warn passengers and employees on platform.

9. Mecaslin Street Crossing (M.P. 633.5), must not be blocked under any circumstances.

10. Switch crews must receive permission from Inman Main Tower before entering either end of Atlantic Steel.

11. Amtrak Switch Crew must call Inman Main Tower before leaving Armour Yard to ascertain if there are any special instructions.

12. Chamblee-Doraville District - When more than one (1) car or engine is to be secured, the use of two (2) or more handbrakes is required. Handbrakes must be tested before motive power is detached.

The use of wheel chocks is prohibited, except as authorized by proper authority.

13. The switch on General Electric Lead is lined and spiked for movement toward General Tire. That portion of the lead that goes into the General Electric, Stone Mountain, is out of service until further notice.

14. Do not leave any cars outside of gate on Upper Track at Boyle-Midway (V41). All cars must be left on Industry's side of the derail.

Cohutta District

1. Conductors on trains originating Cleveland, Tenn., must check their waybills to determine that they have the proper cars for the destination of their train and notify Chief Dispatcher how train is blocked. Conductor will also prepare list of all cars to be set off at Forrestville giving copy of list to Forrestville agency. Any coal cars for Austell must be set out at Austell.

Griffin District

1. No cars may be left in the runaround track on the Richway/Thrift Drugs lead, Morrow Industrial Park, account not equipped with derails.

2. Kelly Springfield cars that cannot be spotted at the industry on the last night of the work week will be left in the Morrow runaround track, rather than taken to Griffin.

3. Cars cannot be left in the old Morrow siding (over I-75). Overflow cars for industries can be left in the Morrow storage track, or in the Keebler or Pepsico tracks, located just south of the Capital Polybag track in the Morrow Industrial Park.

4. At Griffin, the normal position for all switches on the Griffin Thoroughfare (formerly Southbound Mainline) is lined and locked for movement on the Thoroughfare.

5. Flat switching and kicking cars at Griffin is prohibited. Cars must remain coupled to motive power and cannot be allowed to roll free except at authorized roll-by locations shown in the timetable.

6. Cars cannot be left in the Griffin-Spalding Industrial Park runaround track at Griffin, Georgia account not equipped with derails.

7. Crews going on duty at Griffin, Georgia will use only the number of locomotive unit(s) required by timetable tonnage rating necessary to move the train. If more than one unit is needed for the road trip, additional units will be on line and working only when necessary to move the tonnage.

8. Due to close track centers, extreme caution must be exercised while riding moving equipment in all tracks at Griffin Yard.

9. Tracks No. 2 and 3 in the Griffin North Yard are used to store Davidson-Kennedy repair cars. In order to protect D-K employees who periodically inspect these cars, derails have been installed at the clear point on both ends of each track. These derails will be handled only by D-K employees. The Griffin Agency will notify crews when cars are being inspected by D-K employees. The D-K employees will line and lock the derails in the derailing position. While D-K employees are in the yard inspecting cars, train crews are not authorized to use tracks 2 and 3 in the North Yard. Upon completion of their work, D-K employees will line and lock their derails in the off position and Griffin Freight will notify train crews that their inspection is complete. Cars for D-K may only be stored in tracks 2 and 3 in the North Yard. These tracks may be used by train crews when D-K employees are not inspecting cars.

Davidson-Kennedy storage cars leaving Griffin, Georgia for Industry Yard must be lined up on the rear of train G-04 and the conductor on train G-04 will insure that these cars are on the rear of the train when arriving Industry Yard each trip.

10. The spring switch from the thoroughfare to the main track at Irving, M.P. S249.0, is equipped with a spring switch marker light. (See Rules 104F, 313, 314)

11. Hayes on-track type (flip flop) derails are located at the crest of the hill on the lead, approximately 380 feet towards the plant from the mainline derail, on both tracks 1 and 2, at the Dixie Portland Flour Mill (M.P. S238.5). These derails will be left locked in derailing position when not being used. At no time will cars be left standing on the hill between the mainline derail and the on-track derails.

No more than 5 loads per working engine will be shoved up the initial grade and curve at Dixie Portland Flour Mill.

Loads left on the Wheat Track (track next to the silos) must be left in cuts of 10 cars or less account industry winch cannot handle more than 10 cars at a time.

Equipment moving over the scales at Dixie Portland Flour Mill must have all hand brakes and air brakes in the fully released position so that the wheels will not slide and damage scales.

12. At Barnesville, the normal position for the Thomaston Branch lead switch is lined and locked for movement on the Short Storage Track (formerly Short Siding).

13. Crews picking up or setting off at Barnesville will leave waybills, switchlist, and other paper work in the mail box located at the former location of the walk-in telephone booth.

Thomaston District

1. Loop track switch at Thomaston may be left as last used.

Atlanta South District

1. The normal position of the switch leading to Hickson tank and hopper tracks at Conley, Ga. (M.P. 161.2H) is lined for the lead (straight) track and locked in this position with industry's private lock. Track is also protected by industry's blue signal device. Track may be entered only when industry has removed both the lock and blue signal device. The gate across Hickson's track will be handled only by industry employees. Hickson and Koch cars must be left on the Hickson lead track or Economy Forms storage track rather than on the Bonsal track, after switching is completed.

2. Unless emergency conditions exist, Quarry Road Crossing at Stockbridge, Georgia must not be blocked more than (5) minutes by a standing train. During switching operations, the crossing must be cleared as often as necessary to minimize the interruption of motor traffic. Immediate passage must be given emergency vehicles.

3. Conductor on trains making a pickup or setoff at Stockbridge and/or McDonough must book the cars set off or picked up on a switch list in lieu of Form 612 showing car numbers, date, time, train number, and conductor's signature and turn in to agent at Inman Yard.

4. A "Clear This Post" sign has been placed near mid-point of the storage track at McDonough, Georgia, M.P. 182H. In addition, both sides of the rail have been painted orange at this location. Cars being set out in this track, or cars left in this track after switching, must be left south of this clearance post unless instructed otherwise by proper authority.

5. A gate and derail has been installed on the Training Center/Liberty Industrial Park lead at McDonough, Georgia at M.P. 2.9M. The portion of this track between M.P. 2.9M and M.P. 9.3M is being used as a practice track for engineer training. Trains and engines must not occupy this track between the above locations without first contacting the Director of Training or his representative at the Training Center for permission to do so. Normal position for the Liberty Industrial Park lead track switch is lined and locked for movement on the lead, rather than the Training Center track.

6. Crews switching Florida Rock, Co., Palmer, Georgia (M.P. 226.5H) will be governed by the following:

Crossings must not be blocked while picking up or setting off.
Empty Track - Prior to shoving empty cars into this track or coupling to cars already in this track, crew member must inspect the track to insure it is clear of rock and debris and to insure industry employees are not in or around the cars. When spotting empties, crews must not shove the lead car of the cut past the flip-flop derail located at clearance point of the empty track. Railroad crews must not occupy the industry switch-back lead track beyond this derail for any reason. The crossing at the loading bins must be cut when spotting empties.

Loaded Tracks - Before coupling to cars on the two loaded tracks, crew member must determine that derails, located at the industry end of both tracks to protect the plant loading area, are in the ON position. If derails are in the OFF position, reasonable effort must be made to contact industry personnel to properly line the derails. If such effort fails, plant must not be switched. All outbound loads must be inspected to see that all wheels are properly seated on the rail, that the track is not obstructed by rock and debris, and wheel chocks removed by industry personnel. Train crews cannot go beyond the derail point on either loaded track to pull or place cars. Trains

moving only part of the loads from Palmer will leave remaining loads on the lead at the little derail. A listing of cars picked up (on switch list or Form 612) must be turned in to the Agent at Brosnan Yard.

7. Crews picking up or setting off at Georgia Power Plant Arkwright will be governed by the following:

Setting Off - The conductor must check each car and waybill to insure that only Arkwright coal is set off. Cars that are not billed to Arkwright will be switched out and taken to Brosnan Yard. All loads must be set off from the south end, in order to keep the oldest cars north-out in the set off tracks. The set-off must be shoved all the way to the clear point south of the crossing. If cars are already in the set off tracks, couple the set-off to these cars and shove all cars north to the clear point. The clear point on both sides of the crossing on all tracks, including the mainline, has been marked by yellow paint on the rails. Loads to be set off will be listed on a Car Handling Report that will be provided with your paperwork at Inman Yard. If the cars match the car numbers shown on the Car Handling Report, record the time, date and conductor's name on the report and turn it in to the agent at Inman Yard on next return trip. Exceptions must be noted on the report concerning car(s) not in your train or if you have cars for Arkwright not shown on the report. If Car Handling Report is not furnished you at Inman Yard for Arkwright coal, then the entire set-off must be recorded on Form 612. A switch list in lieu of Form 612 is not acceptable and must not be used.

Picking Up - Empty coal cars picked up at Arkwright will be recorded on Form 612 and turned in to the agent at Inman Yard. A switch list in lieu of Form 612 is not acceptable and must not be used. Neither of the two road crossings at Arkwright will be blocked unnecessarily. Trains setting off or picking up at Arkwright must be cut off sufficiently in advance of these crossings to allow one crossing to be opened for highway traffic and to remain open after the engines are recoupled to the trains.

Any time cars for Arkwright or Scherer are set off short of destination, the conductor will leave the waybills with the cars, advising Chief Dispatcher of that location.

8. Crews handling unit coal trains into Georgia Power Plant Scherer, must be governed by the following:

- (a) Before arriving Scherer, Georgia, (M.P. 218.8H) contact the Chief Dispatcher to determine whether to travel the loop track in a clock-wise or counter clock-wise direction.
- (b) Main reservoir pressure must be between 120 and 145 pounds before and during unloading.
- (c) Conductor will see that (a) crew member with radio is in control room to direct movement during unloading process, and prepare list of actual car numbers on Unit Coal Train form and; (b) another crew member (if crew consist permits) is on trestle walkway to inspect entire train to see that all hopper doors are closed after being unloaded. Breathing masks may be secured from the control room.
- (d) Unless otherwise instructed, the radio units must be switched to the head end and air cut in on automatic dumping system prior to departing Scherer.
- (e) The list of car numbers on the Unit Coal Train form (Item 3b) must be compared against waybill to see that numbers match. Discrepancies must be noted under "Remarks" on the Unit Coal Train form which should then be turned in to the Agent at Inman Yard, on return trip.
- (f) **ABSOLUTELY NO REVERSE MOVEMENTS WILL BE MADE AT ANY TIME WHILE THE TRAIN IS ON THE UNLOADING TRESTLE.**

- (g) Crews finding it necessary to set out bad order Scherer cars may leave the cars on the Construction Yard Lead up to road crossing which is protected by a butting block.

9. Trains from Macon having cars destined short of Atlanta must advise the Chief Dispatcher, before leaving Macon, the various destinations.

10. All southbound trains arriving Brosnan Yard will approach Fifth Street overpass at Macon, Georgia (M.P. 240.5H) prepared to stop and will not pass this point until permission is granted from terminal officer in main tower, Brosnan Yard, to proceed.

Macon District

1. Before entering tracks of Robins Air Force Base, M.P. 16.3G, permission must be obtained from a Base transportation officer and it must be ascertained that there is no conflicting movement with engines being operated by Base personnel.
2. Crews spotting cars for unloading at Anchor Glass Corporation, M.P. 18.6G must spot them north of the derail located adjacent to the plant, and this derail must be locked in normal position by Norfolk Southern crews. Cars must not be left between derail next to mainline and derail at top of grade at Junction Switch of Pit Track and Warehouse Track.
3. Highway 247 crossing on Frito-Lay lead, M.P. 26.2G, must be flagged. Maximum authorized speed on all tracks is 10 MPH.
4. Southbound trains setting off at Cordele will use only the Wofford or Coal Chute Passing tracks. Any overflow cars must be taken to Ashburn, Georgia.
5. No cars except for those billed to Folsom Concrete Company may be placed on the Folsom Concrete industrial track, M.P. 66.4G, due to excessive curvature at this location.
6. All movements between M.P. 150.2G and M.P. 155.0G are controlled by the clerk at Langdale Yard. Southbound trains must contact the clerk before passing Mineola.

Macon Terminal

1. All movements between Macon Junction and Mead interlockings on other than the GS&F main track are controlled by Brosnan Yard Yardmasters as follows: The North Tower Yardmaster has jurisdiction over the outbound lead between Macon Junction and the North Tower, all Forwarding Yard tracks and leads, after handling the track block-out procedure with the Main Tower, the north entrances to the Classification Yard, including the pullback tracks; the Main Tower has jurisdiction over the remaining Brosnan Yard trackage. All inbound trains or engines approaching Brosnan Yard must receive permission from the Main Tower as follows: Southbound movements from North Macon or from the Savannah District must receive permission from the Main Tower prior to accepting a signal to proceed beyond Macon Junction; Northbound Brunswick District movements must contact the Main Tower prior to entering the yard limits at M.P. 244.5H; Northbound GS&F District movements must contact the Main Tower prior to passing M.P. 7.0G; Northbound Southwest District movements must contact the Main Tower prior to passing M.P. H196.0.

GRRR trains or engines may use the Brosnan Yard trackage south of Macon Junction on other than the GS&F District main track. Rule 105 governs all movements except those on the GS&F main track between Macon Junction and Mead, and Rule 245 governs all movements except through movements on the GS&F main track at Mead and all Southbound Brunswick District movements at Macon Junction.

2. Engines going to the Engine Terminal at Brosnan Yard will contact Main Tower for a route to the Engine Terminal. Engine crews must

contact Engine Terminal Foreman for instructions on where to place engines within the engine Terminal and for permission to enter Engine Terminal tracks. Permission must be received before entering the switch at either end of the Engine Terminal.

If it is necessary to run around the Engine Terminal via the Runaround Track, permission must be obtained from Main Tower before fouling this track.

3. Tables for storing EOT Devices have been installed at the following locations:

SOUTH END OF RECEIVING YARD

- 1) South end of Thoroughfare 2 Pocket Track
- 2) North end of Thoroughfare 2 Pocket Track

NORTHEAST OF RECEIVING YARD

- 1) East side, between Thoroughfare 2 Pocket Track and Receiving Yard ladder.
- 2) West side, one car length South of Car Inspector Pit.

When crews are instructed to remove EOT Devices from trains at Brosnan Yard, the crew member handling the device will ensure that it is placed on one of these tables for later pick up by Mechanical Department personnel.

If a situation arises where an employee would have to carry an EOT device for a long distance, the employee should call the Main Tower and state where the EOT is located. The EOT can then be picked up by a set of light engines moving through the yard.

Valdosta District

1. All movements between M.P. 150.2G and M.P. 155.0G, are controlled by the Clerk, Langdale Yard. Northbound trains must contact the clerk before passing Howell.

2. Trains or engines switching the industrial track serving Truss Joist Corporation must ascertain that the overhead crane located inside the building is clear of the track before any movement is made on this track.

3. ADM Corporation operates an engine on the industrial track which serve this plant. Before entering these tracks, Norfolk Southern crews must ascertain that there is no conflicting movement. Rule 105 governs.

Jacksonville Terminal

1. All movements on the main tracks between M.P. 255.9G and M.P. 260.6G and between Simpson Yard and C Yard are controlled by the General Yardmaster, Simpson Yard.

2. Southbound Valdosta District trains must initiate radio communication, before passing yard limit sign, with the General Yardmaster who will specify route to be taken into Simpson Yard. FEC and CSXT trains and engines may use trackage between Simpson Yard and Beaver Street. All movements on the trackage listed above must be made at Yard Speed, not exceeding 20 MPH. Rule 245 applies to Southbound movements at M.P. 255.9G.

3. All movements between Beaver Street and Jacksonville are controlled by the CSXT Operator, Beaver Street, and this trackage may be used by Jacksonville Terminal Company engine crews, CSXT and FEC engine crews.

4. Georgia Pacific Corporation, Palatka, Fl., requires all Norfolk Southern employees to have in their possession and readily available, an escape respirator while on Georgia Pacific Mill property. These respirators are provided by Georgia Pacific and are available from a box located at the west end of Georgia Pacific yard, north of the ladder switch, on the east side of gate no. 4 entrance road. This

box is locked with a N.S. switch lock. This respirator is provided for escape purposes only and cannot be used for any other purpose but to escape.

Douglas District

All movements between M.P. GF29.7 and the Jct. Switch with the Valdosta District at M.P. GF28.0 are controlled by the clerk, Langdale Yard. Southbound trains must contact the clerk before passing M.P. GF29.7.

Navair District

1. Occidental Jct., M.P. 193.8B Jct. Switch may be left as last used.
2. Occidental Chemicals, Occidental, Fl., operates engines on the industrial tracks and Marshalling Yard tracks which serve this facility. Before entering these tracks, Norfolk Southern crews must ascertain that there is no conflicting movement. Rule 105 governs.
3. All movements between M.P. 152.8B and Jct. Switch at M.P. 151.6B are controlled by the clerk, Langdale Yard. Northbound trains must contact the clerk before passing M.P. 152.8B.

Savannah District

1. Millen

- A. Prior to switching any yard track, a crew member must ascertain that the west deraill in the track to be used is in normal position. No car(s) will be allowed to roll free into a yard track unless the west cars in the track consist of a minimum of 5 cars with an effective handbrake applied on each car and unless the west car is at least one car-length east of the deraill. While switching in Millen Yard the following restrictions apply:
 1. No more than two loads may be kicked at one time.
 2. No more than six empties may be kicked at one time.
 3. Pulpwood must not be kicked only shoved to couplings.

2. Tennille

- A. While classifying at Tennille, the following practices must be observed:
 - a. Cars must not be kicked or allowed to roll freely into clear tracks.
 - b. Cars must not be kicked or allowed to roll freely into standing equipment unless a minimum of 5 handbrakes have been tightly applied to loaded cars in the track. More handbrakes may be required as the number of cars increases in the track.
 - c. Cars standing in tracks must be kept close to the work being performed and not placed at the far end of the tracks.
 - d. The mainline must not be used to kick cars or allow cars to roll freely into other standing cars. Cars standing on the mainline must have sufficient handbrakes.
 - e. Only two loaded cars may be kicked or allowed to roll freely at a time and speed must be controlled to avoid damage.
 - f. Loaded pulpwood cars must not be kicked or allowed to roll freely.
 - g. TOFC or COFC cars exceeding 60 feet must not be kicked or allowed to roll freely into standing equipment.
- B. Conductors on trains equipped with EOT telemetry devices arriving at Tennille will be responsible for removing the device. Under no circumstances will the EOT device be left on the train.
- C. When any train or engine is picking up, setting off or performing other work that fouls the switching ladders at either end of the yards, all switching operations of other trains or engines that involve dropping or kicking cars is prohibited until notified by the train crew involved that they are in the clear of the

ladders. Shoving moves may be made in these instances provided crew has ascertained that couplings can be made without fouling the ladders at the other end of the yard.

3. McIntyre - Toddville

- A. Bad footing and close clearances exist at several locations on the industrial tracks which serve Englehard Mineral Corporation, Evans Clay Company, and M & M Clays.
- B. All ground crew members performing switching inside the plant property of EMC will be required to wear a hard hat while outside the engine cab. Hard hats will be furnished by EMC Security Personnel by calling 628-7146.
- C. When one crew leaves a cut of cars on the main track for another crew to move to Gordon, the required handbrakes and open angle cock must be on the west end of the cut.
- D. At EMC, Toddville, only cars left on the scale or the mainline side of the scale may be coupled to and moved. Cars on the other side of scale may be moved if they are coupled to cars on the scale. Under no circumstances will cars be rolled to a coupling on the other side of scales.
- E. Crews switching the Toddville plant will, before commencing switching operations, activate the railroad crossing lights for the in-plant grade crossings. Proper flagging protection will still be required when shoving over these crossings. EMC personnel will be responsible for de-activating the warning devices.

4. Gordon

- A. While classifying at Gordon, the following practices must be observed:
 - a. Cars must not be kicked or allowed to roll freely into a clear track.
 - b. No cars must be kicked or allowed to roll freely into a track unless it is ascertained that the track is secured by standing equipment to prevent a rollout.
 - c. Not more than two loaded cars are to be allowed to roll freely into standing equipment and speed must be controlled so as to avoid damage.
 - d. No car or cars will be allowed to roll freely into a standing caboose nor will any caboose be allowed to roll freely into standing equipment.
 - e. All loaded cars placarded "Do Not Hump" must be shoved to a coupling.
 - f. Loaded pulpwood cars must not be kicked or allowed to roll freely into standing equipment.
 - g. TOFC or COFC cars exceeding 60 feet must not be kicked or allowed to roll freely into standing equipment.
- B. Trains or engines using the coupled-in-motion scale must not begin weighing operation without first contacting the Yard Office.
- C. Close clearances and bad footing exist at several locations in both the Columbia and Savannah clay plants.
- D. All ground crew members performing switching inside the plant property of Englehard Mineral Corporation will be required to wear a hard hat while outside the engine car. Hard hats will be issued by EMC Security Personnel by calling 628-7146.
- E. When any train or engine is picking up, setting off or performing other work that fouls the switching ladders at either end of the yards, all switching operations of other trains or engines that involve dropping or kicking cars is prohibited until notified by the train crew involved that they are in the clear of the ladders. Shoving moves may be made in these instances

provided crew has ascertained that couplings can be made without fouling the ladders at the other end of the yard.

Savannah Terminal

1. All movements east of M.P. SA7.3 are controlled by the yardmaster Dillard Yard.
2. All eastbound Savannah District movements must contact the yardmaster before passing M.P. SA12.0, and any movements proceeding toward Dillard Yard from an outlying yard or industry must contact the yardmaster prior to beginning the movement.
3. The Chatham Terminal between Garden City and Fair St. is jointly used by the NS, CSXT and SSDK trains and engines.
4. All movements east of M.P. SA7.3 must be made in accordance with the provisions of Rule 105.
5. Remote control territory exists between Port Jct. and Port Wentworth. All movements will be made on signal indication or on authority of Form 23A, not exceeding 25 MPH.

Augusta District

1. Movements over CSXT trackage between M.P. D132.3 (North Wye Switch, Augusta) and Reynolds St. are authorized by CSXT Manual Block. The Georgia Division Clerk/Operator will obtain CSXT Block permission and relay this information to Norfolk Southern trains and engines.
2. Train or engine crews switching Olin Corporation or Federal Paperboard Chemical area at Nixon must use individual respirators which may be obtained from the cabinet adjacent to the flashing light switch located at Olin's railroad entrance, or from clerk/operator Nixon Yard. Crew members must not enter the plant without a respirator and must notify the Nixon Yard Clerk/Operator promptly if sufficient respirators are not available.

Camak District

1. J. M. Huber, Corp. operates an engine with trackage rights on the Huber Lead, M.P. SA126.1. Before any train crew or track personnel proceed past Highway 17 crossing into J. M. Huber, Corp. they must contact the agent or clerk at Wrens, Ga. for permission to proceed past Highway 17 into the plant. The agent or clerk at Wrens, Ga. must contact J. M. Huber, Corp. to ascertain that their engine is in the clear and will stay in the clear until our personnel leave the plant.

Dublin District

1. Georgia Division trains and engines will use the GCRR main track between East SBD Jct. (M.P. 35.2WT) and West SBD Jct. (M.P. 35.9WT). The normal position of both junction switches is lined and locked for movement on the GCRR main track. GCRR and Georgia Division trains and engines will operate at Yard Speed per Rule 93 between the two junction switches.

Eatonton District

1. CSXT and Georgia Power trains or engines may use the Harlee Lead between Harlee Jct., M.P. A197.0 and Harlee. Rule 105 governs.
2. Only unit coal trains performing weighing service may use Track No. 1 at Harlee unless an exception is made by the Georgia Power Coal Handling Foreman.
3. Georgia Division crews will not place locomotives in the loop track at Harlee during unloading operation of any unit train unless a crew member is located at the unloading shed to control the movement of all trains or engines. To couple air hoses on equipment in the loop track, an employee must not step between cars until both the engineer and a fellow crew member, located at the unloading shed to control all movements, have communicated that the cars are protected against any movement and/or couplings.

Madison District

1. Martin-Marietta engines may operate on the Ruby lead, M.P. F11.1. Rule 105 governs all movements. When loading ballast train, Pitts Chapel Road must not be blocked.
2. Empty equipment destined Postell or Ruby must be spotted at the facility indicated on the switch list unless otherwise provided.
3. When spotting cars inside building at Georgia Pacific M.P. F42.0, hold to only actual cars that are to be placed for loading or unloading inside of building.
4. CSXT overhead bridge supports and pilings at M.P. F71.6 (Mainline) will not clear a man on side of car due to extremely close clearance.
5. CSXT trains and engines may use the Georgia Division main track at Madison between M.P. F72.0 and M.P. F73.5. All movements within these limits must be made at Yard Speed.
6. Georgia Division crews must not leave standing equipment fouling either switch leading from the CSXT transfer track to the CSXT siding or the CSXT junction switch in the lead to the Georgia Pacific facility, M.P. F74.5, at Madison.
7. When spotting cars on Tracks 1, 2 and 4 at Georgia Pacific, Madison, and the foreman directs the crew to spot the rear car within one car-length of the end of track, the crew must set out any cars which are not to be spotted before beginning the spotting shove move. When spotting Track 1 hold only to the cars that are to be placed on track inside of building.

Brunswick District

1. J. M. Huber Corporation, M.P. 251.3H, operates engines on the industrial tracks which serve this plant. Before entering these tracks, Norfolk Southern crews must ascertain that there is no conflicting movement. Rule 105 governs.
2. Trains or engines must not place locomotives beyond the road crossing on Track No. 1 of the industrial tracks serving St. Regis at Lumber City due to excessive curvature at this location.
3. At Hazelhurst, derrails are located on the Hester Industrial Lead at M.P. GF119.0, M.P. GF120.5 and M.P. GF125.0.
4. At Rosser, the normal position of the switches to the scale runaround, M.P. 2.0 on the Rayonier lead, is lined and locked (with Rayonier locks) for movement on the runaround. The locks will be unlocked by Rayonier personnel when weighing service is to be performed.

Any accident, personal injury, or derailment involving or discovered by a Georgia Division train, engine, or crew member within the Rayonier plant must be reported to the guard station (telephone: 912-427-2061, extensions 225, 226, 373) as soon as practical.

All movements are governed by Rule 105, within the Rayonier complex.

5. Georgia Division trains or engines using the CSXT interchange track at Jesup, between Cherry and Pine Streets (adjacent to CSXT/AMTRAK Passenger Station) must apply Rule 107.
6. Movements over CSXT trackage at Brunswick between Southern Jct., M.P. 421.8H, and Anguilla Jct, and over CSXT Newcastle Lead between Turtle River Lead and Georgia Ports Authority are governed by CSXT manual blocks, and CSXT timetable, rules, and instructions. A copy of the current rules and timetable can be obtained at the Dock Jct. Yard Office, M.P. 424.2H.

Calls to the CSXT Dispatcher on Telephone Number (904) 381-2726 or 2727 may be answered by a computerized recording. If recording is received, stay on the line, the Dispatcher will answer.

- A. Block permission for movement on CSXT trackage between Southern Jct. and Anguilla must be obtained from CSXT Dispatcher, and the dispatcher notified when movement has cleared the Anguilla Block. A CSXT telephone is located at Southern Jct. for this purpose.

All bulletin train orders for Georgia Division trains or engines using CSXT trackage to Anguilla Jct. will be delivered to the Brunswick Freight Office via FAX machine. All trains or engines receiving bulletin orders must repeat these orders to the CSXT dispatcher when obtaining block permission for the Anguilla Block.

- B. Block permission for movements on CSXT Newcastle Lead between 6:00 AM and 6:00 PM must be obtained from the CSXT Brunswick Agent at 912-265-6200. No permission needed between 6:00 PM and 6:00 AM.

7. CSXT movements over the Norfolk Southern Turtle River Lead are authorized by the NS Agent or yard crew on duty at Brunswick. Rule 105 governs.

8. Crew members switching the LCP plant must each have an individual respirator in his possession and available for immediate use. The respirators may be obtained from the box adjacent to the railroad entrance to the plant. LCP will not allow a railroad employee with a full beard to switch in their plant for safety reasons, and a Georgia Division employee must not accept an assignment to switch this plant unless he will not be affected by this restriction.

9. Crew members switching the Georgia Pacific plant at Brunswick must activate the red flashing light on the scale house upon arrival at the GP yard. The switch is marked "Town Train" and is located on the outside wall of the south end of the scale house. The light must be extinguished by a crew member just prior to departure from the yard. A yellow flashing light indicates that a switch engine is switching in the yard. Failure of the light to activate must be reported to the GP switching crew and to a foreman via GP company telephone 410 or 635. Rule 105 governs.

10. While switching Georgia Pacific Plant at Brunswick, crew members must wear hard hats and must have respirators in possession and available for immediate use. Hard hats and respirators are available at the Brunswick Freight Office.

11. Trains or engines must not place locomotives over unloading pit at Seaboard Construction industrial track, M.P. 418.0H, or over the unloading pit at Jasper Construction, M.P. 417.5H.

12. Trains must not operate beyond first switch on Brunswick Wood Preserving track, M.P. 420.8H.

Albany District

1. Close clearance exists between the fence and switching lead to the industrial tracks which serve Swift and Company, at Walden, M.P. H200.4.

2. CSXT trains or engines may use Georgia Division and P&G Cellulose trackage, including the Marshalling Yard, at Buckeye, M.P. H245.0. Before entering these tracks, Georgia Division crews must ascertain that there is no conflicting movement. Rule 105 governs.

3. American Cyanamid, M.P. H247, has installed warning lights at their loading chute.

Flashing lights will indicate that chute is down and must be cleared prior to switching.

Close clearance exists on the west side of the west track approximately 400 feet beyond the clearance point at Mullite Plant No. 2.

4. At Americus, trains or engines switching South of North Lee Street, or making a Northbound movement through crossover at M.P. H261.2 must approach North Lee Street, M.P. H261.1, at a speed not exceeding 4 MPH and must not foul crossing until gates are down.

Derrail is located on Reeves Construction Company industrial track, beyond the unloading pit, approximately 200 feet south of Spring Street.

5. Inside track of GSWR Transfer Track, Americus, cannot be used account excessive curvature.

6. Due to close track centers, extreme caution must be exercised while riding moving equipment in all tracks at Americus Yard and Albany Yard.

7. All trains and engines operating over tracks of Albany Passenger Terminal Company will move at RESTRICTED SPEED expecting to find tracks occupied between Third Avenue and Flint River.

8. Trains and engines will operate at yard speed not exceeding 10 MPH between north end two tracks at AGLF Yard and Albany Passenger Terminal.

9. All movements between M.P. J294.9 and M.P. J302.5 and between M.P. GN0.0 and M.P. GN6.0 are controlled by the Yardmaster, Albany, who must be contacted before passing the applicable milepost listed above or before entering a main track within these limits.

Columbus District and Americus District

1. All movements between Muscogee Jct. and Columbus are directed by Yardmaster, Columbus. Trains or engines must not foul the switching lead in Columbus Yard without first obtaining permission from the Yardmaster or the Yard Foreman of the engine crew working on the lead in question.

2. Trains or engines arriving Columbus that are instructed to leave a portion of their cars at the New Yard must ascertain that the cars which are left do not contain any improperly spaced dangerous/restricted cars that would prohibit the placement of these cars on the head end of an outbound train unless an exception is authorized by the Columbus Yardmaster.

Dothan District

1. Due to close track centers, extreme caution must be exercised while riding moving equipment in all tracks at Dothan Yard.

TRAIN HANDLING INSTRUCTIONS

Atlanta North District

Northbound

1. Tail heavy trains must approach Sweetwater Creek, Mile Post 133.5H, not exceeding 30 MPH. After engines pass M.P. 133.5H, the throttle may be advanced and speed allowed to increase. Prior to slack adjusting on rear of train at the storage track M.P. 134.1H, the throttle must be reduced to No. 5 or less. Prior to rear end slack adjusting at Sweetwater Creek, the throttle must be reduced to No. 2 or less. Above listed throttle notch restrictions for rear end slack to adjust applies to all trains except rail highway, Triple Crown, locals, rail trains, and empty unit trains.

2. Tail heavy trains must approach Mile Post 64.5H not exceeding 40 MPH. After engines pass M.P. 64.5H, throttle may be increased and speed allowed to increase. Prior to the slack adjusting on the rear of the train at M.P. 64.5H, the locomotives must be placed in dynamic braking and not less than 400 amps applied. All other trains must reduce throttle to No. 4 or less for the slack to adjust on the rear at M.P. 64.5H.

A train will be considered "Tail Heavy" if there are five or more loaded cars totaling 500 tons or more located within the rear 10 cars of the train.

Southbound

3. All southbound trains passing Mile Post 233.0A in excess of 35 MPH must reduce the throttle a sufficient amount to cushion rear end slack adjustment at Mile Post 233.7A. Southbound radio trains passing Mile Post 233.0A in excess of 35 MPH must reduce the throttle to No. 5, or less, prior to rear end slack adjustment at Mile Post 233.7A. These instructions do not apply to rail highway trains, rail trains or locals having less than 75 cars.
4. Radio unit coal trains 35 MPH at M.P. 29.0H, engines only.

5. All southbound trains must reduce speed to 30 MPH prior to passing M.P. 50.0H with engines only. This does not apply to passenger, locals, rail highway or rail trains.

6. All southbound trains must reduce the throttle to No. 4 or less for the rear end slack to adjust at M.P. 63.0H. The throttle must also be reduced to No. 4 or less for rear end slack to adjust at M.P. 64.5H. In addition to the above instructions, southbound radio coal trains must pass M.P. 63.0H at 40 MPH or less (pertains to head-end only). These instructions do not apply to rail highway, locals, Triple Crown, or rail trains.

7. All southbound trains approach Mile Post 94.0H not exceeding 25 MPH with dynamic brake applied and slack bunched. Dynamic brake may be released when the engines start up ascending grade at Mile Post 94.4H. These instructions do not apply to rail highway trains, rail trains or locals.

8. All southbound trains approaching Braswell must reduce the throttle to No. 7 at Mile Post 108.1H. Normal cresting procedures will be followed at the crest of the grade at Mile Post 109H.

Norcross District

Northbound

1. The engines of through freights in radio train service with 10,000 or more tons must not exceed 40 MPH between Howell (M.P. 635) and Norcross (M.P. 619).

2. Through freight consisting of more than 125 cars (excluding local freight, through freights of 125 cars or less, passenger trains and trains consisting entirely of TTX (COFC, TOFC, Tri-level, Bi-level) cars, must not exceed:

40 MPH M.P. 622 until engines pass M.P. 618 except
25 MPH when 15 or more TTX cars on head end.

Atlanta South District

Northbound

1. Do not exceed five (5) MPH in dynamic braking from the inbound camera at Howell (M.P. 149.9H), until at least one half of the train is by the camera. Rule L-208 still applies.

Southbound

2. When locomotives crest at Mile Post 183.5H, throttle will be reduced gradually until slack adjusts at Mile Post 182.8H. When engine is on ascending grade approaching Mile Post 185.0H throttle may be advanced as needed to handle train and control train speed.

3. As engines crest at Mile Post 185.2H throttle must be reduced to No. 5. Throttle may be advanced to No. 6 at Mile Post 186.0H to avoid run in. Dynamic brake will be applied to not less than 400 amps to allow for slack adjustment at Mile Post 186.5H. After final slack adjustment, dynamic brake amps may be used as necessary to control train speed on descending grade through Locust Grove.

4. As engines crest at Mile Post 192.6H, throttle will be gradually reduced to idle and dynamic brake must be applied before passing Mile Post 194.0H. At Mile Post 195.0H dynamic amperage will be increased to allow for slack adjustments at Mile Post 194.0H. Dynamic braking must be maintained until train reaches Mile Post 197.2H.

Above instructions do not apply to rail highway, passenger, locals, Triple Crown or rail trains.

5. Dynamic brake will be applied at M.P. 206.2H not exceeding 25 MPH with 6,000 tons or more. Dynamic brakes are to be used in this manner to control train speed on grade between M.P. 206.2H and M.P. 210.3H without the use of train air brakes.

Macon District**Southbound**

1. Southbound trains over 6,000 tons (except rail-highway, Triple Crown, and radio trains) will not allow speed to increase after cresting grade at M.P. 84 until engines start to ascend at M.P. 84.4. Throttle will then be increased to pull out slack, then the throttle will be reduced to No. 5 or less to ensure proper adjustment of slack on rear at M.P. 84.3.

2. Southbound trains exceeding 6,000 tons (except rail-highway, Triple Crown, and radio trains) will not exceed 35 MPH until engines pass M.P. 105.

3. Trains over 6,000 tons (except Rail Highway) are restricted to 30 MPH with engines only at M.P. 117.0G

Valdosta District

Simpson Yard, tracks 18 and 19, all movements with 1 or more cars are restricted to 5 MPH and maximum of 300 AMPS dynamic braking.

Albany District

Trains over 9,800 tons are restricted to 45 MPH between M.P. H196.4 and M.P. H217.7.

7d. YARD LIMITS**STATION NAME YARD LIMITS EXIST BETWEEN****Cohutta District**

Cleveland, TN M.P. 0.0I and M.P. 4.5I

Atlanta South District

Macon M.P. 240.6H and M.P. 244.5H

Macon District

Macon Brosnan Yard and M.P. 5.8G

Valdosta M.P. 150.2G and M.P. 155.0G

Valdosta District

Valdosta M.P. 150.2G and M.P. 155.0G

Jacksonville M.P. 254.6G and M.P. 260.7G

Douglas District

Douglas M.P. GF89.0 and M.P. GF93.0

Valdosta M.P. GF28.0 and M.P. GF30.0

Navair District

Valdosta M.P. 152.8B and M.P. 151.0B

Foley District

Adel M.P. 3.0GB and M.P. 0.0GB

Savannah District

Savannah M.P. SA4.0 and M.P. SA7.3

Millen M.P. S77.6 and M.P. S80.5

Tennille M.P. S133.5 and M.P. S136.5

Augusta District

Millen M.P. D78.5 and M.P. D79.5

Nixon M.P. D120.5 and M.P. D124.0

Augusta M.P. D129.0 and Reynolds St.

Moore's District

Augusta M.P. GF245.0 and M.P. GF250.0

Camak District

Waynesboro M.P. SA95.7 and M.P. SA97.0

Wrens M.P. SA118.5 and M.P. SA122.0

Huber Lead M.P. SA126.0 and M.P. SA127.0

Camak M.P. SA142.4 and M.P. SA144.8

7d. YARD LIMITS (Cont'd)**STATION NAME YARD LIMITS EXIST BETWEEN****Dublin District**

Tennille M.P. 0.0WT and M.P. 1.0WT

Dublin M.P. 35.3WT and M.P. 36.3WT

Madison District

Madison M.P. F72.0 and M.P. F76.0

Brunswick District

Macon M.P. 240.6H and M.P. 244.5H

Brunswick M.P. 421.7H and M.P. 426.0H

Albany District

Fort Valley M.P. H217.4 and M.P. H220.2

Americus M.P. H260.3 and M.P. H263.7

Albany M.P. J295.0 and M.P. J303.0

Columbus District

Fort Valley M.P. M219.7 and M.P. M220.0

Columbus M.P. M287.0 and M.P. M291.0

Americus District

Columbus M.P. 02.5 and M.P. 05.0

Americus M.P. 062.2 and M.P. 062.5

Sparks District

Albany GN0.0 and M.P. GN6.0

Ganor District

Moultrie M.P. 23.6B and M.P. 33.9B

Moultrie District

Moultrie M.P. 33.3A and M.P. 29.2A

Camilla District

Camilla M.P. GS94.0 and M.P. GS96.6

Dothan District

Albany M.P. J295.0 and M.P. J303.0

Hilton M.P. J355.0 and M.P. J356.4

Dothan M.P. J377.5 and M.P. J382.0

**7e. OTHER TRAIN MOVEMENTS
JOINT TRACKAGE**

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

Atlanta North District

—Tennessee Division between deButts Yard and Jersey (M.P. 235.0A)

Cohutta District

—Tennessee Division between Cleveland (M.P. 0.0I) and Bradley (M.P. 0.6I)

Jacksonville Terminal

—FEC RR between Beaver Street (M.P. 260.7G) and "TY" Yard

—FEC RR between Beaver Street (M.P. 260.7G) and St. Johns River

—CSXT RR between Beaver Street (M.P. 260.7G) and Palatka

Savannah Terminal

—SSDK RR at Garden City inside GA Ports Authority

—CSXT RR on Tail Back track at Central Jct.

Augusta District

—CSXT RR between M.P. D132.3 (North Wye Switch, Augusta) and Reynolds St., Augusta

—Piedmont Division between Augusta (Reynolds Street R191.4) and Hamburg (M.P. SA71.5)

Dublin District

—GC RR at Dublin between East SBD Jct. (M.P. 35.2WT) and West SBD Jct. (M.P. 35.9WT)

**7e. OTHER TRAIN MOVEMENTS
JOINT TRACKAGE (Cont'd)**

Brunswick District

- CSXT RR between Dock Jct. (Newcastle Lead) and Georgia Ports Authority on Turtle River lead.
- CSXT RR between Southern Jct. and Anguilla

Dothan District

- GSWR RR at Arlington between railroad crossing and south yard limit sign on GSWR main track, and between Arlington Station and Arlington Jct. on GSWR Wye Track.
- CIRR at Hilton within yard limits of CIRR's Hilton Yard.
- ASAB Railroad at Dothan within yard limits of ASAB's Dothan Yard.

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

Atlanta North District

- Tennessee Division between Jersey (M.P. 235.0A) and Ooltewah (M.P. 226.6A)
- Alabama Division and AMTRAK between Austell (M.P. 134.7H) and Howell (M.P. 149.9H)

Norcross District

- Piedmont Division and Amtrak between Norcross (M.P. 619.0) and Howell (M.P. 635.0)
- Alabama Division between Peachtree Station (M.P. 633.3) and Howell (M.P. 635.0)

Griffin District

- CSXT RR Between Spring (S294.3) and East Point (M.P. S288.2)

Atlanta South District

- Alabama and Piedmont Divisions between Howell (M.P. 149.9H) and Spring (M.P. 152.4H)

Jacksonville Terminal

- CSXT RR and FEC RR between Simpson Yard (M.P. 258.2G) and Beaver Street (M.P. 260.7G)
- Jacksonville Terminal between Beaver Street (M.P. 260.7G) and Jacksonville (M.P. 261.7G)

Foley District

- CSXT between Quitman (M.P. 27.5GB) and Foley (M.P. 40.0LO)

Savannah District

- LW RR at Wadley between M.P. S106.5 and M.P. S107.5 on siding and yard tracks
- SAN RR at Tennille between M.P. S133.5 and M.P. S136.5

Eatonton District

- CSXT RR between N. Milledgeville (M.P. A189.0) and Harlee Jct. (M.P. A197.0)
- CSXT RR & GA Power between Harlee Jct. and Harlee on Plant Harlee Lead.

Madison District

- Martin Marietta between Ruby (M.P. F11.1) and plant on plant lead
- CSXT RR between Madison (M.P. F72.0) and the industrial tracks serving Georgia Pacific at Woodkraft (M.P. F73.5)

Albany District

- Ogeechee RR between Carman (M.P. H217.6) and Columbus Jct. (M.P. H220.0)
- CSXT RR between North Oglethorpe (M.P. H241.6) and Albany (M.P. J297.0)
- GGS RR at Albany between M.P. J296.0 and M.P. J297.6
- AGLF RR at Camilla between the Junction switch (M.P. GS94.5) and the industrial tracks which serve Golden Peanut Corporation and North American Refrigerated Warehouse.

Dothan District

- CIRR at Hilton between (M.P. J355.0) and (M.P. J356.6)
- H&S Railroad at Dothan between (M.P. J378.0) and (M.P. J382.0)
- ASAB, A&G, and CSXT Railroads between (M.P. J378.0) and (M.P. J379.5)

**7f. OTHER RESTRICTIONS
FLAGGING DISTANCES**

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

**7g. OTHER TRAIN MOVEMENTS
LOCATIONS WHERE RUNNING SWITCHES ARE AUTHORIZED**

Running switches, using motive power for acceleration, on the Georgia Division is prohibited. Locations now approved will allow only the procedure of employee mounting the equipment while stationary, releasing the handbrake allowing the car, or cars, to roll by the locomotive and then reapplying the handbrake to secure.

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

Atlanta North District:	M.P. 37.6H, Basic Ready Mix M.P. 66.0H, Plainville Brick M.P. 134.3H, Storage Tracks M.P. 145.1H Blue Circle
Atlanta Terminal:	M.P. 632.4, Wye Switch at 3rd Main
Krannert District:	M.P. 6.1K, Royalite Plastic M.P. 6.1K, Dayton Steel M.P. 2.8K, Design Concrete
Fairbanks District:	M.P. C380.0, Bickerstaff Shale Pit M.P. C373.0, Florida Rock M.P. C369.0, Berry Industry
Norcross District:	M.P. 620.6, Stone Mountain Lead South of Oak Cliff Road M.P. 622.8, South end Doraville Yard M.P. 624.6, Chamblee, South end Tracks 12, 13 and Runaround
Griffin District:	M.P. C257.3, Penn Woodyard
Macon District:	M.P. 57.2G, Georgia Pacific
Macon Terminal:	M.P. H192.3, West Yard Lead M.P. H193.0, Cherokee Brick
Savannah District:	M.P. S147.3, EMC Gardeners Plant M.P. S155.3, Sofkee Lumber
Augusta District:	M.P. D120.8, Deerfield
Eatonton District:	M.P. A171.8, Wilkinson Kaolin M.P. A172.2, Federal Paperboard
Albany District:	M.P. H200.6, Weyerhaeuser Lead M.P. J300.0, Gray's Bonded Warehouse M.P. J302.5, Reeves Construction
Ganor District:	M.P. 29.4B, Old Transfer M.P. 29.6B, Beadles Lead
Camilla District:	M.P. GS95.6, GSWR Transfer M.P. GS96.5, Ross Construction Co. (Maximum 5 cars)

**7h. OTHER TRAIN MOVEMENTS
INDUSTRY GRADE RESTRICTIONS**

a. Standing equipment must not be left:

Atlanta North District: M.P. 38.0H, Coronet Carpet
Norcross District: M.P. 625.6, U. S. Gypsum
M.P. 625.5, International Warehouse
M.P. 624.2, J. W. Eschelman & Sons
M.P. 624.1, Southern Iron & Equipment
M.P. 620.5, Stone Mountain Lead
Macon District: M.P. 18.6G, Anchor Glass between derail at mainline and Jct. switch to Pit Track
M.P. 29.1G, Pabst Brewing between gates and lead switch on tracks Nos. 7-12 and between Beer House and lead switch on tracks Nos. 1-6.
Madison District: M.P. F12.0, Southern Aggregates between Main Track and Loop Switch
M.P. F42.0, Georgia Pacific between Road Crossing and North Old Lead Switch - Officers approval required
Brunswick District: M.P. 297.8H, WT Lead between Main Track and a point 700 feet to the North
M.P. 334.5H, Ralston Purina Lead between Main Track and Ralston Purina Switch
Albany District: M.P. H245.0, Buckeye Lead to P&G Plant
Ganor District: M.P. 29.9B, Premium Pork Lead

**7i. OTHER TRAIN MOVEMENTS
HANDBRAKE RESTRICTIONS**

Atlanta North District:

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

Krannert District:

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

Norcross District:

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

Griffin District:

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

Atlanta South District:

M.P. 172.5H Quarry Wye Trks Apply 100% hand brakes
M.P. 173.9H 3M Company Apply 100% hand brakes on cars left outside building

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

Valdosta District:

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

Camak District:

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

Eatonton District:

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

Columbus District:

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

8. SPRING SWITCHES

Spring switches are located as follows:

Atlanta Terminal:

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

Griffin District:

Hapeville.....South end of double tracks
Irving.....South end of thoroughfare

Macon District:

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

Valdosta District:

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

Jacksonville Terminal:

Beaver Street.....South end of double track

Savannah District:

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

Augusta District:

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

Albany District:

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

Columbus Terminal and Americus District:

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

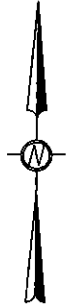
TN

NC

GEORGIA DIVISION

SC

AL

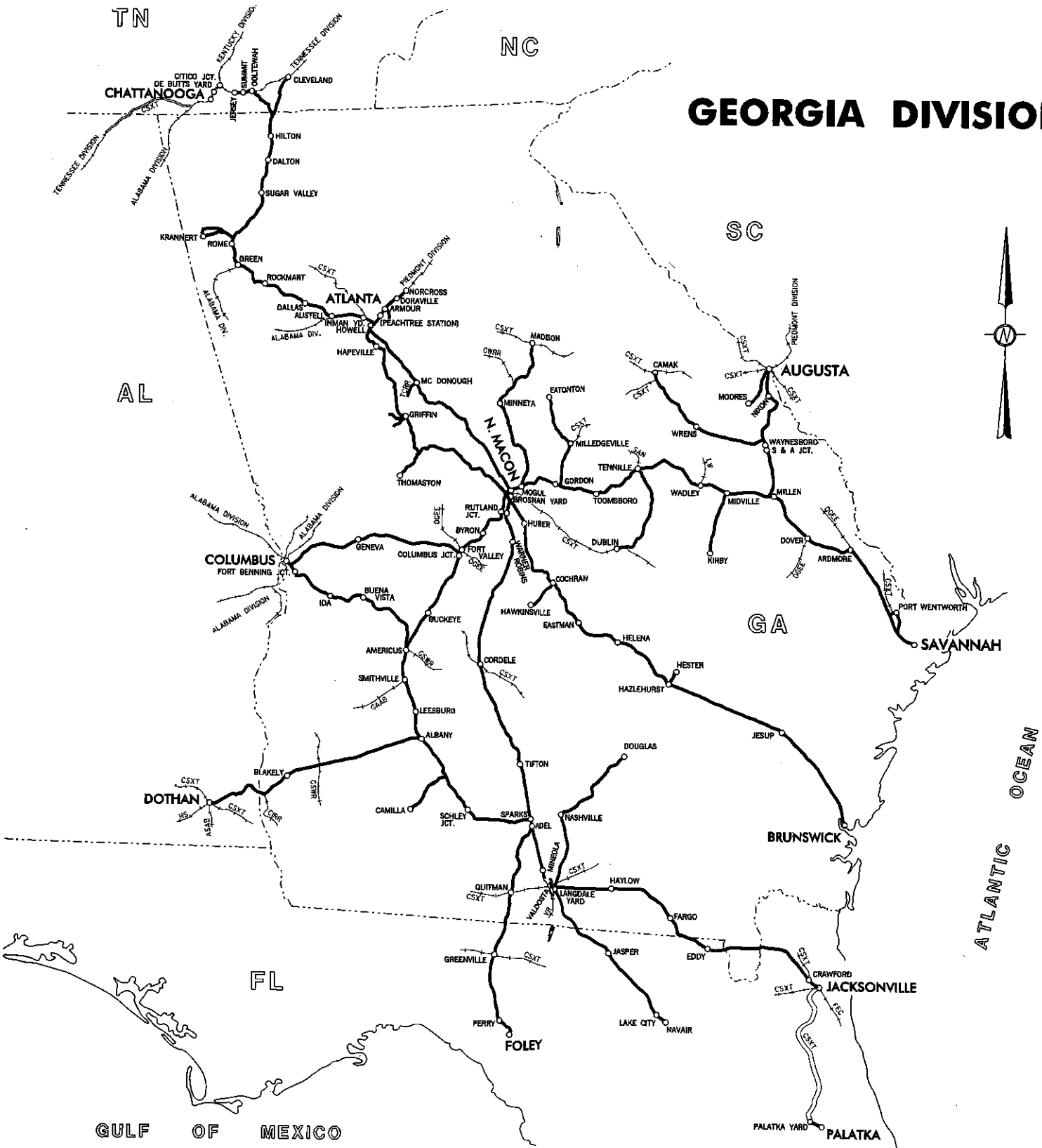


GA

ATLANTIC OCEAN

FL

GULF OF MEXICO



9-a. SPEED RESTRICTIONS
General Speed Restrictions

CONDITIONS	MAXIMUM Miles Per Hour All Trains and Engines
CARS	
Trains handling more than 40 empty multi-levels unless handled as solid block on the rear of train (up to 70 empty multi-levels) or in solid train (up to 150 empty multi-levels).	25
Trains handling more than 40 OTTX flat cars either loaded or empty	30
PRR (or PC or CR) short gons in series 13000-15999 and 500000-502920,	
loaded	30
empty	35
Short ore hopper cars:	
DM&IR, loaded	40
empty	45
Other, loaded	30
empty	35
Trains handling empty bulkhead flat cars and/or empty woodrack cars, foreign or system	45
EXCEPTION: Restriction does not apply to center beam flat cars.	
Southern log cars series 118000 - 118039 when empty	45
Trains handling flat cars loaded with creosoted poles	45
LOCOMOTIVES	
Controlling locomotive not equipped with speed indicator	20
Single light locomotive	30
All steam locomotives	40
All other light locomotive consists of 2 or more units	50
TRAINS	
Key Trains (See Sect. 17)	50
Loaded Welded Rail Trains	50
All other trains	50
Trains consisting entirely of Triple Crown, TOFC/COFC, Multi-level, or Stack equipment will be governed by passenger train speed on curves and turnouts not to exceed	60
When Triple Crown or freight trains handling one or more loaded cars is operated on jointed rail, the engineer will avoid prolonged operation in speed range of 16 to 21 mph. If speed cannot be maintained above 21 mph, it must be reduced to 15 mph.	
Passenger Trains	79
OTHER	
Snow plow NW 590000, when plowing	25
Shoving movements with NS31 on leading end	25
Single unit of self-propelled work equipment that is designed to shunt track circuits (i.e. FRA T-10, Sperry Rail Test cars, Loram railgrinder and ballast cleaner)	30
Lucky Loader, NW 14317 loaded on gon NW 59802	35

9b. SPEED RESTRICTIONS BY DISTRICT

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

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

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

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

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

ATLANTA NORTH DISTRICT:

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

Except:

All Industry tracks unless otherwise provided	10 MPH
Northbound over all power switches at Ooltewah	30 MPH
Dalton between M.P. 39.9H and M.P. 40.2H (over CSXT R.R. crossing at grade)	25 MPH
Through old siding Hair (M.P. 40.1H) and Walnut (M.P. 42.4H)	10 MPH
Through siding Berwin (M.P. 75.1H) to Fox (M.P. 78.1H)	25 MPH
City Yard Lead Rome	10 MPH
2nd Ave. to and including City Yard, Rome	5 MPH
On C of Ga Lead Tracks from M.P. 80.4H to end of tracks	5 MPH
On Old "N" Line, Walker M.P. 82.1H to end of track	5 MPH
On Cement Lead (M.P. 100.5H)	10 MPH
Through siding Finch (M.P. 107.1H) to Braswell (M.P. 109.0H)	20 MPH
On Lead and Yard Tracks, Chattahoochee, Ga. (M.P. 145.1H)	10 MPH
On outbound Lead between North Inman and Bolton	10 MPH
On No. 2 inbound Inman Yard	10 MPH

Signaled Sidings

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

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

Through Turnouts at:

Location	Mile Post	Maximum Speed in MPH
Jersey (Crossover)	235.0A	40
Summit	230.4A	25
Ooltewah (Crossover)	15.2H	30
Ooltewah (Turnouts)	15.2H	40
Cohutta (I-Line Turnout)	26.7H	35
Cohutta (Crossovers Sdg. Turnouts)	26.7H	25
Still	29.8H	25
Hilton	33.7H	40
Waring	36.0H	40
Walnut	42.4H	25
Phelps	45.4H	40
Freeman	47.9H	40
Davis	53.3H	25
Sugar Valley	55.3H	25
Reeves	67.8H	25
Pinson	69.6H	25
Berwin	75.1H	25
Fox (turnout to siding)	78.0H	25
Smith	81.2H	25
Lindale	83.9H	25
Brice	90.1H	40
Green	92.0H	40
Green (Crossovers)	92.0H	40
Aragon	98.3H	25
Perkins	101.2H	25
Finch	107.1H	20
Braswell	109.0H	20
Roy	111.1H	25
McPherson	113.4H	25
Oak	122.6H	25
Clark	125.6H	25
Austell	134.7H	40
Lowe	137.2H	40
Nickajack	140.0H	40
Bolton (Crossover and Turnout to psgr. main)	145.5H	40

Over Street Crossings at:

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

Chattanooga (deButts to M.P. 235.0A)	20 MPH
Dalton (M.P. 38.0H to M.P. 43.0H)	35 MPH
Rome (M.P. 78.0H to M.P. 81.0H)	40 MPH
Rockmart (M.P. 101.5H to M.P. 103.0H)	40 MPH
Austell (M.P. 133.5H to M.P. 135.0H)	35 MPH
Atlanta (M.P. 144.8H to M.P. 148.2H)	25 MPH

On Curves Between M.P.:

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

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

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

COHUTTA DISTRICT

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

KRANNERT DISTRICT

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

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

FAIRBANKS DISTRICT

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

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

Through Turnouts at:

Location	Mile Post	Maximum Speed in MPH
Fairbanks Jct.	C372.9	10
NORCROSS DISTRICT		
Norcross (M.P. 619.0) - Peachtree Creek (M.P. 631.5) -	Passenger Trains	79 MPH
	Rail/Highway Trains	60 MPH
	Freight Trains	50 MPH

NORCROSS DISTRICT (Cont'd)

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

Through Turnouts at:

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

Over Street Crossings at:

Doraville (M.P. 622.3 to M.P. 622.8) 50 MPH
 Also - Flowers Rd. Crossing (M.P. 622.5) on Citgo and Chevron Industrial
 Tracks is not to be entered until lights are flashing and gates
 are down, and way is seen to be clear.
 Also - Over all road crossings on Stone Mountain
 Lead and related industrial tracks... All movements should
 be preceded by Flagman

On Curves Between M.P.:

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

GRIFFIN DISTRICT

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

Through Turnout at:

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

Over Street Crossings at:

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

THOMASTON DISTRICT

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

Over Street Crossings at:

Barnesville (M.P. B233.4 to M.P. B233.8) 20 MPH
 M.P. B234.1 (engines only) 10 MPH
 Thomaston (M.P. B249.1 to M.P. B250.5) 10 MPH

ATLANTA SOUTH DISTRICT:

M.P. 148.2H - M.P. 149.6H All Trains 25 MPH
 M.P. 149.6H - M.P. 150.4H All Trains 15 MPH
 Howell (M.P. 150.4H)-
 North Macon (M.P. 239.2H) - Psgr. & Rail-Hwy. trains 60 MPH
 Freight trains 50 MPH
 Tracks 1 & 2 North Macon (M.P. 239.2H) to
 Macon Jct. (M.P. 240.5H) 20 MPH
 Except:
 No. 3 Main Track between Howell (M.P. 150.4H)
 and Spring (M.P. 152.4H) 25 MPH
 Tracks -1 and 2, between M.P. 150.4H and
 M.P. 153.8H 25 MPH
 All Yard-Industry tracks between Constitution
 (M.P. 158.8H) and Macon Jct. (M.P. 240.5H)
 except as may be further restricted below 10 MPH
 Conley (M.P. 163.8H) all track Ft. Gillem 5 MPH
 Stockbridge - all quarry tracks 5 MPH
 Scherer Lead (M.P. 218.6H)
 From Main Line to Maintenance Limit Sign 15 MPH
 Maintenance Limit Sign to Loop Switch
 and Loop Track 10 MPH
 Coal unloading trestle, Plant Scherer 5 MPH
 Arkwright - Six Wheel Truck Locomotives in Plant
 and Storage Tracks 5 MPH

Signaled Sidings

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

Through Turnouts at:

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

Over Street Crossings at:

Atlanta (M.P. 148.2H to M.P. 156.6H) (Note 1)	25 MPH
Note 1 - All engines and yard cuts operating over the McDaniel St. crossing (M.P. 154.3H) on other than main tracks must not foul crossing until gates are down or traffic has been flagged.	

On Curves Between M.P.:

M.P. Location Between	Pass.	Frt.	M.P. Location Between	Pass.	Frt.
Howell and Constitution			Constitution and McDonough (Cont'd)		
150.4H to 154.0H	25	25	168.2H to 168.5H	40	40
154.0H to 157.3H	35	35	168.5H to 169.1H	45	45
157.3H to 158.8H	40	40	169.1H to 170.0H	50	50
Constitution and McDonough			170.0H to 170.4H	45	45
158.8H to 161.4H	40	40	170.4H to 170.7H	50	50
161.4H to 161.8H	35	35	170.7H to 171.6H	45	45
161.8H to 162.5H	40	40	171.6H to 171.9H	35	35
162.5H to 163.1H	45	45	171.9H to 173.7H	40	40
163.1H to 164.8H	50	50	173.7H to 177.3H	45	45
164.8H to 165.0H	45	45	177.3H to 180.3H	50	50
165.0H to 167.0H	50	50	180.3H to 180.6H	40	40
167.0H to 167.2H	40	40	180.6H to 181.3H	45	45
167.2H to 168.2H	45	45			

On Curves Between M.P.:

M.P. Location Between	Pass.	Frt.	M.P. Location Between	Pass.	Frt.
McDonough and Flovilla			Flovilla and Juliette (Cont'd)		
181.3H to 188.2H	50	50	206.8H to 211.9H	45	45
188.2H to 188.4H	40	40	211.9H to 212.4H	40	40
188.4H to 191.7H	50	50	212.4H to 214.4H	45	45
191.7H to 192.0H	40	40	214.4H to 214.8H	35	35
193.0H to 193.1H	45	45	214.8H to 216.9H	40	40
193.1H to 197.6H	50	50	Juliette and Macon		
197.6H to 197.9H	45	45	216.9H to 217.5H	35	35
197.9H to 198.9H	40	40	217.5H to 219.3H	40	40
198.9H to 200.2H	45	45	219.3H to 219.6H	35	35
200.2H to 200.5H	40	40	219.6H to 222.3H	40	40
200.5H to 201.4H	45	45	222.3H to 230.8H	35	35
201.4H to 202.4H	40	40	230.8H to 232.8H	45	45
202.4H to 203.5H	45	45	232.8H to 233.1H	40	40
Flovilla and Juliette			233.1H to 235.6H	45	45
203.5H to 204.9H	45	45	235.6H to 235.9H	40	40
204.9H to 206.2H	40	40	235.9H to 238.9H	45	45
206.2H to 206.4H	35	35	238.9H to 239.3H	35	35
206.4H to 206.8H	40	40			

MACON DISTRICT

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

Through Turnouts at:

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

Over Street Crossings at:

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

On Curves Between M.P.:

M.P. Location Between	Pass.	Frnt.	M.P. Location Between	Pass.	Frnt.
Macon Jct. and Langdale Yd.			Macon Jct. and Langdale Yd. (Cont'd)		
5.6G to 9.0G		35	70.6G to 70.8G		50
9.0G to 13.7G		45	77.0G to 77.2G		50
13.7G to 13.9G		40	81.2G to 82.8G		45
19.3G to 23.0G		45	82.8G to 84.1G		40
23.0G to 30.8G		50	84.1G to 88.3G		45
30.8G to 32.0G		45	88.3G to 89.9G		40
32.0G to 33.8G		40	89.9G to 105.2G		45
33.8G to 34.0G		35	105.2G to 105.4G		35
34.0G to 35.2G		40	105.4G to 112.0G		45
35.2G to 39.0G		45	146.2G to 148.8G		45
39.0G to 42.0G		30	148.8G to 151.0G		40
42.0G to 45.0G		45	151.0G to 151.5G		15
45.0G to 55.4G		50	151.5G to 152.4G		25
55.4G to 64.6G		25			
64.6G to 64.8G		25			
69.9G to 70.2G		40			

VALDOSTA DISTRICT

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

Except:

M.P. 244.1G (Crawford Siding)	20 MPH
M.P. 244.1G (CSXT Crossing)	40 MPH
M.P. 253.9G (CSXT Crossing)	40 MPH

Through Turnouts at:

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

On Curves Between M.P.:

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

JACKSONVILLE TERMINAL

Maximum authorized speed - Yard Speed not to exceed speeds shown below:

M.P. 257.1G to M.P. 258.1G (Thoroughfare)	20 MPH
M.P. 258.1G to M.P. 260.6G	20 MPH
M.P. 260.6G to M.P. 261.7G (South end of double track to St. Johns River Bridge FEC tracks No. 30 and 31)	20 MPH
Simpson Yard to "C" Yard	15 MPH

Exceptions:

M.P. 258.2G (CSXT crossing)	10 MPH
M.P. 254.6G to M.P. 261.7G (All industry tracks)	5 MPH
M.P. 254.6G to M.P. 261.7G (All tracks including yard tracks other than main track or sidings, unless otherwise provided)	10 MPH
M.P. 0.0SJRT to M.P. 5.9SJRT	15 MPH

Exceptions:

All industry tracks	5 MPH
All Wye tracks at Springfield	10 MPH
All Yard tracks at "B" and "C" Yards	10 MPH
All Jacksonville Port Authority trackage including Toyota	5 MPH
Palatka Yard (M.P. 281.3B to M.P. 282.5B)	10 MPH

Exceptions:

All tracks inside Georgia Pacific Plant	5 MPH
-----------------------------------------	-------

Through Turnouts at:

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

DOUGLAS DISTRICT

All trains	25 MPH
Except:	
M.P. GF28.0 to M.P. GF93.0 (All tracks other than main track.)	5 MPH

Through Turnouts at:

Location	Mile Post	Maximum Speed in MPH
All	Entire District	5

NAVAIR DISTRICT

All trains:

Between M.P. 151.0B and M.P. 193.8B	49 MPH
Between M.P. 193.8B and M.P. 215.6B	30 MPH
Between M.P. 215.6B and M.P. 216.2B	25 MPH

Except:

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

On Curves Between M.P.:

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

FOLEY DISTRICT

All trains	35 MPH
Except:	
At M.P. 39.0LO (All yard and industry tracks)	10 MPH
M.P. 0.0GB to M.P. 77.82GB (All tracks other than main track)	5 MPH
M.P. 39.0LO to M.P. 43.5LO (All tracks other than main track)	5 MPH

Through Turnouts at:

Location	Mile Post	Maximum Speed in MPH
All	Entire District	5

Over Street Crossings at:

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

On Curves Between MP:

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

SAVANNAH DISTRICT

All trains:

Between Dillard Yard (M.P. SA5.1) and M & E Jct. (M.P. S170.4)	49 MPH
Between M & E Jct. (M.P. S170.4) and Macon Jct. (M.P. S190.4)	50 MPH

Except:

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

Through Turnouts at:

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

Over Street Crossings at:

Springfield	(M.P. SA24.0 to M.P. SA25.0)	35 MPH
	Except 9:00 p.m. - 6:00 a.m.	45 MPH
Rocky Ford	(M.P. S66.3)	45 MPH
Midville	(M.P. S96.0 to M.P. S96.7)	35 MPH
	Except 9:00 p.m. - 6:00 a.m.	45 MPH
Wadley	(M.P. S106.2 to M.P. S107.4)	45 MPH
Wadley	(M.P. S106.9, on siding - U.S. 1 crossing must be flagged)	
Davisboro	(M.P. S121.8 to M.P. S122.3)	45 MPH
Tennille	(M.P. S134.5 to M.P. S135.0)	15 MPH
Tennille	(M.P. S134.5 to M.P. S135.0. No Street Crossing will be occupied by more than one train at a time)	
Gordon	(M.P. S169.5 to M.P. S170.4)	25 MPH

On Curves Between M.P.:

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

SAVANNAH TERMINAL

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

Exceptions:

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

Chatham Terminal 25 MPH

Exceptions:

Between Dundee Canal and Builderama 15 MPH

Foundation Lead 25 MPH

Exceptions:

CSXT crossing Garden City 10 MPH

CT crossing Garden City 10 MPH

Over all street crossings Garden City until engine

occupies crossing 10 MPH

Pt. Wentworth branch Big Hill Road to B-43 switch 25 MPH

Exception:

Pt. Wentworth Jct. switch 20 MPH

Bay Street Lead - Central Jct. (M.P. S1.0) 25 MPH

Exception:

Central Jct. interlocking 20 MPH

Between B-43 and B-49 switch Pt. Wentworth 15 MPH

Mainline between Big Hill and Engine terminal 15 MPH

Dillard Yard tracks R1, R2, & R3 15 MPH

C-49 track 5 MPH

River St. Lead between West Broad & S&O Canal 5 MPH

Gulfstream Lead 5 MPH

Drill Yard tracks 2 thru 10 10 MPH

All tracks other than above 10 MPH

AUGUSTA DISTRICT

All trains:

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

Except:

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

Over Street Crossings at:

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

MOORES DISTRICT

All trains:

M.P. GF235.0 - M.P. GF242.0 10 MPH
 M.P. GF242.0 - M.P. GF249.1 20 MPH

Except:

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

CAMAK DISTRICT

Between S and A Jct. (M.P. SA94.8) and M.P. SA141.0 40 MPH
 Between M.P. SA141.0 and Camak Jct. (M.P. SA142.4) 25 MPH

Except:

M.P. SA95.4 (North leg of Waynesboro Wye track) 15 MPH
 M.P. SA120.1 (All industry tracks) 5 MPH
 M.P. SA126.1 (Huber lead) 25 MPH
 M.P. SA131.6 (Bastonville siding) 10 MPH
 M.P. SA95.4 to M.P. SA142.4 (All tracks other than
 main track or siding, unless otherwise provided) 10 MPH

Over Road Crossings at:

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

KIRBY DISTRICT

All trains:

Between M.P. GF172.0 and M.P. GF178.4 25 MPH
 Between M.P. GF178.4 and Midville (M.P. GF194.4) 35 MPH

Except:

M.P. GF178.0 (Swainsboro siding) 5 MPH
 M.P. GF172.0 to M.P. GF194.4 (All tracks other than
 main track or sidings, unless otherwise provided) 5 MPH

Over Street Crossings at:

Swainsboro (M.P. GF176.4 to M.P. GF178.4) 15 MPH

DUBLIN DISTRICT

All trains:

Tennille (M.P. 0.0WT) to M.P. 0.2WT 15 MPH
 M.P. 0.2WT to Dublin (M.P. 36.3WT) 25 MPH

Except:

Trestle at M.P. 15.5WT, M.P. 19.6WT, M.P. 26.6WT,
 M.P. 26.7WT 10 MPH
 M.P. 0.2WT to M.P. 36.3WT (All tracks other than
 main track, unless otherwise provided) 5 MPH

EATONTON DISTRICT

Between M and E Jct. (M.P. A170.3) and M.P. A197.0 40 MPH
 Between M.P. A197.0 and Eatonton (M.P. A208.0) 25 MPH
 M.P. A208.0 to M.P. A210.0 10 MPH

Except:

M.P. A170.0 (Gordon Wye siding) 10 MPH
 M.P. A187.4 (Milledgeville siding) 10 MPH
 M.P. A188.5 (CSXT crossing) 15 MPH
 M.P. A197.0 (Harlee lead) 15 MPH
 M.P. A197.0 (All yard tracks other than
 scale track, Plant Harlee) 8 MPH
 M.P. A197.0 (Scale track) 3 MPH
 M.P. A170.0 to M.P. A210.0 (All tracks other than
 main track or sidings, unless otherwise provided) 10 MPH

Over Street Crossings at:

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

MADISON DISTRICT

All trains:

Between Mogul (F4.1) and M.P. F74.5 35 MPH
 Between M.P. F74.5 and Madison (M.P. F75.5) 10 MPH

Except:

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

Through Turnouts at:

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

Over Street Crossing at:

Monticello (M.P. F44.5 to M.P. F45.5) 15 MPH

On Curves Between M.P.:

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

BRUNSWICK DISTRICT

At Brosnan Yard:

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

BRUNSWICK DISTRICT (Cont'd)

All trains:

Between Macon Jct. (M.P. 240.5H) and North Tower (M.P. 241.0H) (Outbound Lead).....	15 MPH
Between Macon Jct. (M.P. 240.5H) and Main Tower (M.P. 242.2H) (Inbound Lead).....	15 MPH
Between North Tower (M.P. 241.0H) and Mead (M.P. 243.5H) (Thoroughfare No. 2).....	20 MPH
Between Main Tower (M.P. 242.2H) and Mead (M.P. 243.5H) (Thoroughfare No. 1).....	20 MPH
Between M.P. 243.5H and M.P. 244.5H.....	25 MPH
Between M.P. 244.5H and M.P. 245.1H.....	30 MPH
Between M.P. 245.1H and M.P. 245.5H.....	35 MPH
Between M.P. 245.5H and Dock Jct. (M.P. 424.8H).....	49 MPH
Between Dock Jct. (M.P. 424.8H) and Brunswick (M.P. 425.8H).....	10 MPH

Except:

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

Through Turnouts at:

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

Over Street Crossings at:

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

ALBANY DISTRICT

All trains:

Between C. of Ga. Jct. (M.P. 5.6G) and Rutland Jct. (M.P. H197.0).....	25 MPH
Between Rutland Jct. (M.P. H197.0) and Columbus Jct. (H219.5).....	50 MPH
Between Columbus Jct. (H219.5) and B, V and E Jct. (M.P. H260.3).....	40 MPH
Between B, V and E Jct. (M.P. H260.3) and Albany (M.P. J297.1) CSXT Coal Trains.....	40 MPH
All other trains.....	50 MPH

Except:

M.P. H196.4 to M.P. H217.7 (All trains handling more than 9,800 tons).....	45 MPH
M.P. H200.4 (All industry tracks and leads).....	10 MPH
M.P. H217.7 to M.P. H220.0 (All industry and yard tracks).....	10 MPH
M.P. H241.6 (CSXT crossing).....	20 MPH
M.P. H242.5 (Oglethorpe siding).....	10 MPH
M.P. H245.0 (Scale track in P&G Cellulose Plant).....	5 MPH
M.P. H261.5 (All yard tracks).....	10 MPH
M.P. H262.3 (IMC).....	5 MPH
M.P. J297.0 (All yard tracks).....	10 MPH
M.P. H197.0 to M.P. H274/M.P. J274 to M.P. J297.5 (All tracks, all yard tracks, siding, or industry tracks unless otherwise provided).....	10 MPH

Through Turnouts at:

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

Over Street Crossings at:

Fort Valley	(M.P. H219.5 to M.P. H220.8).....	15 MPH
Montezuma	(M.P. H239.8).....	20 MPH
Oglethorpe	(M.P. H242.3).....	20 MPH
Albany	(M.P. J296.1 to M.P. J301.8).....	20 MPH

On Curve Between M.P.:

M.P. Location Between	Pass.	Fr.	M.P. Location Between	Pass.	Fr.
H261.9 and H262.4		40			

COLUMBUS DISTRICT

All trains:

Columbus Jct. (M.P. M219.75) and M.P. M281.3 49 MPH
 M.P. M281.3 and M.P. M288.5 40 MPH
 M.P. M288.5 and Columbus (M.P. M290.8) 15 MPH

Except:

M.P. M233.0 (Reynolds siding) 10 MPH
 M.P. M241.3 (Butler siding) 10 MPH
 M.P. M220.0 to M.P. M291.0 (All tracks other than
 main track or sidings, unless otherwise provided) 10 MPH
 Columbus Seminole and Man O'War Track 15 MPH

Through Turnouts at:

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

Over Street Crossings at:

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

On Curves Between M.P.:

M.P. Location Between	Pass.	Frnt.	M.P. Location Between	Pass.	Frnt.
M219.9 to M228.0	35		M287.0 to M287.1	30	
M258.7 to M258.9	45		M288.2 to M288.5	30	
M269.1 to M281.3	40				

AMERICUS DISTRICT

All trains

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

Except:

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

Through Turnouts at:

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

Over Street Crossings at:

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

On Curves Between M.P.:

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

SPARKS DISTRICT

All trains 49 MPH

Except:

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

Over Street Crossings at:

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

On Curves Between M.P.:

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

GANOR DISTRICT

All trains 20 MPH

Except:

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

Over Street Crossings at:

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

MOULTRIE DISTRICT

All trains 10 MPH

CAMILLA DISTRICT

All trains 25 MPH

Except:

M.P. GS94.6 (CSXT Crossing) 5 MPH

DOTHAN DISTRICT

All trains:

Between Albany (M.P. J297.0 and
 M.P. J356.0 35 MPH
 Between M.P. J356.0 and M.P. J382.0 25 MPH

Except:

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

Over Street Crossings at:

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

9c. CHECKING LOCOMOTIVE SPEED INDICATOR

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

WESTBOUND/SOUTHBOUND

Atlanta North District:

M.P. 233.0A to M.P. 232.0A
 M.P. 26.0H to M.P. 27.0H
 M.P. 31.0H to M.P. 32.0H
 M.P. 82.0H to M.P. 83.0H

EASTBOUND/NORTHBOUND

M.P. 142.0H to M.P. 141.0H
 M.P. 131.0H to M.P. 130.0H
 M.P. 29.0H to M.P. 128.0H
 M.P. 73.0H to M.P. 72.0H

Cohutta District:

M.P. 4.0I to M.P. 5.0I
 M.P. 11.0I to M.P. 12.0I

M.P. 5.0I to M.P. 4.0I
 M.P. 12.0I to M.P. 11.0I

Krannert District:

M.P. 7.0K to M.P. 6.0K

M.P. 6.0K to M.P. 7.0K

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

WESTBOUND/SOUTHBOUND

EASTBOUND/NORTHBOUND

Krannert District:

M.P. 7.0K to M.P. 6.0K

M.P. 6.0K to M.P. 7.0K

Norcross District:

M.P. 626.0 to M.P. 627.0

M.P. 631.0 to M.P. 630.0

Griffin District:

M.P. S272.0 to M.P. S271.0

M.P. S198.0 to M.P. S199.0

M.P. S256.0 to M.P. S255.0

M.P. S255.0 to M.P. S256.0

M.P. S248.0 to M.P. S247.0

M.P. S247.0 to M.P. S248.0

Thomaston District:

M.P. B234.0 to M.P. B235.0

M.P. B235.0 to M.P. B234.0

Atlanta South District:

M.P. 159.0H to M.P. 160.0H

M.P. 236.0H to M.P. 235.0H

M.P. 167.0H to M.P. 168.0H

M.P. 228.0H to M.P. 227.0H

M.P. 188.0H to M.P. 189.0H

M.P. 189.0H to M.P. 188.0H

Macon District:

M.P. 11.0G to M.P. 12.0G

M.P. 147.0G to M.P. 146.0G

Valdosta District:

M.P. 160.0G to M.P. 161.0G

M.P. 250.0G to M.P. 249.0G

Douglas District:

M.P. GF31.0 to M.P. GF32.0

Navair District:

M.P. 158.0B to M.P. 159.0B

M.P. 184.0B to M.P. 185.0B

M.P. 185.0B to M.P. 184.0B

M.P. 197.0B to M.P. 196.0B

Foley District:

M.P. 3.0GB to M.P. 4.0GB

M.P. 75.0GB to M.P. 74.0GB

M.P. 30.0GB to M.P. 31.0GB

Savannah District:

M.P. SA11.0 to M.P. SA12.0

M.P. S188.0 to M.P. S187.0

M.P. S141.0 to M.P. S142.0

M.P. S167.0 to M.P. S166.0

M.P. S180.0 to M.P. S181.0

M.P. S 89.0 to M.P. S 88.0

Augusta District:

M.P. D115.0 to M.P. D114.0

M.P. D 87.0 to M.P. D 88.0

M.P. SA109.0 to M.P. SA110.0

Camak District:

M.P. SA109.0 to M.P. SA110.0

Kirby District:

M.P. GF191.0 to M.P. GF190.0

Dublin District:

M.P. 3.0WT to M.P. 4.0WT

Eatonton District:

M.P. A173.0 to M.P. A174.0

Brunswick District:

M.P. 247.0H to M.P. 248.0H

M.P. 382.0H to M.P. 381.0H

M.P. 390.0H to M.P. 391.0H

M.P. 421.0H to M.P. 420.0H

Albany District:

M.P. H202.0 to M.P. H203.0

M.P. J285.0 to M.P. J284.0

M.P. H211.0 to M.P. H212.0

M.P. H256.0 to M.P. H255.0

M.P. H255.0 to M.P. H256.0

Columbus District:

M.P. M272.0 to M.P. M271.0

Americus District:

M.P. 0 8.0 to M.P. 0 9.0

M.P. 013.0 to M.P. 012.0

M.P. 013.0 to M.P. 014.0

Sparks District:

M.P. GN 9.0 to M.P. GN10.0

Dothan District:

M.P. J304.0 to M.P. J305.0

M.P. J374.0 to M.P. J373.0

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

TABLE FOR DETERMINING TRAIN SPEEDS

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

10a. DIESEL UNIT RATING IN TONS

	D8-40C	C30-7	D8-32B	B30-7A	B36-7	GP40X	GP49	B23-7	GP50	GP38	GP59	GP40	GP60	U23B
Northbound or Eastbound														
Atlanta North District														
Atlanta—Forrestville	3900	2850	2550	1950										
Forrestville—Cohutta	6100	4550	4050	3050										
Cohutta—Chattanooga	4500	3300	2950	2250										
Cohutta District														
Cohutta—Cleveland	6100	4550	4050	3050										
Krannert District														
Forrestville—Krannert	5200	4425	3925	2850										
Fairbanks District														
Fairbanks Jct.—Krannert Jct.	5200	4425	3925	2850										
Norcross District														
Inman Yard—Chamblee	4300	3200	2850	2150										
Chamblee—Norcross	4500	3300	2950	2250										
Griffin District														
Rutland Jct.—Griffin	4800	3600	3200	2400										
Griffin—Atlanta	6500	4850	4300	3250										
Thomaston District														
Thomaston—Barnesville	*	*	1750	1300										
Atlanta South District														
Macon—Atlanta	3900	2900	2600	1950										
Macon District														
Valdosta—Cordele	7400	5500	4950	3700										
Cordele—Macon Jct.	4300	3200	2850	2150										
Valdosta District														
Jacksonville—M.P. 230.0G	5800	4300	3800	2900										
M.P. 230.0G—Valdosta	7400	5500	4950	3700										

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

	D8-40C	D8-32B B30-7A B36-7 GP40X	B23-7
	SD50	GP49	GP38
	SD60	GP50	GP38
	C36-7	GP59	GP40
	C39-8	SD40	GP60
			U23B
Northbound or Eastbound (Cont'd)			
Douglas District			
Langdale Yd.—Douglas	*	*	3700 2800
Navair District			
Navair—Langdale Yd.	8000	5950	5300 4000
Foley District			
Foley—Perry	9300	6885	6150 4650
Perry—Quitman	4600	3405	3100 2300
Quitman—Adel	2400	1800	1600 1200
Savannah District			
Macon Jct.—Tennille	6100	4550	4050 3050
Tennille—Dillard Yd.	9100	6800	6050 4550
Augusta District			
Millen—Augusta	9100	6800	6050 4550
Moore's District			
Moore's—Augusta Yd.	*	*	4250 3200
Camak District			
Camak—S and A Jct.	6400	4735	4250 3200
Kirby District			
Kirby—Midville	4500	3330	2950 2250
Dublin District			
Dublin—Tennille	*	*	1900 1450
Eatonton District			
M & E Jct. — Eatonton	3900	2900	2600 1950
Madison District			
Mogul—Madison	4800	3200	3000 2400
Brunswick District			
Brunswick—M.P. 244.0H	6700	5000	4450 3350
M.P. 244.0H—Macon	4300	3200	2850 2150
Albany District			
Albany—Smithville	7100	5250	4700 3550
Smithville—Columbus Jct.	4600	3450	3100 2300
Columbus Jct.—Rutland Jct.	5600	4150	3700 2800
Rutland Jct.—C of G Jct.	4300	3200	2850 2150
Columbus District			
Columbus—Columbus Jct.	4400	3300	2950 2200
Americus District			
B V and E Jct.—Columbus	3400	2550	2250 1700
Sparks District			
Sparks—Albany	7400	5550	4950 3700
Ganor District			
Ganor—Schley Jct.	*	*	2550 1900
Moultrie District			
Norman Jct.—Moultrie	*	*	2550 1900
Camilla District			
W. Camilla—Bridgeboro	*	*	2550 1900
Dothan District			
Dothan—Albany	5000	3700	3250 2500
Southbound or Westbound			
Atlanta District			
Chattanooga—Cohutta	4400	3250	2900 2200
Cohutta—Forrestville	7900	5900	5250 3950
Forrestville—Atlanta	3500	2600	2300 1750

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

	D8-40C	D8-32B B30-7A B36-7 GP40X	B23-7
	SD50	GP49	GP38
	SD60	GP50	GP38
	C36-7	GP59	GP40
	C39-8	SD40	GP60
			U23B
Southbound or Westbound (Cont'd)			
Cohutta District			
Cleveland—Cohutta	7900	5900	5250 3950
Krannert District			
Krannert—Forrestville	4400	3300	2925 2200
Fairbanks District			
Krannert Jct.—Fairbanks Jct.	4400	3300	2925 2200
Norcross District			
Norcross—Inman Yard	6000	4450	3950 3000
Griffin District			
Atlanta—Industry Yd.	6200	4600	4100 3100
Industry Yd.—Griffin	7400	5500	4900 3700
Griffin—Macon	8700	6500	5800 4350
Thomaston District			
Barnesville—Thomaston	*	*	3450 2600
Atlanta South District			
Atlanta—McDonough	5600	4150	3700 2800
McDonough—Macon	7100	5300	4700 3550
Macon District			
Macon Jct.—Clinchfield	5700	4250	3800 2850
Clinchfield—Ashburn	4000	3000	2650 2000
Ashburn—Valdosta	8400	6250	5550 4200
Valdosta District			
Valdosta—Jacksonville	8400	6250	5550 4200
Simpson Yd.—C Yard	5800	4250	3800 2900
Douglas District			
Douglas—Langdale Yd.	*	*	3200 2400
Navair District			
Langdale Yd.—Navair	6500	4850	4300 3250
Foley District			
Adel—Quitman	3200	2400	2100 1600
Quitman—Perry	18000	9000	9000 9000
Perry—Foley	9300	6880	6150 4650
Savannah District			
Dillard Yd.—West Gordon	7600	5650	5050 3800
West Gordon—M.P. S182.7	6400	4800	4250 3200
M.P. S182.7—Macon Jct.	10000	6200	6000 5000
Augusta District			
Augusta—Millen	6400	4800	4250 3200
Moore's District			
Augusta Yd.—Moore's	*	*	4250 3200
Camak District			
S and A Jct.—Camak	6400	4735	4250 3200
Kirby District			
Midville—Kirby	4100	3035	2700 2050
Dublin District			
Tennille—Dublin	*	*	2500 1900
Eatonton District			
Eatonton—M and E Jct.	4100	3050	2700 2050
Madison District			
Madison—Monticello	4200	3200	3000 2100
Monticello—Ruby	4800	3200	3000 2400
Ruby—Mogul	10000	6200	6000 5000

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

	D8-40C	C30-7	C39-8	D8-32B	B30-7A	B36-7	GP40X	B23-7	GP49	GP50	GP38	GP59	GP40	GP60	U23B
Southbound or Westbound (Cont'd)															
Brunswick District															
Macon—Hazlehurst	6100	4550	4050	3050											
Hazlehurst—Jesup	18000	9000	9000	9000											
Jesup—Brunswick	9200	6900	6100	4600											
Albany District															
C of G Jct.—Americus	4600	3450	3100	2300											
Americus—Albany	12900	9000	8600	6450											
Columbus District															
Columbus Jct.—Columbus ...	4800	3600	3200	2400											
Americus District															
Columbus—Putnam	3600	2700	2400	1800											
Putnam—BV&E Jct.	18000	9000	9000	9000											
Sparks District															
Albany—Sparks	4400	3300	2950	2200											
Ganor District															
Schley Jct.—Ganor	*	*	2550	1900											
Moultrie District															
Moultrie—Norman Jct.	*	*	2550	1900											
Camilla District															
Bridgeboro—W. Camilla	*	*	2550	1900											
Dothan District															
Albany—Dothan	5000	3700	3250	2500											

* 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 inoperative and an allowance of 150 tons made for each inoperative unit handled.

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

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

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

10b. NORFOLK SOUTHERN SYSTEM LOCOMOTIVES SERIES TABLE

ROAD NOS.	MODEL	ROAD NOS.	MODEL
50-59	SD9M	4600-4605 #*	GP49
67-83	SW1500	4606-4641 #*	GP59
100-104	TC10	5000-5256	GP38-2
115-116	F40PH	6073-6207	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
2501-2531 #*	SD70	8689-8763 #*	D8-40C
2717-2822	GP38	9710-9713	RP-E4
2823-2878	GP38AC	9714-9741	RP-E4D
2879-2886	GP38	9818, 9833	RP-F4
3170-3200	SD40	9819-9827	RP-F4U
3201-3328	SD40-2	9830-9831	RP-B4
3500-3521 #*	B30-7A	9834	RP-E4U
3522-3566 #*	D8-32B	9835-9841	RP-A4U
3815-3820 *	B36-7	9842-9855	RP-E4U
3900-3969	U23B	9900-9919	RP-F6Y
3970-4023	B23-7	9920-9923	RP-E6Y
4100-4159	GP38AC		

* — High Adhesion

— High Capacity Dynamic Brake

10c. HIGH ADHESION UNITS AND MIXED CONSIST FORMULA

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

IN POWER

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

IN DYNAMIC BRAKE

1 — High Capacity Axle	= 1.35 Conventional Axles
------------------------	---------------------------

10d. TABLE OF MAXIMUM TRAIN LENGTHS

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

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

TRAINS WITH HEAD END BRAKE PIPE SUPPLY ONLY

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

*Long cars such as bi-level, tri-level, TTX, or high cube cars are to be counted as two (50-foot) cars. Radio trains may be increased

50% over the number of cars prescribed above, and in no case are radio trains to be restricted to less than 9,350 feet account temperature.

11. LOAD LIMITS AND EQUIPMENT RESTRICTIONS

a. LOCOMOTIVES — Instructions and Restrictions

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

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

3. All units of radio operated empty coal trains must be on head end of train and in accordance with Rule R-306 of NS-1. The lead unit and the first unit behind the Radio Control Car must be on line. All other units will be shut down in accordance with Rule L-237 of NS-1 unless tagged by Mechanical Department not to shut engine down. Radio continuity must be maintained and feed valve on radio unit must be maintained in the "Out" position.

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

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

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

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

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

b. DIESEL UNIT AND CAR RESTRICTIONS

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

GROSS WEIGHT IN POUNDS

District	UNIT		LOADED CAR	
	4-4	6-6	(4-Wheel Truck)	(6-Wheel Truck)
Atlanta North	(l)291,000	(l)(d)420,000	220,000 (a)286,000 (c)315,000	(b)345,000
Cohutta	291,000	420,000	220,000 (a)286,000	(b)315,000
Krannert	291,000	420,000	220,000 (a)286,000	(b)315,000
Fairbanks	291,000	420,000	220,000 (b)(a)286,000	(b)315,000
Norcross	245,000 (b)291,000	(b)420,000	220,000 (a)286,000 (b)315,000	(b)394,500
Griffin Atlanta - Edgewood	(g)245,000 (g)(b)291,000	(b)420,000	220,000 (a)286,000	(b)315,000
Edgewood - Rutland Jct.	245,000 (b)291,000	(b)420,000	220,000 (a)286,000 (c)315,000	(b)345,000

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

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

GROSS WEIGHT IN POUNDS

District	UNIT		LOADED CAR	
	4-4	6-6	(4-Wheel Truck)	(6-Wheel Truck)
Thomaston	245,000 (b)291,000	RESTRICTED	220,000 (a)263,000	(b)293,000
Atlanta South	245,000 (b)291,000	(b)420,000	220,000 (a)286,000 (c)315,000	(b)345,000
Macon	245,000 (b)291,000	(b)(d)420,000	220,000 (a)286,000	(b)315,000
Valdosta	291,000	420,000	220,000 (a)286,000	(b)315,000
Jacksonville Terminal	245,000 (b)291,000	(b)420,000	220,000 (a)286,000	(b)315,000
Douglas	245,000 (b)291,000	RESTRICTED	220,000 (a)263,000	(b)300,000
Navair	245,000 (b)291,000	(b)(d)420,000	220,000 (a)286,000	(b)315,000
Foley	245,000 (b)291,000	(b)(d)420,000	220,000 (a)286,000	(b)315,000
Savannah	245,000 (b)291,000	(b)(d)420,000	220,000 (a)286,000	(b)315,000
Savannah Term Bay St. - M.P. S1.0	245,000 (b)291,000	(b)420,000	220,000 (a)286,000	270,000 (b)315,000
M.P. S1.0 - Dillard Yd.	245,000 (b)291,000	(b)420,000	220,000 (a)286,000	(b)315,000
Dillard Yd. - Pooler	245,000 (b)291,000	(b)420,000	220,000 (a)286,000	270,000 (b)315,000
Pt. Jct. - Garden City	245,000 (b)291,000	(b)420,000	220,000 (a)286,000	(b)315,000
Garden City Fair St.	245,000 (b)291,000	(b)420,000	220,000 (a)286,000	(b)315,000
Augusta	291,000	420,000	220,000 (a)286,000	(b)315,000
Moores	245,000 (b)291,000	RESTRICTED	220,000 (a)263,000	(b)300,000
Camak	291,000	420,000	220,000 (a)263,000 (d)(a)286,000	(b)300,000
Kirby	245,000 291,000	(h)420,000	220,000 (a)263,000	(b)300,000
Dublin	245,000 (b)291,000	RESTRICTED	220,000 (j)(a)263,000	(j)(b)300,000
Eatonton M and E Jct. - Harlee Jct.	291,000	420,000	220,000 (a)286,000	(b)315,000
Harlee Jct. - Eatonton	291,000	420,000	220,000 (a)(f)263,000	(b)300,000
Madison	291,000	420,000	220,000 (a)286,000	(b)315,000
Brunswick	291,000	420,000	220,000 (a)286,000	(b)315,000
Aibany	245,000 (b)291,000	(b)(d)420,000	220,000 (a)286,000	(b)315,000

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

The weight of diesel units and cars is limited as follows:
GROSS WEIGHT IN POUNDS

District	UNIT		LOADED CAR	
	4-4	6-6	(4-Wheel Truck)	(6-Wheel Truck)
Columbus	291,000	420,000	220,000 (a)286,000	(b)315,000
Americus	245,000 (b)291,000	(b)(d)420,000	220,000 (a)286,000	(b)315,000
Sparks	245,000 (b)291,000	(b)(d)420,000	220,000 (a)286,000	(b)315,000
Ganor	245,000 (b)291,000	RESTRICTED	220,000 (a)286,000	(b)315,000
Moultrie	245,000 (b)291,000	RESTRICTED	220,000 (a)286,000	(b)315,000
Camilla	245,000 (b)291,000	RESTRICTED	220,000 (a)263,000	(b)300,000
Dothan				
Albany -	245,000		220,000	
Columbia	(b)291,000	(b)(d)420,000	(a)286,000	(b)315,000
Columbia -	245,000		220,000	
Dothan	(b)(e)291,000	(b)(e)420,000	(b)(e)(a)263,000	(b)270,000

(a) Loaded four wheel truck cars weighing in excess of 220,000 lbs., but not more than the maximum weight shown in the table may be handled provided their coupled length, truck centers and axle spacing are not less than the following:

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

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

(b) Must not be operated on side or industry tracks except where authorized.

(c) Loaded four-wheel truck cars weighing between 286,001 lbs. and 315,000 lbs. may be handled at the weight shown in the table provided their coupled length, truck centers and axle spacing are not less than the following:

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

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

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

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

Atlanta North District	
M.P. 145.2H	Chattahoochee Brick
M.P. 80.3H	East "K" Tower Track
M.P. 55.3H	Sugar Valley Wood Yard
Navair District	
M.P. 211.4B	Brick Track
Foley District	
M.P. 1.0GB	Del-Cook Lumber
Savannah District	
M.P. S163.4	Toddville Plant
M.P. S170.6	Englehard Chemical

Albany District

M.P. J296.1
M.P. H262.2

Diversified AG
GSW Interchange Track

Americus District

M.P. H263.3

IMC No. 4

Sparks District

M.P. GN2.7

Triple A Concrete

Dothan District

M.P. J344.3

Merchants Track

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

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

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

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

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

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

c. DERRICKS

Derricks are grouped as follows:

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

GROUP 2: NW 514923, 24 and 25, NW 540037, NW 563188 and 89 (240/250-ton PB)

GROUP 3: SOU 903015 and 18 (150-ton RB)

1. General Restrictions:

(a) Derricks must not be operated coupled to engine or car weighing more than 90,000 lbs.

(b) For line-of-road movement:

1. Derrick must be handled on head end of train with the required spacer car next to the engine.

2. Boom must be in trailing position except when in use or when the derrick is to be picked up on line by other trains where facilities for turning are not available.

3. Must have swinging or rotating mechanism properly secured.

(c) Derricks must not be operated over structures on industrial tracks without specific authority.

(d) Derrick speed shall not exceed the slowest of the following:

1. Authorized freight train speed.

2. Group 1 Derricks, 45 MPH; Group 2 Derricks 35 MPH; Group 3 Derricks 25 MPH.

3. Speed restriction for line or structure over which derrick is handled.

(e) When work train movements are being made with the equipment in service, particular care must be taken to avoid contact with overhead or side obstructions.

2. Special Restrictions:

DOUGLAS DISTRICT - Groups 1 and 2 derricks must not be handled.
Group 3 derricks must not exceed 10 MPH.

SAVANNAH TERMINAL
(Savannah to M.P. S0.5
and Broad St. to
Central Jct.) -

Groups 1, 2 and 3 derricks may be handled.
Group 1 derricks must not exceed 10 MPH over the S&O Canal trestles on Central press tracks and River Street lead while derrick is crossing the structures.

- MOORES DISTRICT - Groups 1 and 2 derricks must not be handled.
Group 3 must not exceed 20 MPH.
- KIRBY DISTRICT - Groups 1 and 2 derricks must not be handled.
Group 3 derricks must not exceed:
10 MPH - M.P. GF172.0 to M.P. GF178.4
20 MPH - M.P. GF178.4 to M.P. GF194.4
- DUBLIN DISTRICT - Groups 1, 2 and 3 derricks must not be handled south of trestle, M.P. 3.3WT.
- CAMILLA DISTRICT - Derricks must not be handled.
- THOMASTON DISTRICT - Groups 1, 2 and 3 derricks must not exceed 10 MPH over Thomaston underpass (M.P. B249.2).
- GRIFFIN DISTRICT - Groups 1 and 2 derricks must not exceed 30 MPH.

d. LOCOMOTIVE CRANES/DERRICK CARS/PILE DRIVERS

SOU 903093 (DC-3), SOU 992312 (LC-35), NW 500504 (LC-4803), SOU 992340 (LC-8201), NW 514892 (LC-8501), and SOU 992412 (LC-89036)

1. Must not exceed 25 MPH.
2. May be operated on all main and passing tracks.
3. Locomotive cranes, derrick cars, and derrick cars with attached boom idler cars, must not be moved over humps or through retarders when being operated under derrick's own power. Retarders must not be set up while such equipment is in the retarders.
4. Pile drivers must not be moved through the retarders under any circumstances due to insufficient clearance. When pile drivers are placed in one of the classification tracks, they must be handled in the same manner as explosive cars.
5. While working, care must be taken to avoid contact with overhead or side obstructions.

e. JORDAN SPREADERS

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

f. SNOW PLOW - NW 590000

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

g. SCALE TEST CARS

1. Two-axle Scale Test Cars: SOU 992501, SOU 992506, SOU 992507, SOU 992508, SOU 992511, NW 514754, MPX 192, MPX 194, MPX 195, MPX 1034, MPX 1900, UP 903145, WWBX 911000, and MKT 77:
 - (a) Must move only on authority of Chief Dispatcher.

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

h. SCHNABEL AND HIGH CAPACITY FLAT CARS

1. Restrictions for "schnabel" and other high capacity flat cars having eight (8) axles or more:

- (a) Except where further restricted, speed must not exceed that indicated below:

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

- (b) APWX 1004 (12 axle) and all cars having sixteen (16) or more axles must be handled in a special train of no more than ten (10) cars when loaded.
- (c) Loaded cars having twelve (12) or more axles, when not moving in a special train, must be handled at the head end of a train, and train length must not exceed 100 cars. Loaded cars must be accompanied by sufficient cars that can be used as brake cars in the event it becomes necessary to set such load out between terminals and when securing car in yards, terminals, or sidings.
- (d) In addition to the above restrictions, the cars listed below must not be placed in trains requiring pusher service, must not be humped, or flat switched with motive power detached, and when moving empty must be handled on rear end of train, properly locked, secured, and switching moves kept to a minimum.

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

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

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

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

I. EXCESSIVE DIMENSION EQUIPMENT

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

(1) Plate "B", "C", "E" and "F" freight cars.

Freight cars stenciled "C", "E" and "F", and unstenciled general service equipment having dimensions within Plate "B" may be handled on all main tracks and sidings of the Georgia Division EXCEPT:

Plate "B", "C", "E" and "F" cars must not be handled at: M.P. GS94.6, Structures, AGLF Transfer Track, Camilla, GA
Plate "C", "E" and "F" cars must not be handled at: M.P. 152.7H, Mail Sheds, West Mail Track, Atlanta, GA
M.P. 152.7H, Mail Sheds, East Mail Track, Atlanta, GA
Plate "E" and "F" cars must not be handled at: M.P. A187.4, Obstructions, House Track, Milledgeville, GA
Valdosta, GA

Plate "F" cars must not be handled at:

M.P. S251.4, 6th St. Overhead Bridge, #3 Yard Track, Griffin, GA

(2) Plate "F+" or "Exceeds Plate F" freight cars.

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

(3) Fully enclosed auto rack cars.

Fully enclosed auto rack cars (exceeding Plate "F" but not exceeding 19'-0" above top of rail) may be handled on all main tracks and sidings of the Georgia Division EXCEPT AT: M.P. F71.5, County Rd. Overhead Bridge, Madison, GA
M.P. F71.7, CSXT Overhead Bridge, Madison, GA
M.P. GS94.6, Structures, AGLF Transfer Track, Camilla, GA
M.P. J379.9, Oates St. Overhead Bridge, Dothan, AL
M.P. 636.4DF, Edgewood Ave. Overhead Bridge, Armour-Decatur St. Belt, Atlanta, GA

M.P. S251.4, 6th St. Overhead Bridge, #3 Yard Track, Griffin, GA
M.P. 143.8H (JacMac Lead), State Rte. 280 Overhead Bridge, All Tracks, Plant JacMac, Atlanta.

M.P. 152.7H, Mail Sheds, West Mail Track, Atlanta, GA

M.P. 152.7H, Mail Sheds, East Mail Track, Atlanta, GA

M.P. 18.7M, US 41-19 (Taylor St.) Overhead Bridge, Griffin, GA.

M.P. 18.75M, W. F. Meriwether St. Overhead Bridge, Griffin, GA

M.P. 18.8M, W. Poplar St. Overhead Bridge, Griffin, GA

(4) Double stack cars.

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

1. Citico Jct. & Inman Yard
2. Inman Yard & Brosnan Yard
3. Brosnan Yard & Jacksonville, FL

I. EXCESSIVE DIMENSION EQUIPMENT (Cont'd)

4. Brosnan Yard & Savannah, GA

5. Inman Yard & Norcross

Except: Loaded double stack cars with 125 ton trucks must not be handled between Brosnan Yard & Jacksonville, FL

(b) Do not handle double stack cars:

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

(5) Other cars

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

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

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

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

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

Long cars may also be handled on terminal trackage determined by the employees designated herein to control train and engine

j. EXCESSIVE CURVATURE (Cont'd)

movements at Albany, Augusta Yard, Brosnan Yard, Columbus, Dillard Yard, Dock Jct., Langdale Yard and Simpson Yard.

Cars measuring 70 feet, or more, in total length must not be handled on the Proctor and Gamble or Kendall leads, Westover, M.P. D125.8.

k. OTHER EQUIPMENT RESTRICTIONS

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

- (a) Empty multi-level cars.
- (b) Empty intermodal single platform flats or such cars loaded with empty trailers or containers.
- (c) Empty 85 foot long or longer flats and such flat cars when loaded with empty trailers or containers, or loaded with only one trailer or container.
- (d) Empty intermodal single axle truck flat cars or such cars loaded with empty trailers or containers.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Cars with bands improperly secured are not to be moved.

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

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

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

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

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

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

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

17. Center partition lumber cars 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.

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

In yard operations, the following restrictions will apply:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Load must be balanced before switching partially loaded woodrack cars.

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

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

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

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

27. TURNOUT CARS

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

Set Numbers: (2 cars per set)

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

28. Welded Rail Trains and Associated Equipment:

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

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

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

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

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

Crew members taking charge of a loaded welded rail train will inspect it to determine that the uncoupling lever mechanism locks are in place on each car before train is moved, except when relieving a crew that has previously handled the train, or when notified by

the proper authority that the securement between the cars has been checked. This paragraph does not apply to a rail train originating in Atlanta, Ga.

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

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

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

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

12. PASSENGER TRAIN NOTES

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

13. PHYSICIANS' DIRECTORY

D. M. Boyette, OTO Albany, Ga.
 C. B. Gillespie, ORTHO Albany, Ga.
 J. M. Dixon, OPH Albany, Ga.
 S. A. Wall, OPH Albany, Ga.
 W. B. Mulherin, ORS Athens, Ga.
 D. L. Barnes, OM Atlanta, Ga.
 A. H. Davison, INT Atlanta, Ga.
 J. H. Wheeler, FP Atlanta, Ga.
 R. Tyler, ORTHO Atlanta, Ga.
 C. M. Ferguson, SURG Atlanta, Ga.
 R. E. King, ORTHO Atlanta, Ga.
 D. M. Nichols, P Atlanta, Ga.
 D. C. Olansky, DERM Atlanta, Ga.
 S. Atkinson, OPH Atlanta, Ga.
 L. R. Gross, OPH Atlanta, Ga.
 F. J. Funk, ORS Atlanta, Ga.
 Linton H. Bishop, Jr., INT Atlanta, Ga.
 S. A. Dawkins, OM Atlanta, Ga.
 W. R. Fisher, OTO Atlanta, Ga.
 Carter Smith, Jr., INT Atlanta, Ga.
 J. H. Kramer, OPH Atlanta, Ga.
 J. W. Gamwell, ORTHO Atlanta, Ga.
 G. S. Clinkscales, Jr., ORTHO Atlanta, Ga.
 M. J. Jurkiewicz, PS Atlanta, Ga.
 E. C. Loughlin, Jr., ORTHO Atlanta, Ga.
 H. D. Richardson, NEURO Atlanta, Ga.
 R. A. Smith, NEURO Atlanta, Ga.
 E. L. Jones, ORTHO Atlanta, Ga.
 J. L. Kurtz, ORTHO Atlanta, Ga.
 T. J. Schermerhorn, OPH Atlanta, Ga.
 J. P. Syribeys, SURG Atlanta, Ga.

13. PHYSICIANS' DIRECTORY (Cont'd)

T. S. Howell, IND Atlanta, Ga.
 S. H. Gray, SURG Atlanta, Ga.
 R. L. Brand, ORTHO Augusta, Ga.
 S. W. Brown, RAD Augusta, Ga.
 D. Dickenson, GP Augusta, Ga.
 H. S. Engler, SURG Augusta, Ga.
 M. J. Murphy, OPH Augusta, Ga.
 R. C. Odom, FP Augusta, Ga.
 R. Seklecki, FP Augusta, Ga.
 W. J. Wylie, INT/CD Augusta, Ga.
 C. B. Futch, SURG Brunswick, Ga.
 C. S. Tuten, OPH Brunswick, Ga.
 L. L. Freeman, GP Chamblee, Ga.
 John P. Syribeys, GP Chamblee, Ga.
 E. B. Pendleton, ORTHO Chamblee, Ga.
 R. G. Vieth, NEURO Chattanooga, Tn.
 G. Z. Selters, ORTHO Chattanooga, Tn.
 E. D. Akin, GS Chattanooga, Tn.
 H. A. Stone, GS Chattanooga, Tn.
 R. E. Mabe, INT Chattanooga, Tn.
 Molly R. Seal, OPH Chattanooga, Tn.
 I. M. Long, OPH Chattanooga, Tn.
 B. W. Caughran, ORTHO Chattanooga, Tn.
 C. H. Alper, OTO Chattanooga, Tn.
 H. B. Heywood, III, ORTHO Chattanooga, Tn.
 T. L. Buttram, SURG Chattanooga, Tn.
 W. D. Bowers, SURG Cleveland, Tn.
 E. N. Duncan, OPH Cleveland, Tn.
 R. L. Smith, GP Cochran, Ga.
 Lavon Thurman, Jr., FP Columbus, Ga.
 G. E. Fussell, FP Columbus, Ga.
 J. C. Hughston, ORTHO Columbus, Ga.
 S. C. Hunter, ORS Columbus, Ga.
 C. D. Johnson, GP Columbus, Ga.
 L. M. Yoe, OPH Columbus, Ga.
 H. G. Goldsmith, ORTHO Columbus, Ga.
 R. M. Hudson, IND Columbus, Ga.
 J. L. Worthy, SURG Dallas, Ga.
 W. Barnwell, OPH Dalton, Ga.
 S. L. Foster, EM Dalton, Ga.
 D. R. Thomas, FP Dalton, Ga.
 B. E. Wells, SURG Dothan, Al.
 R. P. Tucker, GP & GS East Point, Ga.
 G. S. Walker, INT Eastman, Ga.
 C. D. Garner, GP Gordon, Ga.
 W. R. King, Jr., SURG Griffin, Ga.
 T. A. Getman, FP Hahira, Ga.
 A. S. Batts, GP Hawkinsville, Ga.
 F. Arbolaez, FP Jacksonville, Fl.
 W. J. Knauer, OPH Jacksonville, Fl.
 J. F. Garcia, IM Jacksonville, Fl.
 T. L. Brown, ORTHO Jacksonville, Fl.
 C. Collins, GS Jacksonville, Fl.
 T. S. Edwards, OPH Jacksonville, Fl.
 J. T. Hocker, ORTHO Jacksonville, Fl.
 W. J. Knauer, III, OPH Jacksonville, Fl.
 J. L. Mitchell, GS Jacksonville, Fl.
 C. R. Smathers, OTO Jacksonville, Fl.
 F. T. Mickler, Jr., GP Jasper, Fl.
 O. O. McGahee, Jr., SURG Jesup, Ga.
 J. W. Yeomans, GP & SURG Jesup, Ga.
 C. E. Johnson, Jr., ORS Macon, Ga.
 G. L. Phelps, OM Macon, Ga.

13. PHYSICIANS' DIRECTORY (Cont'd)

C. R. Buchhammer, INT	.....	Macon, Ga.
W. P. Barnes, Jr., ORTHO	.....	Macon, Ga.
W. M. Brown, SURG	.....	Macon, Ga.
R. E. Cato, RAD	.....	Macon, Ga.
W. L. Griffin, OTO	.....	Macon, Ga.
W. E. Lewis, SURG	.....	Macon, Ga.
T. M. Longaker, INT	.....	Macon, Ga.
S. F. Maddox, OPH	.....	Macon, Ga.
M. C. Newton, INT	.....	Macon, Ga.
J. A. Page, OPH	.....	Macon, Ga.
A. M. Phillips, ORTHO	.....	Macon, Ga.
D. B. Pridgen, INT	.....	Macon, Ga.
C. L. Ridley, III, INT	.....	Macon, Ga.
J. S. Robinson, NEURO	.....	Macon, Ga.
E. L. Stevens, OTO	.....	Macon, Ga.
A. H. S. Weaver, ORTHO	.....	Macon, Ga.
C. R. White, SURG	.....	Macon, Ga.
T. H. Williams, SURG	.....	Macon, Ga.
J. C. Barnett, Jr., NEURO	.....	Marietta, Ga.
G. N. Gerson, ORS	.....	Marietta, Ga.
F. W. McKinnon, ORTHO	.....	Marietta, Ga.
P. J. Payne, Jr., ORTHO	.....	Marietta, Ga.
J. A. Blissit, GP	.....	McDonough, Ga.
D. W. Anglyn, Jr., FP	.....	McDonough, Ga.
T. C. Williams, Jr. GP	.....	Perry, Fl.
W. L. Tucker, IM	.....	Rome, Ga.
H. S. Dixon, OTO	.....	Rome, Ga.
J. I. Dickinson, SURG	.....	Rome, Ga.
G. S. Baer, OPH	.....	Rome, Ga.
A. R. Gray, GS	.....	Rome, Ga.
E. G. Edwards, ORS	.....	Savannah, Ga.
W. J. Degenhart, OPH	.....	Savannah, Ga.
H. Clark Deriso, ORS	.....	Savannah, Ga.
F. Hardeman, Jr., GP & GS	.....	Savannah, Ga.
J. R. Logan, OTO	.....	Savannah, Ga.
L. J. Lynch, SURG	.....	Savannah, Ga.
C. M. Pugh, INT	.....	Savannah, Ga.
A. Paderewski, DENT SURG	.....	Savannah, Ga.
J. K. Quattlebaum, Jr., GS	.....	Savannah, Ga.
P. L. Scardino, URO	.....	Savannah, Ga.
H. W. Smith, GP	.....	Swainsboro, Ga.
I. L. Shuman, FP/EM	.....	Sylvania, Ga.
W. E. Taylor, GP	.....	Tennille, Ga.
J. F. Kirkpatrick, SURG	.....	Tifton, Ga.
D. P. Esposito, NEURO	.....	Valdosta, Ga.
J. C. Campa, ORTHO	.....	Valdosta, Ga.
F. T. Corker, OM	.....	Valdosta, Ga.
E. L. Creech, ORTHO	.....	Valdosta, Ga.
J. P. Kendrick, ORS	.....	Valdosta, Ga.
J. W. Mathis, SURG	.....	Valdosta, Ga.
A. T. McRae, GS	.....	Valdosta, Ga.
H. B. Smith, OTO	.....	Valdosta, Ga.
T. H. Smith, Jr., OPH	.....	Valdosta, Ga.
J. C. Stubbs, INT	.....	Valdosta, Ga.
W. H. Bedingfield, GP	.....	Vidalia, Ga.
H. I. Conner, GP & GS	.....	Vidalia, Ga.
R. H. DeJarnette, Jr., SURG	.....	Vidalia, Ga.
G. J. Hobson, OPH	.....	Woodstock, Ga.

KEY TO PHYSICIANS' DIRECTORY SPECIALTY CODES

A Allergy	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 specialty 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	PUD 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

14. AUTHORIZED WATCHES (Cont'd)

HOWARD

16 Size Howard Model - 21 Jewel

16 Size Howard Model - 23 Jewel

ILLINOIS

16 Size Bunn Special - 21 Jewel

16 Size Bunn Special - 23 Jewel

16 Size Sangamo Special - 23 Jewel

WALTHAM

16 Size Crescent Street Model - 21 Jewel

16 Size Vanguard Model - 23 Jewel

WRIST WATCHES

ACCUTRON

Railroad Approved

Railroad Approved - Calendar Model

Railroad Approved - Quartz Model

Railroad Approved - Ladies Quartz Model

BALL

Official Railroad Standard

Automatic Trainmaster

BULOVA

Railroad Approved - Quartz

CITIZEN

Railroad Approved - Quartz (Men's & Ladies)

ELGIN

B. W. Raymond Chronometer Model - 21 Jewel

HAMILTON

Electric Railroad Approved

Electric - Model 910917, White

PULSAR

Railroad Approved - Quartz Model

RODANIA

Quartz - Model 9361

SEIKO

Railroad Approved - Quartz Model

SPEIDEL

Railroad Approved - Special Quartz

WYLER

Railroad Approved - Incalflex Model

STATIONS 15. STATION HOURS WEEKDAYS SATURDAY SUNDAY

Atlanta North District
deButts YardContinuous . . . Continuous . . .Continuous
Forrestville, Ga.Continuous . . . Continuous . . .Continuous

Atlanta Terminal

Inman YardContinuous . . . Continuous . . .Continuous

Norcross District

Chamblee, Ga.Continuous . . . Continuous . . .Continuous

Griffin District

Griffin, Ga.7:00am-ClosedClosed
4:00pm

Macon Terminal

Brosnan YardContinuous . . . Continuous . . .Continuous

Macon District

Adel, Ga.7:00am-ClosedClosed
4:00pm

15. STATION HOURS (Cont'd) WEEKDAYS SATURDAY SUNDAY

STATIONS

Valdosta District

Valdosta, Ga.Continuous . . . Continuous . . .Continuous

Jacksonville, Fl.Continuous . . . Continuous . . .Continuous

Navair District

West Occidental, Fl. 7:00am-8:00am-Closed

5:00pm 4:00pm

Savannah District

Gordon, Ga.Continuous . . . Continuous . . .Closed

7:00am-

3:00pm

Tennille, Ga.9:00am-9:00am-Closed

6:00pm 6:00pm

Millen, Ga.7:00am-7:00am-7:00am-

1:00am 1:00am 1:00am

Savannah, Ga.Continuous . . . 6:00am-6:00am-

11:00pm 11:00pm

Augusta District

Nixon Yard, Ga.Continuous . . . Continuous . . .Continuous

Camak District

Wrens, Ga.6:00am-ClosedClosed

5:00pm

Madison District

Madison, Ga.7:00am-ClosedClosed

4:00pm

Brunswick District

Jesup Ga.7:00am-7:00am-7:00am

4:00pm 4:00pm 4:00pm

Hazellhurst, Ga.7:30am-ClosedClosed

4:30pm

Brunswick, Ga.

12/1 - 5/318:00am-8:00am-4:00pm

12:00mn 12:00mn 12:00mn

6/1 - 11/306:30am-6:30am-6:30am

12:00mn 12:00mn 12:00mn

Albany District

Americus, Ga.6:00am-7:00am-Closed

11:00pm 4:00pm

Albany, Ga.Continuous . . . Continuous . . .Continuous

Columbus Terminal

Columbus, Ga.Continuous . . . Continuous . . .Continuous

16. COMMUNICATION & SIGNAL INFORMATION

a. Instructions for handling Electric Switch Locks.

1. G.R.S. Electric Locks

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

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

1. Stop engine or cars just ahead of switch points.
2. Open door of lock housing which has a standard switch lock.

16. COMMUNICATION & SIGNAL INFORMATION (Cont'd)

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

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

2. US&S Electric Locks

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

- (a) For movement from main track to siding or spur track:
 1. Stop engine or cars just ahead of switch points.
 2. Actuate operating handle or foot pedal to unlock position. This unlocks the switch and it can be operated the same as any other hand throw switch.
- (b) For movement from siding or spur track to the main track:
 1. Secure permission from the control station to operate the electric lock and enter main track. The switch must be unlocked and thrown before the derail or inside crossover switch is operated.
 2. Actuate operating handle or foot pedal to request unlock of switch. Immediately or after predetermined time interval has expired the switch is unlocked and it can be operated the same as any other hand throw switch.
- (c) For movements using controlled electric locks, proceed as above after obtaining release from control station.
- (d) When movement over switch is completed, return handles and padlocks to normal position.

When an emergency release is provided in the lock housing for use in case of trouble or if the electric lock fails to operate properly, advise and secure authority from control station to break the seal,

16. COMMUNICATION & SIGNAL INFORMATION (Cont'd)

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

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

Location	Mile Post
Atlanta North District	
Tyner	* 232.3A
Collegedale	* 18.1H
Cohutta	* 25.0H
Hilton	*# 33.7H
Phelps	* 45.1H
Sugar Valley	* 55.2H
Plainville	* 66.3H
Berwin	* 75.0H
Silver Creek	* 85.0H
Seney	* 95.2H
Finch	* 105.7H
Pumpkinvine	*# 116.5H
Clark	* 125.6H
Westside	* 132.8H
Nickajack	* 140.8H
Cohutta District	
Blue Springs	8.2I
Norcross District	
Norcross	619.0
Goodwin	* 626.6
Atlanta South District	
Constitution	* 158.8H
Ellenwood	* 165.7H
Flippen	* 177.0H
Locust Grove	* 187.4H
Jackson	* 198.2H
Flovilla	*# 209.6H
Juliette	* 217.0H
Rum Creek	* 224.9H
River North	* 233.7H
Macon District	
Avondale	* 11.1G
Bonaire	* 24.3G
Elko	38.7G
Findlay	*# 51.8G
Cordele	* 62.3G
Arabi	* 76.1G
Sycamore	* 87.0G
Chula	* 101.3G
Lenox	* 115.6G
Sparks	* 126.1G
Hahira	* 137.9G
Valdosta	* 148.7G
Valdosta District	
Blanton	* 161.1G
Mayday	* 169.5G
Thelma	* 178.8G
Colon	* 192.2G
Council	*# 204.2G

16b. DETECTORS (Cont'd)

1. Location of Detectors

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

Location	Mile Post
Valdosta District (Cont'd)	
Eddy	* 217.8G
Clarking	* 229.8G
Crawford	* 242.0G
Navair District	
Lake Park	* 160.9B
Rawls	* 179.2B
Savannah District	
Coldbrook	* SA14.7
Springfield	SA24.6
Shawnee	* SA34.4
Oliver	S47.0
Ogeechee	S61.4
Scarboro	* S74.1
Rogers	S86.6
Midville	S98.4
Bartow	S111.5
Davisboro	S122.3
Tennille	*# S131.5
Oconee	S146.2
McIntyre	* S159.4
Gordon	S174.3
Lakeview	* S187.1
Augusta District	
Wasden	D82.3
Waynesboro	* D95.0
Greens Cut	* D108.0
Brunswick District	
Bullard	* 254.9H
Adams Park	* 262.6H
Cochran	276.1H
Gresston	* 290.1H
Chauncey	304.9H
McRae	* 318.6H
Lumber City	333.3H
Graham	346.5H
Hatch	355.4H
Surrency	* 367.2H
Odum	380.5H
Gardi	394.6H
Everett	* 409.1H
Albany District	
Echeconnee	* H203.1
Powersville	* H212.0
Marshallville	H225.3
Montezuma	H238.6
Weaver's Crossing	* H254.6
Maddox	* H267.5
Neyami	* J282.0
Columbus District	
Nacomias	M225.4
Butler	* M240.3
Junction City	* M255.2
Box Springs	* M268.5
Lake Pines	* M278.8

16b. DETECTORS (Cont'd)

1. Location of Detectors

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

Location	Mile Post
Americus District	
Sand Hill	* 09.1
Ida Vesper	* 022.1
Buena Vista	* 032.3
Putnam	* 044.3
Bumphead Crossing	* 058.5
Sparks District	
Oak Grove	* GN15.3
Sigsbee	* GN30.0
Reedy Creek	GN43.9

* Also has Dragging Equipment Detector

Also has Hot Wheel Detector

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

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

If multiple defects are detected, each axle location will be announced three (3) times.

When a detector announces one or more defects, the crew must stop the train and examine the specified journal(s) for excessive heat or for dragging equipment, hot wheel, or overheight as alarmed. If hot wheel alarms, after stopping, engineer will release train brakes after making full service application and employee at car will see that brake has released. If not released, engineer will again make full service application and release. If still not released, brake may then be cut out. If the journal(s) are not found to be overheated, the crew must check all journals on the indicated car and all journals five (5) cars ahead and five (5) cars behind. If no overheated journals are found, journals on the opposite side of the eleven (11) cars must be checked. The same procedure will be followed for dragging equipment or hot wheel. The train crew is responsible for promptly and properly stopping their train for inspection(s).

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

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

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

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

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

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

16b. DETECTORS (Cont'd)

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

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

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

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

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

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

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

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

DRAGGING EQUIPMENT - RULE 316

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

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

STEAM-POWERED TRAINS BY STAND-ALONE HOT BOX DETECTOR

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

16c. ALL CHANNEL RADIOS

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

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

*Dial in the indicated channel

**Requires signal tones to access Dispatcher

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

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

16d. LOCATION OF DISPATCHER-CONTROLLED RADIO BASE STATIONS

Location	Frequency	Hours
Atlanta North District		
Austell, Ga.	Road & Dispatcher	Continuous
Calhoun, Ga.	Road & Dispatcher	Continuous
Cohutta, Ga.	Road	Continuous
Dallas, Ga.	Road & Dispatcher	Continuous
Dalton, Ga.	Road & Dispatcher	Continuous
Douglasville, Ga.	Road & Dispatcher	Continuous
Ooltewah, Ga.	Road & Dispatcher	Continuous
Mt. Alto, Ga.	Road & Dispatcher	Continuous
Norcross District		
Norcross, Ga.	Road & Dispatcher	Continuous
Griffin District		
Bolingbroke, Ga.	Road	Continuous
Goggins, Ga.	Road	Continuous
Griffin, Ga.	Road	Continuous
Lovejoy, Ga.	Road	Continuous
Atlanta South District		
Arkwright, Ga.	Road & Dispatcher	Continuous
Jackson, Ga.	Road & Dispatcher	Continuous
Juliette, Ga.	Road & Dispatcher	Continuous
Stockbridge	Road & Dispatcher	Continuous
Macon District		
Ashburn, Ga.	Road & Dispatcher	Continuous
Cordele, Ga.	Road & Dispatcher	Continuous
Grovania, Ga.	Road & Dispatcher	Continuous
Pinehurst, Ga.	Road & Dispatcher	Continuous
Sparks, Ga.	Road & Dispatcher	Continuous
Tifton, Ga.	Road & Dispatcher	Continuous
Warner Robins, Ga.	Road & Dispatcher	Continuous
Valdosta District		
Colon, Ga.	Road & Dispatcher	Continuous
Crawford, Fl	Road & Dispatcher	Continuous
Eddy, Fl.	Road & Dispatcher	Continuous

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

Location	Frequency	Hours
Valdosta District (Cont'd)		
Haylow, Ga.	Road & Dispatcher	Continuous
Valdosta, Ga.	Road & Dispatcher	Continuous
Navair District		
West Occidental, Fl.	Road	Continuous
Foley District		
Barney, Ga.	Road	Continuous
Greenville, Fl.	Road	Continuous
Perry, Fl.	Road	Continuous
Savannah District		
Ardmore, Ga.	Road & Dispatcher	Continuous
Bartow, Ga.	Road & Dispatcher	Continuous
Blanford, Ga.	Road & Dispatcher	Continuous
Clito, Ga.	Road & Dispatcher	Continuous
Gordon, Ga.	Road & Dispatcher	Continuous
Midville, Ga.	Road & Dispatcher	Continuous
N. Millen, Ga.	Road & Dispatcher	Continuous
N. Toombsboro, Ga.	Road & Dispatcher	Continuous
Tennille, Ga.	Road & Dispatcher	Continuous
Augusta District		
Augusta, Ga.	Road & Dispatcher	Continuous
Waynesboro, Ga.	Road & Dispatcher	Continuous
Wrens, Ga.	Road	Continuous
Eatonton District		
Harlee Jct., Ga.	Road	Continuous
Madison District		
Cumslo, Ga.	Road & Dispatcher	Continuous
Machen, Ga.	Road	Continuous
Brunswick District		
Baxley, Ga.	Road	Continuous
Cochran, Ga.	Road	Continuous
Hazelhurst, Ga.	Road	Continuous
Jesup, Ga.	Road	Continuous
Mount Pleasant, Ga.	Road	Continuous
Scotland, Ga.	Road	Continuous
Albany District		
Albany, Ga.	Road & Dispatcher	Continuous
Ft. Valley, Ga.	Road & Dispatcher	Continuous
Oglethorpe, Ga.	Road	Continuous
Smithville, Ga.	Road & Dispatcher	Continuous
Columbus District		
Butler, Ga.	Road	Continuous
Columbus, Ga.	Road & Dispatcher	Continuous
Americus District		
Ellaville, Ga.	Road & Dispatcher	Continuous
Union, Ga.	Road & Dispatcher	Continuous
Sparks District		
Sigsbee, Ga.	Road	Continuous
Dothan District		
Arlington, Ga.	Road	Continuous
Hilton, Ga.	Road	Continuous

16e. LOCATION OF WAYSIDE RADIO BASE STATIONS

Location	Frequency	Hours
Atlanta North District		
Dalton, Ga.	Road	See Sec. 15
Forrestville, Ga.	Road	See Sec. 15
Rockmart, Ga.	Road	Intermittent
Atlanta Terminal		
Inman Yard	Road & Terminal	Continuous
Peagram Shop	Road	Continuous
Industry Yard	Road & Terminal	Continuous
Forest Park Yard	Road & Terminal	Intermittent
Krannert District		
Krannert, Ga.	Road	Intermittent
Griffin District		
Griffin, Ga.	Road	See Sec. 15
Macon District		
Adel, Ga.	Road	See Sec. 15
Macon, Ga.	Road & Terminal	Continuous
(Brosnan Yard)		
Valdosta District		
Jacksonville, Fl.	Road & Terminal	Continuous
(Simpson Yard)		
Valdosta, Ga.	Road	Continuous
(Langdale Yard)		
Navair District		
West Occidental, Fl.	Road	See Sec. 15
Savannah District		
Gordon, Ga.	Road	See Sec. 15
(M&E Jct.)		
Millen, Ga.	Road	See Sec. 15
Savannah, Ga.	Road	Continuous
(Dillard Yard)		
Shawnee, Ga.	Road (Controlled by Dillard Yard)	Continuous
Tennille, Ga.	Road	See Sec. 15
Augusta District		
Nixon, Ga. (Yd)	Road	Continuous
Waynesboro, Ga.	Road (Controlled by Millen)	See Sec. 15
Wrens, Ga.	Road	See Sec. 15
Madison District		
Madison, Ga.	Road	See Sec. 15
Brunswick District		
Brunswick, Ga.	Road	See Sec. 15
Hazelhurst, Ga.	Road	See Sec. 15
Jesup, Ga.	Road	See Sec. 15
Albany District		
Albany, Ga. (Yd.)	Road	Continuous
Americus, Ga.	Road	See Sec. 15
Columbus District		
Columbus, Ga.	Road	Continuous

17. HAZARDOUS MATERIALS

A. GENERAL INSTRUCTIONS

1. Compliance with the Code of Federal Hazardous Materials Regulations (49 CFR) of the U.S. Department of Transportation (found in the current edition of the AAR Bureau of Explosives Tariff BOE-6000 Series), and Norfolk Southern's special rules for handling hazardous materials, is required of all employees of Norfolk Southern Railway Company. References to specific sections of the 49 CFR included in the BOE Tariff are enclosed in brackets, for example [174.24].

17. HAZARDOUS MATERIALS (Cont'd)

2. A carrier must forward each shipment of hazardous materials promptly and within 48 hours (Saturdays, Sundays, and holidays excluded) after acceptance at the originating point, except that where biweekly or weekly service only is performed, a shipment of hazardous materials must be forwarded on the first available train [174.14].

3. Definitions of terms for these instructions are listed in 49 CFR Section 171.8. For technical interpretations on these instructions call Hazardous Materials Management in Roanoke at 7-981-3762 or (703)-981-3762; or in Atlanta at 7-529-2242 or (404)-529-2242.

B. SWITCHING OF PLACARDED CARS:

1. Every employee involved in the switching of hazardous materials cars, both on line of road and in yards, must be familiar with and be governed by the instructions contained in the "Hazardous Materials Switching Chart" found in the back of the timetable [174.82-174.83].

2. When switching loaded placarded tank cars, or switching cars that will couple to loaded placarded tank cars, maximum reasonable efforts must be made to achieve couplings at speeds not to exceed 4 MPH.

3. Employees must position themselves at least fifteen (15) feet, and more if possible, from the manway and valves prior to coupling. Contents of tank cars may splash during or immediately following coupling due to improperly secured closures.

4. Persons having access to waybills or shipping instructions must see that concerned employees are notified when hazardous materials are to be handled.

5. Cars placarded "EXPLOSIVES", "FLAMMABLE GAS", or "FLAMMABLE" must not be left on any track unless track is free from combustible material such as dead grass and weeds.

C. TRAIN PLACEMENT OF PLACARDED CARS:

1. Every employee involved in the positioning in train of hazardous materials cars, must be familiar with and be governed by the instructions contained in the "Hazardous Materials Position in Train Chart" found in the back of the timetable [174.82-174.85].

2. The "Hazardous Materials Position in Train Chart" will also apply to yard movements on a main track if the intended movement will exceed one mile.

3. At the commencement of each trip, the conductor or competent crew member directed by the conductor must inspect the six head cars behind the engine and the six rear cars ahead of an occupied caboose to ascertain that placarded hazardous material cars are properly positioned. This will not be required at a terminal when relieving an NS crew, and the train has remained intact.

4. The train crew must have a document (consist, wheel report, or hazardous materials list) indicating the position in train of each loaded placarded car containing hazardous materials, except when the position is changed or the placarded car is placed in the train by a crew member of the train (See Operating Rule 573), [174.26(b)].

5. At each terminal or other place where trains are made up or switched by crews other than the outbound train crew, the outbound train and engine crew must receive a consecutively numbered notice (NS FORM 11562) indicating the position in the train of each car placarded Division 1.1 or 1.2 (Class A Explosives), Division 2.3 Hazard Zone A (Poison Gases), or Division 6.1 PG I Hazard Zone A (Poison). These placards will be mounted on white square background for ease of identification. (See Operating Rule 573), [174.26(a) & 172.510].

6. When loaded cars containing hazardous materials are picked up on line of road and there is no agent or clerical force on duty, the train dispatcher or other appropriate authority (trainmaster, yardmasters, and operators as applicable), must be notified that pick-up includes hazardous materials.

17. HAZARDOUS MATERIALS (Cont'd)

7. An "empty/residue" tank car placarded as in Group 2 on the Train Placement Chart, can be handled in the same manner specified for an "empty/residue" tank car placarded as in Group 4 on the train placement chart.

D. KEY TRAINS:

1. The definition of a "KEY TRAIN" is:

- Any train handling five (5) or more carloads of POISON INHALATION HAZARD (Hazard Zone A or B) gases or liquids;

- OR -

- Any train handling any combination of twenty (20) or more carloads, including intermodal portable tank loads, of:

- (a) POISON INHALATION HAZARD (Hazard Zone A or B) gases or liquids;

- (b) Division 1.1 or 1.2 (Class A Explosives);

- (c) Division 2.1 (Flammable Gas); or

- (d) Environmentally Sensitive Chemicals

— A commodity designated as a Poison Inhalation Hazard "PIH" will be identified by the "Poison Inhalation Hazard" or "Inhalation Hazard" notation on waybill or shipping document. The same notation will be stenciled in 4-inch letters on each side of tank cars containing "PIH" materials.

— Division 1.1 or 1.2 (Class A Explosives) and/or Division 2.1 (Flammable Gas) commodities will be identified by the corresponding placard, or the Hazard Class on the waybill or shipping document.

— Environmentally Sensitive Chemicals can be identified by the chemical name or commodity code on the following list:

List of Environmentally Sensitive Chemicals

1. Allyl Chloride (4907412)
2. Carbon Tetrachloride (4940320/4921830/4921831)
3. Chlorobenzene (4909153)
4. Chloroform (4940310/4940311/4921767/4921769)
5. Dichlorobenzene (4941127/4925203)
6. Dichloropropane (4909269)
7. Dichloropropane/Dichloropropene mixture (4907640)
8. Dichloropropene (4909255)
9. Ethyl chloride (4908162)
10. Ethylene Dibromide - (Also PIH) (4921497)
11. Ethylene Dibromide and Methyl Bromide Mixtures - (Also PIH) (4921438)
12. Ethylene Dichloride (4909166)
13. Epichlorohydrin (4907420/4921005)
14. Methyl Chloroform (4941176/4925182)
15. Methylene Chloride (4941132/4925131)
16. Perchloroethylene (4940355/4925202)
17. Perchloroethylene/Trichloroethylene mixture (4940373)
18. Trichloroethylene (4941171/4925181)

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

2. **KEY TRAINS** will be identified at certain locations on train consist copy, but at all locations conductor will be responsible for examining waybills to ascertain whether or not hazardous materials cars in train meet **KEY TRAIN** criteria. Conductor will promptly notify the dispatcher, or the appropriate authority for notification purposes (trainmasters, yardmasters, and operators as applicable) who in turn will notify the dispatcher, if the train or yard movement is to be designated as a **KEY TRAIN**.

3. In addition to the above, yard clerical forces handling outbound trains at train makeup or intermediate terminals must notify the dispatcher

17. HAZARDOUS MATERIALS (Cont'd)

or the appropriate authority for notification purposes, if a train is to be designated as a **KEY TRAIN**. This notification should be made as soon as possible and may be made by telephone, or by entering information directly into the Computer Aided Dispatching system where this capability is available. In the event the computer is down, or if not equipped to determine this information by computer, a review of waybills must be made to determine **KEY TRAIN** status.

4. If train sets out or picks up loaded hazardous materials cars on line of road, and set-out or pick-up changes **KEY TRAIN** status, conductor will promptly notify dispatcher. The positions of the hazardous materials cars picked up will be recorded by the conductor on his consist.

5. The following **RESTRICTIONS** must be observed for movement of **KEY TRAINS**:

- (a) Maximum authorized speed of 50 MPH, unless further restricted.
- (b) At meeting or passing points, when practicable, **KEY TRAIN** will hold main track unless a speed of 15 MPH or greater is authorized for siding or auxiliary track.
- (c) When any track with an authorized speed of 10 MPH or less is used for meeting or passing a **KEY TRAIN**, one of the trains must be stopped before the other train passes.
- (d) When a **KEY TRAIN** is stopped by an emergency brake application or by some unknown cause, the train must be inspected for derailed or defective cars in accordance with **NS Operating Rule 102**.
- (e) If a defect in a **KEY TRAIN** journal is reported by a wayside detector, but inspection of the journal fails to confirm evidence of a defect, the train will not exceed 30 MPH until it has passed over the next wayside detector. If the same car again sets off the next detector, it must be set out from the train.
- (f) Cars with friction bearings will not be permitted in **KEY TRAINS** after December 31, 1993.

E. DOCUMENTATION:

1. No hazardous materials car, loaded or residue (empty), may be moved on line of road without a waybill, consist, switch list, wheel report, or other shipping document which identifies its contents or previous contents by proper shipping name, hazard class, UN/NA 4-digit identification number, a 24-hour emergency contact number, and quantity (may be properly specified as "One (1) Tank Car Load", or "1 T/C"). Other common elements which must be included if applicable are the packing group, placard notation, placard endorsement, reportable quantity (RQ), poison inhalation hazard notation, hazard zone, residue notation, marine pollutant notation, and/or shipper certification [172.210 & 174.24].

2. EXAMPLE OF SHIPPING PAPER DESCRIPTION:

- 1 T/C CHLORINE
2.3 (POISON GAS)
UN 1017
RQ (CHLORINE)
MARINE POLLUTANT (CHLORINE)
POISON INHALATION HAZARD ZONE B
PLACARDED: POISON GAS
EMERGENCY TELEPHONE: (###)###-####

3. At the commencement of each trip, the conductor or competent crew member directed by the conductor must examine waybills and/or consist to identify cars containing hazardous materials. A member of the train crew of a train transporting hazardous materials must have in his possession a copy of the shipping papers (as described in 1 above) for all shipments of hazardous materials [174.24].

4. A member of a train or yard crew is required to have a copy of the shipping papers (as described in 1 above) for any hazardous materials shipments before they are removed from the shipper's plant

17. HAZARDOUS MATERIALS (Cont'd)

for direct or eventual forwarding to the yard; or when making delivery of hazardous materials shipments to a consignee's plant or siding. Documentation is not required for respotting within a plant or for movement to adjacent carrier tracks when the cars are to be respotted within the plant confines and are not being forwarded to the yard [174.24].

5. When picking up a hazardous material shipment from the shipper, the train crew should assure that the shipper's certification and signature are on the shipping papers received from the shipper. Shipper's certification is a signed statement from the shipper declaring that the hazardous materials are properly classified, described, packaged, marked and labeled, and are in proper condition for transportation according to DOT regulations. This is not required if Norfolk Southern is not the original carrier, if the certification is already in possession of the agency or central waybilling center, or for the return of empty tank cars which previously contained hazardous materials [172.204 & 174.24].

6. Agents, yardmasters, dispatchers, and train and engine service employees (both road and yard), must have a copy of the DOT Emergency Response Guidebook accessible when on duty. A crew member's copy maintained on the engine will be considered as being accessible to crews performing yard or switching service. Conductors will ascertain that a copy is on the controlling unit at the start of each trip or tour of duty [172.602].

F. INSPECTION:

1. Rail cars carrying hazardous materials and each rail car immediately adjacent thereto, must be inspected before acceptance at originating point, when received in interchange, and at any point where a train is required to be inspected (including the point where the car is placed in the train). The cars may continue in transit only when the inspection indicates that the cars are in safe condition for transportation [174.8].

2. Before coupling to a placarded tank car, loaded or residue (empty), employees must by observation from the ground determine that there is no visible or detectable leak; that all loading and unloading lines are disconnected; that platforms are raised or in the clear; and that manway cover bolts, valve housing covers, bottom outlet caps, and plugs or caps on other openings are in their proper places.

EXCEPTION: Heater coil inlet and outlet pipes on residue (empty) tank cars must be left open for drainage. Be advised that heater coils can be easily identified by stenciling on the tank car. **THE CAPS TO THESE PIPES MUST BE IN THE OFF POSITION BEFORE EMPTY/RESIDUE TANK CARS CONTAINING HAZMAT HAZARDOUS MATERIALS ARE ACCEPTED AT INDUSTRIES OR INTERCHANGE.**

If any exceptions are noted, the tank car must not be coupled to or moved, and the industry and proper railroad authority must be notified promptly [174.9].

3. Before any closed (box or hopper) car containing hazardous materials is coupled into or moved, the crew must determine that the doors are closed and securely fastened [174.8 and 174.104].

4. Loaded or residue (empty) hazardous materials placarded tank cars not equipped with top and bottom shelf couplers must not be accepted in interchange, placed, or pulled at industrial tracks, or moved in a train. The Mechanical Department must be notified of such cars when offered in interchange or when released from industries.

5. Check to make sure the safety valve and tank test due dates are current (a car is within test until the last day of the month or year shown). These will appear on the right-hand side of the car under the specification marking. If they are not in date, notify your supervisor.

17. HAZARDOUS MATERIALS (Cont'd)

When a test of the safety valves or tank becomes due when a car is in transit, the car must be forwarded to its destination once the Mechanical Department has carded each side of the car with a card exhibiting the notice, "Safety Valves overdue for test or Tank overdue for test moving under authority of 49 CFR 174.9(c). A prompt report of such movement showing the car initials and number must be made to the Bureau of Explosives."

G. MARKING AND PLACARDING HAZARDOUS MATERIALS:

1. Hazardous Materials shipments must not be accepted at industries or in interchange unless placards, as specified on shipping papers, are affixed on each end and on each side of the car as required by regulations. Such placards must be securely in place before pulling loaded and/or residue (empty) tank cars, or other type rail cars containing hazardous materials. Cars with missing, damaged, faded, or improper placards must not be pulled [172.508 & 174.59].

2. Each agent or yardmaster shall maintain an adequate supply of placards or markers (which are available through the NS Material Management System), to replace those that are lost or damaged, based on the information on the shipping papers [174.33]. Missing, damaged, or faded placards discovered in transit should be replaced at the next inspection point, and those not required must be removed at the next terminal where the train is classified [174.59]. Each specific operating location should have a standard procedure for replacing placards.

3. Until October 1, 1994, placards which conform to Pre-HM-181 specifications (right column), may be used in place of the placards specified in HM-181 (middle column) in accordance with the following **Placard Substitution Table** [171.14 & 174.25]:

Hazard Class or Division Number	HM-181 Placard Name (Current Name)	Pre-HM-181 Placard Name (O.K. Until Oct. 1, 1994)
DIVISION 1.1	EXPLOSIVES 1.1	EXPLOSIVES A
DIVISION 1.2	EXPLOSIVES 1.2	EXPLOSIVES A
DIVISION 1.3	EXPLOSIVES 1.3	EXPLOSIVES B
DIVISION 1.4	EXPLOSIVES 1.4	DANGEROUS
DIVISION 1.5	EXPLOSIVES 1.5	BLASTING AGENTS
DIVISION 1.6	EXPLOSIVES 1.6	DANGEROUS
DIVISION 2.1	FLAMMABLE GAS	FLAMMABLE GAS
DIVISION 2.2	NON-FLAMMABLE GAS	NON-FLAMMABLE GAS
DIVISION 2.3	POISON GAS	POISON GAS
CLASS 3	FLAMMABLE	FLAMMABLE
COMBUSTIBLE LIQUID	COMBUSTIBLE	COMBUSTIBLE
DIVISION 4.1	FLAMMABLE SOLID	FLAMMABLE SOLID
DIVISION 4.2	SPONTANEOUSLY COMBUSTIBLE	FLAMMABLE SOLID
DIVISION 4.3	DANGEROUS WHEN WET	FLAMMABLE SOLID W
DIVISION 5.1	OXIDIZER	OXIDIZER
DIVISION 5.2	ORGANIC PEROXIDE	ORGANIC PEROXIDE
DIV. 6.1, PG I or II	POISON	POISON
DIV. 6.1, PG III	KEEP AWAY FROM FOOD	(NONE REQUIRED)
CLASS 7	RADIOACTIVE	RADIOACTIVE
CLASS 8	CORROSIVE	CORROSIVE
CLASS 9	CLASS 9 (OPTIONAL FOR DOMESTIC)	(NONE REQUIRED)
ORMs	(NONE REQUIRED)	(NONE REQUIRED)

NOTE: Commodities classified as Poison Inhalation Hazards must be placarded with the HM-181 Placard effective October 1, 1992.

17. HAZARDOUS MATERIALS (Cont'd)

4. Federal regulations require SECONDARY placards for certain commodities which have subsidiary hazards. The addition of the SECONDARY placard does not change switching or position in train requirements, and the PRIMARY placard will govern. The PRIMARY and SECONDARY placards can be identified as follows: 1) the PRIMARY placard classification is the first hazard class following the proper shipping name on the shipping documents; 2) the use of the UN/NA 4-digit identification number is prohibited on the SECONDARY placard; and 3) no hazard class or division number may be displayed in the lower quadrant of a SECONDARY PLACARD [172.505 & 172.519].

5. If more than one of the UN/NA 4-digit identification number markings on placards, orange panels, or white square-on-point configurations are lost, damaged, or destroyed in transit, the carrier shall replace them as soon as practicable. The numbers may be entered legibly by hand using an indelible marking material [172.338].

6. A bulk packaging that contains a marine pollutant must be marked on each end and each side with the MARINE POLLUTANT mark. EXCEPTION: On a bulk packaging, freight container, or transport vehicle that bears a placard specified in hazardous materials timetable Rule G.3, the MARINE POLLUTANT marker is not required [172.203(1) & 172.322]. (NOTE: mandatory compliance date - Oct. 1, 1993)



7. Except for bulk packagings containing molten aluminum or molten sulfur, which must be marked "MOLTEN ALUMINUM" or "MOLTEN SULFUR" respectively, a bulk packaging containing an elevated temperature material must be marked on two opposing sides of the vehicle with the word "HOT" in letters at least 3.9 inches high. These materials will be described on the shipping papers as follows: 1) the proper shipping name will be "Elevated Temperature Material . . ."; or 2) the word "HOT" will immediately precede the proper shipping name [172.202(n) & 172.325]. (NOTE: mandatory compliance date - Oct. 1, 1993)

H. HAZARDOUS WASTE AND PCB WASTE MANIFESTS:

1. Hazardous waste and polychlorinated biphenyl (PCB) wastes shipments must be handled with hazardous waste manifest forms. Manifests must be signed and dated when subject waste materials are picked up and appropriate signed and dated documents obtained when the wastes are delivered. Tracking of the waste by rail will be handled by waybill or other appropriate document with initial and final rail transporters being responsible for executing manifest requirements outlined above. A copy of the manifest may or may not be attached to the waybill or switchlist. Modified waybills may be used in lieu of hazardous waste manifest.

2. Whenever Norfolk Southern Railway Company is the origin or destination carrier, and you are pulling or placing a hazardous waste or PCB waste car at industry, coordinate with agent for instructions regarding signing and dating of the required waste management documents.

17. HAZARDOUS MATERIALS (Cont'd)

I. HYDROCYANIC ACID (HCN) TANK CARS

1. Tank cars containing Hydrocyanic Acid (HCN), are painted white with horizontal and vertical red stripes and placarded on each side and each end. They must be handled in accordance with the following instructions:

- (a) To be handled only when authorized by the Chief Dispatcher.
- (b) **NS FORM 11562**, "Notice of cars placarded Division 1.1 or 1.2 (Class A Explosives), Division 2.3 Hazard Zone A (Poison Gases), or Division 6.1 PG I Hazard Zone A (Poison)", must be issued to conductor and engineer (See Operating Rule 573).
- (c) The Chief Dispatcher must be notified immediately of any occurrence that may be hazardous.
- (d) In case of suspected leakage, car must be isolated and all except authorized persons kept away.
- (e) Under no circumstances should other than authorized persons get close to car in case of derailment.
- (f) The instructions posted on bulletin boards, in cabooses, and in cars assigned to wreck outfits must be read carefully.
- (g) Instructions attached to each waybill and placarded instructions on each car must be followed.
- (h) These instructions (a-g above) are applicable to both **LOADED** and **RESIDUE** (empty) cars.

J. LEAKING TANK CARS:

1. Except where movement to a repair point has been authorized, placarded hazardous materials cars must not be moved if there is any indication of leaking. The employee granting authority for the movement of such equipment must be sufficiently qualified to know that the move can be made safely, and will be responsible for issuing necessary instructions to the crew [174.50].

2. An industry must be notified before a leaking tank car is spotted on its track for unloading and then only with their permission.

K. REPORTING HAZARDOUS MATERIALS INCIDENTS:

CAUTION: Hazardous Materials can cause injury by inhalation, contact, ingestion, explosion, or fire. Chlorine, Anhydrous Ammonia, Sulfur Dioxide, Petroleum Products, as well as many other materials have distinct odors. Anytime such odors are detected in association with a shipment of hazardous materials **YOU SHOULD GET OUT OF THE AREA AS SOON AS POSSIBLE** and report the detection to the yardmaster, chief dispatcher and/or your immediate supervisor.

THE FOLLOWING MUST BE REPORTED IMMEDIATELY TO THE CHIEF DISPATCHER:

1. All unauthorized, unintentional and/or accidental spills or releases (including minor leaks) of commodities classified as hazardous under federal and/or state department of transportation and environmental protection agency regulations, including hazardous materials, hazardous substances, and hazardous wastes.

2. All spills or releases of oil (lubricating, hydraulic, etc.), fuel (diesel, gasoline, etc.), or any other materials that can cause damage to the environment, including water discoloration.

3. All incidents that result in any derailment or any damage to tank cars, intermodal tanks and containers, or any other rolling stock containing hazardous materials, substances, and/or wastes.

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

1. CHECK FOR INJURIES, PROVIDE ASSISTANCE AS NEEDED, NOTIFY THE TRAIN DISPATCHER OR YARDMASTER.

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 "**EXPLOSIVES, POISON GAS ZONE A**", "**POISON PG I ZONE A**", "**RADIOACTIVE MATERIAL**", AND "**DANGEROUS**" IN THE UPPER LEFT HAND CORNER. **HOWEVER**, MANY SLOW ACTING/LONG TERM AND ENVIRONMENTALLY HAZARDOUS MATERIALS DO NOT REQUIRE THIS STAMP OR ENDORSEMENT. REVIEW DOCUMENTS CAREFULLY TO DETERMINE ALL HAZARDOUS MATERIALS PRESENT.

3. DO NOT GO NEAR DERAILED OR DAMAGED HAZARDOUS MATERIAL CARS TO INVESTIGATE ACCIDENT UNTIL IT IS DETERMINED TO BE SAFE.

4. EXTINGUISH ALL CIGARETTES, FUSEES, AND OPEN FLAMES UNTIL IT IS DEFINITELY DETERMINED THERE ARE NO FLAMMABLE VAPORS IN THE AREA.

5. GIVE DISPATCHER OR YARDMASTER INFORMATION ON:

- a. INJURIES.
- b. HOW MANY CARS ARE INVOLVED WITH THEIR LOCATION AND CONDITION **WHERE POSSIBLE TO OBTAIN THIS INFORMATION SAFELY.**
- c. EACH HAZARDOUS MATERIAL CAR; INITIAL AND NUMBER, CONTENTS, COMMODITY CODE, PLACARDS, SHIPPER, AND CONDITION OF CAR **WHERE POSSIBLE TO OBTAIN THIS INFORMATION SAFELY.**
- d. DANGER TO SURROUNDING AREA: HOMES, SCHOOLS, HOSPITALS, STREAMS, LAKES, ETC. AS APPLICABLE.
6. REVIEW EMERGENCY RESPONSE INFORMATION ON TRAIN CONSIST, SHIPPING PAPERS, IN THE D.O.T. EMERGENCY RESPONSE GUIDEBOOK, OR OTHER SOURCE, AND TAKE ACTION AS NECESSARY.

7. IF FIRE OCCURS, **AND IT CAN BE DONE SAFELY**, PULL AWAY ALL CARS THAT ARE MOVABLE AND NOT BURNING.

8. INFORM LOCAL AUTHORITIES (FIRE DEPARTMENTS AND EMERGENCY RESPONDERS) OF THE CONTENTS OF EACH CAR THAT PRESENTS A HAZARD. GIVE THEM INFORMATION ON WAYBILLS, TRAIN CONSISTS, THE D.O.T. EMERGENCY RESPONSE GUIDEBOOK AND ANY OTHER INFORMATION YOU MAY HAVE CONCERNING THE PRODUCTS AND EQUIPMENT INVOLVED. ADVISE THEM TO KEEP PEOPLE AWAY FROM THE INCIDENT. THIS **DOES NOT** MEAN AN EVACUATION UNLESS THE EMERGENCY RESPONSE INFORMATION CALLS FOR SAME.

NOTE: The conductor will be responsible for ensuring that waybills, shipping documents and any emergency response instructions are on or near the locomotives and available to authorized emergency responders.

9. REPORT ALL INFORMATION ABOVE TO THE FIRST RAILROAD SUPERVISOR OR OTHER OFFICER(S) AS MAY BE DESIGNATED, WHO REACHES THE SCENE.

20. INDEX TO SPECIAL INSTRUCTIONS

	PAGE
Accidents	
Involving Hazardous Material	130, 131
Agents Hours	114, 115
All Channel Radios	121
Authorized Watches	113, 114
Automatic Block Signal Territory	27, 28
Bulletin Books	17
Car Restrictions	98 - 110
Clearance Cards	18
Clocks, Standard	17
Crossings, Railroad at Grade	19 - 22
Curvature, Excessive	105, 106
Depressed Center Equipment	103, 104
Derricks	101, 102
Detectors, Hotbox and Dragging Equipment	117 - 120
Dispatcher Bulletin	18
Doctors	110 - 113
Double Track	28 - 30
Drawbridges	26
Excessive Curvatures	105, 106
Excessive Dimensions Equipment	104, 105
Electric Switch Locks	115 - 117
Equipment Restrictions	98 - 110
Flagging Distance	69
Freezing Weather	97
Hazardous Materials	
Charts	138 - 141
General	123, 124
Placarded Car Switching	140, 141
Placarded Car Placement	138, 139
Documentation	126, 127
Inspection	127, 128
Key Trains	125, 126
Marking & Placarding	128, 129
Hazardous Waste	129
Hydrocyanic Acid	130
Leaking Tank Cars	130
Hotbox Detectors	117 - 120
Industry Tracks	
Car Restrictions	37 - 66
Grade Restrictions	70, 71
Inspection Car Operation	144
Joint Trackage	67, 68
Jordan Spreaders	102
Junctions	22 - 26
Key Trains	125, 126
Locomotives	
Restrictions	98 - 101
Speed Indicators	91 - 93
Tonnage Ratings	93 - 96
Types	97
Locomotive Cranes/Pile Drivers	102

20. INDEX TO SPECIAL INSTRUCTIONS (Cont'd)

	PAGE
Map Division	72, 73
Maximum Train Length	97
Measured Miles	91, 92
Method of Operation	27 - 32
Multi-Wheeled Equipment	103, 104
Other Equipment Restrictions	106 - 110
Other Train Movements	32 - 71
Passenger Trains	110
Physicians	110 - 113
Radios	
All Channel Radios	121
Dispatcher Controlled	121, 122
Wayside Base Stations	123
Railroad Crossings at Grade	19 - 22
Register Stations	17
Remote Control Territory	27, 28
Running Switches, Locations	69
Scale Test Cars	102, 103
Signal Aspects	142, 143
Snow Plow	102
Speed Determinations	93
Speed Indicators, Verifying	91 - 93
Speed Restrictions	
Cars	74
By District	75 - 91
Equipment	74
Trains	74
Locomotives	74
Spring Switches	71
Standard Clocks	17
Station Hours	114, 115
Switching Instructions	
By Location	37 - 66
Hazardous Materials	140, 141
Tonnage Ratings	93 - 96
Track Diagram	1
Traffic Control (TC) Territory	27, 28
Train Handling	
Speed Restrictions	74
Train Length, Maximum	97
Train Registers	17
Two or More Tracks	28 - 30
Watches, Authorized	113, 114
Yard Limits	
Additional	66, 67

NS NORFOLK SOUTHERN

HAZARDOUS MATERIALS POSITION IN TRAIN CHART

HOW TO USE THIS CHART

TO DETERMINE WHERE A PLACARDED CAR CAN BE PLACED IN A TRAIN, FOLLOW THESE STEPS:

- 1.) DETERMINE THE TYPE OF PLACARDS APPLIED TO THE CAR
- 2.) DETERMINE THE TYPE OF CAR (TANK CAR OR OTHER RAIL CAR)
- 3.) FOLLOW VERTICALLY DOWN THE APPROPRIATE COLUMN OF THE CHART TAKING NOTE OF THE SYMBOL 'X', WHICH INDICATES A RESTRICTION.
- 4.) FOLLOW HORIZONTALLY ACROSS EACH ROW TO DETERMINE WHAT RESTRICTIONS ARE APPLICABLE.

EQUIVALENT PLACARDS



CARS WITH PLACARDS DISPLAYING 4-DIGIT IDENTIFICATION NUMBERS OR NON-BULK CONTAINERS, DISPLAYING A PLACARD WITHOUT THE WORD DESCRIPTOR, WILL BE HANDLED THE SAME AS CARS WITH WORD DESCRIPTION PLACARDS.

GROUP 1	GROUP 2	GROUP 3	GROUP 4	GROUP 5	GROUP 6
	<p>Hazard Zone A</p> <p>PG 1 Hazard Zone A</p> <p>See Note (3)</p>	<p>See Note (1)</p>			

RESTRICTIONS

1 WHEN TRAIN LENGTH PERMITS, PLACARDED CAR MAY NOT BE NEARER THAN THE SIXTH CAR FROM ENGINE OR OCCUPIED CABOOSE.

2 WHEN TRAIN LENGTH DOES NOT PERMIT, PLACARDED CAR MUST BE PLACED NEAR THE MIDDLE OF THE TRAIN, BUT NOT NEARER THAN THE SECOND CAR FROM AN ENGINE OR OCCUPIED CABOOSE.

↑ MUST NOT BE NEXT TO ↓

3 ENGINE

4 OCCUPIED CABOOSE

5 OPEN TOP CAR — APPLIES WHEN ANY LADING PROTRUDES BEYOND THE CAR ENDS OR IF SHIFTED WOULD PROTRUDE (includes bulk head flat cars)

6 LOADED FLAT CAR — EXCEPT: CLOSED TOP/COFCO EQUIPMENT, MULTI-LEVELS, AND OTHER SPECIALLY-EQUIPPED CARS WITH TIE-DOWN DEVICES FOR HANDLING VEHICLES.

7 ANY RAIL CAR, TRANSPORT VEHICLE, OR FREIGHT CONTAINER WITH TEMPERATURE CONTROL EQUIPMENT OR INTERNAL COMBUSTION ENGINE IN OPERATION

8 GROUP 1: DIVISION 1.1 OR 1.2 (CLASS A EXPLOSIVES)

9 GROUP 2: DIVISION 2.3 HAZARD ZONE A (POISON GAS) OR DIVISION 6.1 PG 1 HAZARD ZONE A (POISON)

10 GROUP 3: CLASS 7 (RADIOACTIVE)

11 ANY LOADED PLACARDED CAR, OTHER THAN A CAR PLACARDED WITH THE SAME PLACARD; OR ANY CAR PLACARDED AS IN GROUP 5 OR MARKED AS IN GROUP 6

	Any Car	Tank Car	Other Than Tank Car	Any Car	Loaded Tank Car	Empty/Residue Tank Car	Loaded Other Than Tank Car	Any Car	Any Car
1	X	X			X				
2	X	X			X				
3	X	X	X	X	X	X			
4	X	X	X	X	X	X			
5	X	X			X				
6	X	X			X				
7	X	X	X	X	X				
8		X	X	X	X		X		
9	X			X	X		X		
10	X	X	X	X	X		X		
11	X	X	X	X	X		X		

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

(2) ANY CAR PLACARDED AS IN GROUP 1 OR GROUP 2, IN A MOVING OR STANDING TRAIN, MUST BE NEXT TO AN UNPLACARDED CAR, OR AN UNPLACARDED RAIL CAR, HOWEVER, IF A RAIL CAR OCCUPIED BY THE GUARDS OR TECHNICAL ESCORTS HAS TEMPERATURE CONTROL EQUIPMENT IN OPERATION, IT MUST BE THE FOURTH CAR BEHIND ANY CAR PLACARDED AS IN GROUP 1.

(3) "EMPTY/RESIDUE TANK CARS, CAN BE HANDLED IDENTICAL TO EMPTY/RESIDUE TANK CARS PLACARDED AS IN GROUP 4".

NS NORFOLK SOUTHERN

HAZARDOUS MATERIALS SWITCHING CHART

HOW TO USE THIS CHART

TO DETERMINE SWITCHING RESTRICTIONS FOR A PLACARDED CAR, FOLLOW THESE STEPS:

- 1.) DETERMINE THE TYPE OF PLACARDS APPLIED TO THE CAR
- 2.) DETERMINE THE TYPE OF CAR (TANK CAR OR OTHER RAIL CAR)
- 3.) FOLLOW VERTICALLY DOWN THE APPROPRIATE COLUMN OF THE CHART TAKING NOTE OF THE SYMBOL X, WHICH INDICATES A RESTRICTION.
- 4.) FOLLOW HORIZONTALLY ACROSS EACH ROW TO DETERMINE WHAT RESTRICTIONS ARE APPLICABLE.

EQUIVALENT PLACARDS



CARS WITH PLACARDS DISPLAYING 4-DIGIT IDENTIFICATION NUMBERS OR NON-BULK CONTAINERS DISPLAYING A PLACARD WITHOUT THE WORD DESCRIPTION, WILL BE HANDLED THE SAME AS CARS WITH WORD DESCRIPTION PLACARDS.

GROUP 1	GROUP 2	GROUP 3		GROUP 4	GROUP 5	GROUP 6
 SEE NOTE (1)	 Hazard Zone A POISON PI1 Hazard Zone A	 	 	 	 	

	Any Car	Loaded Tank Car	Gauged			Any Car	Any Car	Any Car
			Flat Car See Note (2)	Loaded Rail Car	Other Loaded Rail Car			
1	X							
2	X		X			X		
3		X						
4		X						
5	X	X	X		X	X	X	X

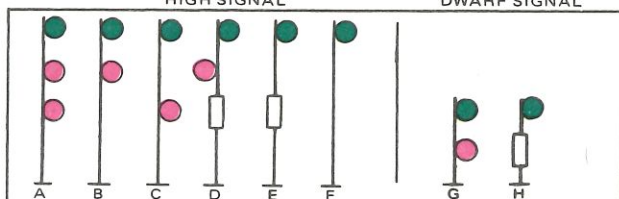
NOTES: (1) A RAIL CAR PLACARDED AS IN GROUP 1, MUST NOT BE PLACED UNDER BRIDGES OR HIGHWAYS, NOR ALONGSIDE A PASSENGER SHED OR STATION EXCEPT DURING TRANSFERS.

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

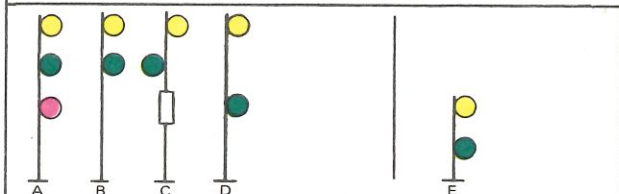
SOUTHERN RAILWAY

Automatic Block, Interlocking, TC and Remote Control Signals

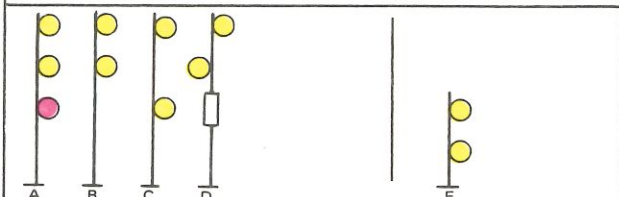
HIGH SIGNAL DWARF SIGNAL



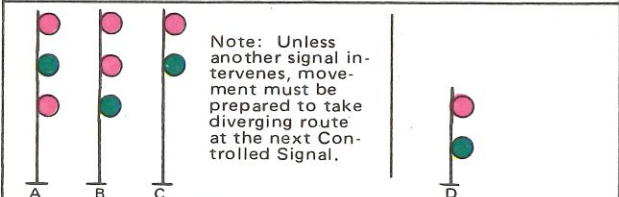
RULE 301 NAME: Clear. INDICATION: Proceed.



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

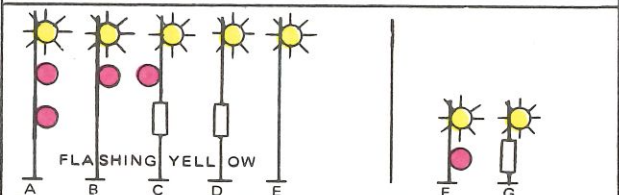


RULE 303 NAME: Advance Approach. INDICATION: Proceed, preparing to stop at second signal.



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

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



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

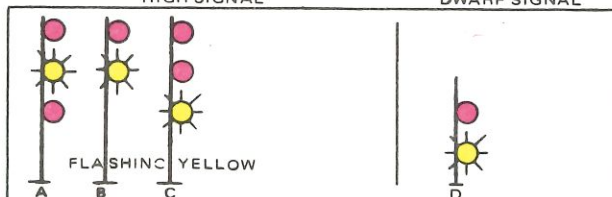
SPEED:

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.

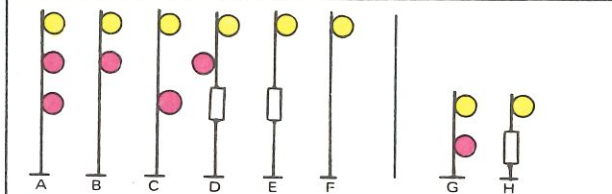
SOUTHERN RAILWAY

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

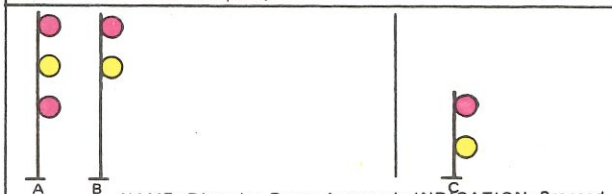
HIGH SIGNAL DWARF SIGNAL



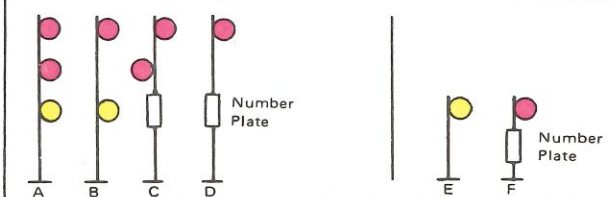
RULE 306.1 NAME: Diverging Route Approach Slow. INDICATION: Proceed through diverging route, observing authorized speed through turnout(s) or crossover(s), then not exceeding Medium Speed, approach next signal at Slow Speed.



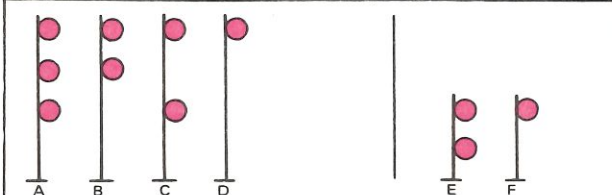
RULE 307 NAME: Approach. INDICATION: Proceed, preparing to stop at next signal. Train exceeding Medium Speed must at once reduce to that speed.



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

Miles	10 MPH	15 MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	75 MPH	79 MPH
1	6	8	9	—	—	—	—	—	—	—	—	—	—	—	—
2	12	12	6	7	6	5	—	—	—	—	—	—	—	—	—
3	16	16	12	8	6	6	5	—	—	—	—	—	—	—	—
4	24	20	16	12	10	8	7	6	6	5	—	—	—	—	—
5	30	24	20	15	12	10	8	7	6	5	5	—	—	—	—
6	36	24	18	14	12	10	9	8	7	6	6	5	5	—	5
7	42	28	21	16	14	12	10	9	8	7	7	6	6	6	5
8	48	32	24	19	16	13	12	10	9	8	8	7	6	6	6
9	54	36	27	21	18	15	13	12	10	9	9	8	7	7	6
10	60	40	30	24	20	17	15	13	12	10	10	9	8	8	7
11	66	44	33	26	22	18	14	13	12	11	11	10	9	8	8
12	72	48	36	28	24	20	18	14	13	12	12	11	10	9	9
13	78	52	39	31	26	22	19	15	14	13	13	12	11	10	9
14	84	56	42	33	28	24	21	18	16	15	14	12	12	11	10
15	90	60	45	36	30	25	22	20	18	16	15	13	12	11	11
16	96	64	48	38	32	27	24	21	19	17	16	14	13	12	12
17	102	68	51	40	34	29	25	22	20	18	17	15	14	13	12
18	108	72	54	43	36	30	27	24	21	19	18	16	15	14	13
19	114	76	57	45	38	32	28	25	22	20	19	17	16	15	14
20	120	80	60	48	40	34	30	26	24	21	20	18	17	16	15
21	126	84	63	50	42	35	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