



**Our NS Goal-No Damage**

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®

Eastern Region

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Piedmont Division

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Effective Sunday, April 2, 1995

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12:01 A.M. Eastern Standard Time

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Timetable Number

**17**

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For The Government of Employees Only

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**EXPLANATION OF TRACK DIAGRAMS:**

†  
†      **Automatic Block Signal Territory - Single Track**

††  
††      **Automatic Block Signal Territory - Double Track**

|  
|      **Traffic Control & Remote Control Territory - Single Track**

||  
||      **Traffic Control & Remote Control Territory - Double Track**

§  
§      **Non-Signaled Territory - Single Track**

§§  
§§      **Non-Signaled Territory - Double Track**

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

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

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BETWEEN WASHINGTON AND SOUTH MANASSAS

SOUTHWARD

NORTHWARD

51	FIRST CLASS				TRAIN NO.	FIRST CLASS					
	31	33	35	37		19	32	34	36	38	20
AMTRAK	VRE	VRE	VRE	VRE	STATIONS	VRE	VRE	VRE	VRE	AMTRAK	AMTRAK
LV	LV	LV	LV	LV		AR	AR	AR	AR	AR	AR
SWF	DXSSH	DXSSH	DXSSH	DXSSH		DXSSH	DXSSH	DXSSH	DXSSH	DXSSH	DXSSH
\$ 1:30P	\$ 4:25P	\$ 5:25P	\$ 6:00P	\$ 6:25P	..... WASHINGTON .....	\$ 6:35A	\$ 7:40A	\$ 8:10A	\$ 8:35A	\$ 9:28A	\$ 7:05P
.....	\$ 4:32P	\$ 5:32P	\$ 6:07P	\$ 6:32P	..... L'ENFANT PLAZA .....	\$ 6:25A	\$ 7:30A	\$ 8:00A	\$ 8:25A	.....	.....
.....	\$ 4:38P	\$ 5:38P	\$ 6:13P	\$ 6:38P	..... CRYSTAL CITY .....	\$ 6:20A	\$ 7:23A	\$ 7:53A	\$ 8:18A	.....	.....
\$ 1:49P	\$ 4:45P	\$ 5:45P	\$ 6:20P	\$ 6:45P	..... ALEXANDRIA .....	\$ 6:13A	\$ 7:14A	\$ 7:44A	\$ 8:09A	\$ 8:45A	\$ 6:40P
.....	\$ 4:57P	\$ 5:57P	\$ 6:32P	\$ 6:57P	..... BACKLICK .....	\$ 6:00A	\$ 7:01A	\$ 7:31A	\$ 7:56A	.....	.....
.....	\$ 5:04P	\$ 6:04P	\$ 6:39P	\$ 7:03P	..... ROLLING ROAD .....	\$ 5:54A	\$ 6:54A	\$ 7:24A	\$ 7:49A	.....	.....
.....	\$ 5:08P	\$ 6:08P	\$ 6:43P	\$ 7:07P	..... BURKE CENTER .....	\$ 5:50A	\$ 6:50A	\$ 7:20A	\$ 7:45A	.....	.....
.....	\$ 5:22P	\$ 6:22P	\$ 6:57P	\$ 7:21P	..... MANASSAS PARK .....	\$ 5:37A	\$ 6:37A	\$ 7:07A	\$ 7:32A	.....	.....
\$ 2:24P	\$ 5:28P	\$ 6:28P	\$ 7:03P	\$ 7:26P	..... MANASSAS .....	\$ 5:32A	\$ 6:32A	\$ 7:02A	\$ 7:27A	\$ 8:10A	\$ 5:50P
.....	\$ 5:39P	\$ 6:39P	\$ 7:14P	\$ 7:37P	..... SOUTH MANASSAS .....	\$ 5:26A	\$ 6:26A	\$ 6:56A	\$ 7:21A	.....	.....
LV	AR	AR	AR	AR	Scheduled times shown	LV	LV	LV	LV	LV	LV
SWF	DXSSH	DXSSH	DXSSH	DXSSH	are for passenger	DXSSH	DXSSH	DXSSH	DXSSH	DXSSH	SWF
51	31	33	35	37	information only.	32	34	36	38	20	50

DXSSH = Daily except Saturday, Sunday, & Holidays

D = Daily

SWF = Sunday, Wednesday, & Friday

## WASHINGTON — ATLANTA

SOUTHBOUND			TIMETABLE NO. 17 Effective APRIL 2, 1995	NORTHBOUND		
FIRST CLASS				FIRST CLASS		
AMTRAK 79 Lv. Daily	AMTRAK 51 Lv. Sun., Wed. Fri.	AMTRAK 19 Lv. Daily		STATIONS	AMTRAK 20 Ar. Daily	AMTRAK 50 Ar. Sun., Wed. Fri.
P.M.	P.M.	P.M.	... Washington ...	A.M.	P.M.	A.M.
	s 1 30	s 6 50	... Alexandria ...	s 9 28	s 7 05	
	s 1 49	s 7 07	... Manassas ...	s 8 45	s 6 40	
	s 2 24	s 7 40	... Culpepper ...	s 8 10	s 5 50	
	s 2 59	f 8 12	... Orange ...	f 7 38	s 5 05	
	3 25		... Charlottesville ...		4 30	
	P.M.	s 9 05	... Lynchburg ...	s 6 48	P.M.	
		s10 25	... Danville ...	s 5 33		
P.M.		s11 33	... Greensboro ...	s 4 15		A.M.
6 19		A.M.	Grnsboro-Pomona			9 45
s 6 37		12 48	... High Point ...	s 3 15		s 9 41
		s 1 13	... Salisbury ...	s 2 55		
		f 1 26	... Kannapolis ...	f 2 37		s 9 23
		s 2 08	... Charlotte ...	s 1 55		s 8 45
		s 2 58	... Gastonia ...	s 1 04		s 8 27
		f 3 28	... Spartanburg ...	f12 32		s 8 00
		s 4 30	... Greenville ...	A.M.		A.M.
		s 5 20	... Clemson ...	s11 32		
		5 35	... Toccoa ...	s10 55		
		s 6 10	... Gainesville ...	10 40		
		f 6 45	... Atlanta ...	s 9 54		
		s 7 30		f 9 18		
		s 8 30		s 8 38		
P.M.	P.M.	A.M.		s 7 45		
Ar. Daily	Ar. Sun., Wed. Fri.	Ar. Daily	Note: Scheduled times shown above for AMTRAK trains are for passenger information only.	Lv. Daily	Lv. Sun., Wed. Fri.	Lv. Daily
79	51	19		20	50	80
AMTRAK	AMTRAK	AMTRAK		AMTRAK	AMTRAK	AMTRAK

## SELMA JCT. — GREENSBORO

WESTBOUND			TIMETABLE NO. 17 Effective APRIL 2, 1995	EASTBOUND		
FIRST CLASS				FIRST CLASS		
AMTRAK 81 Lv. Daily	AMTRAK 79 Lv. Daily	AMTRAK STATIONS		AMTRAK 82 Ar. Daily	AMTRAK 80 Ar. Daily	AMTRAK STATIONS
P.M.	P.M.	... Selma Jct. ...	A.M.	P.M.		
8 08	s 3 30	... Raleigh ...	6 13	s12 33		
	s 4 27	... Boylan ...	s 5 36	s11 55		
	P.M.	... Durham ...	A.M.			
	s 5 05	... Burlington ...		s11 05		
	s 5 49	... Greensboro ...		s10 19		
	6 19			9 45		
P.M.	P.M.		A.M.	A.M.		
Ar. Daily	Ar. Daily	Note: Scheduled times shown above for AMTRAK trains are for passenger information only.	Lv. Daily	Lv. Daily		
81	79		82	80		
AMTRAK	AMTRAK		AMTRAK	AMTRAK		

CSXT Timetable and rules govern between Boylan and Fetter.

## WASHINGTON—LYNCHBURG—SOUTHWARD

Capacity of Tracks		MILE POST	STATIONS	SEE PAGE 1	INTER- LOCKINGS	RR CROSS- INGS	SOUTH- BOUND INST.	MILLS FROM	WASH- INGTON
Other Tracks In Cars	Sidings In Feet								
		0.0	... Washington . DN					0.0	
Yard		8.2	YL Y. Alexandria ...					8.2	
		9.1	... A. F. Tower ...					9.1	
		10.7	... C. R. Tower ...					10.7	
		12.9	... Edsall ...					12.9	
		15.1	... Springfield ...					15.1	
		17.8	... Raven ...					17.8	
4		20.0	... Burke ...					20.0	
		22.3	... Crestwood ...					22.3	
		24.7	... Fairfax ...					24.7	
16		26.8	... Clifton ...					26.8	
		28.9	... Bull Run ...					28.9	
		31.8	... Newbill ...					31.8	
280		32.6	Y... Manassas ...					32.6	
		33.8	... Powell ...					33.8	
		35.7	... South Manassas ...					35.7	
8		36.4	... Bristow ...					36.4	
20		46.0	Y... Charlottesville ...					46.0	
10		56.0	... Remington ...					56.0	
		65.9	... Mountain Run ...					65.9	
85		67.4	... Culpeper ...					67.4	
		70.8	... Winston ...					70.8	
		80.0	... Rapidan ...					80.0	
		84.7	... Orange ...					84.7	
30		87.1	... May ...					87.1	
20		92.1	... Weyburn ...					92.1	
		97.0	... Harlow ...					97.0	
10		102.0	... Gilbert ...					102.0	
		109.9	... Rio ...					109.9	
190		112.2	... Charlottesville ...			C	◇	112.2	
		114.8	... Teel ...					114.8	
70		120.4	... Red Hill ...					120.4	
		126.6	... Applegate ...					126.6	
		132.0	... Hamner ...					132.0	
		143.4	... Oak Ridge ...					143.4	
		148.0	... Kingswood ...					148.0	
10		150.1	... Tye River ...					150.1	
		160.8	... Angelo ...					160.8	
		164.2	... McIvor ...					164.2	
		165.1	... Monroe ...					165.1	
		170.8	... Rivermont ...					170.8	
Yard		172.5	... Lynchburg ...					172.5	

See Special Instructions, Train Movements, for operation of trains and engines on other railroads between AF Tower and Washington.

**LYNCHBURG—SALISBURY—SOUTHWARD**

Capacity of Tracks		MILE POST	STATIONS	SERIES PAGE 1	INTERLOCKINGS	RR CROSSINGS	SPECIAL SECTION 3	MILES FROM	WASHINGTON
Other Tracks In Cars	Sidings In Feet								
Yard		172.5	..... Lynchburg .....					172.5	
		173.3	..... Durmid .....					173.3	
Yard		174.6	Y... Montview .....					174.6	
		180.1	..... Walke .....					180.1	
		190.0	..... Deal .....					190.0	
		195.2	..... Lane .....					195.2	
160		197.8	..... Hurt .....					197.8	
		202.1	..... Green .....					202.1	
		212.0	..... Smothers .....					212.0	
		216.7	..... Day .....					216.7	
		222.0	..... White .....					222.0	
		232.5	..... Fall .....					232.5	
Yard		235.0	Y... Dundee .....					235.0	
Yard		235.8	..... Danville .....					235.8	
		239.8	..... Bentley .....					239.8	
		241.1	..... Stokesland .....					241.1	
		245.3	..... Swann .....					245.3	
		256.1	..... Sadler .....					256.1	
145		259.9	..... Reidsville .....					259.9	
		260.4	..... Edna .....					260.4	
		265.6	..... Priddy .....					265.6	
		277.6	..... Busick .....					277.6	
Yard		283.9	Y... Greensboro .....					283.9	
		284.4	..... Elm .....					284.4	
Yard		286.8	Y... Greensboro-Pomona .....					286.8	
		289.3	..... Cox .....					289.3	
		298.0	..... Hoskins .....					298.0	
Yard		299.2	Y... High Point .....					299.2	
		303.5	..... Varner .....					303.5	
75		306.0	..... Thomasville .....					306.0	
		309.9	..... Bowers .....					309.9	
		314.0	..... Lake .....					314.0	
142		316.8	..... Lexington .....					316.8	
		319.4	..... Maybelle .....					319.4	
		323.0	..... Lee .....					323.0	
		324.5	..... Sharp .....					324.5	
Yard		325.0	..... Spencer Yard DN .....					325.0	
		327.4	..... Duke .....					327.4	
		333.3	Y... Salisbury .....					333.3	

**SALISBURY AND GREENVILLE—SOUTHWARD**

Capacity of Tracks		MILE POST	STATIONS	SERIES PAGE 1	INTERLOCKINGS	RR CROSSINGS	SPECIAL SECTION 3	MILES FROM	WASHINGTON
Other Tracks In Cars	Sidings In Feet								
		333.3	Y... Salisbury .....					333.3	
		337.3	..... Reid .....					337.3	
		347.3	..... North Kannapolis .....					347.3	
80		348.9	..... Kannapolis .....					348.9	
		354.1	..... Adams .....					354.1	
		360.1	..... Haydock .....					360.1	
		372.2	..... Junker .....					372.2	
		375.2	..... A. T. & O. .....					375.2	
Yard		376.0	..... Charlotte .....					376.0	
		377.1	..... Graham .....					377.1	
		379.6	..... North Advance .....		C	◇		379.6	
		380.8	..... Charlotte Jct. .....					380.8	
		385.7	..... Paw Creek .....					385.7	
		387.0	..... North Belmont .....					387.0	
		389.3	..... South Belmont .....					389.3	
		390.6	..... South Fork .....					390.6	
		396.7	..... Ranlo .....					396.7	
Yard		398.1	..... Gastonia .....					398.1	
		402.3	..... Arlington .....					402.3	
		408.6	..... Sewell .....					408.6	
		413.6	..... Hudson .....					413.6	
26		418.7	..... Grover .....					418.7	
		427.2	..... Broad River .....					427.2	
		432.8	..... Cherokee .....					432.8	
		437.5	..... Thicketty .....					437.5	
		451.3	..... Beaumont .....					451.3	
		452.5	..... Magnolia .....					452.5	
Yard		452.6	..... Spartanburg .....					452.6	
Yard		453.6	Y... Hayne Jct. .....					453.6	
		459.5	..... Frey Creek .....					459.5	
		464.8	..... Lyman .....					464.8	
		475.9	..... Taylor .....					475.9	
		481.0	..... Worley .....					481.0	
		482.5	..... North Greenville .....					482.5	
Yard		484.1	..... Greenville .....					484.1	

### GREENVILLE AND ATLANTA—SOUTHWARD

Capacity of Tracks		MILE POST	STATIONS	S E E M P A G E 1	I N T E R L O C K I N G S	R R C R O S S I N G S	S I M P L E C R O S S I N G S	M I L E S F R O M W A S H I N G T O N
Other Tracks In Cars	Sidings In Feet							
Yard		484.1	... Greenville ... DN					484.1
		484.5	South Greenville					484.5
		486.5	... Fallis					486.5
		489.2	... Crosswell					489.2
		493.6	... Haywood					493.6
		498.5	... Metler					498.5
		504.1	... Traber					504.1
		508.0	... Johnson					508.0
		511.9	... Rowland					511.9
20		514.2	... Clemson					514.2
		517.0	... Keowee					517.0
		519.6	... Courtenay					519.6
		525.6	... Cheney					525.6
		530.2	... Jason					530.2
		533.8	... Hunter					533.8
		542.1	... Tugalo					542.1
		545.0	... Park					545.0
Yard		547.3	Y ... Toocoa					547.3
		552.0	... Ayersville					552.0
		558.0	... Mt. Airy					558.0
		562.0	... Baldwin					562.0
		569.1	... Yonah					569.1
		574.0	... Cagle					574.0
		581.1	... Red Lane					581.1
Yard		584.6	... Gainesville					584.6
		585.0	... Midland		C	◇		585.0
		588.0	... Chicopee					588.0
		592.3	... Grif					592.3
		594.8	... Allen					594.8
		599.8	... Walters					599.8
		605.2	... Shadow Brook					605.2
20		612.7	... Duluth					612.7
		615.0	... Carolina					615.0
		619.0	... Norcross					619.0
		621.4	... Ray					621.4
Yard		624.5	... Chamblee ... DN					624.5
		626.3	... Goodwin					626.3
		630.9	... Foremost					630.9
Yard		632.5	Y ... Armour					632.5
		633.3	... Atlanta (Peachtree Station)					633.3
		635.0	... Howell		C	◇		635.0
			... Inman Yard ... DN					

Georgia Division Timetable governs between Norcross and Inman Yard.

### GOLDSBORO—GREENSBORO—WESTWARD

Capacity of Tracks		MILE POST	STATIONS	S E E M P A G E 1	I N T E R L O C K I N G S	R R C R O S S I N G S	S I M P L E C R O S S I N G S	M I L E S F R O M G R E E N S B O R O
Other Tracks In Cars	Sidings In Feet							
Yard		H129.2	Y ... Goldsboro				◇	129.2
		H110.5	... Selma		A		◇	110.5
		H109.3	... Selma Jct.					109.3
	4	H 95.8	... Clayton					95.8
		H 87.8	... Garner					87.8
		H 83.9	... South Raleigh					83.9
Yard		H 81.2	... Raleigh Station					81.2
Yard		H 80.9	... Boylan		C		◇	80.9
Yard			Y { ... Raleigh ... DN					
Yard			Y L { ... Sou. Jct.					
Yard		H 80.9	... Boylan		C		◇	80.9
			(East End Two Tracks)					
		H 72.8	... Fetner					72.8
			(West End Two Tracks)					
		H 65.7	... Clegg					65.7
Yard	4144	H 57.4	Y ... East Durham		A		◇	57.4
		H 55.2	... Durham					55.2
		H 49.1	... Funston					49.1
	28	H 46.4	Y ... Glenn					46.4
		H 32.6	... Mebane					32.6
		H 21.3	... Burlington					21.3
		H 8.9	... McLeansville					8.9
Yard	10080	283.9	Y L Y ... Greensboro					0

CSXT Timetable and rules govern between SOU Jct. and Fetner.

### GLENN—CARRBORO—SOUTHWARD

Capacity of Tracks		MILE POST	STATIONS	S E E M P A G E 1	I N T E R L O C K I N G S	R R C R O S S I N G S	S I M P L E C R O S S I N G S	M I L E S F R O M G L E N N
Other Tracks In Cars	Sidings In Feet							
28		J 0.0	Y ... Glenn					0.0
40		J 10.2	... Carrboro					10.2

**OXFORD—EAST DURHAM—SOUTHWARD**

Capacity of Tracks		MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSINGS	SECTION 3	MILES FROM	KEYSVILLE
Other Tracks In Cars	Sidings In Feet								
Yard	68	D 54.2	YL Y.O&H Junction .					54.2	
	45	D 56.0	YL . . . Oxford . . . . .	\$				56.0	
		D 72.4	Butner . . . . .	\$				72.4	
Yard		D 85.3	YL Y . N. Durham . . .	\$				85.3	
Yard		D 85.9	YL Y. East Durham . . .	\$				85.9	

**STOKESLAND—SPRAY—WESTWARD**

Capacity of Tracks		MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSINGS	SECTION 3	MILES FROM	DANVILLE
Other Tracks In Cars	Sidings In Feet								
		5.3DW	Stokesland . . . . .						5.3
90		19.7DW	Leaksville Jct. . . . .	\$					19.7
Yard		23.8L	Eden . . . . .	\$					23.8
Yard		25.9L	Spray . . . . .	\$					25.9

**HENDERSON—O & H JUNCTION—WESTWARD**

Capacity of Tracks		MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSINGS	SECTION 3	MILES FROM	O & H JCT
Other Tracks In Cars	Sidings In Feet								
50		I 13.9	Henderson . . . . .						13.9
		D 1.2	Y . . O & H Junction .	\$					1.2

**ASHEBORO—HIGH POINT—WESTWARD**

Capacity of Tracks		MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSINGS	SECTION 3	MILES FROM	HIGH POINT
Other Tracks In Cars	Sidings In Feet								
65		M 30.6	Y . . . Asheboro . . . .	\$					30.6
		M 2.0	YL Y . High Point East	\$					2.0
Yard		M 0.0	YL . . . High Point . . .	\$					0.0

NOTE: Mile Posts M-18, M-19, and M-20 no longer exist.

**MANASSAS—EDINBURG—WESTWARD**

Capacity of Tracks		MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSINGS	SECTION 3	MILES FROM	MANASSAS
Other Tracks In Cars	Sidings In Feet								
280		B 1.0	YL Y . Manassas . . . .						1.0
15		B 8.8	. . . . Gainesville . . . .	\$					8.8
148	7658	B 21.1	. . . . Allison . . . . .	\$					21.1
10	1450	B 24.0	. . . . Marshall . . . . .	\$					24.0
7		B 42.8	. . . . Linden . . . . .	\$					42.8
		B 49.9	Y. Front Royal Jct. . .	\$					49.9
14		B 50.9	Y . . Riverton Jct. . . .	\$					50.9
	890	B 51.4	. . . . Riverton . . . . .	\$					51.4
20	2460	B 60.8	. . . . Strasburg . . . . .	\$					60.8
40		B 62.9	YL { Strasburg Jct. . . .	\$					62.9
25		B 78.8	. . . . Edinburg . . . . .	\$					78.8
		B 79.0	. . . Mile Post 79 . . . .	\$					79.0

**CALVERTON—CASSANOVA—WESTWARD**

Capacity of Tracks		MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSINGS	SECTION 3	MILES FROM	CALVERTON
Other Tracks In Cars	Sidings In Feet								
10		CW 0.0	YL Y . . Calverton . . .						0.0
20		CW 3.8	YL . . . . Casanova . . .	\$					3.8

### SANFORD—POMONA—WESTWARD

Capacity of Tracks		MILE POST	STATIONS	SUMMER PAGE 1	INTERLOCKING	RR CROSSING	SPECIAL INST.	MILES FROM	M T A J R Y
Other Tracks In Cars	Sidings In Feet								
Yard	.....	CF130.0	Sanford	A		◇	130.0		
	.....	CF123.8	Cumnock	\$			123.8		
Yard	.....	CF123.2	Cumnock West	\$			123.2		
Yard	.....	CF120.6	Gulf	\$			120.6		
Yard	.....	CF104.4	Siler City	\$			104.4		
Yard	.....	CF 92.6	Liberty	\$			92.6		
Yard	.....	CF 72.0	Greensboro E.	\$			72.0		
Yard	.....	CF 69.3	Y. Greensboro	\$			69.3		
Yard	.....		Y. Pomona	\$					

### POMONA-WINSTON-SALEM-RURAL HALL-WESTWARD

Capacity of Tracks		MILE POST	STATIONS	SUMMER PAGE 1	INTERLOCKING	RR CROSSING	SPECIAL INST.	MILES FROM	P O M O N A
Other Tracks In Cars	Sidings In Feet								
Yard	.....	K 0.0	Y. Pomona					0.0	
41	.....	K 6.6	Friendship	\$				6.6	
13	.....	K 14.2	Kernersville	\$				14.2	
	.....	K 23.9	Winston Salem E.	\$				23.9	
	.....	K 24.8	WSSB Crossing	\$				24.8	
	.....	K 25.9	Y. Winston Jct. (Winston-Salem)	A		◇		25.9	
Yard	.....	K 27.3	N. Winston	\$				27.3	
	.....	K 30.3	Winston Salem W.	\$				30.3	
Yard	.....	K 37.0	Rural Hall	\$				37.0	

Virginia Division Timetable governs within the limits of Winston-Salem Terminal.

Note: NS crews may use Yadkin Valley R.R. trackage between M.P. K37.0 and M.P. K40 and between CF28 and CF31. All movements must be made at yard speed within these limits. All switches and derails must be approached prepared to stop unless it is known that such switches and derails are properly lined for the desired movement.

### WINSTON SALEM—CHARLOTTE—SOUTHWARD

Capacity of Tracks		MILE POST	STATIONS	SUMMER PAGE 1	INTERLOCKING	RR CROSSING	SPECIAL INST.	MILES FROM	W I N S T O N S A L E M
Other Tracks In Cars	Sidings In Feet								
	.....	L 0.0	Y. Winston Jct.					0.0	
	.....	L 3.9	Y. Winston-Salem	\$				3.9	
10	.....	L 5.1	Frontis	\$				5.1	
44	.....	L 11.7	Clemmons	\$				11.7	
21	.....	L 18.7	Bixby	\$				18.7	
Yard	.....	L 25.6	Mocksville	\$				25.6	
42	.....	L 31.0	Cooleemee	\$				31.0	
Yard	.....	S 39.4	Y. Barber	\$		A	◇	39.4	
33	.....	L 46.2	Mt. Ulla	\$				46.2	
Yard	.....	L 53.5	Y. North Mooresville	\$				53.5	
	.....	O 29.1	South Mooresville	\$				29.1	
	.....	O 28.1	Mooresville	\$				28.1	
20	.....	O 15.1	Huntersville	\$				15.1	
45	.....	O 10.0	Croft	\$				10.0	
	.....	O 3.9	Y. Atando Junction	\$				3.9	
Yard	.....	376.0	Y. Charlotte	\$				0.0	

Virginia Division Timetable governs within the limits of the Winston-Salem Terminal.



### VARINA—FAYETTEVILLE—SOUTHWARD

Capacity of Tracks		MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSINGS	SECTION 3	MILES FROM VARINA
Other Tracks In Cars	Sidings In Feet							
Yard	.....	VF 0.0	Y . . Varina South . .					0.0
Yard	1587	VF17.7	..... Senter . . . . .	\$				17.7
Yard	1579	VF35.1	. Kelly Springfield .	\$				35.1
		VF41.5	. Fayetteville N.	\$				41.5
		VF42.2	YL . . . SCL Jct. . . .	\$				42.2
Yard	.....	VF42.9	. Y . Fayetteville .	\$				42.9

CSXT Timetable and Operating Rules apply between SCL Jct., Mile Post VF42.2 and Fayetteville, Mile Post VF42.9

### RALEIGH—CUMNOCK—SOUTHWARD

Capacity of Tracks		MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSINGS	SECTION 3	MILES FROM NORFOLK
Other Tracks In Cars	Sidings In Feet							
Yard	.....	NS231.2	Y . Raleigh . . DN					231.2
		NS233.1	YL . . . Boylan . . . .	\$	C	◇		233.1
		NS234.7	. Raleigh South .	\$				234.7
Yard	1796	NS251.9	Y . . . . . Varina . . . .	\$				251.9
Yard	948	NS266.3	..... Brickhaven . . . .	\$				266.3
Yard	.....	NS274.6	..... Colon . . . . .	\$				274.6
2	.....	NS279.9	. . Cumnock North . .	\$				279.9

### CHOCOWINITY—RALEIGH—SOUTHWARD

Capacity of Tracks		MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSINGS	SECTION 3	MILES FROM NORFOLK
Other Tracks In Cars	Sidings In Feet							
Yard	.....	NS130.0	Y . Chocowinity .	\$				130.0
Yard	.....	NS131.5	. . Chocowinity S.	\$				131.5
	4461	NS141.3	..... Simpson . . . . .	\$				141.3
Yard	.....	NS147.2	..... Greenville . . . .	\$		◇		147.2
Yard	.....	NS159.9	..... Farmville . . . . .	\$		◇		159.9
Yard	6823	NS181.0	..... Wilson . . . . .	\$	C	◇		181.0
25	9224	NS200.6	..... Middlesex . . . . .	\$				200.6
		NS228.0	. Raleigh North .	\$				228.0
		NS231.5	YL . . . Edgeton . . . .	\$		A	◇	231.5
Yard	.....	NS231.2	. . Raleigh . DN (Glenwood Yard)	\$				231.2

Note: Mile Posts NS148 and NS184 do not exist.

### CHOCOWINITY—NEW BERN—SOUTHWARD

Capacity of Tracks		MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSINGS	SECTION 3	MILES FROM CHOCOWINITY
Other Tracks In Cars	Sidings In Feet							
Yard	.....	NB 1.0	YL Y. Chocowinity . .	\$				1.0
13	1625	NB 23.1	..... Askin . . . . .	\$				23.1
Yard	.....	NB 30.7	YL Y. New Bern . . . .	\$		◇		30.7

### MOREHEAD CITY—GOLDSBORO—WESTWARD

Capacity of Tracks		MILE POST	STATIONS	SHEET PAGE 1	INTERLOCKINGS	RR CROSSINGS	SECTION 3	MILES FROM GOLDSBORO
Other Tracks In Cars	Sidings In Feet							
Yard		EC93.9	YL . Morehead City .					93.9
Yard		EC76.3	Y . . . Havelock . . .	\$				76.3
Yard		EC59.2	{ . . New Bern E . .	\$				59.2
			YL { Y . . New Bern . .	\$				
		EC56.9	{ . . New Bern W .	\$				56.9
Yard	2500	EC26.9	. . . . Kinston . . . .	\$				26.9
16		EC13.9	. . . . La Grange . . . .	\$				13.9
Yard		EC 0.4	Y . Goldsboro East	\$				0.4

### HAVELOCK—KELLUM—SOUTHWARD

Capacity of Tracks		MILE POST	STATIONS	SHEET PAGE 1	INTERLOCKINGS	RR CROSSINGS	SECTION 3	MILES FROM CAMP LEJEUNE
Other Tracks In Cars	Sidings In Feet							
Yard		CL29.6	Y . Havelock South .					29.6
	3300	CL15.6	. . . . Stella . . . .	\$				15.6
		CL 3.0	{ .LeJeune North .	\$				3.0
Yard		CL 2.7	YL { Y.Camp LeJeune .	\$				2.7
		CK 2.7	{ .LeJeune South	\$				2.7
		CK 8.0	. . Marine Junction . .	\$				8.0

### LEE CREEK—CHOCOWINITY—WESTWARD

Capacity of Tracks		MILE POST	STATIONS	SHEET PAGE 1	INTERLOCKINGS	RR CROSSINGS	SECTION 3	MILES FROM CHOCOWINITY
Other Tracks In Cars	Sidings In Feet							
Yard	3196	WL 29.0	YL . . . Lee Creek . . .					29.0
		WL 0.0	{ . Phosphate Jct	\$				0.0
Yard		NS130.0	YL { Y. Chocowinity .	\$				0.0

### MACKEYS—CHOCOWINITY—SOUTHWARD

Capacity of Tracks		MILE POST	STATIONS	SHEET PAGE 1	INTERLOCKINGS	RR CROSSINGS	SECTION 3	MILES FROM NORFOLK
Other Tracks In Cars	Sidings In Feet							
16		NS 83.0	. . . . Mackeys . . . .					83.0
Yard	4488	NS 92.9	. . . Plymouth . . . .	\$				92.9
		NS112.6	{ . . Pinetown N . .	\$				112.6
35		NS113.3	YL { Y . Pinetown . .	\$				113.3
		NS114.0	{ .Pinetown S . .	\$				114.0
	5694	NS119.0	. . . Alligoods . . . .	\$				119.0
Yard		NS127.4	{ .Chocowinity N .	\$				127.4
Yard		NS130.0	YL { Y. Chocowinity .	\$				130.0

M.P. NS 94 does not exist.

### BOWLIN—GEBO—NORTHWARD

Capacity of Tracks		MILE POST	STATIONS	SHEET PAGE 1	INTERLOCKINGS	RR CROSSINGS	SECTION 3	MILES FROM GASTONIA
Other Tracks In Cars	Sidings In Feet							
		HG36.0	. . . . Bowlin . . . .					9.0
		HG45.0	YL . . Gastonia . . . .	\$				0.0
		HG52.0	. . . . Gebó . . . .	\$				7.0

**CHARLOTTE AND COLUMBIA—SOUTHWARD**

Capacity of Tracks		MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSINGS	SECTION 3	MILES FROM CHARLOTTE JCT
Other Tracks In Cars	Sidings In Feet							
Yard	.....	376.0	.... Charlotte ....					4.8
	8995	R 0.0	.. Charlotte Jct. ..					0.0
		R 0.5	.. South Advance ..					0.5
200	.....	R 5.2	.... Griffith .....	†				5.2
		R 7.8	.... Ross .....	†				7.8
30	.....	R 9.5	Y. Arrowood Jct. .	†				9.5
6	.....	R 10.4	.... Pineville .....	†				10.4
	8083	R 17.0	.... Fort Mill .....	†				17.0
38	.....	R 20.5	YL { .. Celriver .....	†				20.5
Yard	.....	R 25.0	YL { .. Rock Hill .....	†				25.0
		R 32.6	.... Smith .....	†				32.6
	7301	R 42.1	.... Henley .....	†				42.1
86	.....	R 44.2	.... Chester .....	†	A	◇		44.2
		R 57.6	.... Blackstock .....	†				57.6
	3232	R 66.4	.... Adger .....	†				66.4
52	.....	R 71.2	.... Winnsboro .....	†				71.2
41	.....	R 74.3	.... Rockton .....	†				74.3
	6773	R 77.3	.... Simpson .....	†				77.3
		R 82.8	.... Ridgeway .....	†				82.8
10	.....	R 90.2	.... Blythewood .....	†				90.2
		R100.0	.... Talcott .....	†				100.0
Yard	.....	R106.0	YL { Y. Columbia .....	†	C	◇		106.0
Yard	.....	R109.0	YL { .. Andrews Yd .....	†				109.0

**COLUMBIA AND HAYNE—WESTWARD**

Capacity of Tracks		MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSINGS	SECTION 3	MILES FROM ASHEVILLE
Other Tracks In Cars	Sidings In Feet							
Yard	.....	W163.0	YL . Andrews Yard .					163.0
		W159.5	.... Elmwood .....	\$		C		159.5
84	.....	W135.5	Y.... Alston .....	\$				135.5
4	6886	W108.8	.... Carlisle .....	\$				108.8
20	.....	W 95.7	.... Union .....	\$				95.7
50	.....	W 79.0	.... Pacolet .....	\$				79.0
225	.....	W 72.5	.... Camp Croft .....	\$				72.5
Lead	.....	W 70.7	.... E. Spartanburg .	\$				70.7
		W 69.5	.... Springdale .....	\$				69.5
		W 67.6	.... Beaumont .....	†				67.6
		452.5	.... Magnolia .....					66.5
Yard	.....	452.6	.... Spartanburg ...					66.4
Yard	.....	453.6	Y... Hayne Jct....					65.4

**BELTON AND WALHALLA—WESTWARD**

Capacity of Tracks		MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSINGS	SECTION 3	MILES FROM BELTON
Other Tracks In Cars	Sidings In Feet							
Yard	.....	Z 0.0	YL Y . Belton .....					0.0
Yard	.....	Z 10.2	YL ... Anderson ...	\$				10.2
30	.....	Z 22.9	.... Pendleton ...	\$				22.9
Yard	.....	Z 34.5	YL ... Seneca .....	\$				34.5
20	.....	Z 44.2	YL... Walhalla .....	\$				44.2

### COLUMBIA AND AUGUSTA—SOUTHWARD

Capacity of Tracks		MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSINGS	SIGNALS	SECTION 3	MILES FROM	CHARLOTTE JCT
Other Tracks In Cars	Sidings In Feet									
Yard	.....	R109.6	Y L { . Andrews Yard . .. Columbia ... .. Cayce ... .. Lexington ... .. Summit ... .. Batesburg ... .. Ridge Spring ... .. Johnston ... .. Trenton ... .. Vacluse ...	C	◇					109.6
Yard	.....	R109.0								
20	.....	R110.3								
15	.....	R120.8								
.....	7698	R132.8								
60	.....	R140.5								
40	.....	R149.1								
60	.....	R157.6								
82	.....	R164.5								
.....	9941	R175.0								
50	.....	R179.3	.. Warrenton ...							179.3
.....	.....	R188.8	.. Hamburg ...							188.8
Yard	.....	R191.4	Y L ... Augusta ...							191.4
Yard	.....	D121.9	Y L ... Nixon ... 2S							211.4

Piedmont Division trains and engines operating between Reynolds Street, MP R190.4/MP D132.7, and Augusta Yard (Nixon) MP D122, will be governed by Georgia Division Timetable, Bulletins, and Instructions.

### COLUMBIA AND SPRINGFIELD—SOUTHWARD

Capacity of Tracks		MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSINGS	SIGNALS	SECTION 3	MILES FROM	CHARLOTTE JCT
Other Tracks In Cars	Sidings In Feet									
Yard	.....	R109.6	Y L { . Andrews Yard . Y . Columbia .. .. Cayce ... .. Kinsler ... .. Edmund ... .. Pelion ... .. Perry ... .. Salley ... .. Springfield ...	C	◇					109.6
.....	.....	R109.0								
20	.....	C110.4								
75	.....	C114.6								
44	.....	C122.4								
7	.....	C130.0								
8	.....	C141.2								
20	.....	C145.8								
37	.....	C150.2								

### SALISBURY AND ALBEMARLE—SOUTHWARD

Capacity of Tracks		MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSINGS	SIGNALS	SECTION 3	MILES FROM	SALISBURY
Other Tracks In Cars	Sidings In Feet									
Yard	.....	N 0.0	Y ... Salisbury ...							0.0
18	.....	N 2.0	Y L Yadkin Junction							2.0
12	.....	N 5.0	.. Granite Quarry ..							5.0
12	.....	N 10.3	.. Rockwell ...							10.3
6	.....	N 20.0	.. Richfield ...							20.0
46	.....	N 25.0	.. Halls Ferry Jct. ...							25.0
40	.....	N 30.9	.. Albemarle ...							30.9

### HALLS FERRY JCT. & WHITNEY—EASTWARD

Capacity of Tracks		MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSINGS	SIGNALS	SECTION 3	MILES FROM	HALLS FERRY JCT
Other Tracks In Cars	Sidings In Feet									
46	.....	WF 0.0	.. Halls Ferry Jct. ...							0.0
30	.....	WF 6.0	Y L ... Whitney ...							6.0

### NEWBERRY AND BRICKDALE—WESTWARD

Capacity of Tracks		MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSINGS	SIGNALS	SECTION 3	MILES FROM	COLUMBIA
Other Tracks In Cars	Sidings In Feet									
25	.....	V 47.2	.. Newberry ...							47.2
80	.....	V 58.0	.. Conrad ...							58.0
.....	.....	V 71.0	.. Brickdale ...							71.0

LEE—ASHEVILLE—WESTWARD

Capacity of Tracks		MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSINGS	SECTION 3	MILES FROM SALISBURY
Other Tracks In Cars	Sidings In Feet							
		323.0	Lee					10.3
		324.5	Sharp					9.2
Yard		325.0	YL Spencer Yard DN					8.8
		327.4	Duke					5.9
Yard		333.3	YL Y Salisbury					0.0
		S 2.1	Majolica	††				2.1
Yard	7048	S 11.6	(West End Double Track) Y Barber	†	A	◇		11.6
	13	S 18.0	Elmwood	†				18.0
Yard		S 25.8	Y Statesville	†				25.8
	7628	S 32.8	Eufola	†				32.8
	67	S 38.3	Catawba	†				38.3
	8	S 42.5	Claremont	†				42.5
Yard		S 48.2	Newton	†				48.2
Yard	7567	S 53.9	Oyama	†				53.9
	25	S 58.1	Hickory	†				58.1
	35	S 62.5	(Hickory Jct.) Hildebran	†				62.5
	6	S 67.9	Connelly Springs	†				67.9
	10	S 73.7	Drexel	†				73.7
Yard		S 78.6	Morganton	†				78.6
	12	S 89.4	Bridgewater	†				89.4
Yard	11715	S 97.5	Clinchcross	†				97.5
Yard		S 99.6	Marion	†				99.6
	2645	S 105.1	Greenlee	†				105.1
Yard	7980	S 109.7	Y Old Fort	†				109.7
		S 114.7	Dendron	†				114.7
	3	S 118.6	Coleman	†				118.6
	3	S 123.0	Ridgecrest	†				123.0
	5	S 125.1	Black Mountain	†				125.1
Yard	6060	S 126.5	Grovestone	†				126.5
	36	S 129.9	Swannanoa	†				129.9
	27	S 134.1	Azalea	†				134.1
Yard		S 138.9	Y Asheville					138.9
Yard		S 141.0	Y Asheville Yd. DN					141.0

SPARTANBURG—ASHEVILLE—WESTWARD

Capacity of Tracks		MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSINGS	SECTION 3	MILES FROM ASHEVILLE
Other Tracks In Cars	Sidings In Feet							
Yard		W 65.7	Y Spartanburg	†				65.7
		W 62.0	(Hayne) Sigsbee	†				62.0
	1145	W 56.9	Inman	†				56.9
	8745	W 47.5	Campobello	†				47.5
		W 41.0	Tryon	†				41.0
	5	3417	W 35.3	†				35.3
	11	7696	W 32.3	†				32.3
		W 28.6	Green River	†				28.6
	6	W 23.1	Flat Rock	†				23.1
Yard		W 19.7	Hendersonville	†				19.7
	3	5292	W 14.2	†				14.2
	12	W 8.8	Arden	†				8.8
		W 4.0	Buena Vista	†				4.0
Yard		S 139.0	Y Asheville	†				0.0
Yard		S 141.0	Y Asheville Yd.					2.1

LULA AND WATKINSVILLE—SOUTHWARD

Capacity of Tracks		MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSINGS	SECTION 3	MILES FROM LULA
Other Tracks In Cars	Sidings In Feet							
Yard		NE 1.0	YL Y Lula					1.0
	22	NE 20.5	Commerce	S				20.5
Yard		NE 36.0	Y Athens	S	C	◇		36.0
	31	F 95.0	Watkinsville	S				49.0
	20	F 91.0	Bishop	S				53.0

**WARRENVILLE AND OAKWOOD—EASTWARD**

Capacity of Tracks		MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSINGS INST.	SECTION 3	MILES FROM	BRANCHVILLE
Other Tracks In Cars	Sidings In Feet								
50	.....	SA 63.4	.... Warrentville .....	\$				64.3	
50	.....	SA 57.3	YL ... Aiken .....	\$				57.3	
10	.....	SA 49.0	.... Oakwood .....	\$				49.0	

**TOCCOA AND ELBERTON—SOUTHWARD**

Capacity of Tracks		MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSINGS INST.	SECTION 3	MILES FROM	TOCCOA
Other Tracks In Cars	Sidings In Feet								
Yard	.....	P 1.0	Y YL .Toccoa .....					1.0	
8	.....	P 11.1	.... Avalon .....	\$				11.1	
15	.....	P 18.5	.... Lavonia .....	\$				18.5	
9	.....	P 24.0	... Bowersville .....	\$				24.0	
14	.....	P 30.8	.... Royston .....	\$				30.8	
15	.....	P 38.3	.... Bowman .....	\$				38.3	
10	.....	P 50.4	.... Elberton .....	\$				50.4	

**ASHEVILLE—DILLSBORO—WESTWARD**

Capacity of Tracks		MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSINGS INST.	SECTION 3	MILES FROM	MURPHY JCT
Other Tracks In Cars	Sidings In Feet								
Yard	.....	S141.0	YL { Asheville Yd. DN					1.3	
	.....	T 0.0	{ . Murphy Jct. .					0.0	
6	2213	T 5.5	.... Enka .....	\$				5.5	
	1883	T 12.1	.... Coburn .....	\$				12.1	
Yard	.....	T 16.8	YL ... Canton .....	\$				16.8	
11	.....	T 21.3	.... Clyde .....	\$				21.3	
Yard	.....	T 27.3	YL .. Waynesville ..	\$				27.3	
10	1601	T 34.7	.... Balsam .....	\$				34.7	
70	.....	T 41.8	.... Addie .....	\$				41.8	
Yard	.....	T 46.2	YL { . Sylva .....	\$				46.2	
34	.....	T 47.9	{ . Dillsboro .....	\$				47.9	

Regular trains will not protect against following extra trains between Asheville and M.P. T48 unless instructed to do so by Track Warrant.

**HENDERSONVILLE—BREVARD—EASTWARD**

Capacity of Tracks		MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSINGS INST.	SECTION 3	MILES FROM	HENDERSONVILLE
Other Tracks In Cars	Sidings In Feet								
Yard	.....	TR 0.0	.. Hendersonville ..					0.0	
56	.....	TR19.2	.. Pisgah Forest ..	\$				19.2	
38	.....	TR19.8	.... Brevard .....	\$				19.8	

Regular trains will not protect against following extra trains between Hendersonville and Pisgah Forest unless instructed to do so by Track Warrant.

### CHARLESTON—COLUMBIA—WESTWARD

Capacity of Tracks		MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	SECTION 3 SPEC. INST.	MILES FROM CHARLESTON
Other Tracks In Cars	Sidings In Feet						
Yard	.....	SC 7.7	YL Y. Charleston .. (Seven Mile)		A		7.7
45	.....	SC 21.8	... Summerville ...	\$			21.8
Yard	.....	SC 41.2	... Pregnall ...	\$			41.2
32	.....	SC 52.2	... Reevesville ...	\$			52.2
Yard	.....	SC 62.5	... Branchville ...	\$			62.5
141	.....	SC 71.0	... Rowesville ...	\$			71.0
Yard	.....	SC 79.6	... Orangeburg ...	\$			79.6
40	.....	SC 92.4	... St. Matthews ...	\$			92.4
166	.....	SC 105.8	... Kingville ...	\$			105.8
Yard	.....	SC 127.5	YL Y. Andrews Yd. (Andrews Yard)	\$			127.5

### HASSKAMP—KINGVILLE—SOUTHWARD

Capacity of Tracks		MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	SECTION 3 SPEC. INST.	MILES FROM KINGVILLE
Other Tracks In Cars	Sidings In Feet						
60	.....	SB 22.0	... Hasskamp ...				22.0
10	.....	SB 0.0	... Kingville ...	\$			0.0

### SHELBY—KINGS CREEK—SOUTHWARD

Capacity of Tracks		MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	SECTION 3 SPEC. INST.	MILES FROM KINGVILLE
Other Tracks In Cars	Sidings In Feet						
Yard	.....	SB 153.5	... Shelby ...		A		153.5
18	.....	SB 146.1	... Earl ...	\$			146.1
Yard	.....	SB 140.1	... Blacksburg ...	\$			140.1
12	.....	SB 133.9	... Kings Creek ...	\$			133.9

See Special Instructions, Train Movements for operation of trains and engines on CSXT R.R. between Shelby and Latimore.

### TIRZAH—KERSHAW—SOUTHWARD

Capacity of Tracks		MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	SECTION 3 SPEC. INST.	MILES FROM KINGVILLE
Other Tracks In Cars	Sidings In Feet						
8	.....	SB 110.2	... Tirzah ...				110.2
Yard	.....	SB 102.0	YL .. Rock Hill .. 2S	\$			102.0
Yard	.....	SB 92.0	YL . Catawba Jct. .	\$			92.0
12	.....	SB 76.6	... Lancaster ...	\$			76.6
16	.....	SB 66.0	... Heath Springs ..	\$			66.0
60	.....	SB 59.4	YL ... Kershaw ...	\$			59.4

## SPECIAL INSTRUCTIONS

ALL REGULAR NORTHBOUND AND EASTBOUND Trains are superior to Trains of the same class in the opposite direction in accordance with Rule 72.

### 1. STANDARD CLOCKS; BULLETIN BOOKS; TRAIN REGISTERS.

Location	Office	Standard Clock	Bulletin Book	Train Register
Aiken	Depot . . . . .		X	
Alexandria	Yard Office . . . . .		X	
Arrowood Jct.	Yard Office . . . . .		X	
Asheville	{ Yard Office . . . . .	X	X	
	{ Engine Terminal . . . . .		X	
	{ West Yard . . . . .		X	
Atlanta	Peachtree Station . . . . .		X	
Augusta	Yard Office (Nixon) . . . . .	X	X	
Belton	CSXT Tool House . . . . .		X	
Blacksburg	. . . . .		X	
Charlotte	{ Yard Office . . . . .	X	X	
	{ Engine Terminal . . . . .		X	
	{ Locker Room . . . . .		X	
Chocowinity	Station . . . . .		X	
Columbia	{ Yard Office . . . . .		X	
	{ Engine Terminal . . . . .		X	
	{ Westend Switchmen's Room . . . . .		X	
Crewe, Va.	Yard Office . . . . .	X	X	
Dundee	{ Switchman Locker Room . . . . .	X	X	
	{ Yard Office . . . . .		X	
East Durham	Station . . . . .		X <sup>1</sup>	
Eden	Station . . . . .		X	
Gainesville	Depot . . . . .	X	X	
Goldsboro	Station . . . . .		X	
Greenville, N.C.	CSXT Depot . . . . .		X	
Greenville, S.C.	{ Locker Room Div. Office . . . . .	X	X	
	{ Dispatcher's Office . . . . .			
Hayne Yd.	{ Yard Office . . . . .	X	X	X
	{ N. Lead Switchmen's Rm. . . . .		X	
	{ S. Lead Switchmen's Rm. . . . .		X	
Inman Yd.	{ Yard Office . . . . .	X	X	X
	{ Engine Terminal . . . . .		X	
Manassas	{ Station . . . . .	X	X	
	{ VRE - Broad Run Yd. . . . .		X <sup>1</sup>	X
Montview	Station . . . . .	X	X	
Morehead City	Station . . . . .		X	
New Bern	Yard Office . . . . .		X	
Newberry	Trainman's Room . . . . .		X	
N. Winston	{ Yard Office . . . . .	X	X	
	{ Engine Terminal . . . . .		X	
N. Charlstn. Term.	Trainman's Shanty . . . . .		X	

NOTE 1. - CSXT Bulletin Books maintained at these locations.

## SPECIAL INSTRUCTIONS (Cont'd)

Location	Office	Standard Clock	Bulletin Book	Train Register
Oyama	Yard Office . . . . .		X	
Pomona	Station . . . . .	X	X <sup>1</sup>	
Raleigh	{ Glenwood Yard . . . . .		X <sup>1</sup>	
	{ Raleigh Station . . . . .			
Richmond	AMTRAK Station . . . . .		X	
Roanoke	. . . . .		X	
Rock Hill	{ Depot . . . . .	X	X	
	{ Engine Terminal . . . . .		X	
Salisbury	Passenger . . . . .	X	X	
Seneca	Depot . . . . .		X	
Seven Mile	Freight Office . . . . .		X	
Spencer Yard	{ Engineer's Wash Room . . . . .	X	X <sup>1</sup>	
	{ N. End Locker Room . . . . .		X	
	{ Hump Locker Room . . . . .		X	
	{ Yard Office . . . . .		X <sup>1</sup>	
	{ Diesel Shop . . . . .		X	
Varina	Trainman's Room . . . . .		X	
	Station/VRE Ready Room . . . . .		X	
Wilson	Crew Room . . . . .		X	

NOTE 1. - CSXT Bulletin Books maintained at these locations.

### 2. CLEARANCE CARDS/DISPATCHERS BULLETINS

#### A. Dispatcher Bulletins

Engineers and Conductors must receive a current Dispatcher's Bulletin addressed to their train before leaving their initial station. Engineers and Conductors must show Dispatchers Bulletins to other members of the crew and they must read and be familiar with the contents and assist Engineer and Conductor in complying with the requirements contained therein.

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

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

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

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



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

Clearance Card Form 603 is not required by trains operating within Traffic Control, Remote Control, and Track Warrant territories.

Crews operating on interdivisional trains will receive Dispatcher's Bulletins at the origin location for all districts over which they operate.

AMTRAK 20 will receive CSXT Dispatcher Bulletins at Salisbury unless directed otherwise by Chief Dispatcher.

AMTRAK 19 will receive CSXT Dispatcher Bulletins at Washington, D.C.

AMTRAK 81 and 79 will receive Dispatcher Bulletins at Richmond, Virginia.

AMTRAK 82 will receive Dispatcher Bulletins at Raleigh, N.C.

AMTRAK 80 will receive Dispatcher Bulletins at Charlotte, North Carolina.

AMTRAK 50 will receive Dispatcher Bulletins at Charlottesville, VA.

Trains operating to Roanoke, Virginia must receive Virginia Division Bulletin Orders before leaving Linwood, North Carolina, or Manassas, Virginia.

Trains operating to Potomac Yard over CSXT trackage will receive CSXT train dispatcher bulletins at Lynchburg, Manassas, or Alexandria.

Trains operating over CSXT trackage between Fetner and Boylan will receive CSXT Dispatcher's Bulletins before departing Raleigh, Durham, Greensboro, Linwood or Goldsboro.

VRE trains will receive CSXT and NS dispatcher bulletins at VRE's Broad Run Yard, Northbound, and Ivy City Yard, Southbound, unless directed otherwise by Chief Dispatcher.

### 3. RAILROAD CROSSINGS AT GRADE

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

#### a. Interlocked

LOCATION	MP	TYPE	LINE/RR
<b>Washington District</b>			
Charlottesville - (Note 1)	112.2	C	CSXT RR
Riverton Jct. - (Note 3)	B50.9	A	Virginia Div.
<b>Danville District</b>			
East Durham - (Note 2)	H57.4	A	CSXT RR
Boylan	H80.9	C	NS Line (NS District)
Selma - (Note 4)	H109.4	A	CSXT RR
Sanford - (Note 9)	CF130.0	A	CSXT RR
Winston-Salem - (Note 10)	K24.8	A	WSSB RR
Barber - (Note 12)	L39.4	A	S Line (Asheville District)
<b>Charlotte North District</b>			
Graham	377.1	C	CSXT RR
<b>Charlotte South District</b>			
Midland	585.0	C	CSXT RR
Howell	635.0	C	CSXT RR
Athens - (Note 11)	F105.9	C	CSXT RR
<b>NS District</b>			
Fayetteville - (Note 8)	VS42.9	CA	CSXT RR
Boylan	NS233.1	C	CSXT RR & H Line (Danville District)
Wilson - (Note 5)	NS182.3	C	CSXT RR
Edgeton	NS230.7	A	CSXT RR

#### a. Interlocked (Cont'd)

LOCATION	MP	TYPE	LINE/RR
<b>A&amp;EC District</b>			
None			
<b>Columbia District</b>			
Chester - (Note 13)	R44.2	A	CSXT RR
Columbia M.P. (Note 14)	R109.0	C	CSXT RR
Elmwood Jct. (Controlled by NS Disp. Greenville, S.C.)	159.5	C	CSXT RR
<b>Asheville District</b>			
Barber - (Note 12)	S11.6	A	L Line (Winston Salem District)
<b>Charleston District</b>			
N. Charleston	Reads	C	CSXT RR
(Meads Crossing)	Branch		
Seven Mile (SY Crossing)	SC6.9	C	CSXT RR
Foxville	SB12.2	A	CSXT RR
<b>NS District</b>			
Raleigh - Same as Boylan on H Line			CSXT RR & NS Line

#### b. Not Interlocked

LOCATION	MP	TYPE	LINE/RR
<b>Washington District</b>			
None			
<b>Danville District</b>			
Goldsboro - (Note 7)	H128.8		CSXT RR
Goldsboro (Old Main Line) (Note 6)			CSXT RR
High Point - (Note 7)	M0.2		HPT&D RR
<b>Charlotte North District</b>			
Albemarle - (Note 18)	N29.9		WSSB RR
Whitney - (Note 18)	WF5.9		WSSB RR
<b>Charlotte South District</b>			
Greer-Franklin Mills Spur	Siding at 471.4		CSXT RR
<b>NS District</b>			
Farmville, NC - (Note 23)	NS160.4		Parker Grain Co. CSXT RR
Fayetteville (Wye)-(Note 7)			CSXT RR
Greenville, NC - (Note 7)	NS148.2		CSXT RR
<b>A&amp;EC District</b>			
Newbern - (Note 22)	NB30.4		Royster Clark
None			
<b>Columbia District</b>			
Newberry - (Note 20)	V47.2		CSXT RR
Columbia (Note 19)	SC127.3		CSXT RR
<b>Asheville District</b>			
None			
<b>Charleston District</b>			
Charlestown (Coal Pier)			CSXT RR
Charlestown (Shipyard River Terminal)			CSXT RR
North Charleston - (Note 21)			CSXT RR

**Note 1:** Trains or Engines encountering STOP Signal at CSXT crossing, Charlottesville, Va., will be governed by the following instructions:

STEP 1 - Contact Norfolk Southern northend dispatcher Greenville and ascertain if dispatcher is holding train. If dispatcher is not holding train and cannot get signal to display, dispatcher must authorize movement to pass the signal, then follow instructions in Steps 2 and 3 below.

STEP 2 - White light located on South End of bungalow marked "C&O signals at STOP" must be observed. When illuminated, it indicates that CSXT signals display stop.

STEP 3 - If no conflicting movement is observed, train or engine will pass home signal and stop before fouling conflicting route, wait five minutes, then proceed at restricted speed.

**Note 2:** Trains or engines encountering STOP signal at CSXT crossing, East Durham, will be governed by the following:

STEP 1 - In the event signals will not clear with train movement on approach circuit in either direction, a member of train crew will observe indicator light on south side of instrument case. If the light is illuminated, this will indicate that the automatic interlocking has been cleared for a CSXT train movement. If it is desired to set the CSXT signal to "STOP" position, push button located in box on south side case identified as "SOU-CLEAR". Signal will then clear for Southern movement after a time interval of approximately 3 minutes, 5 seconds.

STEP 2 - When the "CLEAR" pushbutton has been operated by member of train crew to clear signal for train movement and then it is decided not to make this movement, member of train crew must then operate the "CANCEL" pushbutton painted red which is located in the same box.

STEP 3 - If all the above fails and no conflicting movement is in sight, train or engine will pass home signal and stop before fouling conflicting route, then wait 5 minutes and proceed.

STEP 4 - All trains restrict speed to 20 MPH over D&S Automatic Interlocking, Durham, NC, M.P. H57.4, account hand throw switch within interlocking limits not electrically locked.

**Note 3:** Train or engine encountering STOP signal at Virginia Division crossing, Riverton Jct., M.P. B50.9, will be governed by the following instructions:

STEP 1 - Contact Virginia Division dispatcher by telephone for a signal.

STEP 2 - When communication is not available with Virginia Division dispatcher and signal continues to display STOP, check indicator light installed at push button in telephone box at the home signal. If indicator is lighted and no conflicting movement on Virginia Division is evident pushbutton may be pushed firmly one time.

STEP 3 - If signal does not change to RESTRICTED PROCEED or if indicator light is not lighted, and no conflicting movement is evident, train or engine will pass home signal and stop before fouling conflicting route, wait five minutes, and proceed.

**Note 4:** Trains or engines encountering STOP signal at CSXT Automatic Interlocking, Selma, will be governed by following instructions:

STEP 1 - Go to phone box in northeast quadrant of interlocking and contact CSXT dispatcher, Jacksonville, Florida, for permission to operate time release device located on outside of signal bungalow in the same quadrant.

STEP 2 - After obtaining permission of dispatcher Jacksonville, Florida, and operating time-release device, waiting period of six minutes is required for signals to reset and display clear automatically.

STEP 3 - If signal does not clear and if all the above fails and no conflicting movement is in sight, train or engine will pass home signal and stop before fouling conflicting route, then wait five minutes and proceed.

**Note 5:** Trains or engines handling 50 cars or less will request signal for crossing by pressing "short" train button.

Trains or engines handling more than 50 cars will request signal for crossing by pressing "long" train button.

Wayside poles equipped with "short" and "long" train button are located for Northbound trains and engines at Warren Street, M.P. NS184.8; Tarboro Street, M.P. NS183.1; SOU-CSXT Crossing, M.P. NS182.4; and for Southbound trains and engines at Black Creek Road, M.P. NS181.6 and at SOU-CSXT Crossing, M.P. NS182.3.

Under no circumstances will trains or engines flag over this crossing without the CSXT Signal Maintainer and/or Transportation Officer and permission from the CSXT Dispatcher, Jacksonville, FL.

**Note 6:** Normal position of stop sign indicates stop for Norfolk Southern trains. Crews must rotate sign to indicate stop for CSXT trains and remove derail before crossing. After movement over crossing is completed, stop sign and derail must be restored to normal position and locked.

**Note 7:** Protected by Fixed Signal (Stop sign).

**Note 8:** CSXT Crossing (CSXT Jct.), Fayetteville (M.P. VF42.2). Trains and engines will not occupy CSXT main track between CSXT Junction and SOU Yard without authority from the CSXT Dispatcher via telephones located in booths at southbound home SOU signal and at Old ACL Freight Depot.

Southbound trains and engines must stop clear of circuits operating crossing signals at the intersection of Hillsboro and Rowan Streets while awaiting authority to occupy the CSXT main track.

1. Notify Agent at Fayetteville, NC. If no agent on duty call Dispatcher, Greenville, S.C.
2. Contact CSXT Dispatcher at Jacksonville, FL for assistance via phone located in box at A&Y Jct.
3. Trains and engines must have permission from CSXT Dispatcher to flag over this interlocking.

**Note 9:** The CSXT Crossing at Sanford (M.P. CF130.1), is protected by derails equipped with an electric locking device. Before removing derails, call CSXT Dispatcher on telephone located on booth adjacent to CSXT freight station and be governed by his instructions.

**Note 10:** WSSB Crossing (M.P. K24.8) Winston-Salem. Eastbound main line movements will be governed by fixed approach signal approximately 1,650 ft. west of crossing and interlocking home signal located approximately 350 ft. west of crossing.

If an eastbound movement exceeds 90 seconds between the approach signal and the interlocking home signal, the interlocking signal will not display clear indication until movement is within 150 ft. of interlocking home signal and there is no conflicting movement on WSSB.

Westbound main line movements will be governed by dwarf signal located approximately 80 ft. east of crossing which will display RESTRICTED PROCEED when movement is approximately 210 ft. east of crossing on main track or 450 ft. east of crossing on freight lead if there is no conflicting movement on WSSB.

Eastbound switching lead track movements will be governed by dwarf signal located approximately 80 ft. west of crossing which will display RESTRICTED PROCEED when derail on switching lead track west of crossing is removed from derailling position if there is no conflicting movement on WSSB and crossover switch to Transfer Track is in normal position which is lined to the switching lead track.

Westbound switching lead track movements will be governed by dwarf signal located approximately 80 ft. east of crossing which will display RESTRICTED PROCEED when movement is approximately 150 ft. east of signal if there is no conflicting movement on WSSB.

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

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

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

**Note 11:** Crossing is protected by electrically-locked manually operated derails which have a normal position of set and locked against the Piedmont Division trains and engines.

Trains and engines approaching this crossing must stop clear of the derails, must contact the CSXT Dispatcher via telephone located adjacent to the crossing, and must inform the CSXT Dispatcher of the movement's identification, location, and direction.

If the CSXT Dispatcher grants permission to cross the CSXT main track, remove switch lock from electric locking device.

If the CSXT eastbound and westbound approaches are unoccupied the electric locking device will unlock, allowing operation of the derails, and if not time will run approximately eleven minutes.

After movement is made over the crossing and clear of the derails, derails must be restored to normal position and locked.

Trains and engines that are unable to contact the CSXT Dispatcher will operate the electric locking device as outlined above before applying rule 462.

**Note 12:** Movements over grade crossing of S-Line and L-Line at Barber, N.C., are governed by automatic interlocking signals.

For L-Line movements, there is a box containing a pushbutton and indicator light located on a phone booth in the Southeast quadrant of the crossing (32 feet from the crossing frog). L-Line trains will stop clear of the home signal, open the box, and observe that the indicator light is burning, indicating S-Line approaches unoccupied. Crew member should then push button, and signal should then indicate restricted proceed. If home signal will not clear, comply with Rule 462.

In the event that indicator light is not burning when the box is opened, call the Dispatcher for further instructions. If it becomes necessary to push button when indicator light is out, (which will put interlocking home signals on S-Line to stop), a 4-minute, 45-second changeover time will run before signal will indicate proceed. In the event that the bulb in the indicator light is burned out, changeover time will not be in effect. In the event that home signal will not clear after changeover time interval, comply with Rule 462.

Signals on the S-Line will be clear for movements over interlocking, provided block ahead is clear and L-Line signals are at stop with no button pushed. Pushbuttons for S-Line movements are located at the eastbound and westbound home signals (buttons only - no indicator lights) to be used in return to train. In addition, westbound pushbutton can be used to meet an eastbound train holding the mainline at Barber Siding, after the spring switch at the east end of the siding has been thrown full reverse.

**Note 13:** Automatic Interlocking Home Signals at M.P. R43.4 and automatic interlocking home signals on Chester industrial lead, each side of the crossings, govern use of grade crossings of NS and CSXT. Interlocking Rules apply.

If Home Signals governing movements on main track do not clear, the following instructions will apply:

A member of the crew must go to the Push Button Box located on the southeast quadrant of the crossing.

The indicator box contains a push button and a red indicator light. If the red indicator light is not burning, indicating CSXT signal clear, crew member must wait ten minutes before pushing button. When push button is pressed, CSXT signals will go to stop. After the expiration of a ten minute time release interval, the red indicator light should illuminate and NS signal should clear. If red indicator light does not illuminate or NS signal does not clear after the time release interval, movement is to be made in accordance with Rule 462.

If the red indicator light is illuminated when push button box is first opened, push button may be pushed immediately. If NS signal does not clear after push button is pushed, movement is to be made in accordance with Rule 462.

The above instructions also apply to Chester industrial lead railroad crossing at grade located within interlocking limits. Push button box is located on the southeast quadrant for the crossing.

Hand-throw Hayes type derails are in service on the Chester industrial lead. These derails are located 5 ft. in advance of each of the two home signals at the crossing with the CSXT Railroad. Instructions for use of these derails are as follows:

The derails at the crossings are normally in the derailing position and kept locked. When a move is to be made across the CSXT, a member of the train crew must go to the push button box located at the crossing. The indicator box contains a push button and a red indicator light. If the red indicator light is not burning, indicating CSXT signal clear, crew member must wait ten minutes before pushing button. When push button is pressed, CSXT signals will go to stop. After the expiration of a ten minute time release interval, the red indicator light should illuminate. When the red indicator light appears, the derails should be thrown to the full non-derailing position, and NS signal should clear. If signal does not clear after derails are thrown, movement is to be made in accordance with Rule 462.

If the red indicator lamp does not illuminate after the time release interval, the derails are to be thrown and movement made in accordance with Rule 462.

If the red indicator lamp is illuminated when push button box is first opened, push button may be pushed immediately. The derails may then be thrown, and if NS signal does not clear, movement should be made in accordance with Rule 462.

The derails must be restored to the derailing position and locked immediately after each movement is completed and clear of the interlocking limits.

All northbound trains must approach Lancaster Street, Chester, S.C., M.P. R44.2, prepared to stop, and must stop clear of Lancaster Street if the approach signal for the CSXT crossing does not clear.

A yellow metal box, equipped with a switch lock, has been installed on the north end of the signal case located in the southeast quadrant of Lancaster Street. After stopping and waiting for five minutes to allow the CSXT to make movement over crossing, crewmen must unlock the box and press the button, which will clear the signal if there is no conflicting movement. If signal does not clear, proceed to home signals at the interlocking and comply with signal indication and applicable operating rules.

This same procedure will apply for trains stopping south of Lancaster Street for the purpose of setting off or picking up.

**Note 14:** Crossing at M.P. R109.0 is controlled by CSXT dispatcher, Jacksonville, Fl.

**Note 15:** CSXT crossing, Foxville (M.P. SB12.2). Trains will approach the crossing expecting to find the home signal displaying STOP.

If home signal should fail to indicate PROCEED and no CSXT train is approaching, member of crew will operate time release and proceed in compliance with Rule 462.

**Note 16:** When control station is unable to clear signals for movement over CSXT crossing, permission must be obtained from control station and the movement over crossing made in compliance with Rules 461 and 423. It must definitely be determined that signals on CSXT display stop. This can be determined by a light indicator in a box located on southwest corner of T.C. bungalow. If the light is burning it is known that the CSXT signals are at stop.

**Note 17:** Trains using CSXT crossing at North Charleston (Meads Crossing) will be governed by the interlocked signals located at the crossing as follows:

On the Seven Mile's side of the crossing, an approach signal is located 1800 feet from the CSXT south bound main track and a home signal is located 125 feet from the CSXT south bound main track.

On the North Charleston Terminal's side of the crossing, an approach signal is located 1600 feet from the CSXT north bound main track; and a home signal is located 950 feet from the CSXT north bound main track.

These interlocked signals govern movements over the crossing at grade and the power operated switch to enter NS Reads Branch located within interlocking limits at Meads Crossing. Home signals for Meads crossing do not afford block protection on NS track.

Trains using the CSXT crossing at Seven Mile (SY Crossing) will be governed by interlocked signals located at the crossing. Approach circuits on east and west sides of the crossing are located approximately 500 feet from the home signals and indicate to the CSXT dispatcher at Jacksonville, Fla., the presence of a train movement approaching the crossing on NS.

Home signals for the SY Crossing do not afford block protection (Rules 98 and 465 apply when approaching home signals at SY Crossing).

Phone booths for communicating with the CSXT Dispatcher are, also, located at the crossings.

Crews on trains or engines stopped at the STOP signal must communicate with the Dispatcher to obtain permission to pass the STOP signal. Crews obtaining permission may pass the STOP signal, complying with Rule 461.

Trains and engines using either crossing will contact the operator or designated employee at Seven Mile Yard, prior to blocking any highway or public crossing to ascertain that they will have permission to cross the CSXT crossing.

**Note 18:** Movements over grade crossings of NS and WSSB main tracks at Whitney and Albemarle are controlled by gate displaying **STOP SIGN**. Trains or engines must approach crossing prepared to stop. If gate is across WSSB line and the track is clear, movement may proceed without stopping. If gate is across NS, trains or engines must stop clear of crossing and gate, and after ascertaining that there is no conflicting movement, and setting gate across WSSB line, trains or engines may proceed. **GATE WILL BE LEFT AS LAST USED.**

**Note 19:** Movements over grade crossing of NS and CSXT main tracks at the west end of Andrews Yard, M.P. SC127.3 are controlled by gate displaying a STOP sign. Trains or engines must approach

crossing prepared to stop. If gate is across CSXT line and the track is clear, movement may continue at reduced speed. If gate is across Southern, trains or engines must stop clear of crossing and gate, and after ascertaining that there is no conflicting movement, and setting gate across CSXT line, trains or engines may proceed. Gate will be left as last used.

**Note 20:** Operation of self-restoring power operated switches at Newberry. Movement over self-restoring power operated switches will be governed by signals. All rules referred to in Note 20 are CSXT rules. The indication of these signals will govern movement only over the self-restoring power operated switch. A train that is operating with "occupied block authority" may not exceed controlled speed regardless of the signal indication at the self-restoring power operated switch. If it is necessary for a train to obtain permission from the train dispatcher to pass a self-restoring power operated switch signal that is indicating stop, the train must have either absolute or clear DTC block authority for further movement on the main track. (These signals do not give any exception to providing flag protection as indicated in Rule 99.)

Normal operation of self-restoring power operated switches:

For movement to NS:

Train crewman must operate key controller to reverse switch while train is stopped no more than 100 feet from signal. When key controller is activated signal will display a stop indication. After a predetermined time interval, the switch will reverse and signal will display an indication allowing the train to proceed. After the train has cleared the "OS" circuit, the switch will restore to normal position.

For movement from NS:

Train must not pass "CS" sign until authorized by train dispatcher and train is ready to depart. After the train has passed the "CS" sign the switch will reverse automatically and the signal will display an indication allowing the train to proceed. When the train clears the "OS" track the switch will restore to normal position.

Other than normal operation of self-restoring power operated switches:

For movement over normal switch:

If signal indicates stop and desired movement is over normal switch, a train crewman must obtain permission from the train dispatcher to pass the stop signal per Rule 234 and operate the switch in hand position per Rule 275.

For reverse movement:

A reverse move key controller is located on the signal that must be operated to receive a signal for a reverse movement over the self-restoring power operated switch.

For movement to NS:

If key controller does not activate switch or signal indication, a train crewman must obtain permission from the train dispatcher to pass the stop signal per Rule 234 and must operate the switch in hand position per Rule 275.

For movement from NS:

If switch does not reverse for movement or signal does not change from stop, a train crewman must obtain permission from the train dispatcher to pass the stop signal per Rule 234 and must operate the switch in hand position per Rule 275.

**Note 21:** North Charleston Terminal Co. (Spruill Ave.). Gate at this crossing will be operated by CSXT employees and will be across CSXT tracks except when in use by crews operating over North Charleston Terminal tracks.

**Note 22:** Trains moving on main track will approach crossing prepared to stop and shall not foul crossing until the way is seen to be clear.

Trains moving on Royster Clark Track will stop at stop signs before fouling crossing and shall not enter the crossing until the way is seen to be clear.

Movement of on-track equipment over the crossing will be as prescribed by Rule 810.

**NOTE 23:** Trains moving on main track will approach crossing prepared to stop and shall not foul crossing until the way is seen to be clear. Trains moving on Parker Grain Company track will stop before fouling crossing and shall not enter the crossing unless holding track warrant authority to occupy main track at that location, without Box 9 being checked on track warrant form.

Movement of on-track equipment over the crossing will be as prescribed by Rule 810.

#### 4. JUNCTIONS

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

LOCATION	MP	TYPE	LINE/RR
<b>Washington District</b>			
AF Tower	9.1	C	CSXT RR
Manassas	33.8		B Line
Calverton	46.3		CW Line
Orange	84.7	C	CSXT RR
Charlottesville	112.2	C	CSXT RR
Off Lead/Yard Track - Access thru Electric Lock Switch			
Lynchburg	Old Main Line		CSXT RR
Riverton Jct.	B50.9	C	VA Division
<b>Danville District</b>			
Lynchburg	Off Old Main Line		CSXT RR
Durmid	173.7	C	Old & New Main Line
Montview	174.6	C	VA Division
Hurt-SOU Connection (Note 12)	197.8	C	VA Division
Hurt	197.8		VA Division
Stokesland	241.1	C	DW Line
Greensboro (ELM)	284.4	C	H Line
Greensboro	284.4		CF Line
Yard Lead Tk.			
Pomona	286.8	C	K Line
High Point	MO.2		HPT&D
Lexington	317.6		WSSS RR
Yadkin Jct.	334.7		N Line
Strasburg Jct.	B62.9		CSXT RR
Gulf	CF120.6		ACW
Sanford	CF130.0		CSXT RR & ATW
O.H. Junction	D54.2		NCV RR
Leakesville Jct.	DW19.7		L Line
Durham	H57.4		CSXT RR
Fetner	H72.8	C	CSXT RR
Boylan	H80.9	C	CSXT RR
Raleigh (SOU Jct.)	H81.1	C	CSXT RR & NS Line (NS District)
Raleigh	H81.2		CSXT RR & NS Line (NS District)
Selma Jct.	H109.3	C	CSXT RR
Sanford			CSXT RR
Goldsboro	H127.5		CSXT RR
Henderson	I13.9		CSXT RR
Winston-Salem	K24.8		VA Division & WSSB RR
Winston-Salem - (Note 13)	K25.9		L Line & K Line
Rural Hall	K37.0		YV RR

#### 4. JUNCTIONS (Cont'd)

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

LOCATION	MP	TYPE	LINE/RR
<b>Charlotte North District</b>			
Avon			CSXT RR & HG Line
Charlotte			CSXT RR & CRN Line
Blacksburg			SB Line
Salisbury	333.3	C	S Line (Asheville District)
Charlotte Jct.	380.8	C	R Line (Columbia District)
Beaumont	451.6	C	W Line
Spartanburg — (Note 5)	452.6		CSXT RR
Hayne - (Note 11)			W Line (Asheville District)
Hayne Jct. - (Note 1)	453.6	C	W Line
Halls Ferry Jct. - (Note 7)	N25.0		N Line with WF Line
Shelby - (Note 10)	SB153.5		CSXT RR
Washburn - (Note 10)	SB158.2		CSXT RR
<b>Charlotte South District</b>			
Greenville, SC			CSXT RR, GN & V Line
Gainesville	585.0		CSXT RR
Howell	635.0	C	GA Division & CSXT RR
Athens	NE37.0		Georgia Div & CSXT RR
Seneca	V10.5		Z Line
Anderson	V115.1		CSXT RR
Belton			Z Line, CSXT RR & Pickens RR
Bowersville			Hartwell RR
<b>NS District</b>			
Pinetown	NS113.3		CLNA RR
Phosphate Jct.	NS126.0		WL Line
Greenville, NC	NS148.2		CSXT RR
Colon	NS274.6		CSXT RR
Cumnock	NS279.9		CF Line (Danville District)
Gulf	NS280.0		ACWR RR
Fayetteville	VF42.9		A&R RR & CSXT RR
<b>A&amp;EC District</b>			
New Bern	EC58.2		NB Line (NS District)
Havelock	EC76.2		CL Line
Morehead City	EC94.0		BMH RR
<b>Columbia District</b>			
Charlotte Jct.	380.8	C	Main Line (Charlotte No. Dist.)
Beaumont	451.6	C	Main Line
Rock Hill	R24.8		R Line & SB Line
Chester	R44.3		L & C
Columbia — (Note 8)	Yard Tk R108.6		SC-Line, R Line, W Line & CSXT RR
Elmwood Jct.	W159.5	C	CSXT RR
Columbia - (Note 9)	R109.1	C	CSXT RR
Cayce - (Note 4)	R110.2		R Line & C Line
Trenton	R165.0		R Line, AB Line
Newberry	V47.2	A	CSXT RR
Alston	W135.5		V Line
Warrenville - (Note 6)	R179.1		R Line & SA Line

#### 4. JUNCTIONS

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

LOCATION	MP	TYPE	LINE/RR
<b>Columbia District (Cont'd)</b>			
Augusta			Georgia Division & CSXT RR
Alston — (Note 3)	W135.5		V Line & W Line
Lancaster	SB76.5		L&C
Catawba Jct.	SB91.3		CSXT RR
Kingville	SC105.8		SC Line & SB Line
Aiken - (Note 2)			SA Line & AB Line
Newberry	V47.2		CSXT RR
Prosperity	V42.6		CSXT RR
<b>Asheville District</b>			
Hayne Jct. - (Note 1)	453.6	C	Main Line
Barber	S11.6	A	S Line & L Line
Hickory Jct.	S58.3		CWCY
	Side Tk.		
Clinchcross	S97.5		CSXT RR
	Side Tk.		
Asheville			Tenn Division
Asheville	S139.0	C	S Line & W Line
Murphy Jct.	S142.4	C	Tennessee Division
Hendersonville	W20.0		W Line & TR Line
<b>Charleston District</b>			
Charleston			CSXT RR., NCT & PUC
Pregall			CSXT RR
Orangeburg			CSXT RR
Seven Mile	SC6.9		CSXT RR
Kingville	SC106.2		SB Line

**Note 1:** Junctions are controlled by control station, Greenville.

**Note 2:** Switch at junction of AB Line and SA Line at Aiken may be left as last used. No cars are to be left standing on SA Main Line West of this junction switch except in emergency.

**Note 3:** Switch at junction of W Line and V Line at Alston is normally set for W Line.

**Note 4:** The following instructions apply at Junction Switch, Cayce, M.P. R 110:

To cancel the "R" line signal when the "R" line signal is displaying a conflicting route and to request the "C" line signal: Push the green start button and if after a 3 minute waiting period the conflicting signal is not cancelled and the desired signal is not cleared, then permission to pass the stop signal should be obtained from the Greenville Dispatcher at Greenville, SC in accordance with Rule 402. To cancel a signal request for the "C" line once it has been initiated push the red cancel button.

**Note 5:** NS trains or engines making interchange with CSXT will be governed by CSXT timetable, rules and regulations.

**Note 6:** Switch at junction of R Line and SA Line at Warrentonville is normally set for R Line.

**Note 7:** Switch at junction of N Line and WF Line at Halls Ferry Junction is normally set for WF Line.

**Note 8:** Switch at junction of W-Line and R- Line at Gadsden St. may be left as last used.

**Note 9:** Movements between CSXT connection track switch, M.P. R109.4, and CSXT Cayce Yard will be made under CSXT rules and instructions.

**Note 10:** Movements on CSXT main track at Shelby will be made under CSXT rules and instructions. Operation on NS industrial lead M.P. SB158.2 - 161.1 will be authorized by issuance of Track Warrant, under the direction and over the initials of the dispatcher. Maximum authorized speed is yard speed, not exceeding 25 MPH.

**Note 11:** All A&S Trains needing a signal to enter either main track at Hayne Junction must communicate with the train dispatcher as required by the rules.

The switch point derail on the north end of north lead, Hayne Yard, protecting movement leaving the yard from Bug Lead sets stop signals on No. 2 main track when lined to derailling position. Before crew members line this derail to derailling position, they must first obtain permission from north end train dispatcher.

**Note 12:** In the event a southbound train or engine encounters a Stop signal at Virginia Division Control point, Piedmont Division Connection (M.P. V200.3), the train or engine must have authority from Danville District Dispatcher, Greenville, S.C., in addition to authority given by Virginia Division Dispatcher, Roanoke, Va., before movement may pass the signal.

**Note 13:** If signal controlling movement over power switch displays stop:

- Step 1: Contact Norfolk Southern and CSXT Dispatcher for permission to pass stop signal.
- Step 2: If Southern or CSXT Dispatcher advises power switch is not properly latched or out of correspondence, handle as follows:
- Step 3: Selector lever must be taken out of power or motor and placed in hand position and locked.
- Step 4: Hand throw lever must be operated until switch points are seen to move with movement of hand lever.
- Step 5: Switch lined and locked for route to be used.
- Step 6: Selector lever left in hand until entire movement has passed over switch then restored to motor.

#### 5. DRAWBRIDGES

##### a. Interlocked

Washington (M.P. NS126.4) ..... Pamlico River

##### b. Not Interlocked

New Bern (M.P. NB30.3) ..... Neuse River  
New Bern (M.P. EC59.3) ..... Trent River

All trains and engines will proceed over Trent River Drawbridge, and Neuse River Drawbridge only on signal from Drawtender.

#### 6. METHOD OF OPERATION

BETWEEN	AND	† TRACKS	* SIGNALS	AUTHORITY FOR MOVEMENTS #
AF Tower	CR Tower	Double	ABS	Note 4
CR Tower	Bristow	Double	ABS	TC
Bristow	Calverton	Single	ABS	TC
Calverton	Remington	Double	ABS	TC
Remington	Mountain Run	Single	ABS	TC
Mountain Run	Winston	Double	ABS	TC
Winston	Rapidan	Single	ABS	TC
Rapidan	May	Double	ABS	TC
May	Weyburn	Single	ABS	TC

## 6. METHOD OF OPERATION

BETWEEN	AND	† TRACKS	* SIGNALS	AUTHORITY FOR MOVEMENTS #
Weyburn	Gilbert	Double	ABS	TC
Gilbert	Rio	Single	ABS	TC
Rio	Red Hill	Double	ABS	TC
Red Hill	Applegate	Single	ABS	TC
Applegate	Hamner	Double	ABS	TC
Hamner	Oak Ridge	Single	ABS	TC
Oak Ridge	Tye River	Double	ABS	TC
Tye River	Angelo	Single	ABS	TC
Angelo	McIvor	Double	ABS	TC
McIvor	Rivermont	Single	ABS	TC
Rivermont	Walke	Double	ABS	TC
Walke	Deal	Single	ABS	TC
Deal	Green	Double	ABS	TC
Green	Smothers	Single	ABS	TC
Smothers	White	Double	ABS	TC
White	Fall	Single	ABS	TC
Fall	Swann	Double	ABS	TC
Swann	Sadler	Single	ABS	TC
Sadler	Priddy	Double	ABS	TC
Priddy	Busick	Single	ABS	TC
Busick	Cox	Double	ABS	TC
Cox	Hoskins	Single	ABS	TC
Hoskins	Bowers	Double	ABS	TC
Bowers	Lake	Single	ABS	TC
Lake	Lee	Double	ABS	TC
Lee	Reid	Double	ABS	TC
Reid	N. Kannapolis	Single	ABS	TC
N. Kannapolis	Haydock	Double	ABS	TC
Haydock	Junker	Single	ABS	TC
Junker	Paw Creek	Double	ABS	TC
Paw Creek	South Fork	Single	ABS	TC
South Fork	Arlington	Double	ABS	TC
Arlington	Sewell	Single	ABS	TC
Sewell	Grover	Double	ABS	TC
Grover	Broad River	Single	ABS	TC
Broad River	Thicketty	Double	ABS	TC
Thicketty	Beaumont	Single	ABS	TC
Beaumont	Lyman	Double	ABS	TC
Lyman	Taylor	Single	ABS	TC
Taylor	Crosswell	Double	ABS	TC
Crosswell	Haywood	Single	ABS	TC
Haywood	Traber	Double	ABS	TC
Traber	Johnson	Single	ABS	TC
Johnson	Rowland	Double	ABS	TC
Rowland	Keowee	Single	ABS	TC
Keowee	Cheney	Double	ABS	TC
Cheney	Jason	Single	ABS	TC
Jason	Hunter	Double	ABS	TC
Hunter	Tugalo	Single	ABS	TC
Tugalo	Baldwin	Double	ABS	TC
Baldwin	Yonah	Single	ABS	TC
Yonah	Cagle	Double	ABS	TC
Cagle	Red Lane	Single	ABS	TC
Red Lane	Chicopee	Double	ABS	TC
Chicopee	Grif	Single	ABS	TC
Grif	Allen	Double	ABS	TC
Allen	Walters	Single	ABS	TC
Walters	Shadow Brook	Double	ABS	TC
Shadow Brook	Duluth	Single	ABS	TC
Duluth	Carolina	Double	ABS	TC
Carolina	Norcross	Single	ABS	TC
Norcross	Armour	Double	ABS	TC
Armour	Howell	Double	ABS	TC
Durmid	M.P. 172.8 (Old Line)	Single	ABS	261 (Note 5)

## 6. METHOD OF OPERATION (Cont'd)

BETWEEN	AND	† TRACKS	* SIGNALS	AUTHORITY FOR MOVEMENTS #
Hurt	SOU Connection	Single	ABS	TC
Manassas	Edinburg	Single	NS	TWC
Calverton	Casanova	Single	NS	YL
Greensboro	Fetner	Single	NS	TWC
Boylan	Garner	Single	ABS	TC
Garner	Goldsboro	Single	NS	TWC
Glenn	Carrboro	Single	NS	TWC
Pomona	Rural Hall	Single	NS	TWC
Sanford	Pomona	Single	NS	TWC
Winston Jct.	Charlotte	Single	NS	TWC
Dundee	Ringgold	Single	NS	YL
O&H Jct.	East Durham	Single	NS	TWC
Henderson	O&H Jct.	Single	NS	TWC
Stokesland	Eden	Single	NS	TWC
Asheboro	High Point	Single	NS	TWC
Morehead City	Goldsboro	Single	NS	TWC
Havelock	Kellum	Single	NS	TWC
Chocowinity	Raleigh	Single	NS	TWC
Chocowinity	New Bern	Single	NS	TWC
Mackeys	Chocowinity	Single	NS	TWC
Lee Creek	Chocowinity	Single	NS	TWC
Varina	Fayetteville	Single	NS	TWC
Raleigh	Cumnock	Single	NS	TC
Charlotte Jct.	S. Advance	Single	ABS	TWC (Note 1)
S. Advance	Andrews Yd.	Single	ABS	Yard Limits
R106.0	Andrews Yd.	Single	ABS	(Notes 1 & 3) Yard Limits
R107.9	Gadsden St.	Single	NS	Yard Limits
Gadsden St.	Cayce	Single	ABS	Yard Limits
Gadsden St.	CSXT Conn. Trk.	Single	ABS	Yard Limits
Cayce	Augusta	Single	NS	TWC
Beaumont	Springdale	Single	ABS	TWC
Springdale	Andrews Yd.	Single	(Note 2) NS	TWC
Belton	Walhalla	Single	NS	TWC
Cayce	Springfield	Single	NS	TWC
Newberry	Brickdale	Single	NS	TWC
Yadkin Jct.	Albemarle	Single	NS	TWC
Halls Ferry Jct.	Whitney	Single	NS	TWC
Toccoa	Elberton	Single	NS	TWC
Lula	Athens	Single	NS	TWC
Salisbury	Majolica	Double	ABS	251
Majolica	Asheville	Single	ABS	TWC (Note 1)
Asheville	Murphy Jct.	Double	ABS	TC (Note 1)
Asheville	Green River	Single	ABS	TWC (Note 1)
Green River	Melrose	Single	ABS	TC
Melrose	Hayne Jct.	Single	ABS	TWC
Murphy Jct.	Dillsboro	Single	NS	TWC
Hendersonville	Brevard	Single	NS	TWC
Columbia	Charleston	Single	NS	TWC
Shelby	Kings Creek	Single	NS	TWC
Tirzah	Kershaw	Single	NS	TWC
Hasskamp	Kingville	Single	NS	TWC
Oakwood	Warrenville	Single	NS	TWC

† - Within TC territory between Reid (M.P. 337.3) and Armour (M.P. 632.5), the two main tracks where double track extends are identified as No. 1 on the East side and No. 2 on the West side.

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

TC = Traffic Control; RC = Remote Control;

251 = Rule 251; 261 = Rule 261;

MBS = Manual Block System;

YL Rule 93; TWC = Track Warranty Control.

(Note 1) On the R-Line between South Advance, M.P. R0.5, and Andrews Yard, M.P. SC127.5, that portion of Operating Rule 404 relating to 5 minutes is increased to **six minutes**.

That portion of Rule 404 relating to five (5) minutes is changed as follows:

M.P. S79.0 and M.P. S79.4	7 minutes
M.P. S129.6 and M.P. S132.2	12 minutes
M.P. W23.6 and M.P. W28.8	7 minutes

(Note 2) Westbound only.

(Note 3) Trains or engines will move between signal at M.P. R107.6 and signal at M.P. SC127.5 against opposing trains or engines by block signals whose indications will supersede timetable or train order superiority of trains for both opposing and following movements on the same track.

From Andrews Yard to south end of yard cut-off all movements will be governed by signal at M.P. SC127.5.

Unless otherwise provided, all movements through extended Automatic Block territory will not proceed west of Andrews Yard (CSXT Crossing) when signal at M.P. SC127.5 indicates STOP.

(Note 4) TC - Horn tracks.

251- North and South Freight tracks.

(Note 5) Trains and engines must obtain permission from train dispatcher before entering automatic block signal territory between Durmid (M.P. 173.3) and M.P. 172.8 (Old Line).

## 7. OTHER TRAIN MOVEMENTS/INSTRUCTIONS

### a. SYSTEM WIDE

- When cars moving on Government bills of lading annotated  
AS - ARMED GUARD SERVICE  
DC - DOD CONSTANT SURVEILLANCE  
TK - TANK SURVEILLANCE SERVICE  
RS - RAIL SURVEILLANCE SERVICE

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

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

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

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

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

- Reverse movement may be for a short distance only and at a speed not exceeding 10 MPH as long as the consist involved

is made up entirely of Mark V units. Trains using the older AdapterRailers, Mark IV type equipment, as opposed to the new CouplerMate, are restricted to a speed of 5 MPH.

- 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.

6. (a) Triple Crown Services has converted the Mark V RoadRailer fleet to a single trainline air brake system with a 1-1/8" diameter brake pipe and gladhand connection. These improvements make it possible to operate the RoadRailer trains using the guidelines from NS-1 that govern cutting out air brakes on standard freight cars; therefore, restrictions on cutting out air brakes on RoadRailer units are cancelled.

These improvements also make it possible to specify the acceptable length for RoadRailer trains during cold weather using the temperature-to-length chart published in the timetable up to 100 units.

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

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

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

- 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 ensuring continuous train line pressure must be observed when using end-of-train (EOT) device.

- Make full service application and determine that train line pressure is being reduced as indicated on the head-of-train (HOT) receiver on the locomotive. (Note: Where authorized by special instructions, trains stopped on a heavy grade will make 10 PSI brake pipe reduction instead of full service application.)
- When train is ready to proceed, release brakes and determine that brake pipe pressure is increasing by indication on HOT receiver.
- If brake pipe pressure does not decrease or increase on HOT receiver as required above, it must be determined there is continuous train line pressure through the rear car and EOT is in place before proceeding.
- If immediately after starting, EOT signal is lost or pressure indication on HOT receiver is reduced 5 PSI or more, it must be determined there is continuous train line pressure through rear car and EOT is in place before proceeding.

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

- Triple Crown trains, regardless of type of territory.
- Other trains in Traffic Control or Remote Control territory, single track ABS territory, on a signaled siding, or on a yard track.



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

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

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

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

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

- (a) On an operating locomotive or in an open area.
- (b) In an open area within 100 feet of working retarders;
- (c) In a work area identified by sign or instructions as requiring hearing protection at any Mechanical, Maintenance of Way, or other facility.
- (d) Using tools or equipment or performing duties identified by sign or instructions as requiring hearing protection; or
- (e) At any location at which he or she is subject to exposure to loud noise ("loud noise" is any noise that would require a person to speak above a normal level in order to be heard at arm's length).

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

18. At any time a train separates twice or has an air hose parture between the same two cars, both cars are to be set out. The only exception to these instructions is that when a representative of the Mechanical Department is on the scene and advises the cars are okay to move.

When a train experiences a separation or air hose parture, this information must be passed on to the relieving crew and Dispatcher.

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

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

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

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

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

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

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

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

22. The following instructions prescribe protection required for utility employees whose activities require working on, under or between rolling equipment (as defined in Safety Rule 1300) and subjects them to the danger of personal injury posed by any movement of such equipment.

- (a) A utility employee shall perform service as a member of only one train or yard crew at any given time. Service with more than one crew may be sequential, but not concurrent. No more than three utility employees may be attached to one train or yard crew at any given time.
- (b) A utility employee may be assigned to and serve as member of a train or yard crew without blue signal protection only under the following conditions:
  1. The train or yard crew is assigned a controlling locomotive that is under the actual control of the assigned engineer of that crew;
  2. The engineer is in the cab of the controlling locomotive, or while the locomotive is stationary be replaced by another member of the same crew;
  3. The utility employee established communication with the crew by contacting the ranking crew member on arriving at the train or yard crew and before commencing any duties with the crew;
  4. Before each utility employee commences duties, the ranking crew member shall provide notice to each crew member of the presence and identity of the utility employee. Once all crew members have acknowledged this notice the ranking crew member shall advise the utility employee that he is authorized to work as part of the crew. Thereafter, communication shall be maintained in such a manner that each member of the crew understands the duties to be performed and whether any of those duties will cause any crew member to go on, under or between rolling equipment; and
  5. The utility employee is performing one or more of the following functions; set or release hand brakes; couple or uncouple air hoses and other electrical or mechanical connections; prepare rail cars for coupling; set wheel blocks or wheel chains; conduct air brake tests to include cutting air brake components in or out and position retaining valves; inspect, test, install, remove or replace a rear end marking device or end-of-train device. Under all other circumstances a utility employee working on, under or between rolling equipment must be protected by blue signal.
- (c) When the utility employee has ceased all work in connection with that train or yard crew and is no longer on, under or between the equipment, the utility employee shall notify the ranking crew member. The ranking crew member shall then provide notice to each crew member that the utility employee is being released from the crew. Once each crew member has acknowledged the notice, the ranking crew member shall then notify the utility employee that he is released from the train or yard crew.
- (d) Communications required by Paragraphs (b)3 and (c) shall be conducted between the utility employee and the ranking crew member either through direct verbal contact or by radio.

23. In signaled territory cuts of three cars or less must not be left standing on rail covered with grease, sand, rust, or other material that may interfere with shunting of track circuits.

24. Due to more responsive brake valves on certain types of freight car equipment, when a running release is made and it is necessary to reapply the air brakes within 15 seconds, a service application

of at least 5 PSI greater than the previous brake pipe reduction must be made to insure that all brakes reapply.

25. When the leading end of a locomotive consist is equipped with ditch lights, they must be displayed to the front of the train when headlight is required to be on bright (exceptions: when an employee is to mount the leading end of a locomotive consist, or when operating in fog or falling snow and the engineer's vision is impaired by reflection of the ditch lights). At locations where local ordinance prohibits sounding crossing whistle signal, the flashing mode of ditch lights must be manually activated at least one-fourth mile in advance of a public crossing at grade and prolonged until the crossing is occupied by the engine.

26. Except as provided below, any work that would interfere with the safe passage of trains and engines is an obstruction and must not be attempted until full protection in both directions has been provided by flag, Form 23A, conditional stop sign, train order (removing track or affected portion of track from service), or track warrant.

When Engineering Department employees, including, without limitation, C&S and MW&S employees, perform work that requires lining switches, protection must be provided as follows:

#### ABS AND NON-SIGNALLED TERRITORY

The location of all trains that could be affected must be ascertained from the dispatcher or current lineup to ensure that work will not interfere with their safe passage. When necessary to align switch, switch must be restored to normal position not less than 10 minutes before the calculated arrival time of affected trains, which must be based on maximum authorized speed for the approaching movement(s).

In addition to clearing the calculated arrival time of trains by 10 minutes in ABS territory, switch must be restored to normal position and in sufficient time to allow for signals to display correct aspects for approaching movements.

#### TRAFFIC CONTROL AND REMOTE CONTROL TERRITORY

When work entails throwing switch or other activity that would endanger the safe passage of trains and engines, time and working limits (Form 23A) must be obtained in the same manner as prescribed by Rule 809 for the operation of on-track equipment.

When work does not involve lining switches or other activity that could endanger trains and engines, but could result in a train or engine encountering a Stop signal not indicated by the preceding signal, the location of trains and engines must be ascertained from the control station and work planned to ensure that signals display correct aspects for approaching movements.

#### INTERLOCKINGS

1. Controlled Interlockings:  
Permission must be obtained from the interlocking operator and protection against movements that could be approaching on any route must be provided by controlled signal.
2. Automatic Interlockings:  
Protection against movements that could be approaching on any route must be provided by flag or by setting all interlocking signals in Stop position and waiting five minutes before performing work.

#### 7b. DIVISION WIDE

None.

To call dispatcher in emergency situation with Tone Caller:

1. Dial your normal tone digit.
2. Wait for answer tone, then dial "O" for emergency.

#### 7c. BY LOCATION

##### ASHEVILLE DISTRICT/DANVILLE DISTRICT

Dynamic brake must not be used on south leg of wye at Salisbury.

##### COLUMBIA DISTRICT

Dual mileposts have been established between Warrenville and Hamburg; Mileposts SA64 through SA73. Attached to each of these SA Mileposts, SA64 through SA73, is an R180 through R189 and they are as follows:

SA64 - R180	SA65 - R181	SA66 - R182
SA67 - R183	SA68 - R184	SA69 - R185
SA70 - R186	SA71 - R187	SA72 - R188
SA73 - R189		

The R180 through R189 will be used to identify locations given in Track Warrants and for all other operating purposes including slow orders.

##### SKYLAND, N. C. -- CP&L LEAD

The following instructions will govern when switching Carolina Power & Light Company:

A train or engine that desires to use the above track, must request permission from the Dispatcher prior to such use. The Dispatcher must then ascertain that there will be no conflicting movements before granting such permission. No more than one train or engine can occupy this track at the same time.

All unit CP&L coal trains will use 15 retainers on high pressure before using the CP&L lead. The retainers will be set on high pressure when train is stopped at main line switch and brake is applied.

Trains must not be operated between main track and CP&L unless all brakes are operational. Cars must be handled with engine on head end. If dynamic brakes are inoperative,  $\frac{1}{2}$  of the retainers must be set up before leaving main track.

Any train that places cars in the plant when CP&L personnel is not available to receive waybills should leave waybills in CP&L's adjacent to shaker pit.

When placing coal in yard of CP&L Plant, cuts must be made in clear of other tracks. All switches in plant are without normal position. Expect to find switches lined against your movement.

All conductors must complete and turn in Form 612 to Asheville Yard Office all cars placed for unloading. This includes cars moved from Arden, or other locations previously set off by another train.

As a safety precaution for crews shoving into CP&L's loading receiving yard, a white line has been painted across all the tracks. This line is 150' from the butting blocks.

A switch point derail and a "Hayes" derail are located 675' outside the gate of Steam Plant. Cars will only be left between the switch point derail and the first trestle toward the main line, which will hold approximately 50 coal cars.

**Neither loaded nor empty cars will be left at any time on the grade of CP&L lead at Skyland between the main line track and the trestle at the bottom of the grade.**

Exception: Empty cars may be cut off at the main track switch for switching purpose only. After the air brake system has been properly charged and a minimum of 10% hand brakes have been applied, but not less than Division Policy requires. These cars must not be left unattended.

The following instructions will govern when switching VME Americas. (This track springs from the CP&L Co. lead which springs from the main line at M.P. W7.3):

There will be no cars placed in this plant that do not have operative hand and air brakes. Before any crew leaves the main line with cars ahead of the engine to switch this plant, train line pressure will be increased to 100 pounds, car properly charged and air brake test

made. When cars are being shoved into plant, they will have 100% handbrakes applied and handbrakes will be tested to know that they are in proper working order. While cars are being shoved and during switching operation, handbrakes will be applied to a point where wheel will not slide, but before leaving cars standing, handbrakes will be fully applied.

Any cars to be switched will be made at the main line and the CP&L lead.

When train speed on the CP&L coal trains between M.P. W0.0 and W5.0 is reduced to six (6) MPH due to tonnage or weather conditions, the train must be stopped, the rear section of the train properly secured, and train doubled to Buena Vista.

When necessary to clear westbound trains at CP&L lead, the front section must be doubled to Buena Vista and the rear section taken to CP&L to clear the main line.

One hundred percent (100%) handbrakes must be applied on cars left at Buena Vista. At least 15 cars must be taken in a doubling movement to Buena Vista.

### **SPECIAL INSTRUCTIONS GOVERNING HANDLING OF TRAINS ON SALUDA MOUNTAIN**

In addition to the provisions of Operating Rules 102(b) and 103(f), and of Rules for Equipment Operation and Handling A-6(a), A-19, A-22, A-23, A-29, A-32, and L-241, which pertains to the operation of train or engines on grades, the following procedures must be followed when operating trains on Saluda Mountain between Milepost W32.2 and W36.0.

The Belmont coal train must have 100% retainers set to the slow direct position before leaving Asheville, NC. In addition, the Belmont coal train must reset 30 retainers to the high pressure position at Saluda, NC, Paces Crossing, M.P. 31.2, before going down Saluda Mountain.

On arrival at Melrose, NC, all retainers must be returned to the exhaust position.

Retaining valves must not return to the Tennessee Division in any position other than exhaust position.

Reference Item 7c. 1(c), Special Instructions Governing Handling of Trains on Saluda Mountain, in the current Piedmont Division Timetable #16, Page 52. The following instructions will now apply:

1. The maximum allowable tonnage for eastbound non-radio trains between Hendersonville and Melrose is 5500 tons for 3 SD 40's, 2 C39-8's, 2 D8-40C's, 2 SD 60's, 2 SD 70's, and 5000 tons for 2 SD 50's. These trains are also subject to the following restrictions: (Unit coal trains with unique numbers 590 and Y90, 701-799 or Q01-Q99 that consist entirely of "Silverside" coal gondolas in the series SOU 1000-1749 are not included in these restrictions.)

- (a) A minimum of 25% of the cars in these trains must be empty except unit coal trains with unique numbers 590 and Y90.
- (b) Blocks of empty equipment must not be handled on the head-end of any eastbound trains between Saluda and Melrose unless the entire train consists of empty equipment. In mixed freight trains blocks of 7 or more empty cars must be handled in the rear one-third of the train.
- (c) A maximum number of 62 loaded coal cars can be handled eastbound from Saluda to Melrose. Trains handling mixed freight are restricted to 35 loaded cars of coal which must be handled on the head end of the train.

2. Eastbound trains must make a running test of the dynamic brakes between Tuxedo and Saluda to insure that the dynamic brakes on all units are operating properly. Eastbound trains powered by locomotives with one or more inoperative dynamic brake will not pass STOP Sign No. 1 (M.P. W32.2) and/or will not be operated Saluda to Melrose without authority of Road Foreman in charge of train.

Road Foreman will not be required to accompany Eastbound trains with 2500 tons or less if the engineer is Saluda Mountain qualified. Exception: Solid loaded coal trains consisting of 2500 tons must be accompanied by a Road Foreman of Engines.

3. Eastbound trains with 30 cars or less will stop west of STOP Sign No. 1, 320 feet east of Main Street Crossing, Saluda, and trains with more than 30 cars may pass STOP Sign No. 1 and STOP Sign No. 2, M.P. W32.6, 2200 feet east of Stop Sign No. 1. This permits the train to be balanced on the crest while crew members activate retaining valves and inspect the brakes, (per Rule A-6(a)), and the air brake system is properly charged.

4. Trains will not depart from STOP Signs No. 1 or No. 2, Saluda, until the brake pipe pressure has been charged to 100 P.S.I. for at least 5 minutes. EXCEPTION: Loaded non-radio coal trains without 25% empty equipment must be charged to 110 P.S.I. for at least five minutes. Brake pipe pressure in each instance must be confirmed by an operative end of train device.

5. After all brakes have been inspected as outlined above, all retaining valve handles must be turned to the High Pressure (HP) setting per Rule A-32, before the train is moved. Permission, in each instance, must be obtained by the Road Foreman of Engines in charge of train before handling any car with air brakes cut-out or a defective retaining valve eastbound between Saluda and Melrose.

6. In addition to Instructions 3, 4, and 5 above, unit coal train with 45 or less loaded general service coal cars must have hand brakes applied on the head 10 cars after a full service brake application has been made.

7. In lieu of Instructions 3, 4, and 5 above, unit coal trains with unique numbers 701-799 or Q01-Q99 that consist entirely of "Silverside" coal gondolas in the series SOU 1000-1749 and that are operated as radio trains will stop at Paces' Crossing, Saluda, and turn a minimum of 30 retaining valves to HP (See Rule A-32) to control the forward end of the train as it crosses the crest of Saluda Mountain. These trains may then pass STOP Sign No. 1 and No. 2 without stopping.

8. As soon as the eastbound train begins to move from the crest of the grade, the dynamic brake must be fully applied and the PC switch cut-out must be activated on the controlling unit, which must be so equipped. As soon as practical and before the train accelerates to 600 AMPS dynamic braking effort (900 amps for high adhesion locomotives), and/or 6 MPH, make several automatic brake reductions and release the automatic brake after each application so that the trains' brake cylinders and retaining valve pipes will be charged. Brake applications thereafter must be made as often as necessary to maintain a speed that will permit a brake application of less than 8 pounds reduction to stop the train.

Eastbound trains descending Saluda Mountain must charge all retainers regardless of tonnage or number of cars in consist.

The dynamic brake must not be depended upon to control train speed entirely.

9. When a train of either direction incurs an unusual loss of brake pipe or main reservoir pressure for any reason including an emergency brake application, the train must be brought to an immediate stop, and hand brakes must be applied to the east half of the train to keep it from moving and must not be released until the problem has been corrected and the air brake system has been properly recharged.

(Unit trains with unique numbers 590 and Y90, 701-799 or Q01-Q99 must have 100% hand brakes applied.)

10. Locomotives operating on Saluda Mountain between M.P. W32.2 and M.P. W35.0 must be equipped with an operative extended range dynamic brake. In the event the dynamic brake fails on line of road,

the district road foreman must be notified before the train passes M.P. W32.2. If the dynamic brakes fail on one or more units of an eastbound train operating between Saluda and Melrose, the train must be stopped immediately and hand brakes applied to the front half of the train to keep it from moving and must not be released until the problem has been corrected and the air brake system has been properly recharged. If the problem cannot be corrected, the train must not be moved without the authority in each instance of the Road Foreman of Engine in charge of the train.

11. When operating light engine consist SD50, SD60, SD70, C39-8, D8-40C type locomotives between Asheville and Hayne and one dynamic brake fails, the engineer must notify the Asheville District Greenville Dispatcher before passing Stop Board No. 1 at Saluda eastbound.

It will be permitted to go down Saluda with one dynamic brake providing the operative dynamic brake is 100% and the retarding forces are such that the locomotive consist can be stopped in compliance with the operating rules and special instructions.

In addition a running test of the operative dynamic brake must be made between M.P. W31.0 and W32.0. The engineer must be on the locomotive with the operative dynamic brake to insure a safe operation.

12. Trains must not exceed a speed of 8 MPH and must use a minimum of 22 minutes between the stopping location at Saluda and Melrose, except as follows:

- (a) Trains consisting of 50% or greater loaded coal hoppers must not exceed 6 MPH and must use a minimum of 29 minutes between the stopping location at Saluda and Melrose.
- (b) Light engine movements on trains handling only a caboose must not exceed 15 MPH and must use a minimum of 12 minutes between the stopping location at Saluda and Melrose.
- (c) Eastbound trains other than light engines must not be headed in at Melrose. (Does not include unit trains with unique Nos. 590, Y90, 701-799 or Q01-Q99 doubling down Saluda Mountain.)

13. After an eastbound train is stopped at Melrose, retaining valve handles must be turned down and/or a hand brake released and the train inspected for defective brake rigging and wheels.

14. If a westbound train stalls on the grade, a sufficient number of hand brakes must be immediately applied to the east half of the train to keep it from moving. If such a train is forced to double, hand brakes must be applied to 100% of the cars detached as outlined in Rule 102(b). In the event that the westbound train involved is a passenger train, all retaining valves must also be turned to the High Pressure (HP) position as outlined in Rule A-32. A speed of 8 MPH will not be exceeded for a reverse movement. All members of the crew must be informed of the situation, and the air brake system must be fully charged prior to releasing any hand brakes or making any additional move. As eastbound movement of such passenger train must be authorized, in each instance, by the Division Superintendent and must be handled per Instructions of No. 12 above.

15. In addition to the requirements of Rules A-22, L-205, and L-206, all helper units used westbound between Melrose and Saluda must be placed on the head end of the train. The addition of the helper engines must not cause the appropriate head end locomotives to exceed the guidelines of Rule L-205.

16. Light engines must not be towed eastbound. Conductors will check each individual train leaving Asheville on A&S District and if the respective train consist varies from the above instructions, will immediately notify the Chief Dispatcher or Assistant Superintendent. He will also stop the train whose consist varies and not allow it to leave Saluda until the train meets the requirements of the above instructions.

17. Special movements such as steam trains, rail trains, rail grinders, Jordan Spreader, etc., must have approval of Assistant Superintendent, Chief Dispatcher's office, before being operated on Saluda Mountain.

#### 18. MELROSE AND SALUDA, N. C.

All westbound unit chip trains, doubling Saluda Mountain, can handle only 13 loaded chip cars each trip in series SOU 139495 through 139752. If you have any other chip cars mixed with this series, you must limit number of loaded chip cars to 10 cars per each cut doubled. When handling mixed freight cars with loaded chip cars, only 10 loaded chip cars may be handled in each cut along with mixed freight up to tonnage.

Westbound unit chip train at Melrose, N.C. must allow ten (10) minutes per cut for air brake auxiliary charging time. This charging period will not be necessary on the first cut unless train stops in emergency at Melrose. If an emergency brake application occurs while stopping at Melrose, a ten (10) minute charging period is also required for the first cut.

When conditions may cause stalling in the East Switch at Saluda, cuts should be handled on the main track and set over in the West End of the siding at Saluda.

All eastbound trains making the descent between Saluda and Melrose, N.C. must first obtain permission from the Asheville District Dispatcher at Greenville, S.C.

### SPECIAL INSTRUCTIONS GOVERNING THE HANDLING OF TRAINS ON OTHER MOUNTAIN GRADES

#### Descending

Trains or engines running light, towing engines, or operating with less than 50% tonnage must have all units on line when descending mountain grades. This does not include engines in tow.

Mountain grades are defined as follows:

- Between Saluda and Melrose
- Between Ridgecrest and Old Fort
- Between Balsam and Addie

**BETWEEN RIDGECREST AND OLD FORT** — Trains handled by Locomotives **not equipped** with dynamic brake or Locomotive with dynamic brake **inoperative**:

1. Air on engine and train must be fully charged.
2. Before beginning the descent, all trains must stop and inspect and test the air brakes except it will not be necessary to inspect and test air brakes before leaving Ridgecrest.
3. A car with defective brakes must be set out and repaired before forwarding.
4. Excluding empty cars, handles of all retainer valves must be turned up.
5. Upon arrival at foot of grades, a careful inspection of running gear must be made, especially of the wheels for cracked flanges, treads or other conditions.

6. The inspection and tests prescribed in the preceding paragraphs, will be made by car inspectors when provided, otherwise by trainmen under supervision of conductor.

**BETWEEN ASHEVILLE AND OLD FORT** — Trains handled by Locomotives **equipped** with dynamic brakes:

On Eastbound freight trains running test of the dynamic brake must be made on descending grade through M.P. S136.0 to M.P. S135.0. If dynamic brake is working properly, it will not be necessary to stop at Ridgecrest and turn up retainers before descending Blue Ridge Mountain. After starting down descending grade East of Ridgecrest engineer should gradually reduce throttle to idle position and when the train speed reaches 10 MPH, the dynamic brake should be applied

and speed of train should be held to 15 MPH, using automatic air brakes when necessary to assist in holding the train.

The above applies to all radio trains except when the train speed reaches 10 MPH, the dynamic brake should be applied.

In order to avoid damage to units, at any time when a set of units has a unit not equipped with dynamic brake or the dynamic brake inoperative, it will be necessary to turn up retainers before descending mountain grades where retainers are not used with full dynamic brake.

Should the dynamic brake fail while descending grade from Ridgecrest to Old Fort, the train must be stopped immediately and retainers turned up and train controlled by automatic air brake.

Eastbound passenger trains will turn up retainers at Ridgecrest, N.C.

There are no restrictions in the number of Big Red and/or Little Big Red coal hoppers that may be handled down Blue Ridge Mountain in a single train. The number of Big Reds and/or Little Big Reds will not exceed tonnage rating of locomotives.

One hundred (100) pound train line pressure will be used on trains handling 30 or more Big Reds and must be operated with locomotives equipped with dynamic brakes.

Under no circumstances will through freight trains between Asheville and Spencer, except unit coal trains, have more than 80 lbs. of train line pressure.

When picking up Big Red coal cars at Old Fort, N.C., train line will be charged to 80 lbs. and brake placed in emergency position and then recharged to 80 lbs.

When a train with 100 pound train line pressure out of Asheville continues on east of Old Fort, Greenlee, etc., either as a "Turn" or a "Thru Train," the train line pressure must be reduced at Old Fort to 80 pounds pressure. Train line pressure **MUST NOT** exceed 80 pounds into any terminal.

When cuts of cars are bled down after being set out, sufficient hand brakes **MUST BE** applied to cars as required by operating rules.

As information, Big & Little Big Red Hopper cars consist of: Big Red Cars, Southern series 75000 to 76599 — with cubic capacity of 4,000 and six dump doors — with gross weight of 286,000. Little Big Red Cars, Southern series 76600 to 79299, series 350000 to 352661, and series 360000 to 360999 — with cubic capacity of 3,000 and three or four dump doors — with gross weight of 286,000.

Permission must not be given for a train to pass stop signal when block is occupied by another train.

NW unit coal trains and C-coal trains descending Blue Ridge Mountain will stop at Grovestone, N.C., and turn up retainers on the head 25 cars to the high pressure position.

When train is required to stop and proceed at more than one (1) stop signal while descending Blue Ridge Mountain, between Ridgecrest and Old Fort, crew members must turn up one-third of retainers on head end to full pressure.

All trains descending Old Fort Mountain consisting of 75% or more loaded coal cars must stop at Grovestone, N. C. and turn head 25 retainers on full pressure. In addition, retainers must not be turned up on empties.

Big Red Radio Unit Catawba Coal Trains must stop at Grovestone, N.C. and turn 35 retainers up to the high pressure position. Upon Arrival at Old Fort, N.C., the retainers must be returned to the exhaust position.

Loaded ballast trains descending Blue Ridge Mountain must stop at Grovestone, N.C. and turn twenty-five (25) retainers to the high pressure position.

"All eastbound non radio trains handling solid loaded bulk commodities with less than 60 (sixty) cars will stop at the west end of Swannanoa Tunnel, Ridgecrest, N.C., and turn up 25 (twenty-five) retainers to the high pressure position before descending Blue Ridge Mtn."

All freight trains operating between Asheville, NC and Old Fort, NC with solid loaded bulk commodity consist must have 25% retainers set to the high pressure position before passing Ridgecrest, NC, M.P. 123.0. All retaining valves must be returned to the exhaust position at Old Fort.

#### Ascending

When helping engines are used, they will be placed as follows:

1. On the rear of ALL trains on all grades except Melrose to Saluda. On head end of ALL trains, Melrose to Saluda.
2. Air brakes must be working through rear car or engine of train and double-heading cock beneath Engineer's brake valve on pusher engine closed.
3. All test of brakes must be made after pusher engines are coupled to train.
4. The cars of all passenger trains must have air brakes in good working order.

Any ascending freight train stopping on mountain grades as defined in the Timetable for any cause must:

- (1) Protect train when required by Rule 99.
- (2) Set hand brakes securely.
- (3) Notify all members of the train and engine crews that the front engine will take forward part of train to top of grade.
- (4) Take as many cars from head of train as front engine or engines can pull without taking slack being sure that the brakes on rear portion are holding train.
- (5) Head engine or engines returning for rear portion of train must move under control, couple to train with care, be assured coupling has been made and air brakes tested throughout train before hand brakes released.
- (6) Helper engineer take slack and in doing so close throttle gradually and allow weight of train to force engine back if necessary. Use independent brake to grade the slack desired, then blow ahead and start train.

#### 7d. ADDITIONAL YARD LIMITS

All trains and engines (INCLUDING FIRST CLASS TRAINS) must move at yard speed (Rule 93) within yard limits as follows:

**Between AF Tower (M.P. 9.1) and CR Tower (M.P. 10.7) (North and South freight tracks).**

**Greensboro, N.C. (M.P. H0.0 to M.P. H2.0)**

**Within Yard Limits at Rock Hill**

**Between Reynolds Street and Augusta Yard**

**Between M.P. O4.0 and Charlotte Yard**

**Within Yard Limits, Asheville**

**Within Yard Limits, Belton**

#### 7e. JOINT TRACKAGE

Trains and engines of Piedmont Division will use the tracks of other divisions or foreign lines in accordance with their timetables, rules and regulations, as follows:

Between	RR or Division
AF Tower to Bristow .....	VRE*
AF Tower to CR Tower (Horn Track) (Note 1) .....	CSXT Ry.
AF Tower to Orange .....	CSXT Ry.
AF Tower to Salisbury .....	AMTRAK*
AF Tower to RO Tower .....	CSXT Ry.
Potomac Yard .....	(Potomac Yard Instructions)
Raleigh CSXT-SOU Jct., Boylan to Fetner .....	CSXT

\* These railroads operate over NS tracks.

### 7e. JOINT TRACKAGE (Cont'd)

RO Tower to Virginia Ave. ....	CR R.R.
Virginia Ave. to Washington .....	W. T. Co.
SCL Jct. (M.P. VF42.2) to Fayetteville (M.P. VF42.9) .....	CSXT
Rural Hall, N.C. (Note 6) .....	YV R.R.
M.P. H57 to CSXT Junction (Note 2) .....	CSXT
M.P. H125.5 to M.P. H127.5 .....	CSXT*
Greenville N.C. to Lee Creek .....	CSXT*
Pinetown North to Pinetown South .....	CLNA*
Morehead City (M.P. EC94.0 to End) .....	NCP R.R., BMH*
Hurt to Altavista Yard (NW) .....	Virginia Div.
Lynchburg Yd. to Montview Yd. to Kinney Yd. ..	Virginia Div.
Oxford, N.C. (M.P. D54.2 to M.P. 55.0) .....	NCVA
Selma Jct. to Greensboro .....	AMTRAK*
Winston-Salem Terminal .....	Virginia Div.
Armour, North Avenue Station & Inman Yard .....	Georgia Div.
Reynolds St. and Gwinnett St. in Augusta .....	A & S
Reynolds St. and M.P. D122 .....	Georgia Div.
Shelby (M.P. SF384.6) and Lattimore, N.C. (M.P. SF390.0) .....	CSXT
Asheville Yard (M.P. S141) and Murphy Jct., (M.P. S142.3) .....	Tenn. Div.
7 Mile yard to Pregnall .....	CSXT*
Charleston, S.C. (Note 3) .....	CSXT
Anderson and Belton Jct., S.C. Pickens RR .....	CSXT
Newberry and CSXT M.P. C33 .....	CSXT
Eastover and Foxville .....	CSXT

\* These railroads operate over NS tracks.

**Note 1.** CSXT crews using Horn track between AF and CR interlocking must be governed by NS timetable, special instructions and CSXT train dispatcher, Jacksonville, and Norfolk Southern dispatchers at Greenville, S.C.

**Note 2.** Use of the CSXT main line between M.P. H57 and the D&S Junction (SOU) will be authorized only by CSXT dispatcher. Phone to CSXT dispatcher is located at D&S Junction and at interlocking plant, M.P. H57. All movements will be at yard speed not exceeding 15 MPH. The crossover track located at M.P. H57 is to be used by yard engines only, unless in case of emergency permission is granted by chief dispatcher, Greenville, S.C.

**Note 3.** NS Crews may use YV trackage between M.P. K37 and M.P. K40 and between M.P. CF28 and M.P. CF31. All movements must be made at Yard Speed within these limits. All switches and derails must be approached prepared to stop short unless it is known that such switches and derails are properly lined for the desired movement.

### 7f. FLAGGING DISTANCES

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

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

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

Note 1: Where maximum authorized speed is 21-30 MPH, minimum flagging distance will be 1 mile at following locations:

- Between M.P. NE0.0 and M.P. NE5 southbound.
- Between M.P. P3.0 and M.P. P7.0 southbound.
- Between Halls Ferry Jct. (M.P. WF0.0) and Whitney (M.P. WF6.0) eastbound.

Note 2: Where maximum authorized speed is 41-50 MPH, minimum flagging distance will be 1 1/2 miles at following location:

- Between M.P. R167.0 and M.P. R177.0 southbound.

### CABOOSE AND WHEEL CARS

Caboose and wheel cars may be cut off in motion and allowed to roll to a coupling at Spencer Yard (see Rule 103(h)).

### 8. SPRING SWITCHES

Spring switches are located as follows:

Allison .....	N&S
Cayce .....	R Line and C Line Junction Switch
Vaucluse (See Note) .....	North and south end siding
Summit .....	South end siding
Newberry V47.2 .....	Self Restoring Switch
Henley .....	North and south end siding
Majolica .....	End of double track
Barber .....	East and west end siding
Eufola .....	East and west end siding
Catawba .....	Duke Power Lead
Claremont .....	East and west end siding
Oyama .....	East and west end siding
Connelly Springs .....	East and west end siding
Bridgewater .....	East and west end siding
Clinchcross .....	East and west end siding
Old Fort .....	East and west end siding
Coleman .....	West end siding
Grovestone .....	East and west end siding
Hendersonville .....	TR Line and W Line Junction Switch
Naples .....	East and west end siding
Sigsbee .....	West switch, Hayne Yard Lead
Charleston .....	Entrance Read's Branch

**NOTE 1:** Spring switches at Allison are protected by signals at M.P. B20.3 and M.P. B21.8 and by Approach Signals at M.P. B18.8 and M.P. B23.3.

**NOTE 2:** Spring switches at Vaucluse are protected by signals at M.P. R177.1 and M.P. R174.9, and by Approach Signals at M.P. R178.2 and M.P. R173.9.

**NOTE 3:** Spring switches at Summit are protected by Approach Signal at M.P. R136.2, Operating Rules 311 and 312 govern. Spring switch marker light located at M.P. R136.6, Operating Rules 313 and 314 govern.

**WHEN SIGNAL AT EITHER END OF SIDING IS RED, STOP AND EXAMINE SWITCH POINTS.** These signals indicate ONLY the position of the switch points, Rules 313 and 314; they are not Automatic Block signals, therefore do not show if the main track is clear or occupied.

**9-a. SPEED RESTRICTIONS**  
**General Speed Restrictions**

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

**9-b. SPEED RESTRICTIONS BY DISTRICT**

Except where authorized by timetable or special instructions, speed on siding must not exceed 10 MPH.

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

**WASHINGTON DISTRICT**

**BETWEEN AF TOWER AND MONROE (M.P. 165.1)**

Passenger trains.....	79 MPH
Rail Highway trains.....	60 MPH
Freight trains.....	50 MPH
Except limit speed between AF Tower and Monroe as follows:	
On Horn Track and through turnout connecting Horn Track to No. 2 main track at CR Tower (M.P. 10.7).....	35 MPH
Through turnout between south freight track and No. 2 main track at M.P. 10.5.....	25 MPH
Maximum authorized speed on the Manassas Wye tracks.....	10 MPH
Track #2, M.P. 67.3 to M.P. 68.0.....	35 MPH

Location	Mile Post	Maximum Speed in MPH	
		Pass.	Freight
C. R. Tower	10.7	45	45
Edsall	12.9	45	40
Burke	20.0	45	40
Clifton	26.8	45	40
Powell	33.8	25	25
South Manassas	35.7	25	25
Bristow	36.4	45	40
Calverton	46.0	45	40
Remington	56.0	45	40
Mountain Run	65.9	45	40
Winston	70.8	45	40
Rapidan	80.0	45	40
Orange	84.7	45	40
Weyburn	92.1	50	45
Gilbert	102.0	50	45
Rio	109.9	50	45
Teel	114.8	45	40
Red Hill	120.4	50	45
Applegate	126.6	50	45
Hammer	132.0	50	45
Oak Ridge	143.4	50	45
Kingswood	148.0	45	40
Tye River	150.1	50	45
Angelo	160.8	50	45
Mclvor	164.2	45	40

**EXCEPT: THROUGH TURNOUTS**

ON CURVES			
M.P. Location Between	Speed in MPH Pass./Rhw. Frt.	M.P. Location Between	Speed in MPH Pass./Rhw. Frt.
<b>AF Tower and Rapidan</b>		<b>Rapidan and Charlottesville</b>	
9.1 to 11.0	45 45	79.0 to 79.7	55 50
14.0 to 17.0	60 50	79.7 to 83.0	60 50
17.0 to 18.5	50 50	83.0 to 84.6	40 40
18.5 to 20.1	55 50	84.6 to 85.2	30 30
20.1 to 20.3	50 50	85.2 to 86.0	40 40
20.3 to 23.5	55 50	86.0 to 88.4	65 50
23.5 to 28.2	50 50	88.4 to 88.6	60 50
28.2 to 28.7	40 40	88.6 to 93.6	65 50
28.7 to 30.7	50 50	93.6 to 95.2	60 50
30.7 to 33.0	70 50	95.2 to 95.4	55 50
41.8 to 42.8	65 50	95.4 to 101.7	60 50
56.0 to 57.0	60 50	101.7 to 105.5	65 50
67.0 to 69.0	40 40	105.5 to 106.0	55 50
69.0 to 70.0	55 50	106.0 to 106.3	45 45



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

EXCEPT:

ON CURVES

M.P. Location Between	Speed in MPH Pass./Rhw. Frt.	M.P. Location Between	Speed in MPH Pass./Rhw. Frt.
<b>Rapidan and Charlottesville (Cont'd)</b>		<b>Red Hill and Mclvor (Cont'd)</b>	
106.3 to 106.8	50 50	128.3 to 129.7	60 50
106.8 to 108.1	60 50	131.5 to 132.5	60 50
108.1 to 108.3	55 50	132.5 to 133.3	55 50
108.3 to 110.0	60 50	133.3 to 133.5	45 45
110.0 to 112.0	65 50	133.5 to 135.2	50 50
<b>Charlottesville and Red Hill</b>		135.2 to 135.7	50 45
112.0 to 112.5		135.7 to 136.3	50 50
No. 1 trk.	20 20	136.3 to 138.4	65 50
No. 2 trk.	25 25	138.4 to 138.9	60 50
112.5 to 115.5	65 50	138.9 to 139.5	45 40
115.5 to 115.8	55 50	148.0 to 153.5	55 50
115.8 to 116.8	60 50	153.5 to 156.0	65 50
116.8 to 117.5	55 50	156.0 to 156.5	60 50
117.5 to 120.0	60 50	156.5 to 158.3	65 50
120.0 to 120.4	65 50	158.3 to 159.1	60 50
<b>Red Hill and Mclvor</b>		159.1 to 159.4	55 50
120.4 to 124.6	65 50	159.4 to 164.1	60 50
124.6 to 124.8	60 50	<b>Mclvor and Monroe</b>	
124.8 to 128.0	65 50	164.1 to 164.5	60 50
128.0 to 128.3	45 45	164.5 to 165.1	55 50

BETWEEN MANASSAS AND EDINBURG

ALL TRAINS:

M.P. B 0.00 to M.P. B 1.00	15 MPH
M.P. B 1.00 to M.P. B14.50	45 MPH
M.P. B14.50 to M.P. B23.30	40 MPH
M.P. B23.30 to M.P. B29.00	45 MPH
M.P. B29.00 to M.P. B39.00	35 MPH
M.P. B39.00 to M.P. B50.80	40 MPH
M.P. B50.80 to M.P. B67.90	35 MPH
M.P. B67.90 to M.P. B85.40	10 MPH

EXCEPT:

Limit speed on South Leg of Wye to	10 MPH
Limit speed on Graham Quarry Lead (M.P. B3.0) to	5 MPH
Limit speed through siding at Allison to	25 MPH
Limit speed between M.P. B33.20 and M.P. B33.70 to	25 MPH
Limit speed between M.P. B33.70 and M.P. B35.20 to	20 MPH
Limit speed between M.P. B36.80 and M.P. B37.30 to	30 MPH
Limit speed on VA Division Connection Track to	15 MPH
Limit speed over VA Division Railroad Crossing	
Riverton Jct. M.P. B50.90 to	10 MPH

EXCEPT:

THROUGH TURNOUTS

Location	Mile Post	Maximum Speed in MPH	
		Pass.	Freight
Allison	B20.4		25
Allison	B21.8		25

EXCEPT:

ON CURVES

M.P. Location Between	Speed in MPH Pass. / Frt.	M.P. Location Between	Speed in MPH Pass. / Frt.
B 1.00 to B 3.80	35	B29.50 to B30.20	15
B 8.50 to B 9.30	40	B36.80 to B37.30	30
B14.80 to B16.40	35	B50.50 to B50.80	35

BETWEEN CALVERTON AND CASANOVA

All trains	Yard Speed not exceeding 20 MPH
Except limit speed as follows:	
Both legs of wye	10 MPH

DANVILLE DISTRICT

Between Monroe (M.P. 165.1) and Spencer Yard (M.P. 325.0)	
Passenger trains	79 MPH
Rail Highway trains	60 MPH
Except Train 221 when handling boxcars equipped with roller bearing wheels between Greensboro and Linwood, NC.	60 MPH
Freight trains	50 MPH

Except:

On Virginia Division connection at Montview (M.P. 174.6)	20 MPH
On the north leg of wye at Montview and west leg of wye at Kinney Yard	15 MPH
On yard tracks Kinney Yard, Lynchburg	10 MPH
On SOU-NW connection track at Hurt, Va. (M.P. 197.8)	30 MPH
All trains and engines moving in either direction on main track No. 2 between M.P. 283.3 and M.P. 284.2. (Within these limits the main track switch is not electrically locked.)	20 MPH
On all tracks, NF&D, Danville, Virginia	10 MPH
Within the fence at Goodyear Tire and Rubber Company, NF&D, Danville, Virginia	10 MPH
On Yard tracks 2 and 3 in north yard, Montview, Virginia, from deraill to main line switch	10 MPH
On Belt Line, M.P. 305 to M.P. 306.7, Thomasville, N.C.	10 MPH
At Salisbury	
On south leg of wye	10 MPH
On north leg of wye (M.P. S0.0 to M.P. S0.5)	15 MPH
All trains entering or leaving Spencer Yard on inbound or outbound leads	25 MPH

EXCEPT:

THROUGH TURNOUTS

Location	Mile Post	Maximum Speed in MPH	
		Pass.	Freight
Rivermont	170.8	50	45
Montview	174.6	45	40
Montview (Virginia Div. Connection Track)	174.6	20	20
Walke	180.1	50	45
Deal	190.0	50	45
Lane	195.2	45	40
Hurt	197.8	45	40
Hurt Connection	197.8	30	30
Green	202.1	50	45
Smothers	212.0	50	45
Day	216.7	45	40
White	222.0	50	45
Fall	232.5	50	45
Bentley	239.8	45	40
Swann	245.3	50	45
Sadler	256.1	50	45
Edna	260.4	45	40
Priddy	265.6	50	45
Busick	277.6	50	45
Elm	284.4	45	40
Pomona	287.1	45	40
Cox	289.3	50	45
Hoskins	298.0	50	45
Varner	303.5	45	40
Bowers	309.9	50	45
Lake	314.0	50	45
Maybelle	319.4	45	40
Lee	323.0	45	40

EXCEPT: **THROUGH TURNOUTS (Cont'd)**

Location	Mile Post	Maximum Speed in MPH	
		Pass.	Freight
Sharp	324.5	45	40
Duke	327.4	45	40
Lee	323.0	45	40
Sharp	324.5	45	40

EXCEPT: **ON CURVES**

M.P. Location Between	Speed in MPH Pass./Rhw. Frt.	M.P. Location Between	Speed in MPH Pass./Rhw. Frt.
<b>Monroe and Harris</b>			
165.1 to 167.0	55 50	245.3 to 245.7	60 50
167.0 to 168.5	65 50	245.7 to 246.3	45 45
168.5 to 169.1	60 50	246.3 to 247.3	55 50
<b>Harris and Walke</b>			
169.1 to 173.8	40 40	248.1 to 248.3	50 45
173.8 to 175.0	50 50	248.3 to 251.0	60 50
178.0 to 178.5	60 50	251.0 to 254.0	70 50
178.5 to 180.0	70 50	254.0 to 254.2	65 50
<b>Walke and Smothers</b>			
186.0 to 186.8	70 50	254.2 to 256.0	70 50
187.0 to 188.0	55 50	256.0 to 256.7	50 45
188.0 to 194.5	70 50	256.7 to 257.7	65 50
194.5 to 196.3	55 50	257.7 to 259.1	60 50
196.3 to 198.0	55 50	259.1 to 260.0	45 45
198.0 to 198.4		<b>Reidsville and Greensboro</b>	
No. 1 trk.	45 40	260.0 to 260.2	60 50
No. 2 trk.	40 40	260.2 to 262.6	
198.4 to 202.8	55 50	No. 1 trk.	70 50
202.8 to 203.1	45 45	No. 2 trk.	60 50
203.1 to 204.4	65 50	262.6 to 266.0	70 50
207.5 to 208.0	55 50	266.0 to 267.5	65 50
208.0 to 209.3	50 50	267.5 to 269.5	70 50
209.3 to 211.5	70 50	269.5 to 270.0	65 50
211.5 to 212.0	65 50	270.0 to 278.4	70 50
<b>Smothers and Swann</b>			
212.0 to 214.0	70 50	278.4 to 280.9	65 50
214.0 to 218.9	60 50	280.9 to 281.2	50 50
218.9 to 219.2	45 45	281.2 to 283.3	55 50
219.2 to 220.0	55 50	283.3 to 284.2	20 20
220.0 to 222.0	60 50	<b>Greensboro and Lee</b>	
222.0 to 224.5	70 50	284.2 to 290.5	65 50
224.5 to 227.0	60 50	293.5 to 294.5	65 50
227.0 to 227.5	65 50	294.5 to 295.5	60 50
227.5 to 234.7	70 50	295.5 to 298.0	65 50
234.7 to 235.0	55 50	309.4 to 316.6	70 50
235.0 to 237.5	40 35	316.6 to 317.0	65 50
240.0 to 241.9	50 50	317.0 to 319.0	70 50
241.9 to 244.8	65 50	319.0 to 320.1	60 50
244.8 to 245.3	55 50	322.0 to 322.3	60 50

**BETWEEN GREENSBORO AND GOLDSBORO**

Passenger trains	M.P. H0.0 to M.P. H73.0 (Fetner) . . . . . 59 MPH
	M.P. H80.9 (Boylan) to M.P. 109.2 (Selma Jct.) . . . . . 49 MPH
	All trains M.P. H73.0 (Fetner) to SOU Jct.- Raleigh (Boylan) CSXT . . . . . CSXT Rules
Freight trains	M.P. H0.0 to M.P. H73.0 (Fetner) . . . . . 49 MPH
	M.P. H80.9 (Boylan) to Goldsboro . . . . . 40 MPH

Except: Limit speed as follows:

All trains  
Over D&S Automatic Interlocking, Durham, N.C.  
M.P. H57.4 . . . . . 20 MPH  
Through interlocking plant — Boylan (M.P. H80.9) . . . 20 MPH  
All trains and engines moving on main track  
between Boylan, M.P. H80.9 and Cabarrus St.,  
M.P. H81.2 (Within these limits, switches are not  
electrically locked.) . . . . . 20 MPH  
Hand-thrown switches between Cabarrus Street, M.P. H81.2 and  
Garner, M.P. H87.8, except Cargill, M.P. H81.8, Winn Dixie, M.P.  
H82.9, and K&L Scrap, M.P. H83.2, are not equipped with electric  
locks. Trains must not clear main line between Cabarrus Street, M.P.  
H81.2, and Garner, M.P. H87.8, except at Cargill, M.P. H81.8, Winn  
Dixie, M.P. H82.9, and K&L Scrap, M.P. H83.2.  
All trains, other than AMTRAK over Bridge M.P. 95.2 . . . . . 25 MPH  
On connection track, Selma Junction, N.C.,  
M.P. H109.3 . . . . . 25 MPH  
Over railroad crossing at grade interlocked  
Selma, N.C., M.P. H109.4 . . . . . 20 MPH  
On CP&L lead—Goldsboro, yard speed not exceeding . 20 MPH  
On all tracks CP&L yard, Goldsboro, N.C. . . . . 10 MPH  
On Old Main Line, Goldsboro, N.C. (M.P. H127.5) . . . . 10 MPH  
On all yard tracks at Goldsboro, N.C. . . . . 10 MPH  
Except:  
All sidings and industry tracks  
unless otherwise provided . . . . . 10 MPH

EXCEPT: **THROUGH TURNOUTS**

Location	Mile Post	Maximum Speed in MPH	
		Pass.	Freight
Elm ("H" Line)	284.3	15	15
Fetner (CSXT Jct.)	H73.0	25	15
Boylan (From & To Raleigh Yd. via Sou Jct.)		10	10
Boylan (From & To Raleigh Station)		20	20
Selma Jct.	H109.3	25	25
Selma	H109.7	15	15
Selma	H111.0	25	25

EXCEPT **ON CURVES BETWEEN**

M.P. Location Between	Speed in MPH Pass./ Frt. Rhw.	M.P. Location Between	Speed in MPH Pass./ Frt. Rhw.
<b>Greensboro and Goldsboro</b>			
H 6.0 to H 6.1	55 49	<b>Greensboro and Goldsboro (Cont'd)</b>	
H 21.9 to H 22.2	50 49	H 45.6 to H 46.5	55 49
H 22.2 to H 26.3	55 49	H 47.1 to H 47.3	55 49
H 26.3 to H 27.1	45 40	H 48.1 to H 48.4	45 40
H 27.4 to H 27.8	55 49	H 50.4 to H 50.9	45 40
H 27.8 to H 27.9	50 45	H 51.2 to H 51.5	55 49
H 27.9 to H 28.6	45 40	H 51.8 to H 53.5	50 45
H 36.3 to H 36.7	55 49	H 53.6 to H 57.1	35 35
H 37.7 to H 38.0	55 49	H 57.8 to H 59.4	50 45
H 38.0 to H 38.6	50 45	H 59.4 to H 59.9	55 49
H 38.6 to H 38.9	55 49	H 64.5 to H 64.9	55 49
H 39.5 to H 40.3	45 40	H 69.0 to H 70.5	55 49
H 41.8 to H 42.3	45 40	H 72.6 to H 73.0	45 40
H 42.3 to H 42.9	55 49	H 73.2 to H 73.6	45 45
H 43.4 to H 43.7	55 49	H 84.2 to H 85.4	45 40
H 44.9 to H 45.3	45 40	H109.6 to H110.0	25
		H127.5 to H130.0	10

**BETWEEN O&H JCT. AND EAST DURHAM**

All trains - M.P. D54.5 (O&H Jct.) to M.P. D72.6 ..... 25 MPH  
 M.P. D72.6 to M.P. D86.4 (East Durham) .... 35 MPH

Except:

All loaded ballast trains between O&H Junction,  
 Milepost D54.5 and Butner, North Carolina,  
 Milepost D72.6 must not exceed..... 10 MPH

**BETWEEN O&H JCT. AND HENDERSON**

All trains ..... 25 MPH

Except:

At M.P. I10.5 ..... 10 MPH  
 At M.P. I11.4 ..... 10 MPH

**EXCEPT: ON CURVES**

M.P. Location Between	Speed in MPH Pass. / Frt.	M.P. Location Between	Speed in MPH Pass. / Frt.
I 1.70 to I 2.0	10		

**BETWEEN JEFFERSON ST. (LYNCHBURG) AND  
 DURMID-OLD MAIN LINE**

All trains ..... 10 MPH

**BETWEEN DUNDEE AND RINGGOLD**

All trains ..... 20 MPH

Except:

Between M.P. F0.0 and M.P. F1.0 ..... 10 MPH

**BETWEEN GLENN AND CARRBORO**

All trains ..... 10 MPH

**BETWEEN STOKESLAND (M.P. 5.3DW)  
 AND EDEN (M.P. 25.9L)**

All trains - M.P. 5.3DW to M.P. 19.7DW ..... 30 MPH

M.P. 19.7L to M.P. 25.0L ..... 30 MPH

M.P. 25.0L to M.P. 25.9L ..... 10 MPH

Except:

Over switch at M.P. 19.7L ..... 10 MPH

**EXCEPT: ON CURVES BETWEEN**

M.P. Location Between	Speed in MPH Pass. / Frt.	M.P. Location Between	Speed in MPH Pass. / Frt.
5.3DW to 5.8DW	10	16.0DW to 16.2DW	25
5.8DW to 6.4DW	15	16.2DW to 16.4DW	10
6.4DW to 7.1DW	20	16.4DW to 16.9DW	20
7.1DW to 7.2DW	15	16.9DW to 17.2DW	25
7.2DW to 7.4DW	20	19.7L to 20.0L	15
10.8DW to 11.0DW	25	23.4L to 23.6L	20

**BETWEEN HIGH POINT AND ASHEBORO**

All trains ..... 25 MPH

Except:

M.P. M0.0 to M.P. M3.0 ..... 10 MPH

Limit speed to 10 MPH on Wye track, M.P. M1.5 to M.P. M1.9,  
 South High Point, N.C.

M.P. M27.0 to M.P. M30.7 ..... 10 MPH

**CHARLOTTE NORTH DISTRICT**

**BETWEEN SPENCER YARD (M.P. 325.0)  
 AND GREENVILLE (M.P. 484.4)**

Passenger trains ..... 79 MPH

Rail Highway trains ..... 60 MPH

Freight trains ..... 50 MPH

On inbound or outbound leads Spencer Yard,  
 yard speed not exceeding..... 25 MPH

At Salisbury

On south leg of wye track ..... 10 MPH

On north leg of wye track ..... 15 MPH

(M.P. S0.0 to M.P. S0.5) ..... 35 MPH

M.P. 375.6 to M.P. 376.8 ..... 35 MPH

Over CSXT crossings at Graham, M.P. 377.1,  
 main tracks No. 1 and No. 2 ..... 30 MPH

All trains and engines in either direction on Track  
 No. 1 or Track No. 2 between M.P. 483.6 and  
 M.P. 484.4. The hand throw main track switches  
 within these limits are not electrically locked..... 20 MPH

**EXCEPT: THROUGH TURNOUTS Maximum Speed  
 in MPH**

Location	Mile Post	Pass.	Freight
Duke	327.4	45	40
Salisbury	333.1	45	40
Salisbury	333.7	45	40
Reid	337.3	50	45
North Kannapolis	347.3	50	45
Adams	354.1	45	40
Haydock	360.1	50	45
Junker	372.2	50	45
AT&O (dual-control crossovers)	375.2	15	15
Charlotte Jct.	380.8	45	40
Paw Creek	385.7	50	45
South Fork	390.6	50	45
Ranlo	396.7	45	40
Arlington	402.3	50	45
Sewell	408.6	50	45
Hudson	413.6	45	40
Grover	418.7	50	45
Broad River	427.2	50	45
Cherokee	432.8	45	40
Thicketty	437.5	50	45
Beaumont	451.3	50	45
Hayne Jct. (dual-control crossovers)	453.6	15	15
Frey Creek	459.5	45	40
Lyman	464.8	50	45
Taylor	475.9	50	45
Worley	481.0	45	40

**ON CURVES**

M.P. Location Between	Speed in MPH Pass./ Frt. Rhwy.	M.P. Location Between	Speed in MPH Pass./ Frt. Rhwy.
327.4 to 328.0	45 45	432.0 to 435.0	55 50
328.0 to 330.0	65 50	435.0 to 442.8	60 50
330.0 to 334.5	50 50	442.8 to 443.5	55 50
342.4 to 355.0	65 50	443.5 to 450.5	60 50
355.0 to 360.0	60 50	452.7 to 452.8	35 35
360.0 to 374.8	70 50	452.8 to 455.0	40 35
374.8 to 375.6	60 50	455.0 to 458.0	60 50
375.6 to 376.8	35 35	458.0 to 458.4	55 50
376.8 to 377.3	30 30	458.4 to 463.0	60 50
378.2 to 390.5	60 50	463.0 to 467.2	45 40
390.5 to 391.5	45 45	467.2 to 468.0	50 50
391.5 to 398.4	60 50	468.0 to 470.0	70 50
398.4 to 399.3	55 50	470.5 to 478.2	60 50
399.3 to 405.2	60 50	478.2 to 478.6	55 50
405.2 to 406.1	55 50	478.6 to 480.0	60 50
406.1 to 406.4	50 50	480.0 to 483.0	65 50
406.4 to 419.0	60 50	483.0 to 483.5	45 40
419.0 to 422.1	70 50	483.5 to 484.4	20 20
422.1 to 432.0	60 50		

BETWEEN POMONA AND OLD SALEM YARD—K24.0

All trains	35 MPH
Except: Pomona - over Wye Tracks	10 MPH
Capitol Lead, M.P. K4.2	5 MPH
Lindley Lead, M.P. K4.3	5 MPH
Sequoia Supply, M.P. K4.3	5 MPH
All sidings, and industry tracks unless otherwise provided	10 MPH

EXCEPT: ON CURVES BETWEEN

M.P. Location Between	Speed in MPH Pass. / Frt.	M.P. Location Between	Speed in MPH Pass. / Frt.
K13.7 to K14.2	30		

BETWEEN OLD SALEM YARD (K24.0) AND RURAL HALL (K37.0)

All trains	30 MPH
Except: Winston-Salem - W.S.S.B interlocking limits	15 MPH
All sidings, and industry tracks unless otherwise provided	10 MPH

EXCEPT: ON CURVES

M.P. Location Between	Speed in MPH Pass. / Frt.	M.P. Location Between	Speed in MPH Pass. / Frt.
K24.0 to K26.0	20	K28.0 to K28.2	25
K26.0 to K26.7	25	K31.8 to K32.0	25

BETWEEN WINSTON JCT. AND CHARLOTTE

All trains	35 MPH
Except:	
Through switch Winston Jct.	15 MPH
In all R.J. Reynolds track Davie, N.C. (M.P. L19.0)	10 MPH
Spencer cut-off track (M.P. L38.9 M.P. S11.0)	15 MPH
On Wye tracks Barber	10 MPH
Within interlocking Barber	20 MPH
Over Wye track Mooresville (M.P. L53.1)	10 MPH
On Armitage Shanks Lead Track (M.P. O29.1 - M.P. O30.6)	10 MPH
Between Atando Jct. (M.P. O2.7) and Tryon Street, Charlotte	10 MPH
Between Charlotte, N.C. and Winston Salem, N.C. on "L" line between M.P. L0.0 and M.P. L53.5 and on "O" line between M.P. O4.0 and M.P. O29.5, all unit grain trains and all trains with SD (six-axle) power	25 MPH

EXCEPT: ON CURVES BETWEEN

M.P. Location Between	Speed in MPH Pass. / Frt.	M.P. Location Between	Speed in MPH Pass. / Frt.
L 0.0 to L 1.4	25	L19.6 to L21.7	30
L 1.7 to L 2.7	30	L22.2 to L24.4	30
L13.8 to L15.5	30		

BETWEEN GREENSBORO AND SANFORD

All trains	30 MPH
Between Greensboro and Gulf (M.P. CF120.7)	30 MPH
Between Gulf (M.P. CF120.7) and Sanford (CF130.1)	25 MPH
Except: Between M.P. CF68.3 and M.P. CF69.9	10 MPH
Between M.P. CF69.9 and M.P. CF72.0	25 MPH
Between M.P. CF120.4 and M.P. CF120.7 including through ACWR Junction Switch	10 MPH

EXCEPT: ON CURVES BETWEEN

M.P. Location Between	Speed in MPH Pass. / Frt.	M.P. Location Between	Speed in MPH Pass. / Frt.
CF68.3 to CF68.9	10	CF109.5 to CF109.7	20

BETWEEN YADKIN JCT. AND ALBEMARLE

All trains	25 MPH
Except:	
M.P. N14.8 to M.P. N15.3	10 MPH
M.P. N19.0 to M.P. N24.0	10 MPH
M.P. N28.3 to M.P. N31.7	10 MPH

BETWEEN HALLS FERRY JCT. AND BADIN

All trains	25 MPH
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EXCEPT: ON CURVES BETWEEN

M.P. Location Between	Speed in MPH Pass. / Frt.	M.P. Location Between	Speed in MPH Pass. / Frt.
WF5.6 to WF6.1	10	WF9.1 to WF9.3	10

CHARLOTTE SOUTH DISTRICT  
BETWEEN GREENVILLE (M.P. 484.4)  
AND HOWELL (M.P. 635.21)

Passenger trains	79 MPH
Rail Highway trains	60 MPH
Freight trains	50 MPH
Except:	
Over CSXT crossing at M.P. 585.0	35 MPH
Between M.P. 631.5 and M.P. 633.3	40 MPH
Between M.P. 633.3 and M.P. 634.7	35 MPH
Between M.P. 634.7 and Howell (M.P. 635.21)	15 MPH

EXCEPT: THROUGH TURNOUTS

Location	Mile Post	Maximum Speed in MPH	
		Pass.	Freight

Fallis (crossover)	486.5	45	40
Crosswell	489.2	45	40
Haywood	493.6	45	40
Metler (crossover)	498.5	45	40
Traber	504.1	45	40
Johnson	508.0	45	40
Rowland	511.9	45	40
Keowee	517.0	45	40
Courtenay (crossover)	519.6	45	40
Cheney	525.6	45	40
Jason	530.2	45	40
Hunter	533.8	45	40
Tugalo	542.1	45	40
Park (crossover)	545.1	45	40
Ayersville (crossover)	552.0	45	40
Mt. Airy (crossover)	558.0	45	40
Baldwin	562.0	45	40
Yonah	569.1	45	40
Cagle	574.0	45	40
Red Lane	581.1	45	40
Midland (crossover)	585.0	45	40
Chicopee	588.0	45	40
Grif	592.3	45	40
Allen	594.8	45	40
Walters	599.8	45	40
Shadow Brook	605.2	45	40
Duluth	612.7	45	40
Carolina	615.0	45	40
Norcross	619.0	45	40
Ray (crossover)	621.4	45	40
Goodwin (crossover)	626.3	45	40
Foremost (crossover)	630.9	45	40

ON CURVES BETWEEN

M.P. Location Between	Speed in MPH Pass. / Frt.	M.P. Location Between	Speed in MPH Pass. / Frt.
484.4 to 484.5	20 20	502.0 to 503.2	50 50
484.5 to 486.0	50 50	503.2 to 505.2	60 50
486.0 to 493.4	60 50	505.2 to 505.5	50 50
494.4 to 494.7	65 50	505.5 to 506.5	65 50
496.1 to 496.5	45 45	506.7 to 508.7	50 50
496.5 to 497.0	50 50	509.5 to 516.8	60 50
497.0 to 502.0	60 50	517.2 to 522.0	65 50

**ON CURVES BETWEEN (Cont'd)**

M.P. Location Between	Speed in MPH	Pass. / Frt. Rhwy.	M.P. Location Between	Speed in MPH	Pass. / Frt. Rhwy.
522.0 to 522.6	45	40	571.2 to 573.0	60	50
522.6 to 523.1	55	50	577.4 to 578.6	65	50
523.1 to 527.5	60	50	578.6 to 579.3	60	50
527.5 to 530.5	65	50	581.4 to 584.0	65	50
530.5 to 536.8	60	50	584.0 to 584.2	55	50
536.8 to 541.4	60	50	584.2 to 595.3	60	50
541.4 to 542.0	55	50	595.3 to 595.8	65	50
542.0 to 547.0	60	50	598.6 to 602.1	60	50
549.5 to 552.2	65	50	602.1 to 602.4	55	50
552.2 to 552.6	60	50	602.4 to 604.3	60	50
552.6 to 553.9	55	50	607.9 to 608.1	65	50
553.9 to 556.1	60	50	608.1 to 609.7	60	50
558.3 to 559.0	60	50	612.4 to 613.7	65	50
559.0 to 561.2	55	50	613.7 to 614.1	60	50
561.2 to 562.5	60	50	618.0 to 627.3	60	50
562.5 to 562.7	55	50	627.3 to 630.0	50	50
562.7 to 567.1	60	50	630.0 to 633.3	40	40
567.1 to 571.2	55	50			

**BETWEEN BELTON AND WALHALLA**

All trains

Between M.P. Z0.0 and M.P. Z10.0	10 MPH
Between M.P. Z10.0 and M.P. Z34.5	35 MPH
Except at M.P. Z16.0	25 MPH
M.P. Z24.5	25 MPH
Between M.P. Z34.5 and M.P. Z36.3	10 MPH
Between M.P. Z36.3 and M.P. Z43.0	25 MPH
Between M.P. Z43.0 and M.P. Z44.0	10 MPH

**BETWEEN LULA AND WATKINSVILLE**

All trains

Except between M.P. NE36.5 and M.P. F95.0	10 MPH
	35 MPH

**BETWEEN TOCCOA AND ELBERTON**

All trains

Except between M.P. P35.40 and M.P. P35.50	10 MPH
M.P. P43.50 and M.P. P43.60	10 MPH
M.P. P48.8 and M.P. P49.0	10 MPH

**BETWEEN GREENVILLE AND PIEDMONT**

Except as otherwise restricted, trains and engines will observe yard speed not exceeding 10 MPH on the V-line between C&G Junction (M.P. V143.4) and Dunbar Street (M.P. V142.5). Train and engines will observe yard speed not exceeding 25 MPH between Dunbar Street (M.P. 142.5) and Piedmont (M.P. V132) and will observe yard speed not exceeding 10 MPH on the Donaldson Center Lead.

**NS DISTRICT**

**BETWEEN MACKEYS AND RALEIGH (M.P. NS231.2)**

All Trains

M.P. NS 82.7 to M.P. NS 90.0	25 MPH
M.P. NS 90.0 to M.P. NS125.4	40 MPH
M.P. NS125.4 to M.P. NS126.9	10 MPH
M.P. NS126.9 to M.P. NS132.0	40 MPH
M.P. NS132.0 to M.P. NS158.5	49 MPH
M.P. NS158.5 to M.P. NS176.1	40 MPH
M.P. NS176.1 to M.P. NS181.9	49 MPH
M.P. NS181.9 to M.P. NS185.0	35 MPH
M.P. NS185.0 to M.P. NS202.0	49 MPH
M.P. NS202.0 to M.P. NS230.5	49 MPH

Except:

Over #1, #2, and #3 Storage Tracks, Plymouth, N.C.	10 MPH
In siding Alligoods	10 MPH
Drawbridge over Pamlico River (M.P. NS126.1)	10 MPH
On all yard tracks, Chocowinity, N.C.	10 MPH
In siding at Simpson, N.C., M.P. NS141.1	10 MPH
Over railroad crossing, M.P. NS160.4	25 MPH
M.P. NS182.3 (CSXT Interlocking)	20 MPH

**EXCEPT ON CURVES BETWEEN**

M.P. Location Between	Speed in MPH	Pass./Frt.	M.P. Location Between	Speed in MPH	Pass./Frt.
NS106.1 to NS107.0	30		NS203.0 to NS203.6	40	
NS114.6 to NS115.2	30		NS204.8 to NS205.1	40	
NS117.7 to NS117.8	30		NS209.8 to NS210.7	40	
NS129.8 to NS130.2	10		NS213.8 to NS224.2	40	
NS194.0 to NS194.2	45		NS224.2 to NS228.0	35	

**BETWEEN RALEIGH AND CUMNOCK**

All trains

	25 MPH
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EXCEPT: **THROUGH TURNOUTS** Maximum Speed in MPH

Location	Mile Post	Pass.	Freight
Varina	NS250.7/VF0.0		10

**BETWEEN VARINA AND FAYETTEVILLE**

All trains

	35 MPH
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Except:

M.P. VF13.6 to VF13.9 (over Cade River Bridge)	10 MPH
M.P. VF17.0 to VF17.9	25 MPH
M.P. VF41.8 to VF43.0	10 MPH

**EXCEPT ON CURVES BETWEEN**

M.P. Location Between	Speed in MPH	Pass./Frt.	M.P. Location Between	Speed in MPH	Pass./Frt.
VF 0.0 to VF 0.2	25		VF 14.8 to VF 15.2	25	
VF 0.2 to VF 3.8	30		VF 18.8 to VF 19.6	30	
VF 7.4 to VF 7.7	30		VF 21.1 to VF 25.3	30	
VF 8.9 to VF 13.6	30		VF 30.4 to VF 30.6	30	
VF 13.9 to VF 14.1	25		VF 35.5 to VF 35.7	30	
VF 14.1 to VF 14.8	30		VF 37.7 to VF 38.2	30	

**BETWEEN PHOSPHATE JCT. AND LEE CREEK**

All trains

M.P. WL0.0 to M.P. WL0.5	10 MPH
M.P. WL0.5 to M.P. WL30.5	30 MPH
M.P. WL30.5 to M.P. WL31.5	10 MPH

Except

In Texas Gulf Plant, Lee Creek, N. C.	10 MPH
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**BETWEEN CHOCOWINITY AND NEW BERN**

All trains

M.P. NB0.0 to M.P. NB21.5	35 MPH
M.P. NB21.5 to M.P. NB29.0	30 MPH
M.P. NB29.0 to M.P. 30.7	10 MPH

Except

From Weyco, N.C. (M.P. NB21.5) to Weyerhaeuser yard speed not exceeding 20 MPH and 10 MPH in plant.	
Over Neuse River Bridge (M.P. NB30.0)	10 MPH
On all yard tracks, Chocowinity, N.C.	10 MPH

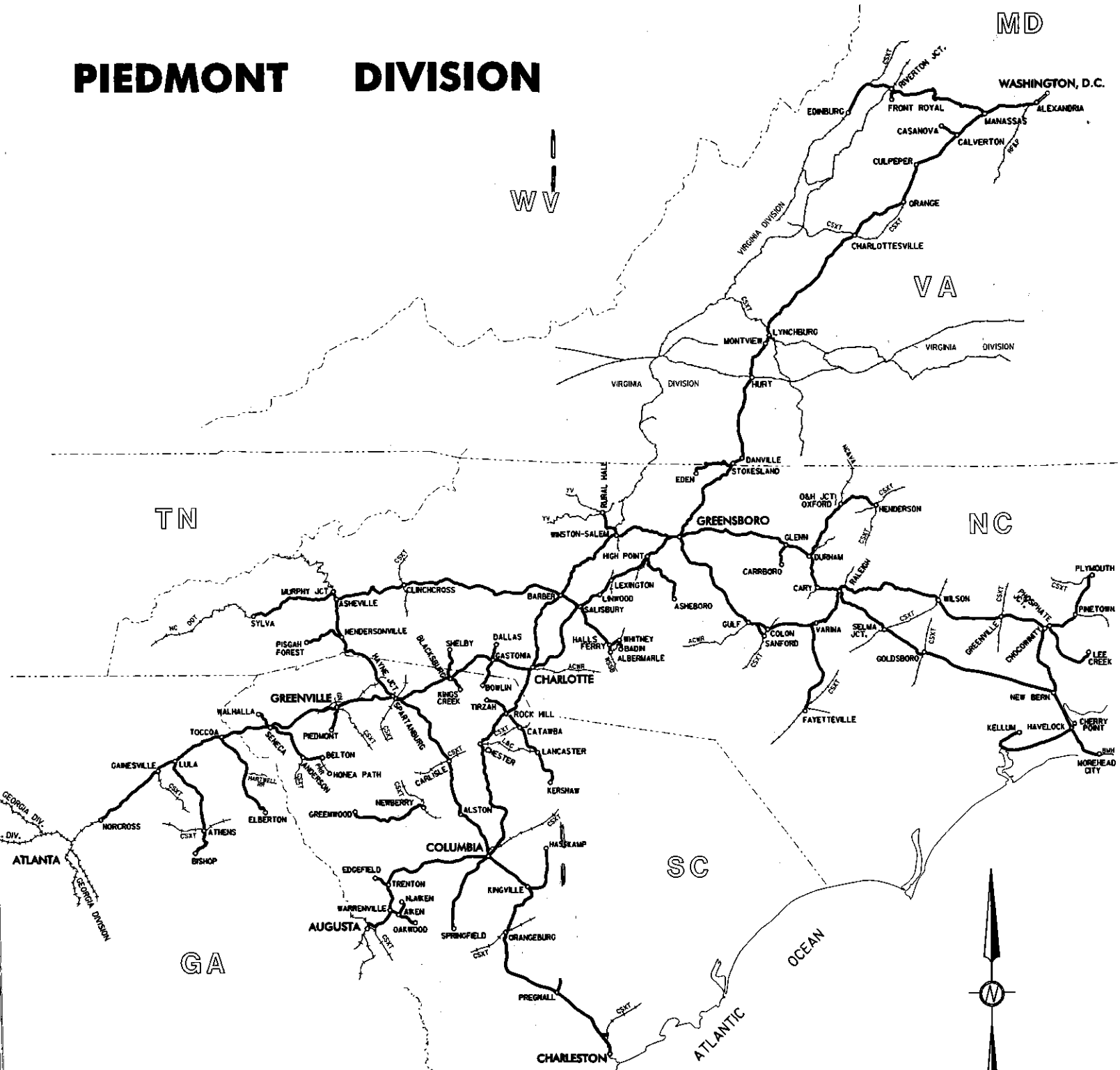
**A&E DISTRICT**

**BETWEEN GOLDSBORO AND MOREHEAD CITY**

All trains

- Goldsboro (M.P. EC0.0) to (M.P. EC29)	25 MPH
M.P. EC29 to M.P. EC37.2	30 MPH
M.P. EC37.2 to M.P. EC57.0	25 MPH
M.P. EC57.0 to M.P. EC59.3	10 MPH
M.P. EC59.3 to M.P. EC94.0	30 MPH

# PIEDMONT DIVISION



Except:

Between M.P. EC0.3 and M.P. EC1.5	10 MPH
On Barrus Track, M.P. EC28.2 from Adams Switch to end Barrus Track	5 MPH
Over Trent River Drawbridge M.P. EC59.3	10 MPH
Between Havelock and Cherry Point	10 MPH
Over Neuse River Bridge	10 MPH
On all yard and siding tracks on A&EC	10 MPH

**BETWEEN HAVELOCK, CAMP LEJEUNE AND KELLUM**

All trains ..... 25 MPH

Except:

On White Oak River Trestle from M.P. CL13.7 to M.P. CL14.0	10 MPH
On inside wye Camp Le Jeune M.P. CL0.0, outside wye Camp Lejeune, M.P. CL2.7, and on wye Marine Jct. M.P. CL8.0	10 MPH

**EXCEPT ON CURVES BETWEEN**

M.P. Location Between	Speed in MPH Pass. / Frt.	M.P. Location Between	Speed in MPH Pass. / Frt.
CK 6.3 to CK 8.1	10		

**COLUMBIA DISTRICT**

**BETWEEN CHARLOTTE JCT. AND COLUMBIA**

All trains ..... 50 MPH

Except:

Over tracks in Arrowood Industrial Area (M.P. R9.5)	10 MPH
Except:	
Over Kemwove track	5 MPH
Over CSXT R.R. crossing (M.P. R43.4)	40 MPH
On any track over CSXT R.R. grade crossing (M.P. SC127.3)	10 MPH
Over Celanese lead and storage tracks (M.P. R21)	10 MPH
Trains or engines operating on tracks other than main track in Rock Hill yard must not exceed	10 MPH
All sidings and industry tracks unless otherwise provided	10 MPH

**EXCEPT ON CURVES BETWEEN**

M.P. Location Between	Speed in MPH Pass. / Frt.	M.P. Location Between	Speed in MPH Pass. / Frt.
R 11.5 to R 11.9	40	R 70.9 to R 71.1	35
R 16.1 to R 16.5	45	R 73.5 to R 74.0	45
R 23.3 to R 24.0	40	R 76.6 to R 76.8	45
R 24.0 to R 26.0	45	R 79.5 to R 80.9	45
R 39.1 to R 39.3	45	R 83.0 to R 83.6	40
R 44.6 to R 45.0	45	R 85.4 to R 85.6	45
R 47.8 to R 48.3	45	R 97.2 to R 98.1	45
R 57.8 to R 58.8	45	R 99.2 to R101.0	45
R 61.9 to R 62.4	45	R106.0 to R107.8	35
R 62.4 to R 62.9	35	R107.8 to R SC128.0	20
R 62.9 to R 64.7	45	R108.9 to R109.8	20
R 66.6 to R 66.8	45	R109.8 to R110.4	40
R 68.6 to R 68.9	40		

**BETWEEN COLUMBIA AND AUGUSTA**

All trains	49 MPH
Except: Between M.P. R189.4 and M.P. R190.2	25 MPH
Between M.P. R190.2 and M.P. R190.5	10 MPH
On any track over CSXT R.R. grade crossing (M.P. SC127.3) do not exceed	10 MPH
All sidings and industry tracks unless otherwise provided	10 MPH

**EXCEPT ON CURVES BETWEEN**

M.P. Location Between	Speed in MPH Pass. / Frt.	M.P. Location Between	Speed in MPH Pass. / Frt.
R 121.6 to R 122.3	45	R 173.2 to R173.8	35
R 129.7 to R 133.7	45	R 173.8 to R179.3	45
R 168.4 to R 168.7	45	SA 64.7 to SA 71.4	45
R 168.7 to R 169.1	35	SA 71.4 to SA 72.0	35
R 169.1 to R 170.3	45	SA 72.0 to SA 73.2	45
R 171.1 to R 173.2	45		

**BETWEEN COLUMBIA AND SPARTANBURG**

All trains ..... 45 MPH

Except:

Through dual control crossovers at Beaumont, do not exceed	25 MPH
Over Broad River Bridge M.P. W115.6	20 MPH
Over Greenville Line Junction switch at Alston (M.P. W135.5), do not exceed	25 MPH
On any track over CSXT R.R. grade crossing (M.P. SC127.3), do not exceed	10 MPH

**EXCEPT ON CURVES BETWEEN**

M.P. Location Between	Speed in MPH Pass. / Frt.	M.P. Location Between	Speed in MPH Pass. / Frt.
W 67.7 to W 68.8	25	W 127.9 to W 128.1	40
W 68.8 to W 70.8	30	W 133.6 to W 134.6	40
W 87.0 to W 87.2	40	W 134.6 to W 135.6	25
W 92.3 to W 92.7	40	W 135.9 to W 136.2	35
W 95.5 to W 95.9	25	W 147.7 to W 148.1	35
W 96.9 to W 97.2	40	W 158.8 to W 160.7	40
W 115.4 to W 116.2	20	W 160.7 to W 161.0	25
W 116.4 to W 123.8	40	W 161.0 to Andrews Yd.	20

**BETWEEN COLUMBIA AND SPRINGFIELD**

All trains ..... 25 MPH

**BETWEEN ALSTON AND BRICKDALE**

All trains ..... 35 MPH

Except at:

M.P. V26.0	10 MPH
Between M.P. V56.3 and M.P. V71.0	30 MPH
All sidings and industry tracks unless otherwise provided	10 MPH

**EXCEPT ON CURVES BETWEEN**

M.P. Location Between	Speed in MPH Pass. / Frt.	M.P. Location Between	Speed in MPH Pass. / Frt.
V25.0 to V25.5	25	V68.0 to V68.2	15
V64.0 to V65.0	25		

**WARRENVILLE AND OAKWOOD**

All trains ..... 25 MPH

**AIKEN AND N. AIKEN (INDUSTRIAL LEAD)**

All trains - Yard speed not exceeding ..... 10 MPH

**BETWEEN EDGEFIELD AND TRENTON (INDUSTRIAL LEAD)**

All trains - Yard speed not exceeding ..... 10 MPH

**ASHEVILLE DISTRICT**

**SALISBURY AND OLD FORT (M.P. S111.1)**

Rail Highway trains ..... 60 MPH

Freight trains ..... 45 MPH

Except:

On South leg of wye	10 MPH
Between M.P. S0.0 and M.P. S0.5	15 MPH

Barber - within interlocking limits	40 MPH
On all Wye tracks	10 MPH
On Spencer cut off track (M.P. L38.9 - M.P. S11.0)	15 MPH
Catawba, N.C. - on Plant Marshall Lead	35 MPH
On Yard Tracks 1 through 6	10 MPH
All other tracks	5 MPH
Bridgewater - on siding	10 MPH

**EXCEPT ON CURVES BETWEEN**

M.P. Location Between	Speed in MPH Pass./ Frt. Rhwy.	M.P. Location Between	Speed in MPH Pass./ Frt. Rhwy.
S 4.3 to S 6.0	50 45	S 64.9 to S 65.2	45 45
S 6.0 to S 7.2	40 40	S 65.2 to S 67.1	50 45
S 7.2 to S 30.2	50 45	S 67.1 to S 67.4	45 45
S 30.2 to S 32.8	45 40	S 67.4 to S 70.0	50 45
S 32.8 to S 33.0	40 35	S 70.0 to S 76.7	45 40
S 33.0 to S 34.8	50 45	S 76.7 to S 78.2	40 40
S 34.8 to S 35.2	45 40	S 78.2 to S 78.4	35 35
S 35.2 to S 37.2	50 45	S 79.4 to S 81.9	40 40
S 37.2 to S 37.6	25 20	S 81.9 to S 88.6	45 40
S 37.6 to S 45.4	50 45	S 88.6 to S 89.8	35 35
S 45.4 to S 46.0	45 45	S 89.8 to S 90.6	25 25
S 46.0 to S 47.2	50 45	S 90.6 to S 92.2	45 40
S 47.2 to S 48.1	15 15	S 92.2 to S 92.8	40 40
S 48.1 to S 50.1	50 45	S 92.8 to S 96.8	45 40
S 50.1 to S 50.3	40 40	S 96.8 to S 97.5	40 40
S 50.3 to S 54.7	50 45	S 97.5 to S103.9	45 40
S 54.7 to S 58.0	45 40	S103.9 to S107.2	50 45
S 58.0 to S 64.9	50 45	S107.2 to S111.1	40 35

BETWEEN OLD FORT (M.P. S111.1) AND RIDGECREST (M.P. S123.1)	
Rail Highway trains	30 MPH
All freight trains	20 MPH
Except - Eastward trains	
between M.P. S123.0 and M.P. S111.3	15 MPH
for train handling on grade	
Light engines or engines with caboose only	25 MPH

**EXCEPT ON CURVES BETWEEN**

M.P. Location Between	Speed in MPH Pass. / Frt.	M.P. Location Between	Speed in MPH Pass. / Frt.
S121.6 to S123.3	25 25		

BETWEEN RIDGECREST (M.P. S123.1) AND ASHEVILLE (M.P. S138.2)	
Rail Highway trains	60 MPH
Freight trains	45 MPH
Except: Ridgcrest - on siding	10 MPH
Grovestone Industry Leead - M.P. S127.9	5 MPH
Asheville on Wye Track	10 MPH

**EXCEPT ON CURVES BETWEEN**

M.P. Location Between	Speed in MPH Pass./ Frt. Rhwy.	M.P. Location Between	Speed in MPH Pass./ Frt. Rhwy.
S 121.6 to S 123.3	25 25	S 136.2 to S 136.9	35 35
S 123.3 to S 128.3	45 45	S 136.9 to S 137.5	30 30
S 128.3 to S 129.3	40 40	S 137.5 to S 138.2	25 25
S 129.3 to S 136.2	40 35		

**ASHEVILLE YARD**

No. 1 and No. 2 main tracks between Asheville (M.P. S138.2) and Murphy Jct. (M.P. S142.3)	20 MPH
All yard tracks Nos. 2 thru 17 (M.P. S141.3)	10 MPH
All industrial tracks in Asheville Terminal	5 MPH

**CRAGGY LINE (INDUSTRIAL LEAD)**

All trains	10 MPH
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**ASHEVILLE (M.P. W0.0) AND HAYNE (M.P. W65.8)**

All trains	50 MPH
Cane Creek Lead (W10.4)	10 MPH
CP&L Lead and Yard	10 MPH

**BETWEEN SALUDA AND MELROSE**

Eastbound:	
Freight trains, with dynamic brakes operative	8 MPH
Except that a minimum of 22 minutes must be used.	
Light engines or engines with caboose only	15 MPH
Except that a minimum of 12 minutes must be used.	
The above speeds apply between STOP Board at crest of mountain Saluda and Melrose.	

Westbound:	
All trains	20 MPH
Except through turnout at:	
Sigsbee (W62.0)	25 MPH

**SALUDA, NC (M.P. W32)**

Westbound trains must not block Moody Crossing unnecessarily.	
Eastbound trains must not block crossing except to balance train and turn up retainers.	
Tryon, N.C. (M.P. W40.3 to M.P. W41.2)	25 MPH

**EXCEPT ON CURVES BETWEEN**

M.P. Location Between	Speed in MPH Pass. / Frt.	M.P. Location Between	Speed in MPH Pass. / Frt.
W 0.0 to W 3.2	25	W 28.7 to W 32.0	25
W 3.2 to W 6.1	35	W 32.0 to W 32.3	15
W 6.1 to W 9.0	40	W 32.3 to W 34.7	
W 9.0 to W 11.5	35	EASTBOUND	8
W 11.5 to W 16.9	40	WESTBOUND	20
W 16.9 to W 21.9	35	W 34.7 to W 35.0	15
W 21.9 to W 22.0	30	W 35.0 to W 40.1	20
W 22.0 to W 24.8	35	W 40.1 to W 41.0	30
W 24.8 to W 25.2	30	W 41.0 to W 43.1	35
W 25.2 to W 25.3	25	W 43.1 to W 62.4	40
W 25.3 to W 28.7	20	W 62.4 to W 65.7	25

BETWEEN MURPHY JUNCTION AND WAYNESVILLE (M.P. T27.1)	
All trains	30 MPH
Except M.P. T15.6	10 MPH

**EXCEPT ON CURVES BETWEEN**

M.P. Location Between	Speed in MPH Pass. / Frt.	M.P. Location Between	Speed in MPH Pass. / Frt.
T 0.0 to T 1.0	15	T 16.1 to T 19.4	25
T 1.0 to T 1.4	25	T 22.3 to T 23.5	25
T 3.8 to T 5.1	25	T 23.5 to T 24.5	15
T 8.0 to T 8.2	25	T 24.5 to T 25.7	20
T 15.2 to T 16.1	20	T 25.7 to T 27.0	25

BETWEEN WAYNESVILLE (M.P. T27.1) AND DILLSBORO (M.P. T48.0)	
All trains	25 MPH



EXCEPT ON CURVES BETWEEN

M.P. Location Between	Speed in MPH Pass. / Frt.	M.P. Location Between	Speed in MPH Pass. / Frt.
T 28.0 to T 30.5	15	T 38.0 to T 40.3	15
T 30.5 to T 34.6	20	T 40.3 to T 41.2	10
T 34.6 to T 37.4	15	T 41.2 to T 47.0	15
T 37.4 to T 38.0	10		

BETWEEN HENDERSONVILLE AND BREVARD

All trains:

M.P. TR 0.0 - TR 2.0	15 MPH
M.P. TR 2.0 - TR 19.0	30 MPH
M.P. TR 19.0 - TR 19.8	10 MPH

EXCEPT ON CURVES BETWEEN

M.P. Location Between	Speed in MPH Pass. / Frt.	M.P. Location Between	Speed in MPH Pass. / Frt.
TR 3.2 to TR 3.6	25	TR 13.4 to TR 13.5	25
TR 7.3 to TR 7.4	25	TR 16.2 to TR 16.3	25
TR 8.2 to TR 8.5	25	TR 17.2 to TR 17.3	25
TR 9.3 to TR 9.9	25	TR 18.1 to TR 18.3	25
TR 11.2 to TR 11.4	25	TR 18.9 to TR 19.0	25

NEWTON, NC

Between M.P. HG80.1 and M.P. HG77.0 (Industrial Lead) ... 10 MPH

CHARLESTON DISTRICT

BETWEEN CHARLESTON AND COLUMBIA

Seven Mile Yard and Andrews Yard	49 MPH
Except: Within CSXT interlocking limits at Seven Mile	20 MPH
M.P. SC0.0 and SC2.2	10 MPH
M.P. SC2.2 and SC7.0	20 MPH
All industry and yard tracks between Charleston and Columbia, S.C.	10 MPH
Except:	
Mobil Chemical at Charleston, S.C.	5 MPH
Wellington Industry at Summerville, S.C.	5 MPH
Aluminum Plant at Summerville, S.C.	5 MPH
Airco Industry at Ridgeville, S.C.	Yard Speed
All sidings and industry tracks unless otherwise provided	10 MPH

EXCEPT ON CURVES BETWEEN

M.P. Location Between	Speed in MPH Pass. / Frt.	M.P. Location Between	Speed in MPH Pass. / Frt.
SC62.4 to SC62.7	40		

READS BRANCH

All trains ... 10 MPH

HASSKAMP AND KINGVILLE

All trains	
M.P. SB0.0 to M.P. SB4.5	35 MPH
M.P. SB11.8 to M.P. SB22.0	10 MPH
Except:	
At M.P. SB4.6 on Eastover Lead	
Yard Speed not exceeding	20 MPH
(Except 10 MPH on all curves)	

All sidings and industry tracks unless otherwise provided ... 10 MPH

BETWEEN KERSHAW AND SHELBY

All trains ... 25 MPH

Except:

Between M.P. SB160.0 and M.P. SB158.2 (Washburn Lead)	10 MPH
Between M.P. SB151.30 and M.P. SB151.20	10 MPH
Over Buffalo River Bridge (M.P. SB142.6)	10 MPH
Between M.P. SB140.5 and M.P. SB140.0	10 MPH

Between M.P. SB136.6 and M.P. SB136.0	10 MPH
Between M.P. SB110.8 and M.P. SB106.0	10 MPH
Between M.P. SB99.90 and M.P. SB99.80	10 MPH
Between M.P. SB99.80 and M.P. SB91.30	35 MPH
Industry Track - Track No. 8 at M.P. SB90.1 inside Bowater Co. Plant	5 MPH
Over Catawba River Bridge (M.P. SB89.7)	15 MPH

EXCEPT: ON CURVES BETWEEN

M.P. Location Between	Speed in MPH Pass. / Frt.	M.P. Location Between	Speed in MPH Pass. / Frt.
SB151.0 to SB150.8	10	SB133.6 to SB133.4	10
SB140.5 to SB140.0	10		

MARION

All trains (SB205 - SB208.5) ... 10 MPH

9-c. SPEED RESTRICTIONS OVER CROSSINGS

The following speed restrictions for all trains are in effect because the road crossing starts for the signal protection are not spaced the appropriate distance. Maximum allowable speed can be resumed after the engines occupy the restricted crossing.

All public road crossings must not be intentionally blocked longer than 10 minutes.

BETWEEN ALEXANDRIA AND SALISBURY

Manassas (M.P. 31.0 to M.P. 33.0) (Note 1)	25 MPH
Manassas (M.P. 33.5) (Note 1)	35 MPH
Manassas (M.P. 34.6) (Note 1)	45 MPH
Culpeper (M.P. 67.0 to M.P. 67.6)	35 MPH
Orange (M.P. 84.6 to M.P. 85.9)	25 MPH
Charlottesville (M.P. 111.5 to M.P. 113.3)	25 MPH
Lynchburg (M.P. 173.8)	45 MPH
Danville* (M.P. 235.1 to M.P. 241.1) (Note 2)	35 MPH
Reidsville (M.P. 259.6 to M.P. 261.6) (Note 3)	35 MPH
M.P. 261.6 to M.P. 261.8	45 MPH
Greensboro (Note 4)	
High Point (M.P. 297.9 to M.P. 300.8)	40 MPH
Thomasville (M.P. 304.5 to M.P. 307.0)	35 MPH
Lexington (M.P. 316.2 to M.P. 318.0)	45 MPH
Linwood	*

BETWEEN MANASSAS AND EDINBURG

Manassas (M.P. B0.0 to M.P. B2.5)	25 MPH
Toms Brook (M.P. B67.0 to M.P. B68.0)	25 MPH

BETWEEN MACKEYS AND CUMNOCK (Note 5)

Plymouth	*
Washington (M.P. NS125.6)	10 MPH
Chocowinity	*
Greenville (M.P. NS144.9 to M.P. NS149.2) (Note 6)	35 MPH
Wilson (M.P. NS181.6)	10 MPH
Farmville	*
Zebulon (M.P. NS208.0 to M.P. NS209.2)	25 MPH
Wendell (M.P. NS213.0 to M.P. NS214.1)	25 MPH
Knightdale (M.P. NS220.0 to M.P. NS221.3)	35 MPH

BETWEEN NEW BERN AND CHOCOWINITY

M.P. NB21.5 Weyco Lead (Note 8) ... 10 MPH

BETWEEN O&H JCT. AND EAST DURHAM

Oxford (M.P. D55.1 to M.P. D55.3) ... 10 MPH

BETWEEN HENDERSON AND O&H JCT.

Henderson (M.P. I12.0 to M.P. I14.0) (Note 9) ... 10 MPH

BETWEEN GREENSBORO AND SANFORD

Siler City (M.P. CF103.5 to M.P. CF106.0)	20 MPH
Sanford (M.P. CF129.5 to M.P. CF130.0)	35 MPH

BETWEEN WINSTON JCT. AND CHARLOTTE

Moorestville (M.P. 028 and M.P. 029.1).....25 MPH

BETWEEN GREENSBORO AND GOLDSBORO

Gibsonville (M.P. H14.4 to M.P. H14.8).....35 MPH  
 Elon College (M.P. H16.3 to M.P. H17.3).....35 MPH  
 Burlington-Graham (M.P. H20.6 to M.P. H23.6).....35 MPH  
 Mebane\* (M.P. H31.4 to M.P. H31.7).....25 MPH  
 Buckhorn Road (M.P. H34.1) Rail-Highway and  
 Passenger only.....59 MPH  
 Cary (M.P. H72.4 to M.P. H73.5).....35 MPH  
 Raleigh (M.P. H76.5 to M.P. H78.4).....45 MPH  
 Princeton (M.P. H117.4 to M.P. H117.7).....20 MPH  
 Goldsboro\* (M.P. H127.9 to M.P. H130.0).....35 MPH

BETWEEN GOLDSBORO AND MOREHEAD CITY

Goldsboro\* (M.P. EC0.0 to M.P. EC1.5).....10 MPH  
 LaGrange (M.P. EC13.8).....25 MPH  
 Kinston (M.P. EC25.7 to M.P. EC26.6).....10 MPH  
 New Bern (M.P. EC58.2 to M.P. EC59.2) (Note 10).....10 MPH  
 Newport (M.P. EC83.0 to M.P. EC85.0).....25 MPH  
 Morehead City (M.P. EC91.3 to M.P. EC92.4) (Note 11).....20 MPH  
 Morehead City (M.P. EC92.4 to M.P. EC94.1) (Note 11).....15 MPH

BETWEEN HIGH POINT AND ASHEBORO

High Point (M.P. M0.0 to M.P. M3.0).....10 MPH

BETWEEN SALISBURY AND ATLANTA

Albemarle (M.P. N29.3).....10 MPH  
 Anderson (M.P. Z9.5 to M.P. Z11.0) (Note 12).....5 MPH  
 Bath (Note 13).....5 MPH  
 Belton (Note 14).....5 MPH  
 Blacksburg (Shelby St., M.P. 424.0).....50 MPH  
 China Grove (M.P. 342.7 to M.P. 343.6).....50 MPH  
 Commerce, GA (M.P. NE20.0 to NE21.6).....10 MPH  
 Easley (M.P. 495.5 to M.P. 496.5).....45 MPH  
 Gainesville (M.P. 584.1 to M.P. 585.5).....35 MPH  
 Greenville (M.P. V141.7 to M.P. V142.9 and at  
 White Horse Rd., M.P. V138.9) (Note 15).....10 MPH  
 Kings Mountain (M.P. 410.5 to M.P. 411.2).....50 MPH  
 Landis (M.P. 345.5 to M.P. 346.1).....50 MPH  
 Spartanburg (M.P. 451.2 to M.P. 453.3).....50 MPH  
 Toccoa (M.P. 547.1 Sage St.).....50 MPH

BETWEEN CHARLOTTE AND AUGUSTA

Aiken (M.P. AB21.5 to M.P. AB24.0).....15 MPH  
 Aiken, SC (M.P. SA56.5 to M.P. SA58.3).....15 MPH  
 Chester (M.P. R43.0 to M.P. R44.8).....40 MPH  
 Columbia  
 (M.P. R105.6).....45 MPH  
 (M.P. R106.0 to M.P. R107.9).....35 MPH  
 (M.P. R108.2 to M.P. R109.1;  
 M.P. W159.5 to M.P. W161.2).....20 MPH  
 (Lincoln St. Crossing, M.P. R108.5).....15 MPH  
 Whaley St.....20 MPH  
 Kershaw, SC (M.P. SB59.0 to M.P. SB60.0).....15 MPH  
 Rock Hill, SC (M.P. SB98.4 to M.P. SB100.8).....25 MPH  
 Winnsboro (M.P. R70.5 to M.P. R72.1).....30 MPH

BETWEEN COLUMBIA AND CHARLESTON

Orangeburg, SC (M.P. SC79.3 to M.P. SC79.8).....15 MPH  
 Ridgeville, SC (M.P. SC31.3 to M.P. SC31.4).....35 MPH  
 (between 6:00 AM - 8:30 AM)

BETWEEN ASHEVILLE AND SPARTANBURG

Hendersonville, NC (M.P. W19.6 to M.P. W20.2).....35 MPH  
 Tryon, NC (M.P. W40.3 to M.P. W41.2).....25 MPH

BETWEEN DILLSBORO AND SALISBURY

Canton (Note 16)

Hazelwood, NC (M.P. T28.0 to M.P. T29.6).....35 MPH  
 Hickory, NC (M.P. S55.0 to M.P. S60.0).....35 MPH  
 Marion, NC (M.P. S98.3 to M.P. S99.4).....35 MPH  
 Statesville, NC (M.P. S23.6 to M.P. S26.0).....35 MPH

BETWEEN SPARTANBURG AND COLUMBIA

Columbia (M.P. W159.5 to M.P. W161.2).....20 MPH

NOTE 1: Crossings must not be blocked longer than 5 minutes.

NOTE 2: Golf Club Road, M.P. 241.0 (Stokesland) must not be blocked by standing trains.

NOTE 3: All trains stopping to meet or be passed between Sadler and Edna will arrange to stop train between the private crossing at Mile Post 257.2 and Carter Street crossing at Reidsville, Mile Post 259.6.

NOTE 4: Rucker Street (M.P. 288.0); Rail Street (M.P. 288.3); and Boston Road (M.P. 288.5) must not be blocked by standing trains.

NOTE 5: Approach all crossings protected by signals between Mile Post NS83 and Mile Post NS90 prepared to stop and proceed over crossing when signals are seen to be working or flag protection provided account rust on rail.

NOTE 6: All trains and engines will provide flag protection over 9th, 10th and 14th Streets.

NOTE 7: Until engine occupies Highway 102 crossing.

NOTE 8: The crossing signals at Hwy. 17 on the Weyco track are programmed for speed of 10 MPH. Trains must approach this crossing not more than 10 MPH. If amber indicator light on signal case is not working, Hwy. 17 crossing must be flagged.

NOTE 9: All engine and train movements over Raleigh road (U.S. Hwy. 1), Roanoke Ave., Garnett St., Dorsey Ave., and Young St. must be protected by flag before movement enters crossing. Do not exceed 10 MPH at M.P. I10.5 and M.P. I11.4.

NOTE 10: All trains and engines will provide flag protection over street crossings between M.P. EC58.6 and M.P. EC59.2, unless protected by automatic signals known to be working. Train whistle is not be sounded within these limits except in emergency.

NOTE 11: Fourth Street intersection, M.P. EC94.1, must not be blocked by standing train in excess of ten (10) minutes.

From 7:00 AM through 6:00 PM, a standing train must not block the intersection of 7th, 8th, 9th, 10th and 11th Streets for more than ten (10) minutes.

Whistle must not be sounded while operating within the corporate limits of Town, M.P. EC91.3 to M.P. EC94.2, except whistle may be sounded approaching and crossing over 24th Street and westbound trains and engines may sound whistle while approaching and crossing over 4th Street, M.P. EC94.1.

NOTE 12: Anderson - Movements preceded by Flagman over Tower Street, M.P. Z10.3.

NOTE 13: Bath - Flagman must precede movement over Highway 421 on Dixie Clay Co. lead track at Bath, M.P. SA68.1.

NOTE 14: Belton - Trains will flag Anderson, Breazeale, Blue Ridge, and South Main Streets.

NOTE 15: Greenville - All movements will be protected by flagman at Rhett St. All movement on Ulmer Lumber Co. track at Washington Ave. will be preceded by flagman.

NOTE 16: Flagman must precede move over Main Street T16.7.

NOTE 17: Flagman must precede move over Highway 176 on Buc Lead at Union, S.C.

NOTE 18: All northbound trains stopping to meet or be passed at Walters (M.P. 600) will stop short of intermediate signals 602.6 & 602.8 to prevent blocking crossings in Buford, Ga.

**OTHER RESTRICTIONS OVER HIGHWAY & STREET GRADE CROSSINGS**  
All trains and engines must flag over the following crossings:

Canton.....Main Street  
Sylva.....Allen St., M.P. T46.2  
Crossings must not be blocked more than five (5) minutes:  
Shelby.....Graham, Warren & Marion Streets  
Crossing must not be blocked more than ten (10) minutes:  
Blacksburg.....All Crossings

**ENKA, NC**

State Road #3448 (M.P. T7.5) and Vulcan Materials Road (M.P. T7.1) must not be blocked, except when picking up.

**GROVESTONE, NC**

Train must not block Ingles crossing for more than ten (10) minutes.

**HENDERSONVILLE, NC**

Limit speed to 5 MPH over road crossings between M.P. TR0.5 and TR1.0. These crossings must be flagged at night.

**SENECA, SC**

Walnut Street Crossing, M.P. 522.6, must **NOT** be blocked by standing trains.

**9-d. CHECKING LOCOMOTIVE SPEED INDICATOR**

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

**DANVILLE DISTRICT**

M.P. 170	to M.P.	171
M.P. 181	to M.P.	182
M.P. 184	to M.P.	185
M.P. 229	to M.P.	230
M.P. 243	to M.P.	244
M.P. 253	to M.P.	254
M.P. 267	to M.P.	268
M.P. 292	to M.P.	293
M.P. 315	to M.P.	316
M.P. 326	to M.P.	327
M.P. H5	to M.P.	H6
M.P. H25	to M.P.	H26
M.P. H61	to M.P.	H62
M.P. H71	to M.P.	H70
M.P. H88	to M.P.	H89
M.P. H107	to M.P.	H108
M.P. H120	to M.P.	H121
M.P. H124	to M.P.	H123
M.P. M5	to M.P.	M6
M.P. 7DW	to M.P.	8DW
M.P. 11DW	to M.P.	12DW

**WASHINGTON DISTRICT**

M.P. 25	to M.P.	26
M.P. 159	to M.P.	158
M.P. B12	to M.P.	B13
M.P. B57	to M.P.	B58
M.P. B70	to M.P.	B71

**RICHMOND DISTRICT**

M.P. D59	to M.P.	D60
M.P. D78	to M.P.	D77

**RALEIGH DISTRICT**

M.P. NS247	to M.P.	NS248
M.P. NS237	to M.P.	NS238

**RALEIGH DISTRICT (Cont'd)**

M.P. NS252	to M.P.	NS253
M.P. VF1	to M.P.	VF2
M.P. VF39	to M.P.	VF40

**ALBEMARLE DISTRICT**

M.P. NS223	to M.P.	NS224
M.P. NS177	to M.P.	NS178
M.P. NS187	to M.P.	NS188
M.P. NS135	to M.P.	NS136
M.P. NS118	to M.P.	NS119
M.P. NB3	to M.P.	NB4
M.P. NB25	to M.P.	NB26
M.P. WL3	to M.P.	WL4

**A&EC**

M.P. EC8	to M.P.	EC9
M.P. EC55	to M.P.	EC54
M.P. EC63	to M.P.	EC64
M.P. EC73	to M.P.	EC74
M.P. EC79	to M.P.	EC80
M.P. EC88	to M.P.	EC87
M.P. CL4	to M.P.	CL5
M.P. CL24	to M.P.	CL25

**WINSTON-SALEM DISTRICT**

M.P. K2.0	to M.P.	K3.0
M.P. K25.0	to M.P.	K26.0
M.P. K29.0	to M.P.	K30.0
M.P. K31.0	to M.P.	K32.0
M.P. CF71.0	to M.P.	CF72.0
M.P. CF74.0	to M.P.	CF75.0
M.P. CF118	to M.P.	CF119
M.P. CF125	to M.P.	CF126
M.P. L1.0	to M.P.	L2.0
M.P. L5.0	to M.P.	L6.0
M.P. O7.0	to M.P.	O8.0
M.P. O4.0	to M.P.	O5.0

**9-d. CHECKING LOCOMOTIVE SPEED INDICATOR (Cont'd)**

**SOUTHWARD**

**NORTHWARD**

**BETWEEN SALISBURY AND GREENVILLE**

M.P. 339	to M.P. 340	M.P. 478	to M.P. 477
M.P. 350	to M.P. 351	M.P. 469	to M.P. 468
M.P. 462	to M.P. 463	M.P. 447	to M.P. 446
		M.P. 371	to M.P. 370

**BETWEEN GREENVILLE AND ATLANTA**

M.P. 488	to M.P. 489	M.P. 631	to M.P. 630
M.P. 500	to M.P. 501	M.P. 627	to M.P. 626
M.P. 513	to M.P. 514	M.P. 611	to M.P. 610
M.P. 561	to M.P. 562	M.P. 588	to M.P. 587
M.P. 616	to M.P. 617	M.P. 582	to M.P. 581
		M.P. 527	to M.P. 526

**BETWEEN CHARLOTTE JUNCTION AND COLUMBIA**

M.P. R6	to M.P. R7	M.P. R99	to M.P. R98
M.P. R27	to M.P. R28		
M.P. R97	to M.P. R98		

**BETWEEN COLUMBIA AND AUGUSTA**

M.P. R118	to M.P. R119	M.P. SA68	to M.P. SA67
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**BETWEEN YADKIN JUNCTION AND ALBEMARLE**

M.P. N3	to M.P. N4	M.P. N27	to M.P. N26
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**BETWEEN TOCCOA AND ELBERTON**

M.P. P5	to M.P. P6		
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**EASTWARD**

**WESTWARD**

**BETWEEN COLUMBIA AND SPARTANBURG**

M.P. W73	to M.P. W74		
M.P. W75	to M.P. W76	M.P. W146	to M.P. W145
M.P. W81	to M.P. W82	M.P. W152	to M.P. 151

**BETWEEN BELTON AND WALHALLA**

M.P. Z29	to M.P. Z28	M.P. Z7	to M.P. Z8
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**BETWEEN ASHEVILLE AND SALISBURY**

Low Speeds -	M.P. S1.0	to M.P. S2.0	Westbound
	M.P. S39.0	to M.P. S40.0	Westbound
	M.P. S55.0	to M.P. S56.0	Westbound
	M.P. S111.0	to M.P. S112.0	Westbound
	M.P. S139.0	to M.P. S138.0	Eastbound
	M.P. S99.0	to M.P. S98.0	Eastbound
	M.P. S75.0	to M.P. S74.0	Eastbound
	M.P. S53.0	to M.P. S52.0	Eastbound
High Speeds -	M.P. S8.0	to M.P. S9.0	Westbound
	M.P. S44.0	to M.P. S45.0	Westbound
	M.P. S56.0	to M.P. S57.0	Westbound
	M.P. S102.0	to M.P. S103.0	Westbound
	M.P. S135.0	to M.P. S134.0	Eastbound
	M.P. S77.0	to M.P. S76.0	Eastbound
	M.P. S51.0	to M.P. S50.0	Eastbound

**BETWEEN BILTMORE AND HAYNE**

Low Speed	M.P. W2.0	to M.P. W3.0	Eastbound
High Speed	M.P. W7.0	to M.P. W8.0	Eastbound
Low Speed	M.P. W64.0	to M.P. W63.0	Westbound
High Speed	M.P. W61.0	to M.P. W60.0	Westbound

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

BETWEEN HENDERSONVILLE AND BREVARD			
Low Speed	M.P. TR2.0	to M.P. TR3.0	
High Speed	M.P. TR4.0	to M.P. TR5.0	

BETWEEN ASHEVILLE AND DILLSBORO			
Low Speed	M.P. T1.0	to M.P. T2.0	Westbound
High Speed	M.P. T10.0	to M.P. T11.0	Westbound
Low Speed	M.P. T28.0	to M.P. T29.0	Westbound
High Speed	M.P. T31.0	to M.P. T32.0	Westbound
Low Speed	M.P. T46.0	to M.P. T45.0	Eastbound
High Speed	M.P. T34.0	to M.P. T33.0	Eastbound

BETWEEN CHARLESTON AND COLUMBIA			
Low Speed	M.P. SC10.0	to M.P. SC11.0	Westbound
High Speed	M.P. SC14.0	to M.P. SC15.0	Westbound
Low Speed	M.P. SC122.0	to M.P. SC121.0	Eastbound
High Speed	M.P. SC94.0	to M.P. SC93.0	Eastbound

BETWEEN KINGVILLE AND HASSKAMP	
M.P. SB2	to M.P. SB3

BETWEEN KERSHAW AND TIRZAH	
M.P. SB61	to M.P. SB62
M.P. SB66	to M.P. SB67
M.P. SB94	to M.P. SB95
M.P. SB96	to M.P. SB97
M.P. SB102	to M.P. SB103

BETWEEN KINGS CREEK AND SHELBY	
M.P. SB137	to M.P. SB138
M.P. SB144	to M.P. SB145
M.P. SB149	to M.P. SB150

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

TABLE FOR DETERMINING TRAIN SPEEDS

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

10a. DIESEL UNIT RATING IN TONS

			B30-7A	
		**C36-7	B36-7	
		C39-8	D8-32B	
		D8-40C	GP40X	
		D9-40C	GP49	B23-7
		**SD50	GP50	GP38
		SD60	GP59	GP40
		SD70	GP60	U23B
		C30-7		
		SD40		
BETWEEN AND				
South or Westward				
Pot Yard—Monroe	3500	2550	2150	1600
Monroe—Montview	6500	4700	3950	2950
Montview—Dundee	4600	3350	2800	2100
Dundee—Pomona	4050	2950	2450	1850
Pomona—Linwood	5950	4300	3600	2700
Linwood—Charlotte	5700	4150	3450	2600
Charlotte—Greenville	4700	3450	2850	2150
Greenville—Cornelia	4300	3100	2600	1950
Cornelia—Inman Yard	6600	4800	4000	3000
O&H Jct.—East Durham	3300	2400	2000	1500
Henderson—Oxford	*	*	1250	950
Morehead City—New Bern	11000	8000	6650	5000
New Bern—Goldsboro	9900	7200	6000	4500
Havelock—Camp Lejeune	8800	6400	5350	4000
Goldsboro—Selma	7350	5350	4450	3350
Selma—Raleigh	5950	4300	3600	2700
Raleigh—Pomona	4500	3250	2750	2050
Manassas—Markham	3850	2800	2350	1750
Markham—Strasburg	3400	2450	2050	1550
Strasburg—Edinburg	3500	2550	2150	1600
Asheboro—High Point	*	*	2000	1500
Stokesland—Leaksville Jct.	*	*	1850	1400
Leaksville—Eden	*	*	1250	950
Mackeys—Chocowinity	10200	7400	6200	4650
Chocowinity—Wilson	10200	7400	6200	4650
Wilson—Neverson	7700	5600	4650	3500
Neverson—Raleigh	4300	3100	2600	1950
Lee Creek—Chocowinity	9350	6800	5650	4250
Chocowinity—New Bern	7600	5500	4600	3450
Pomona—Friendship	7800	5650	4750	3550
Friendship—Winston-Salem	4500	3250	2750	2050
Winston-Salem—Rural Hall	3950	2850	2400	1800
Sanford—Liberty	3400	2450	2100	1550
Liberty—Greensboro	3300	2400	2000	1500
Winston-Salem—Mocksville	3500	2550	2150	1600
Mocksville—Barber	4600	3350	2800	2100
Barber—Mooreville	4950	3000	3000	2250
Mooreville—Charlotte	8550	6250	5250	3900
Raleigh—Varina	4250	3100	2600	1950
Varina—Brickhaven	5600	4050	3400	2550
Brickhaven—Cummock	4700	3450	2850	2150
Varina—Lillington	5050	3650	3100	2300
Lillington—Fayetteville	13100	9500	7950	5950
Charlotte—Columbia	6700	4850	4050	3050
Columbia—Augusta	5250	3850	3200	2400
Piedmont—Greenville	5150	3750	3150	2350
Columbia—Greenwood	5400	3900	3250	2450
Columbia—Springfield	4300	3100	2600	1950
Belton—Walhalla	*	*	2000	1500
Yadkin Jct.—Albemarle	*	*	2000	1500
Halls Ferry—Badin	*	*	1600	1200
Edgefield—Trenton	3050	2250	1850	1400
Lula—Athens	*	*	3200	2400

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

		B30-7A			
		B36-7			
		D8-32B			
		GP40X			
		GP49			
		GP50			
		GP59			
		GP60			
		B23-7			
		GP38			
		GP40			
		U23B			
BETWEEN	AND	SD70	SD40	GP60	U23B
<b>South or Westward (Cont'd)</b>					
Athens—Watkinsville . . . . .	*	*	3200	2400	
Toccoa—Elberton . . . . .	3500	2550	2150	1600	
Gebo—Clover . . . . .	*	*	1800	1350	
Asheville—Coburn . . . . .	3050	2250	1850	1400	
Coburn—Canton . . . . .	2100	1500	1250	950	
Canton—Balsam . . . . .	*	*	1000	750	
Balsam—Dillsboro . . . . .	*	*	2750	2050	
Linwood—Barber . . . . .	5700	4150	3450	2600	
Barber—Statesville . . . . .	5500	4000	3350	2500	
Statesville—Morganton . . . . .	4400	3200	2700	2000	
Morganton—Marion . . . . .	3500	2550	2150	1600	
Marion—Old Fort . . . . .	4500	3250	2750	2050	
Old Fort—Asheville . . . . .	1800	1300	1100	825	
Charleston—Branchville . . . . .	10200	7450	6200	4650	
Branchville—Kingville . . . . .	8800	6400	5350	4000	
Kingville—Columbia . . . . .	12100	8800	7350	5500	
Columbia—Hayne . . . . .	5600	4050	3400	2550	
Hayne—Melrose . . . . .	2900	2100	1750	1325	
Melrose—Saluda . . . . .	860	620	520	390	
Saluda—Asheville . . . . .	3200	2300	1950	1450	
Oakwood—Aiken . . . . .	11200	8150	6800	5100	
Hendersonville—Brevard . . . . .	2400	1750	1500	1100	
Rock Hill—Catawba Jct. . . . .	4050	2950	2500	1850	
Shelby—Kershaw . . . . .	2650	1900	1600	1200	
Hasskamp—Kingville . . . . .	12100	8800	7350	5500	
<b>North or Eastward</b>					
Inman—Chamblee . . . . .	4700	3450	2850	2150	
Chamblee—Greenville . . . . .	4950	3600	3000	2250	
Greenville—Spartanburg . . . . .	5250	3850	3200	2400	
Spartanburg—Charlotte . . . . .	4850	3500	2950	2200	
Charlotte—Linwood . . . . .	5700	4150	3450	2600	
Linwood—Pomona . . . . .	5700	4150	3450	2600	
Pomona—Monroe . . . . .	5050	3650	3050	2300	
Monroe—Charlottesville . . . . .	3950	2850	2400	1800	
Charlottesville—Manassas . . . . .	5050	3650	3100	2300	
Manassas—Pot Yard . . . . .	4400	3200	2650	2000	
Pomona—Durham . . . . .	4950	3600	3000	2250	
Durham—Raleigh . . . . .	4700	3450	2850	2150	
Raleigh—Selma . . . . .	5050	3650	3100	2300	
Selma—Goldsboro . . . . .	6600	4800	4000	3000	
Goldsboro—Morehead City . . . . .	11000	8000	6650	5000	
Camp Lejeune—Havelock . . . . .	8800	6400	5350	4000	
E. Durham—Lyons (M.P. D70.0) . . . . .	4400	3200	2650	2000	
Lyons (M.P. D70.0)—O&H Jct. . . . .	*	*	2000	1500	
Oxford—Henderson . . . . .	*	*	950	700	
Edinburg—Strasburg . . . . .	4050	2950	2450	1850	
Strasburg—Manassas . . . . .	3150	2250	1900	1425	
High Point—Asheboro . . . . .	*	*	2000	1500	
Winston-Salem—Friendship . . . . .	4700	3450	2850	2150	
Friendship—Pomona . . . . .	7050	5100	4250	3200	
Rural Hall—Winston-Salem . . . . .	3500	2550	2150	1600	
Greensboro—Sanford . . . . .	5500	4000	3350	2500	
Charlotte—Barber . . . . .	4150	3050	2550	1900	

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

		B30-7A			
		B36-7			
		D8-32B			
		GP40X			
		GP49			
		GP50			
		GP59			
		GP60			
		B23-7			
		GP38			
		GP40			
		U23B			
BETWEEN	AND	SD70	SD40	GP60	U23B
<b>North or Eastward (Cont'd)</b>					
Barber—Mocksville . . . . .		5150	3750	3150	2350
Mocksville—Winston-Salem . . . . .		3950	2850	2400	1800
Cummock—Colon . . . . .		3850	2800	2350	1750
Colon—Duncan . . . . .		4500	3250	2750	2050
Duncan—Varina . . . . .		7050	5100	4250	3200
Varina—Raleigh . . . . .		5400	3900	3250	2450
Fayetteville—Senter . . . . .		9250	6700	5600	4200
Senter—Lillington . . . . .		8550	6250	5200	3900
Lillington—Kipling . . . . .		2950	2150	1800	1350
Kipling—Varina . . . . .		3750	2700	2250	1700
Leaksville Jct.—Stokesland . . . . .		*	*	1550	1150
Eden—Leaksville Jct. . . . .		*	*	2000	1500
Chocowinity—Mackeys . . . . .		10200	7450	6200	4650
Raleigh—Eagle Rock . . . . .		4050	2950	2450	1850
Eagle Rock—Neverson . . . . .		4850	3500	2950	2200
Neverson—Wilson . . . . .		7700	5600	4650	3500
Wilson—Chocowinity . . . . .		11000	8000	6650	5000
Chocowinity—Lee Creek . . . . .		9350	6800	5650	4250
New Bern—Chocowinity . . . . .		8350	6050	5050	3800
Springfield—Columbia . . . . .		4050	2950	2450	1850
Augusta—Trenton . . . . .		4600	3350	2800	2100
Trenton—Columbia . . . . .		7350	5350	4450	3350
Columbia—Charlotte . . . . .		6150	4450	3750	2800
Greenville—Piedmont . . . . .		8800	6400	5350	4000
Greenwood—Columbia . . . . .		5250	3850	3200	2400
Aiken—Edgefield . . . . .		2100	1500	1250	950
Athens—Lula . . . . .		*	*	1750	1300
Watkinsville—Athens . . . . .		*	*	3200	2400
Elberton—Toccoa . . . . .		2200	1600	1350	1000
Walhalla—Belton . . . . .		*	*	2450	1850
Albemarle—Yadkin Jct . . . . .		*	*	2000	1500
Badin—Halls Ferry . . . . .		*	*	1500	1100
Clover—Gebo . . . . .		*	*	1800	1350
Asheville—Old Fort . . . . .		3050	2250	1850	1400
Old Fort—Statesville . . . . .		4400	3200	2700	2000
Statesville—Linwood . . . . .		5500	4000	3350	2500
Dillsboro—Addie . . . . .		*	*	1500	1100
Addie—Balsam . . . . .		*	*	600	450
Balsam—Canton . . . . .		*	*	1250	950
Canton—Asheville . . . . .		3850	2800	2350	1750
Aiken—Oakwood . . . . .		19800	14400	12000	9000
Asheville—Hendersonville . . . . .		3200	2300	1950	1450
Hendersonville—Hayne . . . . .		2750	2000	1700	1250
Hayne—Pacolet . . . . .		5500	4000	3350	2500
Pacolet—Columbia . . . . .		16500	12000	10000	7500
Columbia—Kingville . . . . .		15700	11450	9550	7150
Kingville—Branchville . . . . .		7050	5100	4250	3200
Branchville—Charleston . . . . .		15300	11100	9250	6950
Kingville—Haskamp . . . . .		13200	9600	8000	6000
Kershaw—Shelby . . . . .		2650	1900	1600	1200
Catawba Jct.—Rock Hill . . . . .		2100	1500	1300	950
Brevard—Hendersonville . . . . .		3100	2250	1850	1400

\* 6-axle units restricted over these lines.

\*\* C36-7 and SD50 units will handle 90% of the rating for C39-8 units.

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

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

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

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

### 10b. NORFOLK SOUTHERN SYSTEM LOCOMOTIVES SERIES TABLE

ROAD NOS.	MODEL	ROAD NOS.	MODEL
50-59	SD9M	4100-4159	GP38AC
67-83	SW1500	** 4600-4605	GP49
100-104	TC10	** 4606-4641	GP59
115-116	F40PH	5000-5256	GP38-2
1002-1012	SW1	6073-6206	SD40-2
1209	SW12	* 6500-6505	SD50
1357-1388	GP40	** 6506-6525	SD50
1580-1624	SD40	** 6550-6700	SD60
1625-1652	SD40-2	** 7000-7002	GP40X
1733	SW1500	** 7003-7092	GP50
2105	SW1	** 7101-7150	GP60
2290-2347	SW1500	8003-8082	C30-7
2348-2435	MP15	* 8500-8542	C36-7
* 2501-2556	SD70	* 8550-8563	C39-8
2717-2822	GP38	** 8564-8688	C39-8
2823-2878	GP38AC	** 8689-8763	D8-40C
2879-2886	GP38	** 8764-8888	D9-40C
3170-3200	SD40	9710-9713	RP-E4
3201-3328	SD40-2	9714-9741	RP-E4D
* 3500-3521	B30-7A	9819-9820	RP-F4U
* 3522-3566	D8-32B	9834	RP-E4U
* 3815-3820	B36-7	9835-9841	RP-A4U
3900-3969	U23B	9842-9855	RP-E4U
3970-4023	B23-7	9902-9919	RP-F6Y
		9920-9923	RP-E6Y

\* — High Adhesion

# — High Capacity Dynamic Brake

### 10c. HIGH ADHESION UNITS AND MIXED CONSIST FORMULA

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

#### IN POWER

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

#### IN DYNAMIC BRAKE

1 — High Capacity Axle	= 1.35	Conventional Axles
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### 10d. TABLE OF MAXIMUM TRAIN LENGTHS

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

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

#### TRAINS WITH HEAD END BRAKE PIPE SUPPLY ONLY

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

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

### 11. LOAD LIMITS AND EQUIPMENT RESTRICTIONS

#### a. Locomotives — Instructions and Restrictions

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

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

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

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

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

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

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

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

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

### 11. LOAD LIMITS AND EQUIPMENT RESTRICTIONS (Cont'd)

#### b. DIESEL UNIT AND CAR RESTRICTIONS

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

##### GROSS WEIGHT IN POUNDS

Between	UNIT		LOADED CAR	
	4-AXLE	6-AXLE	4-AXLE	6-AXLE
Chessie Trains			220,000	
A.F. Tower & Orange	245,000 (d)291,000	(d)(h)420,000	(a)286,000 (c)315,000	(d)315,000 (d)(z)376,000
Alexandria & Salisbury	245,000 (d)291,000	(d)(g)(h)420,000	220,000 (a)(k)286,000 (c)(j)315,000	(d)(u)315,000
Manassas & Edinburg	245,000 (d)281,000	(d)420,000	220,000 (a)286,000	(d)315,000
Calverton & Cassanova	245,000 (d)281,000	(d)420,000	220,000 (a)286,000	(d)315,000
Greensboro & Goldsboro	245,000 (d)281,000	(d)(g)420,000	220,000 (a)(n)286,000	(d)315,000
Pomona & M.P. K37	245,000 (d)281,000	(d)(g)420,000	220,000 (a)286,000	(d)315,000
Greensboro & Gulf	245,000 (d)281,000	(d)(g)420,000	220,000 (a)286,000	(d)315,000
Winston Salem & Mooresville	245,000 (d)281,000	(d)(g)420,000	220,000 (a)286,000	(d)(t)315,000
High Point & Asheboro	245,000 (d)281,000	(d)(g)420,000	220,000 (a)286,000	(d)315,000
O&H Jct. & Butner	245,000 (d)281,000	(d)(g)420,000	220,000 (a)(k)286,000	(d)(u)315,000
Butner & E. Durham	245,000 (d)281,000	(d)(g)420,000	220,000 (a)(l)286,000	(d)(v)315,000
O&H Jct. & Henderson	245,000 (d)281,000	(d)(g)420,000	220,000 (a)286,000	(d)315,000
Glenn & Carrboro	245,000 (d)281,000	(d)420,000	220,000 (a)263,000	(d)300,000
Danville & Eden	245,000 (d)(e)281,000	(d)(g)(h)420,000	220,000 (a)263,000 (a)(k)286,000	300,000 (d)(u)315,000
Mooresville & Charlotte	(d)281,000	(d)(g)420,000	220,000 (a)286,000	(d)315,000
Spencer Yard & Halls Ferry Jct.	245,000 (d)281,000	(d)(g)420,000	220,000 (a)286,000	(d)315,000
Halls Ferry Jct. & Albemarle	245,000 (d)281,000	(d)420,000	220,000 (a)263,000	(d)300,000
Halls Ferry Jct. & Badin	245,000 (d)281,000	(d)420,000	220,000 (a)286,000	(d)315,000
Bolin & Gebo	245,000 (d)281,000	(h)(d)414,000	220,000 (a)263,000	(d)300,000
Kings Creek & Blacksburg	245,000 (d)281,000	(d)(g)420,000	220,000 (a)286,000	(d)315,000
Blacksburg & Shelby	(f)(aa)261,500 (d)	Not Authorized	220,000 (a)(p)263,000	(d)270,000
Spencer Yard & Armour	245,000 (d)291,000	(d)(g)420,000	220,000 (a)286,000 (c)315,000	(d)394,500
Toccoa & Elberton	245,000 (d)281,000	(d)(g)420,000	220,000 (a)286,000	(d)315,000
Lula & Athens	245,000 (d)281,000	(d)(g)420,000	220,000 (a)286,000	(d)315,000
M.P. F95.0 & Athens	245,000 (d)268,000	Not Authorized	220,000 (a)(bb)263,000	270,000 (d)300,000
Piedmont & Greenville	245,000 (d)281,000	(d)(g)420,000	220,000 (a)(o)263,000	(d)(y)300,000

### 11. LOAD LIMITS AND EQUIPMENT RESTRICTIONS (Cont'd)

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

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

##### GROSS WEIGHT IN POUNDS

Between	UNIT		LOADED CAR	
	4-AXLE	6-AXLE	4-AXLE	6-AXLE
Seneca & Belton	245,000 (d)281,000	(g) (d)(h)(l)420,000	220,000 (o)(a)(l)263,000	(d)(v)315,000
Seneca & Walhalla	245,000 (d)281,000	(d)(h)(g)420,000	220,000 (a)(k)286,000	(d)(u)315,000
Gulf & Sanford	245,000 (d)281,000	(d)(g)420,000	220,000 (a)263,000	(d)300,000
Mackeys & Phosphate Jct.	245,000 (d)281,000	(d)(g)420,000	220,000 (a)263,000	(d)300,000
Phosphate Jct. & Raleigh	245,000 (d)281,000	(d)(g)420,000	220,000 (a)286,000	(d)315,000
Phosphate Jct. & Lee Creek	245,000 (d)281,000	(d)420,000	220,000 (a)286,000	(d)315,000
Chocowinity & New Bern	245,000 (d)281,000	(d)420,000	220,000 (a)286,000	(d)315,000
Raleigh & Cummock	245,000 (d)281,000	(d)(g)420,000	(a)(o)263,000	(d)(y)300,000
Varina & Fayetteville	245,000 (d)281,000	(d)(g)(h)420,000	220,000 (a)(k)286,000	(d)(u)315,000
Goldsboro & New Bern	245,000 (d)(e)281,000	(d)(h)420,000	220,000 (a)(k)(o)263,000	(d) (u)(y)300,000
New Bern & Morehead City	245,000 (d)281,000	(d)(g)420,000	220,000 (a)(n)286,000	(d)(x)315,000
Havelock & Kellum	245,000 (d)281,000	(d)(g)420,000	220,000 (a)263,000	(d)300,000
Charlotte & Columbia	245,000 (d)291,000	(g) (d)(h)(i)420,000	220,000 (a)(m)286,000	(d)(w)315,000
Spartanburg & Columbia	245,000 (d)291,000	(g) (d)(h)(i)420,000	220,000 (a)(m)286,000	(d)(w)315,000
Columbia & Augusta	245,000 (d)291,000	(d) (g)(dd)420,000	220,000 (a)(k) (m)(q)286,000	(d) (q)(w)315,000
Columbia & Springfield	245,000 (d)281,000	(d)420,000	220,000 (a)263,000 (a)(m)286,000	(d)(w)315,000
Newberry & M.P. V71.0	245,000 (d)281,000	(d)(h)(g)420,000	200,000 (a)(r)251,000	(d)300,000
Aiken & N. Aiken	245,000 (d)281,000	(d)420,000	220,000 (a)286,000	(d)315,000
Edgefield & Trenton	245,000 (d)281,000	(d)420,000	220,000 (a)286,000	(d)315,000
Kershaw & Rock Hill	245,000 (d)281,000	(d)(g)420,000	(l)220,000 (a)(l)(s)263,000	(d) (s)(v)270,000
Rock Hill & Tirzah	245,000 (d)281,000	(d)(g)420,000	220,000 (a)286,000	(d)315,000
Oakwood & Warrenton	245,000 (d)(e)281,000	(d)(h)420,000	220,000 (a)(k)286,000	(d)(u)315,000
Asheville & Salisbury	245,000 (d)291,000	(d)(g)420,000	220,000 (a)315,000	(d)394,500
Asheville & Haync	245,000 (d)281,000	(d)(g)420,000	220,000 (a)286,000	(d)315,000
Asheville & Dillsboro	245,000 (cc)(d)281,000	(cc) (d)(g)420,000	220,000 (a)(n)263,000 (a)(m)286,000	(d) (w)(x)300,000
Hendersonville & Brevard	245,000 (d)281,000	(d)(g)392,000	220,000 (a)263,000	(d)300,000
SB-205.0 & Marion	245,000 (d)281,000	(d)420,000	220,000 (a)286,000	(d)315,000

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

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

**GROSS WEIGHT IN POUNDS**

Between	UNIT		LOADED CAR	
	4-AXLE	6-AXLE	4-AXLE	6-AXLE
Asheville & Craggy Mtn. RR	(f)250,000	Not Authorized	210,000	Not Authorized
Charleston & Columbia	245,000 (d)291,000	(d)(g)420,000	(c)220,000 (a)315,000	(d)394,500
Reads Branch (Charleston)	245,000 (d)291,000	(d)(g)420,000	220,000 (a)286,000	(d)315,000
Kingville & Wateree, S.C. Elect. & Gas Co.	245,000 (d)281,000	(d)(h)420,000	220,000 (a)(k)286,000	(d)270,000 (d)(u)315,000
SB11.7 & Haskamp	245,000 (d)281,000	(d)420,000	220,000 (a)263,000	(d)270,000

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

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

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

(b) Not used.

(c) Loaded 4-wheel truck cars weighing between 286,001 lbs. and 315,000 lbs. may be handled at the weight shown in the table provided their coupled length, truck centers and axle spacing are not less than the following:

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

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

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

(e) 4-axle unit must not exceed 10 MPH

**(1) Danville District**

Danville & Eden  
Cascade Creek Bridge (M.P. 19.7DW)

**(2) Columbia District**

Oakwood & Warrentonville  
US 421 Underpass (M.P. SA61.26)

**(3) A&EC District**

Goldsboro & New Bern  
Neuse River Bridge (M.P. EC27.9)

(f) Only single units may be operated

**(1) Charlotte District - North**

Blacksburg & Shelby  
provided unit is not coupled to a car exceeding 177,000 lbs. and speed of 10 MPH is not exceeded over Buffalo Creek Bridge (M.P. SB142.6)

**(2) Asheville District**

Asheville & Craggy Mountain RR  
provided speed does not exceed 10 MPH

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

(g) 6-axle units are prohibited on:

**(1) Kings Creek to Shelby**

SB138.5 Broad River Brick Co.  
SB147.6 Fiber Industries, Inc.  
SB152.3 Tripple D.

**(2) Toccoa - Elberton**

P1.4 Rogers Furniture  
P1.7 Stovall Lumber  
P2.1 Harbin Lumber  
P2.5 Martin Lumber  
P3.1 Varco  
P3.8 Coats & Clark  
P11.1 Lime Track  
P17.8 Lavonia Pulpwood  
P18.2 Lavonia House Track  
P18.4 Lavonia Roller Mill  
P18.6 Vandiver Feed  
P18.7 Whithworth Feed  
P19.5 Longstar Lumber  
P24.1 Set-off Bowersville  
P25.9 Cannon Woodyard  
P29.6 Amerigas  
P30.3 Bowman House Track  
P30.8 House & Steem Track  
P32.8 Royston Mfg.  
P35.5 Vanna Feed  
P38.6 Bowman Feed  
P46.8 Childs Pulpwood  
P48.3 Georgia Granite  
P49.9 Elberton House Track

**(3) Athens - Watkinsville**

NE18.2 Goldkist  
NE18.3 Gas Track  
NE20.3 Run Around Track  
NE21.3 Harmony Mill  
NE21.9 Pulpwood Track  
NE22.9 Goldkist  
NE37.3 Westinghouse  
NE37.7 Dairy Pak  
NE37.9 Premium Beer Co. Track  
NE38.7 Rubber Track  
NE38.9 Wye

**(4) Asheville - Dillsboro**

T5.9 Enka Plant  
T27.1 Waynesville Team Track  
between Canton and Dillsboro

**(5) Columbia - Augusta**

R179.1 J. M. Huber Clay  
R164.4 AB Line to Edgefield  
R124.8 PYA Monarch

**(6) Columbia - Spartanburg**

W95.3 B.U.C. Industry Lead

**(7) Prosperity - Brickdale**

CSXT M.P. C42.9 I.T. Cousins

**(8) Columbia - Charleston**

SC23.7 Aluminum Plant Track  
SC78.6 Palmetto Baking

**(9) Kingville - Hasskamp**

SB5 to SB22 Main Track



(h) 6-axle units must not exceed 10 MPH

**(1) Washington District**

Chessie Trains A. F. Tower & Orange  
yard tracks in Potomac Yard  
Alexandria & Salisbury  
Florida Ave. underpass (M.P. 174.1) - Lynchburg - when  
coupled to any car exceeding 220,000 lbs.

**(2) Danville District**

Danville & Eden  
Cascade Creek Bridge (M.P. 19.7DW)

**(3) Charlotte District - North**

Bolin & Gebo  
Big Long Creek (M.P. HG47.3)

**(4) Charlotte District - South**

Seneca & Belton  
Broadway Creek Bridge (M.P. Z5.8)  
Equinox Creek Bridge (M.P. Z11.5)

Seneca & Walhalla  
Spring St. underpass (M.P. Z43.8)

**(5) NS District**

Varina & Fayetteville  
Cape Fear River Bridge (M.P. VF13.7)  
Lower Little River (M.P. VF25.0)

**(6) Columbia District**

Columbia & Augusta  
Savannah River Bridge (M.P. R190.2)  
(must not be coupled to car exceeding 263,000 lbs.)  
Oakwood & Warrentville  
US 421 underpass (M.P. SA61.26)

**(7) Charleston District**

Kingville & Wateree, S.C. Elec. & Gas Co.

**(8) A&EC District**

Goldsboro & New Bern  
Neuse River Bridge (M.P. EC27.9)

(i) 6-axle units must not be operated coupled to other units or  
to cars weighing more than:

100,000 lbs.

**(1) Charlotte District -- South**

Seneca & Belton  
Broadway Creek Bridge (M.P. Z5.8)

(j) 4-axle loaded car prohibited

**(1) Washington District**

Alexandria & Salisbury  
Old main line - Durmid to Lynchburg

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

**(1) Washington District**

Alexandria & Salisbury  
Florida Ave. underpass (M.P. 174.1) - when coupled  
to any car exceeding 220,000 lbs.

**(2) Danville District**

O&H Jct. & Butner  
Tar River Bridge (M.P. D61.5)  
Ledge Rock Creek Bridge (M.P. D67.7)  
Danville & Eden  
Cascade Creek Bridge (M.P. 19.7DW)

**(3) Charlotte District - South**

Seneca & Walhalla  
Spring St. underpass (M.P. Z43.8)

**(4) NS District**

Varina & Fayetteville  
Cape Fear River Bridge (M.P. VF13.7)  
Lower Little River (M.P. VF25.0)

**(5) Columbia District**

Columbia & Augusta  
Savannah River Bridge (M.P. R190.2)  
Oakwood & Warrentville  
US 421 underpass (M.P. SA61.26)

**(6) Charleston District**

Kingville & Wateree, S.C. Elec. & Gas Co.

**(7) A&EC District**

Goldsboro & New Bern  
Neuse River Bridge (M.P. EC27.9)

(l) 4-axle loaded car must not exceed 15 MPH

**(1) Danville District**

Butner & E. Durham  
Old Durham Rd. underpass (M.P. D81.8)

**(2) Charlotte District - South**

Seneca & Belton  
Broadway Creek Bridge (M.P. Z5.8)  
Equinox Creek Bridge (M.P. Z11.5)

**(3) Columbia District**

Kershaw & Rock Hill  
Catawba River Bridge (M.P. SB89.2)

(m) 4-axle loaded car must not exceed 20 MPH

**(1) Columbia District**

Andrews Yard (Columbia, S.C.)  
Congaree River Bridge (M.P. R109.6)

**(2) Asheville District**

Asheville and Dillsboro  
Bridges (M.P. T40.5)

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

**(1) A&EC District**

New Bern & Morehead City  
Newport River Bridge (M.P. EC84.3)

**(2) Asheville District**

Asheville & Dillsboro  
Eighth Scotts Creek Br. (M.P. T40.5) when coupled length  
is less than 50 ft. and exceeds 220,000 lbs.

**(3) Danville District**

Greensboro & Goldsboro  
Old U.S. 70 Underpass (M.P. H95.2)

(o) 286,000 lbs. maximum gross weight

**(1) Charlotte District - South**

Piedmont & Greenville  
between M.P. V135.0 and Greenville - including  
Donaldson Center Industrial Lead  
Seneca & Anderson

**(2) Raleigh District**

Raleigh & Cumnock  
between Raleigh and Brickhaven - including CPL lead track

**(3) A&EC District**

Goldsboro & New Bern  
between Goldsboro and Kinston - except over Neuse River  
(M.P. EC27.9)

(p) Cars exceeding 220,000 lbs. may be handled over Buffalo Creek Bridge (M.P. SB142.6) with the following restrictions:

- (1) Cars with coupled length less than 50 ft. must not be coupled to cars exceeding 100,000 lbs.
- (2) Cars with coupled length over 50 ft. must not be coupled to cars exceeding 177,000 lbs.
- (3) Speed must not exceed 15 MPH.

(q) Must be separated from engine or car weighing in excess of 70,000 lbs. gross by at least one car weighing not more than 70,000 lbs. gross over Savannah River Bridge, M.P. R190.2, and speed must not exceed 10 MPH over this bridge.

(r) Cars having a coupled length of 59' 0" or greater and also an axle spacing of 5' 10" or greater may be handled at a maximum gross weight of 263,000 lbs. between Alston and M.P. V71.0. When handling cars loaded to 263,000 lbs. gross weight, speed must not exceed 25 MPH over Broad River, M.P. V25.1 and must not exceed 10 MPH over Lower Saluda River, M.P. V67.9.

(s) Cars exceeding 220,000 lbs. must not be coupled to a car exceeding 220,000 lbs., EXCEPT cars not exceeding 263,000 lbs. having a coupled length of not less than 37'-7" may be handled coupled to each other and must not exceed 10 MPH.

(t) 6-axle loaded car prohibited

**(1) Danville District**

Winston Salem & Mooresville  
North leg of wye - Mooresville.

(u) 6-axle loaded car may not exceed 10 MPH

**(1) Washington District**

Alexandria & Salisbury  
Florida Ave. Underpass (M.P. 174.1) when coupled to any car exceeding 220,000 lbs.

**(2) Danville District**

O&H Jct. & Butner  
Tar River Bridge (M.P. D61.5)  
Ledge Rock Creek Br. (M.P. D67.7)

Danville & Eden  
Cascade Creek Br. (M.P. 19.7DW)

**(3) Charlotte District - South**

Seneca & Walhalla  
Spring St. Underpass (M.P. Z43.8)

**(4) NS District**

Varina & Lafayette  
Cape Fear River Br. (M.P. VF13.7)  
Lower Little River (M.P. VF25.0)  
Oakwood & Warrenville  
US 421 Underpass (M.P. SA61.26)

**(5) Charleston District**

Kingville & Wateree S.C. Elec. & Gas co.

**(6) A&EC District**

Goldsboro & New Bern  
Neuse River Bridge (M.P. EC27.9)

(v) 6-axle loaded car must not exceed 15 MPH

**(1) Danville District**

Butner & E. Durham  
Old Durham Road Underpass (M.P. D81.8)

**(2) Charlotte District - South**

Seneca & Belton  
Broadway Creek Bridge (M.P. Z5.8)  
Equinox Creek Bridge (M.P. Z11.5)

**(3) Columbia District**

Kershaw & Rock Hill  
Catawba River Bridge (M.P. SB89.2)

(w) 6-axle loaded car must not exceed 20 MPH

**(1) Columbia District**

Andrews Yard - Columbia, S.C.  
Congaree River Bridge (M.P. R109.6)

**(2) Asheville District**

Asheville & Dillsboro  
Bridges M.P. T40.5

(x) 6-axle loaded car must not exceed 25 MPH

**(1) A&EC District**

New Bern & Morehead City  
Newport River Bridge (M.P. EC84.3)

**(2) Asheville District**

Asheville & Dillsboro  
Eighth Scotts Creek Bridge (M.P. T40.5) when coupled length less than 50 ft. and weight exceeds 220,000 lbs.

(y) 315,000 lbs. maximum gross weight

**(1) Charlotte District - South**

Piedmont & Greenville  
between M.P. V135.0 and Greenville  
including Donaldson Center Industrial lead

**(2) A&EC District**

Goldsboro & New Bern  
between Goldsboro and Kinston  
except over Neuse River (M.P. EC27.9)

**(3) NS District**

Raleigh & Cumnock  
between Raleigh and Brickhaven  
including CPL lead track

(z) 6-axle loaded car must have at least one spacer car not exceeding 169,000 lbs. gross weight at each end

**(1) Washington District**

Chessie Trains A.F. Tower & Orange

(aa) Single units not exceeding 261,500 lbs. may be operated between Blacksburg and Shelby provided unit is not coupled to car exceeding 177,000 lbs. gross and speed of 10 MPH is not exceeded over Buffalo Creek Bridge (M.P. SB142.6).

(bb) Charlotte District South - Athens to Watkinsville  
Four wheel truck cars weighing more than 220,000 lbs., but not more than 263,000 lbs., must not be coupled to engine or car weighing more than 100,000 lbs. over structure at M.P. F98.8.

(cc) Locomotives Prohibited

**(1) Asheville District**

Murphy Jct. & Waynesville  
on scales at Vulcan Materials M.P. T7.0

(dd) 6 axle units must not exceed 20 MPH and must not be coupled to car exceeding 263,000 lbs.

**(1) Columbia District**

Andrews Yard & Columbia, S.C.  
Congaree River Bridge (M.P. R109.6)

### c. DERRICKS

Derricks are grouped as follows:

GROUP 1: NS 960000, SOU 903012, 13, 14, 16 and 26 (250-ton RB)

GROUP 2: NW 514923, and 24, and NS 540037

GROUP 3: SOU 903015

#### 1. General Restrictions:

- (a) Derricks must not be operated coupled to engine or car weighing more than 90,000 lbs.
- (b) For line-of-road movement:
  1. Derrick must be handled on head end of train with the required spacer car next to the engine.
  2. Boom must be in trailing position except when in use or when the derrick is to be picked up on line by other trains where facilities for turning are not available.
  3. Must have swinging or rotating mechanism properly secured.
- (c) Derricks must not be operated over structures on industrial tracks without specific authority.
- (d) Derrick speed shall not exceed the slowest of the following:
  1. Authorized freight train speed.
  2. Group 1 Derricks, 45 MPH; Group 2 Derricks 35 MPH; Group 3 Derricks 25 MPH.
  3. Speed restriction for line or structure over which derrick is handled.
- (e) When work train movements are being made with the equipment in service, particular care must be taken to avoid contact with overhead or side obstructions.

#### 2. Special Restrictions

##### (a) Washington District

- (1) Alexandria to Salisbury  
M.P. 174.0, Florida Ave. (Lynchburg), 10 MPH  
M.P. 235.2, Dan River (Danville), Group 1 must not be handled
- (2) Manassas to Edinburg  
M.P. B51.0, South Shenandoah River, 10 MPH

##### (b) Danville District

- (1) Greensboro to Gulf  
limit speed to 20 MPH
- (2) Pomona to M.P. K37  
Group 1 must not be handled
- (3) O&H Jct. to E. Durham  
M.P. D61.5, Tar River, 10 MPH  
M.P. D67.7, Ledge rock Creek, 10 MPH  
M.P. D81.8, Old Durham Rd., 10 MPH
- (4) Eden  
M.P. 19.7DW, Cascade Creek Bridge, 10 MPH
- (5) Danville to Blanche, N.C.  
Group 1 must not be handled
- (6) Glenn to Carrboro  
limit speed to 10 MPH

##### (c) Charlotte District - North

- (1) Halls Ferry Jct. to Albemarle  
M.P. N29.5, Town Creek #1, Group 1, 10 MPH
- (2) Bolin to Gebo  
M.P. HG47.3, Big Long Creek, 10 MPH
- (3) Kings Creek to Shelby  
M.P. SB142.6, Buffalo Creek, derricks must not be handled  
M.P. SB143.5, Kings Creek, 10 MPH

##### (d) Charlotte District - South

- (1) Belton to Walhalla  
M.P. Z43.8, Spring St. Underpass, 10 MPH

##### (e) NS District

- (1) Gulf to Sanford  
limit speed to 20 MPH
- (2) Raleigh to Cumnock  
Group 1 must not be handled
- (3) Varina to Fayetteville  
Group 1 must not be handled  
M.P. VF0.0 to VF38.3, Group 2, 25 MPH  
M.P. VF13.7, Group 2, 10 MPH  
M.P. VF38.3 to VF43.0, Group 2, 10 MPH

##### (f) A&EC District

- (1) Goldsboro to New Bern  
Group 1 must not be handled over Neuse River -  
M.P. EC27.9  
M.P. EC27.8, open deck trestle, Group 2, 10 MPH  
M.P. EC27.9, Neuse River Bridge, Group 2, 10 MPH  
and Approach Trestles  
M.P. EC42.8, open deck trestle, Group 2, 10 MPH
- (2) New Bern to Morehead City  
M.P. EC59.3, Trent River Bridge, Group 2, 10 MPH  
and Approach Trestles  
M.P. EC84.3, Newport River Bridge, Group 2, 10 MPH
- (3) Havelock to Camp Lejeune  
Havelock to Cherry Point  
Group 1 must not be handled

##### (g) Columbia District

- (1) Columbia to Augusta  
M.P. R109.6, Congaree River, 15 MPH  
M.P. R190.2, Savannah River, 10 MPH
- (2) Aiken to N. Aiken  
Edgefield to Trenton  
limit speed to 10 MPH
- (3) Kershaw to Tizah  
M.P. SB89.2, Catawba River, 10 MPH, handle only under  
their own power, must not couple to any car or engine

##### (h) Asheville District

- (1) Asheville to Dillsboro  
M.P. T38.5, Scotts Creek #1, 20 MPH  
M.P. T40.5, Scotts Creek #8, 20 MPH
- (2) Hendersonville to Brevard  
Asheville to Craggy Mountain RR  
Derricks must not be handled

### d. LOCOMOTIVE CRANES/DERRICK CARS/PILE DRIVERS

SOU 903093 (DC-3), SOU 992312 (LC-35), NW 500504 (LC-4803),  
SOU 992340 (LC-8201), NW 514892 (LC-8501), and SOU 992412  
(LC-89036)

1. Must not exceed 25 MPH.
2. May be operated on all main and passing tracks.
3. Locomotive cranes, derrick cars, and derrick cars with attached boom idler cars, must not be moved over humps or through retarders except during wrecking operations and then protection must be provided to insure no damage to derrick equipment, retarders, or track equipment. Retarders must not be set up while such equipment is in the retarders.

4. Pile drivers must not be moved through the retarders under any circumstances due to 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

1. Before handling cars exceeding Plate "B" on tracks other than main tracks or sidings, it must be determined that adequate clearance exists.
2. Plate "B", "C", "E" and "F" freight cars.  
Freight cars stenciled "C", "E" and "F" and unstenciled general service equipment having dimensions within Plate "B" may be handled on all main tracks and sidings of the Piedmont Division EXCEPT:
  - (a) Plate "C" cars cannot be handled at:
    1. M.P. 375.88, train shed, on mail track, Charlotte
  - (b) Plate "E" cars cannot be handled at:
    1. M.P. 375.88, train shed, on mail track, Charlotte
    2. M.P. 0.7 (NF204.80), NS - Main Overhead Bridge, NF&D Danville Spur, Danville, VA.
  - (c) Plate "F" cars cannot be handled at:
    1. M.P. 112.2, Main Street overhead bridge, old passenger track, Charlottesville, VA.
    2. M.P. 112.2, Main Street overhead bridge, stub end track, Charlottesville, VA.

3. M.P. 0.7 (NF204.80), NS-Main Overhead Bridge, NF&D Danville Spur, Danville, Va.
4. M.P. 375.88, train shed, on mail track, Charlotte, NC
3. Plate "F+" or "Exceeds Plate F" freight cars.  
Movement of cars exceeding 17'-0" or stenciled "F+" or "Exceeds Plate F" must be cleared by Chief Dispatcher, except as otherwise noted herein.
4. Fully enclosed auto rack cars.  
Fully enclosed auto rack cars (exceeding Plate "F" but not exceeding 19'-0" above top of rail) may be handled on all main tracks and sidings of the Piedmont Division  
EXCEPT:
  - (a) M.P. 112.20, Main Street overhead bridge, all tracks, Charlottesville, VA.
  - (b) M.P. WB0.2, NS L-line overhead bridge, Watering Branch Spur, Lynchburg, VA.
  - (c) M.P. WB0.3, US 29 overhead bridge, Watering Branch Spur, Lynchburg, VA.
  - (d) M.P. 0.7 (NF204.80), NS Main overhead bridge, N&FD Danville Spur, Danville, VA.
  - (e) M.P. 375.88, train shed, on mail track, Charlotte, NC
  - (f) M.P. CF68.14, Friendly Avenue overhead bridge, Greensboro, N.C.
  - (g) M.P. CF68.75, NS Main overhead bridge, Greensboro, N.C.
  - (h) M.P. NE38.90, CSXT overhead bridge, Athens, GA.
  - (i) M.P. 044.50, Boulevard St. overhead bridge, on Alexander RR connecting track, Statesville, N.C.
  - (j) M.P. SB140.25, N. Academy Sts. overhead bridge, Blacksburg, S.C.
  - (k) M.P. Z10.20, Murray Ave. overhead bridge, Anderson, S.C.
  - (l) M.P. Z42.60, SC 11 overhead bridge, West Union
5. Double stack cars.
  - (a) Double stack cars not exceeding 20'-3" above top of rail (Two 9'-6" high x 8'-6" wide containers) may only be handled on main tracks and sidings between:
    1. AT&O Junction and Inman Yard
    2. Charlotte and Columbia
    3. Spartanburg and Columbia
    4. Charleston and Columbia
  - (b) Do not handle double stack cars:
    1. M.P. 375.88, train shed, on mail track, Charlotte, N.C.
    2. M.P. 452.50, Church St. overhead bridge, on lead to old main, Spartanburg, S.C.
6. Other cars.
  - (a) Multi-level auto racks with initials TTQX are excessive dimension cars (20'-2" high, loaded or empty) and must be handled in accordance with high-wide clearance message only.
  - (b) TTX cars exceeding 17'-8" above top-of-rail (ATR) cannot be handled between Manassas, VA and Monroe, VA.
7. All high and wide shipments must have copy of clearance file attached to regular waybill, and movements must be made in strict compliance with clearance file information.  
Conductors on trains handling high and/or wide shipments will verify car initial and numbers with waybills and clearance files. Conductors will also verify route of each car by comparing route on waybill with **Restricted Route** as shown on Clearance File. **Restricted Route** will be more detailed. If any discrepancy exists, conductor will notify the chief dispatcher by the quickest available means of communication.

When only one such shipment is handled on through, local, or high and wide trains, extra copies of clearance file covering movement will be furnished with Dispatcher's Bulletins so that both head end and rear end crews may have a copy of the clearance restriction.

When handling more than one such shipment, chief dispatchers will determine the most restrictive of all shipments, and extra copies of this file will be furnished with Dispatcher's Bulletins to both head end and rear end crews.

Train dispatchers, with the assistance of train and engine crews, will establish meeting and passing points, in accordance with clearance files, of all trains to be met or passed.

Train and engine crews will be responsible for passing standing cars on adjacent side, industrial, and yard tracks in accordance with clearance file restriction.

The safe and proper handling of high and wide shipments requires strict compliance with instructions contained in the clearance file by train and engine crews and train dispatchers. Trains meeting or passing another train with high and wide shipments must comply with instructions received from train dispatcher.

8. Whenever trains handling high and wide cars and/or triple loads go into emergency for **any reason**, the train crew, in addition to inspecting their entire train for any unsafe condition, **must** inspect all high and wide loads and/or triple loads to determine if loads or cars have been damaged or if loads have shifted. Train crews will advise train dispatcher of their findings.

9. It is imperative, at stations where no Mechanical personnel are on duty and NS crews pull interchange from foreign railroads, the crew members, in addition to making Federal Railroad Administration (FRA) inspection of cars for defects, also make an inspection of open-top loads to determine the possibility of loads being excessive dimensional loads (High & Wide shipments).

If there is any doubt regarding load being an excessive dimensional shipment, chief dispatcher should be notified immediately to determine if shipment is, in fact, an excessive dimensional shipment requiring a clearance file. If there is no clearance file available, the car should not be placed in train before a mechanical inspection is made to determine if car is an excessive dimensional shipment.

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

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

- (a) Equipment must be kept under observation with particular care being taken to avoid contact with side structures or obstructions.
- (b) Protection must be provided for movements on adjacent track(s) unless it is known, positively, they can pass safely.

When working in a multiple track area the work train conductor must provide advance notice to the dispatcher, yardmaster, or other employee responsible for directing train and engine movements, that the backhoe will work from the top of gondola(s) while unloading crossties and horizontal clearance problem could exist account car being excessive dimension while in this mode.

#### j. EXCESSIVE CURVATURE

1. Long (73 ft. or more) cars may be handled on main and passing tracks without restrictions account curvature and grade. The following instructions apply to movement on tracks other than main and passing tracks:

- (a) Long cars must not be handled through No. 6 turnouts.

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

2. ALL LONG CARS or similar type equipment are restricted from A&EC Yard Tracks 1, 2 and 3 at Goldsboro, N.C.

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

On Arnold Stone Co. M.P. K9.7

4. Eighty-four (84 ft.) cars or longer must be handled on rear of train up and down Blue Ridge and Saluda Mountain.

**Between Asheville and Dillsboro** — Must be handled on rear of train coupled on each end to cars not shorter than 50 feet.

5. Because of excessive curvature, two engines coupled cannot be operated on George Brothers Siding, Aiken, S.C. (M.P. SA57.3). Use only one engine, and then it must be coupled only to a box car not exceeding fifty feet in length.

Cars exceeding 50 ft. in length coupled to a car exceeding 50 ft. in length will not negotiate turnout to I.T. Cousins track, M.P. V46.3. Do not allow more than one engine on this track.

6. Eighty-five foot long flat cars, loaded or empty, being handled in Koppers Company Track (M.P. H66.9), Clegg, N.C., must not be coupled to cars or engines 40 feet or less in length.

7. Cars exceeding 60 feet in length cannot be handled on Snow Lumber Company Track at High Point, N.C., beyond Springdale Avenue, or Dixie Clay Lead Bath, S.C. (M.P. SA68.1).

8. Do not switch with or place 60 ft. or longer cars on Track 2, J.M. Huber Warehouse (M.P. R179.1).

Cars with length in excess of 55 ft. must not be put in chip track, Halls Ferry Junction, N.C. (M.P. N25.1).

#### k. OTHER EQUIPMENT RESTRICTIONS

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

- Empty multi-level cars.
- Empty intermodal single platform flats or such cars loaded with empty trailers or containers.
- 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.
- Empty intermodal single axle truck flat cars or such cars loaded with empty trailers or containers.

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

Any district or segment not listed is unrestricted except that safe trailing tonnage will not exceed the unit tonnage rating for five GP38 type units as shown in Section 10a of the timetable Special Instructions. Trains handling more than 40 empty multilevels will be governed by general speed restrictions contained in Section 9a of the timetable Special Instructions.

Between	And	Maximum Trailing Southward/ Westward	Safe Tonnage Northward/ Eastward
Alexandria	Monroe	9200	8300
Monroe	Linwood	9500	8400
Spartanburg	Greenville	10400	9300
Greenville	Atlanta	9600	9000
Morehead City	Goldsboro	18700	18700
Raleigh	Greensboro	5300	5300
Manassas	Riverton	6400	6400
Winston-Salem	Mooreville	7500	6900
Mooreville	Charlotte	8000	9200
Charlotte	Andrews Yard	8600	8600
Columbia	Warrenville	10400	10400
Linwood	Statesville	9400	10600
Statesville	Old Fort	8400	8400
Old Fort	Asheville	Rear Only	Rear Only
Columbia	Hayne	6750	6750
Hayne	Asheville	Rear Only	Rear Only

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

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

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

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

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

- Cars having three loaded trailers, or cars having empty or loaded trailers at both outer loading positions can be handled without restrictions.
- Empty cars or cars carrying one loaded or empty trailer at one outer loading position must be handled per the following restrictions:
  - Trailing tonnage restricted to 4000 tons except in radio controlled trains. Yard shove movements are restricted to 400 tons and must not exceed twelve (12) powered conventional or ten (10) powered high adhesion axles.
  - Car must not be handled in the first ten (10) cars ahead of radio controlled units or rear end helpers. Helper units must not exceed twelve (12) powered conventional or ten (10) powered high adhesion axles.
  - Locomotive amperage must be limited to 400 AMPS in dynamic braking while these cars are traversing turnouts or crossover restricted to 25 MPH or less and while within terminal limits.

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

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

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

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

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

8. Loaded traction motor cars in series NS 996000 - 996150 must not be humped except when they are humped to a clear track.

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

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

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

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

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

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

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

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

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

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

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

Mechanical Department personnel have been alerted to notify yardmasters of the presence of these cars. Other concerned employees must be on the lookout for loaded cars with mixed side frames,

most especially train crews when adding cars to their train at an outlying point, including interchange points. When such equipment is encountered, the yardmaster, dispatcher, or other proper authority must be promptly notified.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Load must be balanced before switching partially loaded woodrack cars.

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

Cars with bands improperly secured are not to be moved.

24. Center partition lumber cars, foreign or system, must not be moved when cars are partially unloaded. These cars must not be pulled from industry or moved without the tie down cables being secured. Loading and unloading instructions, along with warnings not to move car without cables secured, are stencilled on these cars at several locations. System cars are in series SOU 118300 through SOU 118335, and NS 120000 through NS 120249, and NS 114000 through NS 114024.

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

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

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

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

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

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

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

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

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

30. When complying with instructions in regard to placement in train of placarded cars containing hazardous materials, company material cars in series NW 565900-565984 and SOU 911208-911270, and similar type cars carrying freight cars wheels are to be considered as a loaded flat car and therefore are not to be placed next a a loaded placarded tank car.

### 31. TURNOUT CARS

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

**Set Numbers:** (2 cars per set)

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

### 32. Welded Rail Trains and Associated Equipment:

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

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

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

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

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

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

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

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

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

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



## 12. PASSENGER TRAIN NOTES

None

## 13. PHYSICIANS' DIRECTORY

C. Chen, FP	Alexandria, Va.
Connell J. Trimber, OPH	Alexandria, Va.
Peter E. Silversmith, PS	Alexandria, Va.
S. R. Arnold, GP	Amherst, Va.
C. W. Perry, III, SURG	Anderson S.C.
J. C. Yarborough, Jr., OPH	Anderson S.C.
S. J. Cosimano, SURG	Arlington, Va.
W. H. Brosnan, OPH	Asheville, N.C.
J. A. Noto, SURG	Asheville, N.C.
Stewart J. Harley, PA	Asheville, N.C.
D. L. Jarrett, ORTHO	Asheville, N.C.
Richard A. Steele, INT	Asheville, N.C.
R. S. Wells, INT	Asheville, N.C.
D. O. Lincoln, ORTHO	Asheville, N.C.
W. S. Montgomery, ORTHO	Asheville, N.C.
J. Paul Martin, OM	Asheville, N.C.
OCCUMED	
93 Victoria Rd., Asheville, N.C. 28801	
Telephone: (704) 257-4040	
L. H. Bishop, INT/CARDIO	Atlanta, Ga.
J. H. Wheeler, FP	Atlanta, Ga.
R. Tyler, ORTHO	Atlanta, Ga.
John Davis, III, OPH	Atlanta, Ga.
F. James Funk, ORS	Atlanta, Ga.
J. O. Ellis, RAD	Atlanta, Ga.
S. A. Dawkins, OM	Atlanta, Ga.
J. P. Patrick, GS	Atlanta, Ga.
Carter Smith, Jr., INT	Atlanta, Ga.
W. T. Sale, RAD	Atlanta, Ga.
A. A. Clairmont, OTO	Atlanta, Ga.
W. R. Fisher, OTO	Atlanta, Ga.
A. H. Davison, INT	Atlanta, Ga.
J. H. Kramer, OPH	Atlanta, Ga.
Hiram M. Sturm, DERM	Atlanta, Ga.
R. E. King, ORTHO	Atlanta, Ga.
Stewart Atkinson, OPH	Atlanta, Ga.
C. M. Ferguson, SURG	Atlanta, Ga.
S. H. Gray, SURG	Atlanta, Ga.
T. S. Howell, IND	Atlanta, Ga.
Leon R. Gross, OPH	Atlanta, Ga.
H. D. Richardson, NEURO	Atlanta, Ga.
E. C. Loughlin, Jr., ORTHO	Atlanta, Ga.
R. A. Smith, NEURO	Atlanta, Ga.
C. I. Hancock, ORTHO	Atlanta, Ga.
J. W. Gamwell, ORTHO	Atlanta, Ga.
M. J. Jurkiewicz, PS	Atlanta, Ga.
D. C. Olansky, DERM	Atlanta, Ga.
G. S. Clinkscales, ORTHO	Atlanta, Ga.
E. L. Jones, Jr., ORTHO	Atlanta, Ga.
J. L. Kurtz, ORTHO	Atlanta, Ga.
T. J. Schermerhorn, OPH	Atlanta, Ga.
L. L. Freeman, GP	Atlanta, Ga.
John P. Syribey, GP	Augusta, Ga.
S. W. Brown, RAD	Augusta, Ga.
H. S. Engler, SURG	Augusta, Ga.
Roger Seklecki, FP	Augusta, Ga.
Michael J. Murphy, OPH	Augusta, Ga.
R. C. Udom, FP	Augusta, Ga.
William J. Wylie, INT	Augusta, Ga.
Robert L. Brand, ORTHO	Barnwell, S.C.
H. W. Gibson, GP	Bethesda, Md.
L. T. Peterson, ORTHO	Branchville, S.C.
W. E. O'Quinn, FP	Burlington, N.C.
D. R. Kernodle, EENT	Canton, N.C.
E. H. Stines, GP	Chamblee, Ga.
E. B. Pendleton, ORTHO	Charleston, S.C.
C. C. Geer, INT	Charleston, S.C.
David Dalton, ORS	Charleston, S.C.

## 13. PHYSICIANS' DIRECTORY (Cont'd)

Keith F. Holder, OM	Charleston, S.C.
E. C. Morrison, GS/VS	Charleston, S.C.
D. D. Rustin, ORTHO	Charleston, S.C.
R. Ravenel, ORTHO	Charleston, S.C.
Clay W. Evatt, Jr., OPH	Charleston, S.C.
Charles Ferree, IM	Charlotte, N.C.
John W. Foust, OTO	Charlotte, N.C.
Robert L. Fenning, INT	Charlotte, N.C.
Peter C. Okose, IM	Charlotte, N.C.
H. H. Jett, GS	Charlotte, N.C.
B. W. Brawley, NEURO	Charlotte, N.C.
H. Y. Dunaway, III, ORTHO	Charlotte, N.C.
Joseph P. Hunstad, PS	Charlotte, N.C.
J. P. Pressly, OPH	Charlotte, N.C.
Frank E. Taylor, INT	Charlottesville, Va.
Claiborne Whitworth, OPH	Charlottesville, Va.
E. D. Hopkins, OPH	Columbia, S.C.
G. L. Derrick, OPH	Columbia, S.C.
E. Cantey Haile, Jr., OTO	Columbia, S.C.
C. T. Weston, ORS	Columbia, S.C.
R. B. Bunch, SURG	Columbia, S.C.
J. G. Ferguson, Jr., OPH	Columbia, S.C.
James R. Herman, IM	Columbia, S.C.
Benjamin F. Allen, Jr., ORTHO	Culpeper, Va.
W. O. Ameen, FP	Danville, Va.
Kelly E. Overcash, ENT	Danville, Va.
C. C. Freed, Jr., OPH	Danville, Va.
Leo Lindquist, SURG	Danville, Va.
C. R. Cobble, OPH	Danville, Va.
A. F. Gross, ORS	Danville, Va.
W. J. Richardson, ORS	Durham, N.C.
James R. Urbaniak, ORTHO	Durham, N.C.
R. C. Pennington, IM	Durham, N.C.
M. H. Mason, SURG	Duluth, Ga.
J. H. Jameson, FP	Easley, S.C.
Boyce G. Tollison, GP	Easley, S.C.
B. E. Nicholson, GP	Edgefield, S.C.
I. S. Lee, INT	Enka, N.C.
W. J. Henry, GP	Fort Mill, S.C.
John D. Landis, II, GS	Front Royal, Va.
H. K. Parikh, FP	Fuquay Varina, N.C.
Charles P. Stroup, FP	Gaffney, S.C.
Lee Linder, FP	Gaffney, S.C.
James M. Alday, ORTHO	Gainesville, Ga.
Simeon H. Adams, SURG	Gastonia, N.C.
Urgent Medical Care Center	
102 Pomona Drive, Greensboro, N.C. 27407	
Telephone: (919) 299-0000	
Chris W. Guest, IM	Greensboro, N.C.
Daniel Garfinkel, FP	Greensboro, N.C.
Tate M. Rogers, FP	Greensboro, N.C.
Steven A. Daub, FP	Greensboro, N.C.
Ronald F. Joyner, OS	Greensboro, N.C.
S. Sue, Jr., ORTHO	Greensboro, N.C.
Robert K. Thacker, MD	Greensboro, N.C.
S. R. Taylor, Jr., OPH	Greensboro, N.C.
R. J. Wells, OTO	Greensboro, N.C.
James A. Maultsby, ORS	Greensboro, N.C.
Charles T. Pace, OPH	Greenville, N.C.
Sellers L. Crisp, ORTHO	Greenville, N.C.
Gene T. Hamilton, ORTHO	Greenville, N.C.
Carolyn D. Fields, FP	Greenville, S.C.
Thomas H. Maskell, EM	Greenville, S.C.
F. F. Espey, NEURO	Greenville, S.C.
J. B. Gowan, INT	Greenville, S.C.
W. B. Evins, ORTHO	Greenville, S.C.
Clark S. Collins, OTO	Greenville, S.C.
E. D. Jervey, OPH	Greenville, S.C.
Henry M. Faris, INT	Greenville, S.C.
D. W. Shelley, OPH	Greenville, S.C.

### 13. PHYSICIANS' DIRECTORY (Cont'd)

S. C. Baker, Jr., SURG	Greenwood, S.C.
W. S. Brockington, SURG	Greenwood, S.C.
T. O. Walker, GP	Greer, S.C.
Douglas C. Owens, GP	Greer, S.C.
R. W. Hart, III, FP	Hickory, N.C.
L. M. Seagle, GP	Hickory, N.C.
R. M. Griffin, OPH	Hickory, N.C.
W. L. King, OPH	Hickory, N.C.
H. L. King, OTO	Hickory, N.C.
R. E. Hart, FP	Hickory, N.C.
Otis Tillman, GP	High Point, N.C.
Sam T. Bickley, GP	High Point, N.C.
J. C. Taylor, Jr., GP	Honea Path, S.C.
Frank Sabiston, Jr., SURG	Kinston, N.C.
K. E. Bolstad, ORS	Lexington, N.C.
D. S. Lenahan, OPH	Lexington, N.C.
F. E. Ochoa, GS	Lexington, N.C.
Maxwell C. Feinman, OTO	Lynchburg, Va.
R. R. Bowen, ORTHO	Lynchburg, Va.
D. G. Branson, OM	Lynchburg, Va.
R. J. Stowers, Jr., FP	Lynchburg, Va.
Graham Gilmer, III, OTO	Lynchburg, Va.
Porter B. Echols, OPH	Lynchburg, Va.
G. Gluck, ORTHO	Manassas, Va.
F. W. Parker, FP	Manassas, Va.
B. M. Foster, INT	Mocksville, N.C.
C. P. Nicholson, SURG	Morehead City, N.C.
L. F. Willis, OHP	Morganton, N.C.
D. H. Gardner, FP	Mount Airy, N.C.
C. G. Robertson, Jr., FP	Mount Airy, N.C.
J. Phillip Mahaney, GP	New Bern, N.C.
John Burnett, GP	New Bern, N.C.
Joseph Overby, GP	New Bern, N.C.
Andrew Davidson, OPH	New Bern, N.C.
J. W. Green, FP	Newberry, S.C.
B. L. Rabold, SURG	Newton, N.C.
D. L. Barnes, IND/SURG	Norcross, Ga.
W. C. McGraw, SURG	Norcross, Ga.
W. L. McLeod, GP	Oakboro, N.C.
George Ellis, FP	Old Fort, N.C.
J. W. Babb, III, SURG	Orangeburg, S.C.
W. L. Davis, OPH	Orangeburg, S.C.
Russell Smith, GP	Piney River, Va.
Paul L. Burroughs, ORS	Raleigh, N.C.
R. P. Majors, OTO	Raleigh, N.C.
L. A. Whitehurst, ORS	Raleigh, N.C.
T. B. Dameron, ORTHO	Raleigh, N.C.
M. D. Quigless, GS	Raleigh, N.C.
S. A. Martin, OM	Raleigh, N.C.
John T. Ward, OPH	Raleigh, N.C.
W. B. Ward, RAD	Reevesville, S.C.
Charles G. Young, INT	Reidsville, N.C.
Robert M. Scoville, ORTHO	Rock Hill, S.C.
R. M. Rutledge, FP	Rock Hill, S.C.
K. M. Laughlin, OPH	Rock Hill, S.C.
Eric J. Watson, INT	St. George, S.C.
Bryan Jordan, FP	St. George, S.C.
J. M. Blount, III, FP	Salisbury, N.C.
John R. Crawford, OPH	Salisbury, N.C.
W. R. Thompson, OTO	Salisbury, N.C.
John O. Reynolds, OPH	Salisbury, N.C.
Roy A. Agner, INT	Salisbury, N.C.
K. E. Black, SURG	Salisbury, N.C.
T. G. Thurston, RAD	Salisbury, N.C.
C. R. Lockert, ORTHO	Salisbury, N.C.
W. T. Mason, ORTHO	Salisbury, N.C.
R. G. Steele, ORTHO	Salisbury, N.C.
H. B. Watts, ORTHO	Salisbury, N.C.
David N. Smith, INT	Salisbury, N.C.
Rufus K. Nimmons, Jr., SURG	Seneca, S.C.
Don A. Richardson, GP	Seneca, S.C.

### 13. PHYSICIANS' DIRECTORY (Cont'd)

D. A. Crippen, SURG	Seneca, S.C.
William A. Story, RAD	Shelby, N.C.
K. S. Ibrahim, SURG	Smithfield, N.C.
Glen L. Scott, ORTHO	Spartanburg, S.C.
L. R. Hurst, OTO	Spartanburg, S.C.
J. O. Beasley, OPH	Spartanburg, S.C.
W. W. Boyd, ORTHO	Spartanburg, S.C.
J. J. Jakubchak, OPH	Spartanburg, S.C.
W. R. Henderson, ORTHO	Spartanburg, S.C.
Leslie W. Howard, INT & RADIO	Spartanburg, S.C.
Frederick Phillips, RAD	Spartanburg, S.C.
L. A. Heavrin, GP	Spartanburg, S.C.
David W. Nicholson, OPH	Spartanburg, S.C.
D. W. Keller, NEURO	Spartanburg, S.C.
J. S. Seastrunk, ORTHO	Spartanburg, S.C.
M. C. Poole, FP	Spartanburg, S.C.
Milton D. Sarlin, FP	Spartanburg, S.C.
John T. Tate, GS	Spartanburg, S.C.
C. W. Wimberly, Jr., FP	Summerville, S.C.
R. E. Thompson, GP	Toccoa, Ga.
J. R. Bladowski, OTO	Toccoa, Ga.
E. H. Setzer, INT	Toccoa, Ga.
R. W. Slate, GS	Toccoa, Ga.
D. M. Keith, FP	Union, S.C.
B. L. Hames, GS	Union, S.C.
N. Thomas Connally, INT	Washington, D.C.
M. H. Zimmerman, OPH	Washington, D.C.
D. E. Schwartz, OPH	Washington, D.C.
L. B. Balla, OTO	Washington, D.C.
James C. Cobey, ORTHO	Washington, D.C.
F. E. Pollock, ORTHO	Winston-Salem, N.C.
S. Lowe, ORTHO	Winston-Salem, N.C.
C. S. Tara, OPH	Winston-Salem, N.C.
W. M. Satterwhite, Jr., OTO	Winston-Salem, N.C.
G. R. Holt, OPH	Winston-Salem, N.C.
O. M. Sowers, OPH	Winston-Salem, N.C.
K. L. Larson, OM	Winston-Salem, N.C.

### KEY TO PHYSICIANS' DIRECTORY SPECIALTY CODES

A Allergy	HEM Hematology
ABS Abdominal Surgery	HNS Head & Neck Surgery
ADL Adolescent Medicine	HS Hand Surgery
AI Allergy and Immunology	HYP Hypnosis
AM Aerospace Medicine	ID Infectious Diseases
AN Anesthesiology	IG Immunology
BE Broncho-Esophagology	IM Internal Medicine
BLB Bloodbanking	LAR Laryngology
CD Cardiovascular Diseases	LM Legal Medicine
CDS Cardiovascular Surgery	MFS Maxillofacial Surgery
CHN Child Neurology	N Neurology
CHP Child Psychiatry	NA Neuropathology
CLP Clinical Pathology	ND Neoplastic Diseases
CRS Colon and Rectal Surgery	NEP Nephrology
D Dermatology	NM Nuclear Medicine
DIA Diabetes	NPM Neonatal-Perinatal Medicine
DMP Dermatopathology	NR Nuclear Radiology
DR Diagnostic Radiology	NS Neurological Surgery
EM Emergency Medicine	NTR Nutrition
END Endocrinology	OBG Obstetrics and Gynecology
FOP Forensic Pathology	OBS Obstetrics
FP Family Practice	OM Occupational Medicine
GE Gastroenterology	ON Oncology
GER Geriatrics	OPH Ophthalmology
GP General Practice	ORS Orthopedic Surgery
GPM General Preventive Med.	OS Other, i.e., Physician designated a speciality other than appearing here.
GS General Surgery	
GYN Gynecology	

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

OT Otolaryngology	PS Plastic Surgery
OTO Otolaryngology	PSF Facial Plastic Surgery
P Psychiatry	PTH Pathology
PA Clinical Pharmacology	PUD Pulmonary Diseases
PD Pediatrics	PYA Psychoanalysis
PDA Pediatric Allergy	PYM Psychosomatic Medicine
PDC Pediatric Cardiology	R Radiology
PDE Pediatric Endocrinology	RHI Rhinology
PDR Pediatric Radiology	RHU Rheumatology
PDS Pediatric Surgery	RIP Radioisotopic Pathology
PH Public Health	TR Therapeutic Radiology
PHO Pediatric	TRS Traumatic Surgery
Hematology—Oncology	TS Thoracic Surgery
PM Physical Medicine and	U Urological Surgery
Rehabilitation	VS Vascular Surgery
PNP Pediatric Nephrology	

### 14. AUTHORIZED WATCHES

Watches Authorized for use under Rule 2 are:

#### POCKET WATCHES

##### BALL

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

##### BULOVA

Quartz Model

##### CITIZEN

Railroad Approved - Quartz/Ladies & Mens

##### ELGIN

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

##### HAMILTON

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

##### HOWARD

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

##### ILLINOIS

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

##### WALTHAM

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

#### WRIST WATCHES

##### ACCUTRON

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

##### BALL

Official Railroad Standard  
Automatic Trainmaster

##### BULOVA

Railroad Approved - Quartz

##### ELGIN

B. W. Raymond Chronometer Model - 21 Jewel

##### HAMILTON

Electric Railroad Special  
Electric - Model 910917, White

##### PULSAR

Railroad Approved - Quartz Model

##### RODANIA

Quartz - Model 9361

### 14. AUTHORIZED WATCHES (Cont'd)

Watches Authorized for use under Rule 2 are:

#### WRIST WATCHES (Cont'd)

##### SEIKO

Railroad Approved - Quartz Model

##### SPEIDEL

Railroad Approved - Quartz Model

##### WYLER

Railroad Approved - Incaflex Model

### 15. AGENCY HOURS OF OPERATION

STATION	WEEKDAYS	SAT. & SUN.
Andrews Yard	Continuous	Continuous
Augusta Yard	7:00 a.m. to 3:00 p.m.	Same
	11:00 p.m. to 7:00 a.m.	Same
	3:00 p.m. to 11:00 p.m.	Sun. Only
Asheville	Continuous	Continuous
Badin	8:00 a.m. to 5:00 p.m.	Closed
Blacksburg	7:00 a.m. to 4:00 p.m.	Closed
Chamblee	Continuous	Continuous
Charlotte	Continuous	Continuous
Charlottesville	8:00 a.m. to 5:00 p.m.	Sat. Same
		Sun. Closed
Chocowinity	5:00 a.m. to 6:00 p.m.	Sat. 5:00 a.m.
	7:00 p.m. to 3:00 a.m.	to 1:00 p.m.
		7:00 p.m. to
		3:00 a.m.
Culpeper	8:00 a.m. to 5:00 p.m.	Sat. Same
		Sun. Closed
Dundee	6:30 a.m. to 11:00 p.m.	Closed
East Durham	7:00 a.m. to 6:00 p.m.	Closed
Eden	8:00 a.m. to 5:00 p.m.	Closed
Gainesville	Continuous	6:15 a.m. to
		10:15 p.m.
Goldsboro	8:00 a.m. to 10:00 p.m.	Sat. 8:00 a.m.
		to 3:00 p.m.
		Sun. Closed
Greensboro-	5:30 a.m. to 10:30 p.m.	Same
Pomona		
Hayne	Continuous	Continuous
Manassas	Continuous	Continuous
Montview	Continuous	Continuous
New Bern	8:00 a.m. to 5:00 p.m.	Closed
	8:00 p.m. to 4:00 a.m.	
N. Winston Yd.	Continuous	Continuous
Oyama	Continuous	Sat. 8:00 a.m.
		to 3:00 p.m.
		Sun. Closed
Raleigh	Continuous	Continuous
Rock Hill	Continuous	6:00 a.m. to
		10:00 p.m.
Seneca	6:30 a.m. to 3:30 p.m.	Sat. Same
		Sun. Closed
Seven Mile	6:30 a.m. to 12:30 a.m.	Same
Spencer Yard	Continuous	Continuous

### 16. COMMUNICATION & SIGNAL INFORMATION

#### a. Instructions for handling Electric Switch Locks.

##### 1. G.R.S. Electric 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

## 16. COMMUNICATION & SIGNAL INFORMATION (Cont'd)

from the siding or spur track to the main track after clearing the main track, a predetermined release time is required before the lock and switch can be operated.

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

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

### 2. US&S Electric Locks

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

- (a) For movement from main track to siding or spur track:
  1. Stop engine or cars just ahead of switch points.
  2. Actuate operating handle or foot pedal to unlock position. This unlocks the switch and it can be operated the same as any other hand throw switch.
- (b) For movement from siding or spur track to the main track:
  1. Secure permission from the control station to operate the electric lock and enter main track. the switch must be unlocked and thrown before the derail or inside crossover switch is operated.
  2. Actuate operating handle or foot pedal to request unlock of switch. Immediately or after predetermined time interval has expired the switch is unlocked and it can be operated the same as any other hand throw switch.
- (c) For movements using controlled electric locks:
  1. Proceed as above after obtaining release from control station.

## 16. COMMUNICATION & SIGNAL INFORMATION (Cont'd)

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

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

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

### 16b. DETECTORS

#### 1. Location of Detectors

Location	Milepost	Type	Direction
<b>Washington District</b>			
Burke, VA (Tracks 1 & 2)	* 18.8	SAD	Both
Manassas, VA (Tracks 1 & 2)	* 31.6	SAD	Both
Nokesville, VA	* 38.3	SAD	Both
Bealeton, VA (Tracks 1 & 2)	* 52.7	SAD	Both
Culpepper, VA	* 64.4	SAD	Both
Rapidan, VA	* 79.2	SAD	Both
Somerset, VA	\$ * 91.5	SAD	Both
Proffit, VA	# * 105.5	SAD	Both
Hickory Hill, VA (Tracks 1 & 2)	* 115.8	SAD	Both
Applegate, VA	\$\$ * 126.5	SAD	Both
Gordon, VA	* 140.3	SAD	Both
Tye River, VA	* 150.2	SAD	Both
Sweet Brier, VA	* 160.1	SAD	Both
Rivermont, VA	* 170.8	SAD	Both
Haymarket, VA	* B10.1	SAD	Both
The Plains, VA	* B19.7	SAD	Both
Delaplane, VA	* B33.6	SAD	Both
Linden, VA	* B42.9	SAD	Both
<b>Danville District</b>			
Lawyers, VA	* 180.8	SAD	Both
Otter River, VA	* 189.7	SAD	Both
Motley, VA (Tracks 1 & 2)	* 201.5	SAD	Both
Gretna, VA	* 209.5	SAD	Both
Chatham, VA (Tracks 1 & 2)	* 218.3	SAD	Both
Blairs, VA	\$ * 229.0	SAD	Both
Bentley, VA (Tracks 1 & 2)	* 240.0	SAD	Both
Ruffin, NC	# * 251.5	SAD	Both
Reidsville, NC	* 266.0	SAD	Both
Rudd, NC	* 276.5	SAD	Both
Hilltop, NC	* 291.5	SAD	Both
High Point, NC (Tracks 1 & 2)	* 301.9	SAD	Both
Lake, NC	* 313.9	SAD	Both
Gibsonville, NC	* H15.5	SAD	Both
Mebane, NC	* H29.4	SAD	Both
Glen, NC	* H43.9	SAD	Both
IBM, NC	* H62.3	SAD	Both
<b>Charlotte North District</b>			
Reid	* 338.0	SAD	Both
Kannapolis	* 346.8	SAD	Both
Adams (Tracks 1 & 2)	* 355.3	SAD	Both
Hahn	\$ * 367.5	SAD	Both
Charlotte (Tracks 1 & 2)	* 378.8	SAD	Both
South Fork	* 390.3	SAD	Both
Arlington	* 402.6	SAD	Both
Hudson (Tracks 1 & 2)	* 413.4	SAD	Both
Blacksburg	* 427.0	SAD	Both
Thicketty	* 437.6	SAD	Both

16b. DETECTORS (Cont'd)

1. Location of Detectors

Location	Milepost	Type	Direction
<b>Charlotte North District (Cont'd)</b>			
Zion Hill	* 448.3	SAD	Both
Fair Forest (Tracks 1 & 2)	* 457.2	SAD	Both
Lyman	* 467.8	SAD	Both
Paris (Tracks 1 & 2)	* 479.3	SAD	Both
<b>Charlotte South District</b>			
Lathem	* 492.5	SAD	Both
Liberty	* 504.2	SAD	Both
Clemson	* 513.7	SAD	Both
Cheney	* 526.1	SAD	Both
Madison	# * 539.2	SAD	Both
Ayersville (Tracks 1 & 2)	* 552.4	SAD	Both
Alto	* 564.1	SAD	Both
Cagle	* 575.1	SAD	Both
Oakwood	* 588.6	SAD	Both
Walters	* 598.2	SAD	Both
Duluth	* 611.0	SAD	Both
Norcross	* 619.0	SAD	Both
Goodwin (Tracks 1 & 2)	* 626.6	SAD	Both
<b>NS District</b>			
Simpson, NC	* NS143.0	SAD	Both
Farmville, NC	* NS158.3	SAD	Both
Stantonsburg	* NS172.8	SAD	Both
Wilson, NC	* NS187.8	SAD	Both
Middlesex	* NS202.3	SAD	Both
Eagle Rock, NC	* NS215.8	SAD	Both
<b>A&amp;EC District</b>			
Cary, NC	* EC14.2	SAD	Both
Neuse River, NC	* EC28.8	SAD	Both
Cove, NC	* EC43.9	SAD	Both
Cherry Point, NC	* EC81.4	SAD	Both
<b>Columbia District</b>			
Fort Mill	* R 13.1	SAD	Both
Rock Hill	* R 26.6	SAD	Both
Chester	* R 39.9	SAD	Both
Cornwell	* R 51.9	SAD	Both
Adger	* R 63.6	SAD	Both
Simpson	* R 75.7	SAD	Both
Blythewood	* R 87.7	SAD	Both
Talcott	* R101.7	SAD	Both
Arthur	* R116.3	SAD	Both
Barr	* R126.2	SAD	Both
Batesburg	* R140.8	SAD	Both
Ward	* R155.0	SAD	Both
Trenton	* R165.9	SAD	Both
Graniteville	* R178.0	SAD	Both
White Stone	* W 75.2	SAD	Both
Jonesville	* W 83.4	SAD	Both
Union	* W 93.0	SAD	Both
Santuc	* W102.4	SAD	Both
Carlisle	* W112.4	SAD	Both
Strother	* W124.2	SAD	Both
Parr	* W133.8	SAD	Both
Richtex	* W144.9	SAD	Both
Fornance	* W155.8	SAD	Both
<b>Asheville District</b>			
Azalea	* S133.2	SAD	Both
Black Mountain	* S125.2	SAD	Both
Greenlee	# * S107.0	SAD	Both
Marion	* S 99.0	SAD	Both
Bridgewater	* S 87.0	SAD	Both

16b. DETECTORS (Cont'd)

1. Location of Detectors

Location	Milepost	Type	Direction
<b>Asheville District (Cont'd)</b>			
Morganton	* S 76.8	SAD	Both
Hildebran	* S 62.9	SAD	Both
Conover	* S 50.6	SAD	Both
Catawba	* S 38.3	SAD	Both
Statesville	* S 29.1	SAD	Both
Elmwood	* S 19.0	SAD	Both
Majolica	* S 4.8	SAD	Both
Candler	* T 9.2	SAD	Both
Arden	* W 9.1	SAD	Both
Hendersonville	* W 20.9	SAD	Both
Saluda	* W 29.9	SAD	Both
Landrum	* W 46.0	SAD	Both
Inman	* W 56.5	SAD	Both
<b>Charleston District</b>			
Summerville	SC 21.9	SAD	Both
Dorchester	SC 36.9	SAD	Both
Reevesville	SC 54.4	SAD	Both
Rowesville	SC 70.1	SAD	Both
Orangeburg	* SC 83.0	SAD	Both
Fort Motte	* SC 97.4	SAD	Both
Gadsden	* SC111.4	SAD	Both
Hopkins	* SC117.9	SAD	Both

\* Also has Dragging Equipment Detector

# Also has Hot Wheel Detector

\$ Detects overheight loads - southbound only

\$\$ Detects overheight loads - northbound only

SAD = Stand Alone Detector

2. INSTRUCTIONS FOR DETECTORS

All defect detectors are Stand Alone Detectors and scan trains in both directions.

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

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

If multiple defects are detected, each axle location will be announced three (3) times.

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

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

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

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

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

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

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

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

Trains receiving indication of excessive dimension car(s) from Blairs, Va. or Hahn, N.C., Applegate or Somerset, Va. Detectors will stop and inspect train and report to the train dispatcher at Greenville, S.C.: Car initial, number, waybill destination, condition of car, and advise if car is covered by high wide file.

If stopped by Applegate or Somerset detectors, car(s) must be set out prior to reaching overhead bridge, M.P. 112.2 and not moved until mechanical inspection is made and movement authorized by Chief Dispatcher.

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

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

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

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

When a train is stopped for a defect indication, the following information must be given as quickly as radio communication can be established.

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

### 3. STAND-ALONE DRAGGING EQUIPMENT DETECTORS

#### Voice Radio Alarm Only

When the voice radio alarm is activated at a detector the train must be stopped promptly for inspection. The dispatcher must be advised of the stop and results of inspection and corrections made.

Train crews receiving messages transmitted from voice radio alarms located at defect detector sites will stop their trains only if their trains are actually passing the detector identified on the radio or if the rear of their train is within 1/2 mile of the detector after having passed it.

When a train is stopped for dragging equipment indication, the following information must be given to the dispatcher as quickly as radio communication can be established.

1. Car number.
2. Type of dragging equipment found.
3. Type of car.
4. Loaded or empty.
5. Disposition of car.

This information must be furnished each time train is stopped.

#### DRAGGING EQUIPMENT - RULE 316

Location of Dragging Equip. Detector	Location of Lights	Track	Direction Activated
<b>Danville District</b>			
M.P. 174.6 (Only 1 D.E.D. NW Conn.Track)	172.0 & 172.2	1 & 2	Northbound
M.P. 175.3	172.0 & 172.2	1 & 2	Northbound
<b>Charlotte South District</b>			
M.P. 521.9	517.1		Northbound

#### 4. SLIDE DETECTOR

Eastbound trains approaching and finding signal located at M.P. S118.4 displaying STOP, will proceed after receiving permission from the dispatcher and are to look for slide at Graphite (M.P. S118.1). This signal works in conjunction with slide detector.

Westbound trains passing field signal at M.P. S115.3 displaying RESTRICTED PROCEED should watch for slide at Graphite (M.P. S118.1).

#### 5. STEAM-POWERED TRAINS Stand-Alone Detectors

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

### 16c. ALL CHANNEL RADIOS

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

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

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

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

### 16d. LOCATION OF DISPATCHER-CONTROLLED RADIO BASE STATIONS EMERGENCY ACCESS

In case of an emergency where the dispatcher is needed immediately, field personnel can press a "O" within five seconds of the answer-back tone from first setting up the radio. You will receive a second answer-back tone which lets you know that the call is shown as an emergency on the dispatcher's display and that the radio is being monitored. Refer to Operating Rule 503 concerning radio use during emergencies.

Location	Frequency	DTMF Access Code	Hours
<b>Washington District</b>			
Alexandria, VA (Barnaby)	SOU 1 & 2	2	Continuous
Calverton, VA	SOU 1 & 2	2	Continuous
Clark Mtn., VA (Orange)	SOU 1 & 2	2	Continuous
Fairfax, VA	SOU 1 & 2	2	Continuous
Heard Mtn., VA (Covesville)	SOU 1 & 2	2	Continuous
High Peak, VA (Monroe)	SOU 1 & 2	2	Continuous
Linden, VA	SOU 1	5	Continuous
Marshall, VA	SOU 1	5	Continuous
Mtn. Chapel, VA (Charlottesville)	SOU 1 & 2	2	Continuous
Woodstock, VA	SOU 1	5	Continuous
<b>Danville District</b>			
Bear Creek, NC	SOU 1	18	Continuous *
Bear Creek, NC	SOU 1	28	See # Below
E. Durham, NC	SOU 1	15	Continuous *
E. Durham, NC	SOU 1	25	Continuous \$
Greensboro, NC	SOU 1 & 2	3	Continuous
Greensboro, NC (Use 3 for the Raleigh Disp. or 5 for the Greensboro S. Disp.)	SOU 1 & 2	5	Continuous
High Peak, VA	SOU 1 & 2	5	Continuous
Lexington, NC	SOU 1 & 2	5	Continuous
Long Mtn., VA (Rustburg)	SOU 1 & 2	5	Continuous
Mebane, NC	SOU 1	12	Continuous
Mooreville, NC	SOU 1	12	Continuous
Old Salem Yard	SOU 1	18	Continuous
Reidsville, NC	SOU 1 & 2	5	Continuous
Selma, NC	SOU 1	12	Continuous
Stem, NC	SOU 1	18	Continuous
White Oak Mtn., VA (Chatham)	SOU 1 & 2	5	Continuous

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

Location	Frequency	DTMF Access Code	Hours
<b>Charlotte North District</b>			
Kannapolis, NC	SOU 1 & 2	2	Continuous
Charlotte, NC	SOU 1 & 2	2	Continuous
Crowders Min., NC	SOU 1 & 2	2	Continuous
Spartanburg, SC	SOU 1 & 2	2	Continuous
Paris Mtn., SC	SOU 1 & 2	2	Continuous
Lexington, NC	SOU 1 & 2	2	Continuous
<b>Charlotte South District</b>			
Bowman, GA	SOU 1 & 2	5	Continuous
Seneca, SC	SOU 1 & 2	5	Continuous
Currahee Mtn., GA	SOU 1 & 2	5	Continuous
Gainesville, GA	SOU 1 & 2	5	Continuous
Duluth, GA	SOU 1 & 2	5	Continuous
Center, GA	SOU 1 & 2	5	Continuous
Paris Mtn., SC	SOU 1 & 2	5	Continuous
Spartanburg, SC	SOU 1 & 2	5	Continuous
<b>NS District</b>			
Bell Arthur	SOU 1	12	Continuous
Chocowinity, NC	SOU 1	18	Continuous
Fayetteville, NC	SOU 1	18	Continuous
Middlesex, NC	SOU 1	15	Continuous
Plymouth, NC	SOU 1	15	Continuous
Raleigh, NC	SOU 1	18	Continuous *
Raleigh, NC	SOU 1	28	Continuous \$
Varina, NC	SOU 1	15	Continuous
Wilson, NC	SOU 1	18	Continuous
<b>A&amp;E District</b>			
Goldboro, NC	SOU 1	18	Continuous
Havelock, NC	SOU 1	18	Continuous
Kinston, NC	SOU 1	15	Continuous
New Bern, NC	SOU 1	12	Continuous
<b>Columbia District</b>			
Fort Mill, SC	SOU 1 & 2	3	Continuous
Chester, SC	SOU 1 & 2	3	Continuous
Adger, SC	SOU 1 & 2	3	Continuous
Jonesville, SC	SOU 1 & 2	4	Continuous
Santuc, SC	SOU 1 & 2	4	Continuous
Strother, SC	SOU 1 & 2	4	Continuous
Montgomery, SC	SOU 1 & 2	3	Continuous
Montgomery, SC	SOU 1 & 2	4	Continuous
Greenwood, SC	SOU 1	4	Continuous
Newberry, SC	SOU 1 & 2	4	Continuous
Columbia, SC	SOU 1 & 2	3	Continuous
Columbia, SC	SOU 1 & 2	4	Continuous
(Use 3 for the R-Line or 4 for the W-Line.)			
Fredonia, SC	SOU 1 & 2	3	Continuous
Ward, SC	SOU 1 & 2	3	Continuous
Madison, SC	SOU 1 & 2	3	Continuous
Augusta, GA	SOU 1 & 2	3	Continuous
Anderson, SC	SOU 1 & 2	3	Continuous
Charlotte, NC	SOU 1 & 2	3	Continuous
Halls Ferry Jct.	SOU 1	4	Continuous
Seneca, SC	SOU 1 & 2	3	Continuous
Spartanburg, SC	SOU 1 & 2	4	Continuous

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

Location	Frequency	DTMF Access Code	Hours
<b>Asheville District</b>			
Asheville, NC	SOU 1 & 2	8	Continuous
Black Mtn., NC	SOU 1 & 2	8	Continuous
Bridgewater, NC	SOU 1 & 2	8	Continuous
Canton, NC	SOU 1 & 2	8	Continuous
Claremont, NC	SOU 1 & 2	8	Continuous
Greenelee, NC	SOU 1 & 2	8	Continuous
Hildebran, NC	SOU 1 & 2	8	Continuous
Pinnacle Mtn., NC	SOU 1 & 2	8	Continuous
Tryon Peak, NC	SOU 1 & 2	8	Continuous
Elmwood, NC (Young Mtn.)	SOU 1 & 2	8	Continuous
Lancaster, SC	SOU 1 & 2	7	Continuous
Statesburg, SC	SOU 1 & 2	7	Continuous
Orangeburg, SC	SOU 1 & 2	7	Continuous
Dorchester, SC	SOU 1 & 2	7	Continuous
Gadsden, SC	SOU 1	7	Continuous
Crowder's Mtn., NC	SOU 1 & 2	8	Continuous
Spartanburg, SC	SOU 1 & 2	8	Continuous
Columbia, SC	SOU 1 & 2	8	Continuous
<b>Charleston District</b>			
Orangeburg, SC	SOU 1 & 2	8	Continuous
Dorchester, SC	SOU 1 & 2	8	Continuous
Gadsden, SC	SOU 1	8	Continuous
Charleston, SC	SOU 1 & 2	7	Continuous

\* 7:00 AM - 3:00 PM, M-F, Raleigh Dist. Dispatcher  
All Other, Greensboro South Dispatcher

§ All times, Greensboro North Dispatcher

# All times except 7:00 AM - 3:00 PM, M-F, Greensboro North Dispatcher

16e. LOCATION OF WAYSIDE  
RADIO BASE STATIONS

Location	Frequency	Hours
<b>Washington District</b>		
Charlottesville, VA	SOU 1	See Section 15
Culpeper, VA	SOU 1	See Section 15
Manassas, VA	SOU 1	See Section 15
Montview, VA	SOU 1 & NW 1	Continuous
<b>Danville District</b>		
Dundee, VA	SOU 1	Continuous
E Durham, NC	SOU 1 & NW 1	See Section 15
Greensboro-Pomona, NC	SOU 1 & Terminal	See Section 15
North Winston, NC	SOU 1 & NW 1	Continuous
Spencer Yd., NC	SOU 1 & Terminal	Continuous
<b>Charlotte North District</b>		
Charlotte, NC (Airline Yard)	SOU 1 & Terminal	Continuous
Spartanburg, SC (Hayne Yard)	SOU 1	Continuous
Greenville, SC	SOU 1	Continuous
Badin, NC	SOU 1	See Section 15
Rock Hill, SC	SOU 1	See Section 15
<b>Charlotte South District</b>		
Seneca, SC	SOU 1	See Section 15
Gainesville, GA	SOU 1	See Section 15
Chamblee, GA	SOU 1 & Terminal	Continuous
Atlanta, GA (Inman Yard)	SOU 1 & Terminal	Continuous

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

Location	Frequency	Hours
<b>NS District</b>		
Chocowinity, NC	SOU 1	See Section 15
Glenwood Yd., NC	SOU 1	Continuous
Varina, NC	SOU 1	Continuous
<b>A&amp;EC District</b>		
Goldsboro, NC	SOU 1	See Section 15
Morehead City, NC	SOU 1	Continuous
New Bern, NC	SOU 1	See Section 15
<b>Columbia District</b>		
Columbia, SC (Andrews Yard)	SOU 1 & Terminal	Continuous
Augusta Yd., GA	SOU 1	See Section 15
Aiken	SOU 1	See Section 15
<b>Asheville District</b>		
Asheville, NC	SOU 1 & Terminal	Continuous
Oyama, NC	SOU 1	See Section 15
<b>Charleston District</b>		
Charleston, SC	SOU 1	See Section 15
Dorchester, SC (Controlled from Charleston)	SOU 1	See Section 15

17. HAZARDOUS MATERIALS

A. GENERAL INSTRUCTIONS:

1. Compliance with the Code of Federal Hazardous Materials Regulations (49 CFR) of the U.S. Department of Transportation (found in the current edition of the AAR Bureau of Explosives Tariff BOE-6000 Series), and Norfolk Southern's special rules for handling hazardous materials, is required of all employees of Norfolk Southern Railway Company. References to specific sections of the 49 CFR included in the BOE Tariff are enclosed in brackets, for example [174.24].

2. A carrier must forward each shipment of hazardous materials promptly and within 48 hours (Saturdays, Sundays, and holidays excluded) after acceptance at the originating point, except that where biweekly or weekly service only is performed, a shipment of hazardous materials must be forwarded on the first available train [174.14].

3. Definitions of terms for these instructions are listed in 49 CFR Section 171.8. For technical interpretations on these instructions call Hazardous Materials Management in Roanoke at 7-981-3762 or (703)-981-3762; or in Atlanta at 7-529-2242 or (404)-529-2242.

B. SWITCHING OF PLACARDED CARS:

1. Every employee involved in the switching of hazardous materials cars, both on line of road and in yards, must be familiar with and be governed by the instructions contained in the "Hazardous Materials Switching Chart" found in the back of the timetable [174.82-174.83].

2. When switching loaded placarded tank cars, or switching cars that will couple to loaded placarded tank cars, maximum reasonable efforts must be made to achieve couplings at speeds not to exceed 4 MPH.

3. Employees must position themselves at least fifteen (15) feet, and more if possible, from the manway and valves prior to coupling. Contents of tank cars may splash during or immediately following coupling due to improperly secured closures.

4. Persons having access to waybills or shipping instructions must see that concerned employees are notified when hazardous materials are to be handled.

5. Cars placarded "EXPLOSIVES", "FLAMMABLE GAS", or "FLAMMABLE" must not be left on any track unless track is free from combustible material such as dead grass and weeds.



## 17. HAZARDOUS MATERIALS (Cont'd)

### B. SWITCHING OF PLACARDED CARS: (Cont'd)

6. Residue (empty) DOT-113 specification tank cars placarded Division 2.1 (**FLAMMABLE GAS**), shall not be cut-off in motion or struck by a free rolling car. A Car Movement Restriction Message has been added to the computerized switch list to flag these cars. Additionally, these cars can be identified by the tank car specification marking located on the right-hand side of the car, for example, DOT-113\*\*\*\*W.

### C. TRAIN PLACEMENT OF PLACARDED CARS:

1. Every employee involved in the positioning in train of hazardous materials cars, must be familiar with and be governed by the instructions contained in the "Hazardous Materials Position in Train Chart" found in the back of the timetable [174.82-174.85].

2. The "Hazardous Materials Position in Train Chart" will also apply to yard movements on a main track if the intended movement will exceed one mile.

3. At the commencement of each trip, the conductor or competent crew member directed by the conductor must inspect the six head cars behind the engine and the six rear cars ahead of an occupied caboose to ascertain that placarded hazardous material cars are properly positioned. This will not be required at a terminal when relieving an NS crew, and the train has remained intact.

4. The train crew must have a document (consist, wheel report, or hazardous materials list) indicating the position in train of each loaded placarded car containing hazardous materials, except when the position is changed or the placarded car is placed in the train by a crew member of the train (See Operating Rule 573), [174.26(b)].

5. At each terminal or other place where trains are made up or switched by crews other than the outbound train crew, the outbound train and engine crew must receive a consecutively numbered notice (NS FORM 11562) indicating the position in the train of each car placarded Division 1.1 or 1.2 (Explosives), Division 2.3 Hazard Zone A (Poison Gases), or Division 6.1 PG I Hazard Zone A (Poison). These placards will be mounted on white square background for ease of identification. (See Operating Rule 573), [174.26(a) & 172.510].

6. When loaded cars containing hazardous materials are picked up on line of road and there is no agent or clerical force on duty, the train dispatcher or other appropriate authority (trainmaster, yardmasters, and operators as applicable), must be notified that pick-up includes hazardous materials.

7. A rail shipment (other than tank car) placarded as in Group 2, on the Train Placement Chart, is not allowed to be transported on the NS system (see NS Intermodal Rules Circular).

### D. KEY TRAINS:

1. The definition of a "KEY TRAIN" is:

- Any train handling five (5) or more carloads of **POISON INHALATION HAZARD** (Hazard Zone A or B) gases or liquids;  
- OR -

- Any train handling any combination of twenty (20) or more carloads, including intermodal portable tank loads, of:

- (a) **POISON INHALATION HAZARD** (Hazard Zone A or B) commodities;
- (b) Division 1.1 or 1.2 (Explosives);
- (c) Division 2.1 (Flammable Gas); or
- (d) Environmentally Sensitive Chemicals

— A commodity designated as a Poison Inhalation Hazard "PIH" will be identified by the "Poison Inhalation Hazard" or "Inhalation Hazard" notation on waybill or shipping document. The same notation will be stenciled in 4-inch letters on each side of tank cars containing "PIH" materials.

## 17. HAZARDOUS MATERIALS (Cont'd)

### D. KEY TRAINS: (Cont'd)

- Division 1.1 or 1.2 (Explosives) and/or Division 2.1 (Flammable Gas) commodities will be identified by the corresponding placard, or the Hazard Class on the waybill or shipping document.
- Environmentally Sensitive Chemicals can be identified by Car Movement Restriction Messages on train consist and/or Switch List; or by the chemical name or commodity code on the following list:

#### List of Environmentally Sensitive Chemicals

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

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

2. **KEY TRAINS** will be identified at certain locations on train consist copy, but at all locations conductor will be responsible for examining waybills to ascertain whether or not hazardous materials cars in train meet **KEY TRAIN** criteria. Conductor will promptly notify the dispatcher, or the appropriate authority for notification purposes (trainmasters, yardmasters, and operators as applicable) who in turn will notify the dispatcher, if the train or yard movement is to be designated as a **KEY TRAIN**.

3. In addition to the above, yard clerical forces handling outbound trains at train makeup or intermediate terminals must notify the dispatcher or the appropriate authority for notification purposes, if a train is to be designated as a **KEY TRAIN**. This notification should be made as soon as possible and may be made by telephone, or by entering information directly into the Computer Aided Dispatching system where this capability is available. In the event the computer is down, or if not equipped to determine this information by computer, a review of waybills must be made to determine **KEY TRAIN** status.

4. If train sets out or picks up loaded hazardous materials cars on line of road, and set-out or pick-up changes **KEY TRAIN** status, conductor will promptly notify dispatcher. The positions of the hazardous materials cars picked up will be recorded by the conductor on his consist.

5. The following **RESTRICTIONS** must be observed for movement of **KEY TRAINS**:

- (a) Maximum authorized speed of 50 MPH, unless further restricted.
- (b) At meeting or passing points, when practicable, **KEY TRAIN** will hold main track unless a speed of 15 MPH or greater is authorized for siding or auxiliary track.

## 17. HAZARDOUS MATERIALS (Cont'd)

### D. KEY TRAINS (Cont'd):

- (c) When any track with an authorized speed of 10 MPH or less is used for meeting or passing a **KEY TRAIN**, one of the trains must be stopped before the other train passes.
- (d) When a **KEY TRAIN** is stopped by an emergency brake application or by some unknown cause, the train must be inspected for derailed or defective cars in accordance with **NS Operating Rule 102**.
- (e) If a defect in a **KEY TRAIN** journal is reported by a wayside detector, but inspection of the journal fails to confirm evidence of a defect, the train will not exceed 30 MPH until it has passed over the next wayside detector. If the same car again sets off the next detector, it must be set out from the train.
- (f) Cars with friction bearings will not be permitted in **KEY TRAINS**.

### E. DOCUMENTATION:

1. No hazardous materials car, loaded or residue (empty), may be moved on line of road without a waybill, consist, switch list, wheel report, or other shipping document which identifies its contents or previous contents by proper shipping name, hazard class, UN/NA 4-digit identification number, a 24-hour emergency contact number, and quantity (may be properly specified as "One (1) Tank Car Load", or "1 T/C"). Other common elements which must be included if applicable are the packing group, placard notation, placard endorsement, reportable quantity (RQ), poison inhalation hazard notation, hazard zone, residue notation, marine pollutant notation, and/or shipper certification [172.210 & 174.24].

#### 2. EXAMPLE OF SHIPPING PAPER DESCRIPTION:

- 1 T/C CHLORINE  
2.3 (POISON GAS)  
UN 1017  
RQ (CHLORINE)  
MARINE POLLUTANT (CHLORINE)  
POISON INHALATION HAZARD ZONE B  
PLACARDED: POISON GAS  
EMERGENCY TELEPHONE: (###)-###-####

3. At the commencement of each trip, the conductor or competent crew member directed by the conductor must examine waybills and/or consist to identify cars containing hazardous materials. A member of the train crew of a train transporting hazardous materials must have in his possession a copy of the shipping papers (as described in 1 above) for all shipments of hazardous materials [174.24].

4. A member of a train or yard crew is required to have a copy of the shipping papers (as described in 1 above) for any hazardous materials shipments before they are removed from the shipper's plant for direct or eventual forwarding to the yard; or when making delivery of hazardous materials shipments to a consignee's plant or siding. Documentation is not required for respotting within a plant or for movement to adjacent carrier tracks when the cars are to be respotted within the plant confines and are not being forwarded to the yard [174.24].

5. When picking up a hazardous material shipment from the shipper, the train crew should assure that the shipper's certification and signature are on the shipping papers received from the shipper. Shipper's certification is a signed statement from the shipper declaring that the hazardous materials are properly classified, described, packaged, marked and labeled, and are in proper condition for transportation according to DOT regulations. This is not required if Norfolk Southern is not the original carrier, if the certification is already in possession of the agency or central waybilling center, or for the return of empty tank cars which previously contained hazardous materials [172.204 & 174.24].

## 17. HAZARDOUS MATERIALS (Cont'd)

### E. DOCUMENTATION: (Cont'd)

6. Agents, yardmasters, dispatchers, and train and engine service employees (both road and yard), must have a current copy of the DOT Emergency Response Guidebook accessible when on duty. A crew member's copy maintained on the engine will be considered as being accessible to crews performing yard or switching service. Conductors will ascertain that a copy is on the controlling unit at the start of each trip or tour of duty [172.602].

### F. INSPECTION:

1. Rail cars carrying hazardous materials and each rail car immediately adjacent thereto, must be inspected before acceptance at originating point, when received in interchange, and at any point where a train is required to be inspected (including the point where the car is placed in the train). The cars may continue in transit only when the inspection indicates that the cars are in safe condition for transportation [174.8].

2. Before coupling to a placarded tank car, loaded or residue (empty), employees must by observation from the ground determine:
  - that there is no visible or detectable leak;
  - that all loading and unloading lines are disconnected;
  - that all platforms are raised or in the clear; and
  - that manway cover bolts, valve housing covers, bottom outlet caps, and plugs or caps on other openings are in their proper places.

**EXCEPTION: Heater coil inlet and outlet pipes on residue tank cars must be left open for drainage. Be advised that heater coils can be easily identified by stenciling on the tank car. THE CAPS TO THESE PIPES MUST BE IN THE OFF POSITION BEFORE EMPTY/RESIDUE TANK CARS CONTAINING HAZARDOUS MATERIALS ARE ACCEPTED AT INDUSTRIES OR INTERCHANGE.**

3. Before any closed (box or hopper) car containing hazardous materials is coupled into or moved, the crew must determine that the doors are closed and securely fastened [174.8 and 174.104].

4. DOT specification tank cars not equipped with top and bottom shelf couplers will not be accepted in interchange, placed or pulled at industrial tracks, or moved in a train. The Mechanical Department must be notified of such cars when offered in interchange or when released from industries. This restriction applies to (1) all DOT specification tank cars, whether or not they are displaying a hazardous material placard, and (2) both loaded and empty cars.

5. Check to make sure the safety valve and tank test due dates are current (a car is within test until the last day of the month or year shown). These will appear on the right-hand side of the car under the specification marking. If they are not in date, notify your supervisor.

When a test of the safety valves or tank becomes due when a loaded car is in transit, the car must be forwarded to its destination once the Mechanical Department has carded each side of the car with a card exhibiting the notice, "Safety Valves overdue for test or Tank overdue for test moving under authority of 49 CFR 174.9(c). A prompt report of such movement showing the car initials and number must be made to the Bureau of Explosives."

6. Intermodal tanks containing hazardous materials must not be accepted in interchange, pulled at an industrial track, or moved in a train, unless the DOT Proper Shipping Name of the material is legibly marked on two opposing sides of the tank, and this DOT Proper Shipping Name matches the one shown on the hazardous materials shipping paper for the tank.

## 17. HAZARDOUS MATERIALS (Cont'd)

### G. MARKING AND PLACARDING HAZARDOUS MATERIALS:

1. Hazardous Materials shipments must not be accepted at industries or in interchange unless placards, as specified on shipping papers, are affixed on each end and on each side of the car as required by regulations. Such placards must be securely in place before pulling loaded and/or residue (empty) tank cars, or other type rail cars containing hazardous materials. Cars with missing, damaged, faded, or improper placards must not be pulled [172.508 & 174.59].

2. Each agent or yardmaster shall maintain an adequate supply of placards or markers (which are available through the NS Material Management System), to replace those that are lost or damaged, based on the information on the shipping papers [174.33].

Missing, damaged, or faded placards discovered in transit should be replaced at the next inspection point, and those not required must be removed at the next terminal where the train is classified [174.59]. Each specific operating location should have a standard procedure for replacing placards.

3. Hazardous materials shipping papers must include the Placard Notation indicating the placards applied to the car of a hazardous materials shipment, and the Placard Endorsement on the billing instructions near the car number, according to following table [174.25].

Hazard Class	Placard Notation	Placard Endorsement
DIVISION 1.1	Placarded EXPLOSIVES 1.1	EXPLOSIVES
DIVISION 1.2	Placarded EXPLOSIVES 1.2	EXPLOSIVES
DIVISION 1.3	Placarded EXPLOSIVES 1.3	DANGEROUS
DIVISION 1.4	Placarded EXPLOSIVES 1.4	DANGEROUS
DIVISION 1.5	Placarded EXPLOSIVES 1.5	DANGEROUS
DIVISION 1.6	Placarded EXPLOSIVES 1.6	(None)
DIVISION 2.1	Placarded FLAMMABLE GAS	DANGEROUS
DIVISION 2.2	Placarded NON-FLAMMABLE GAS	DANGEROUS
DIVISION 2.3 -- (Zone A)	Placarded POISON GAS	POISON GAS ZONE A
(Zone B, C, or D)	Placarded POISON GAS	DANGEROUS
CLASS 3	Placarded FLAMMABLE	DANGEROUS
COMBUSTIBLE LIQ.	Placarded COMBUSTIBLE	(None)
DIVISION 4.1	Placarded FLAMMABLE SOLID	DANGEROUS
DIVISION 4.2	Placarded SPONTANEOUSLY COMBUSTIBLE	DANGEROUS
DIVISION 4.3	Placarded DANGEROUS WHEN WET	DANGEROUS
DIVISION 5.1	Placarded OXIDIZER	DANGEROUS
DIVISION 5.2	Placarded ORGANIC PEROXIDE	DANGEROUS
DIVISION 6.1 - (PG I ZONE A)	Placarded POISON	POISON PGI ZONE A
(PG I ZONE B)	Placarded POISON	DANGEROUS
(PG II ZONE C)	Placarded POISON	DANGEROUS
(PGIII)	Placarded KEEP AWAY FROM FOOD	(None)
CLASS 7	Placarded RADIOACTIVE	RADIOACTIVE MATERIAL
CLASS 8	Placarded CORROSIVE	DANGEROUS
CLASS 9	Placarded CLASS 9 (OPTIONAL FOR DOMESTIC)	(None)
Mixed Loads of Hazmat Placarded DANGEROUS	Placarded DANGEROUS	DANGEROUS

**NOTE:** For tank cars which contain a residue of a hazardous material the Placard Notation will be followed by the work Residue, for example Placarded Flammable-Residue. The Placard Endorsement will be DANGEROUS, except for a residue of Combustible Liquid, a 6.1 PG III material, or a Class 9 material, the Placard Endorsement will be (None).

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

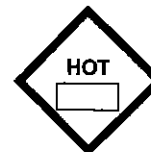
4. Federal regulations require SECONDARY placards for certain commodities which have subsidiary hazards. The addition of the SECONDARY placard does not change switching or position in train requirements, and the PRIMARY placard will govern. The PRIMARY and SECONDARY placards can be identified as follows: 1) the PRIMARY placard classification is the first hazard class following the proper shipping name on the shipping documents; 2) the use of the UN/NA 4-digit identification number is prohibited on the SECONDARY placard; and 3) no hazard class or division number may be displayed in the lower quadrant of a SECONDARY PLACARD [172.505 & 172.519]. **EXCEPTION:** Tank cars loaded with **ETHYLENE OXIDE** (UN 1040) displaying a Division 2.1 **POISON GAS** primary placard and a **FLAMMABLE GAS** secondary placard will not be cut off in motion. A Car Movement Restriction Message has been added to the computerized switch list to flag these cars.

5. If more than one of the UN/NA 4-digit identification number markings on placards, orange panels, or white square-on-point configurations are lost, damaged, or destroyed in transit, the carrier shall replace them as soon as practicable. The numbers may be entered legibly by hand using an indelible marking material [172.338].

6. A bulk packaging that contains a marine pollutant must be marked on each end and each side with the MARINE POLLUTANT mark. **EXCEPTION:** On a bulk packaging, freight container, or transport vehicle that bears a placard specified in hazardous materials timetable Rule G.3, the MARINE POLLUTANT marker is not required [172.203(1) & 172.322].



7. A tank car containing an "Elevated Temperature Material" must be marked on two opposing sides of the vehicle with the word "HOT". The "HOT" marking will either be painted on the car or displayed as follows:



**Loaded** "Elevated Temperature Material" cars must be handled only with proper hazardous material documentation (See HazMat Timetable Rule E). For example:

"Elevated Temperature Material, Liquid, N.O.S. (Petroleum Asphalt), 9, NA 9259, PG III"

**Empty** "Elevated Temperature Material" cars may be returned with the "HOT" markings left on the car, even though the **cool** residue is no longer considered a hazardous material. These cars can be billed as empties and do not require Hazardous Materials documentation.

**EXCEPTION:** Tank cars containing molten aluminum or molten sulfur must be marked "MOLTEN ALUMINUM" or "MOLTEN SULFUR" respectively on both sides of car.

## 17. HAZARDOUS MATERIALS (Cont'd)

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

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

9. The words **TOXIC** and **POISON** may be used interchangeably on placards. Therefore, cars placarded **TOXIC** will be handled in the same manner as cars placarded **POISON**, and cars placarded **TOXIC GAS** will be handled in the same manner as cars placarded **POISON GAS**.

### H. HAZARDOUS WASTE AND PCB WASTE MANIFESTS:

1. Hazardous waste and polychlorinated biphenyl (PCB) wastes shipments must be handled with hazardous waste manifest forms. Manifests must be signed and dated when subject waste materials are picked up and appropriate signed and dated documents obtained when the wastes are delivered. Tracking of the waste by rail will be handled by waybill or other appropriate document with initial and final rail transporters being responsible for executing manifest requirements outlined above. A copy of the manifest may or may not be attached to the waybill or switchlist. Modified waybills may be used in lieu of hazardous waste manifest.

2. Whenever Norfolk Southern Railway Company is the origin or destination carrier, and you are pulling or placing a hazardous waste or PCB waste car at industry, coordinate with agent for instructions regarding signing and dating of the required waste management documents.

### I. HYDROCYANIC ACID (HCN) TANK CARS

1. Tank cars containing Hydrocyanic Acid (HCN), are painted white with horizontal and vertical red stripes and placarded on each side and each end. They must be handled in accordance with the following instructions:

- (a) To be handled only when authorized by the Chief Dispatcher.
- (b) **NS FORM 11562**, "Notice of cars placarded Division 1.1 or 1.2 (Class A Explosives), Division 2.3 Hazard Zone A (Poison Gases), or Division 6.1 PG 1 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.

## 17. HAZARDOUS MATERIALS (Cont'd)

### K. REPORTING HAZARDOUS MATERIALS INCIDENTS:

**CAUTION:** Hazardous Materials can cause injury by inhalation, contact, ingestion, explosion, or fire. Chlorine, Anhydrous Ammonia, Sulfur Dioxide, Petroleum Products, as well as many other materials have distinct odors. Anytime such odors are detected in association with a shipment of hazardous materials **YOU SHOULD GET OUT OF THE AREA AS SOON AS POSSIBLE** and report the detection to the yardmaster, chief dispatcher and/or your immediate supervisor.

### THE FOLLOWING MUST BE REPORTED IMMEDIATELY TO THE CHIEF DISPATCHER:

1. All unauthorized, unintentional and/or accidental spills or releases (including minor leaks) of commodities classified as hazardous under federal and/or state department of transportation and environmental protection agency regulations, including hazardous materials, hazardous substances, and hazardous wastes.

2. All spills or releases of oil (lubricating, hydraulic, etc.), fuel (diesel, gasoline, etc.), or any other materials that can cause damage to the environment, including water discoloration.

3. All incidents that result in any derailment or any damage to tank cars, intermodal tanks and containers, or any other rolling stock containing hazardous materials, substances, and/or wastes.

### L. INSTRUCTIONS TO EMPLOYEES IN THE EVENT OF A HAZARDOUS MATERIALS INCIDENT OR ACCIDENT:

1. CHECK FOR INJURIES, PROVIDE ASSISTANCE AS NEEDED, NOTIFY THE TRAIN DISPATCHER OR YARDMASTER.

2. CHECK WAYBILLS AND DOCUMENTS FOR HAZARDOUS MATERIALS CARS. DOCUMENTS FOR THE MOST ACUTELY HAZARDOUS MATERIALS WILL BE ENDORSED OR STAMPED "**EXPLOSIVES, POISON GAS ZONE A', POISON PG 1 ZONE A', 'RADIOACTIVE MATERIAL', AND 'DANGEROUS'**" IN THE UPPER LEFT HAND CORNER. **HOWEVER, MANY SLOW ACTING/LONG TERM AND ENVIRONMENTALLY HAZARDOUS MATERIALS DO NOT REQUIRE THIS STAMP OR ENDORSEMENT. REVIEW DOCUMENTS CAREFULLY TO DETERMINE ALL HAZARDOUS MATERIALS PRESENT.**

3. **DO NOT GO NEAR DERAILED OR DAMAGED HAZARDOUS MATERIAL CARS TO INVESTIGATE ACCIDENT UNTIL IT IS DETERMINED TO BE SAFE.**

4. **EXTINGUISH ALL CIGARETTES, FUSEES, AND OPEN FLAMES UNTIL IT IS DEFINITELY DETERMINED THERE ARE NO FLAMMABLE VAPORS IN THE AREA.**

5. GIVE DISPATCHER OR YARDMASTER INFORMATION ON:

a. INJURIES.

b. **HOW MANY CARS ARE INVOLVED WITH THEIR LOCATION AND CONDITION WHERE POSSIBLE TO OBTAIN THIS INFORMATION SAFELY.**

c. **EACH HAZARDOUS MATERIAL CAR; INITIAL AND NUMBER, CONTENTS, COMMODITY CODE, PLACARDS, SHIPPER, AND CONDITION OF CAR WHERE POSSIBLE TO OBTAIN THIS INFORMATION SAFELY.**

d. **DANGER TO SURROUNDING AREA: HOMES, SCHOOLS, HOSPITALS, STREAMS, LAKES, ETC. AS APPLICABLE.**

6. **REVIEW EMERGENCY RESPONSE INFORMATION ON TRAIN CONSIST, SHIPPING PAPERS, IN THE D.O.T. EMERGENCY RESPONSE GUIDEBOOK, OR OTHER SOURCE, AND TAKE ACTION AS NECESSARY.**

7. **IF FIRE OCCURS, AND IT CAN BE DONE SAFELY, PULL AWAY ALL CARS THAT ARE MOVABLE AND NOT BURNING.**

17. HAZARDOUS MATERIALS (Cont'd)

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

8. INFORM LOCAL AUTHORITIES (FIRE DEPARTMENTS AND EMERGENCY RESPONDERS) OF THE CONTENTS OF EACH CAR THAT PRESENTS A HAZARD. GIVE THEM INFORMATION ON WAYBILLS, TRAIN CONSISTS, THE D.O.T. EMERGENCY RESPONSE GUIDEBOOK AND ANY OTHER INFORMATION YOU MAY HAVE CONCERNING THE PRODUCTS AND EQUIPMENT INVOLVED. ADVISE THEM TO KEEP PEOPLE AWAY FROM THE INCIDENT. THIS **DOES NOT** MEAN AN EVACUATION UNLESS THE EMERGENCY RESPONSE INFORMATION CALLS FOR SAME. **NOTE:** The conductor will be responsible for ensuring that waybills, shipping documents and any emergency response instructions are on or near the locomotives and available to authorized emergency responders.

9. REPORT ALL INFORMATION ABOVE TO THE FIRST RAILROAD SUPERVISOR OR OTHER OFFICER(S) AS MAY BE DESIGNATED, WHO REACHES THE SCENE.


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# 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 DESCRIPTION, WILL BE HANDLED THE SAME AS CARS WITH WORD DESCRIPTION PLACARDS.

GROUP 1	GROUP 2	GROUP 3	GROUP 4	GROUP 5	GROUP 6	GROUP 7	GROUP 8	GROUP 9	GROUP 10	GROUP 11

See Note (1)

Hazard Zone A

PG1  
Hazard Zone A

### RESTRICTIONS

	GROUP 1	GROUP 2	GROUP 3	GROUP 4	GROUP 5	GROUP 6	GROUP 7	GROUP 8	GROUP 9	GROUP 10	GROUP 11
1. WHEN TRAIN LENGTH PERMITS, PLACARDED CAR MAY NOT BE NEARER THAN THE SIXTH CAR FROM ENGINE OR OCCUPIED CABOOSE	X	X	X	X	X	X	X	X	X	X	X
2. WHEN TRAIN LENGTH DOES NOT PERMIT, PLACARDED CAR MUST BE PLACED NEAR THE MIDDLE OF THE TRAIN, BUT NOT NEARER THAN THE SECOND CAR FROM AN ENGINE OR OCCUPIED CABOOSE	X	X	X	X	X	X	X	X	X	X	X
3. ENGINE	X	X	X	X	X	X	X	X	X	X	X
4. OCCUPIED CABOOSE	X	X	X	X	X	X	X	X	X	X	X
5. OPEN TOP CAR - (INCLUDES BULK HEAD TAIL CARS) APPLIES WHEN ANY LADING PHOTOGRAPHS BEYOND THE CAR ENDS OR IF SHIPPED WOULD PRIORITISE BEYOND THE CAR ENDS	X	X	X	X	X	X	X	X	X	X	X
6. LOADED FLAT CAR - EXCEPT: GLOBE TOP COACHES, EQUIPMENT, MULTI-LEVELS, AND OTHER SPECIALLY-EQUIPPED CARS WITH TIE-DOWN DEVICES FOR PASSENGER VEHICLES	X	X	X	X	X	X	X	X	X	X	X
7. ANY RAIL CAR, TRANSPORT VEHICLE, OR FREIGHT CONTAINER WITH TEMPERATURE CONTROL EQUIPMENT OR INTERNAL COMBUSTION ENGINE IN OPERATION	X	X	X	X	X	X	X	X	X	X	X
8. GROUP 1: DIVISION 1.1 OR 1.2 (CLASS A EXPLOSIVES)	X	X	X	X	X	X	X	X	X	X	X
9. GROUP 2: DIVISION 2.3 HAZARD ZONE A (POISON GAS) OR DIVISION 5.1 PG 1 HAZARD ZONE A (POISON)	X	X	X	X	X	X	X	X	X	X	X
10. GROUP 3: CLASS 7 RADIOACTIVE	X	X	X	X	X	X	X	X	X	X	X
11. ANY LOADED PLACARDED CAR, OTHER THAN A CAR PLACARDED WITH THE SAME PLACARD; OR ANY CAR PLACARDED AS IN GROUP 5 OR MARKED AS IN GROUP 6	X	X	X	X	X	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 AND AHEAD OF ANY CAR OCCUPIED BY GUARDS OR TECHNICAL ESCORTS ACCOMPANYING THE PLACARDED RAIL CAR. HOWEVER, IF A RAIL CAR OCCUPIED BY THE GUARDS OR TECHNICAL ESCORTS HAS TEMPERATURE CONTROL EQUIPMENT IN OPERATION, IT MUST BE THE FOURTH CAR BEHIND ANY CAR PLACARDED AS IN GROUP 1.

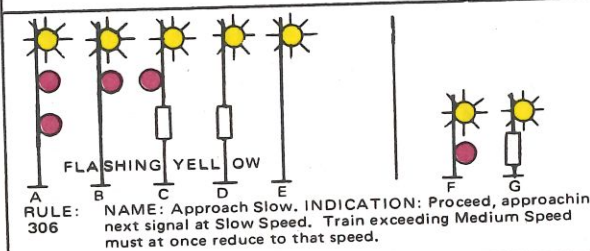
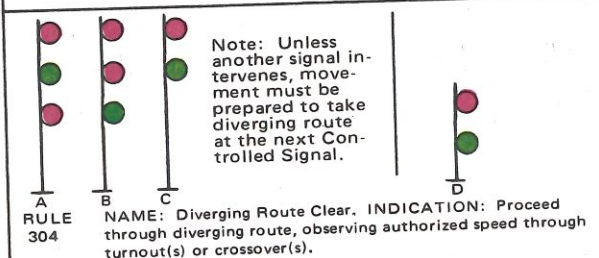
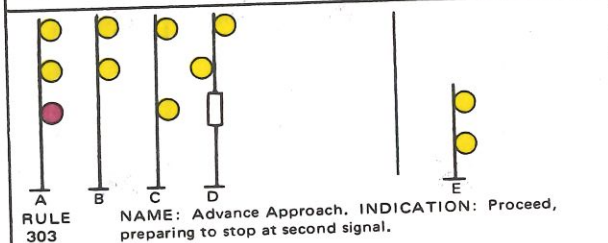
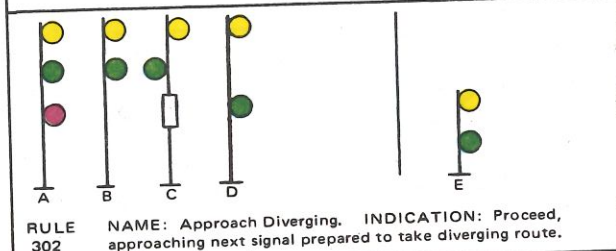
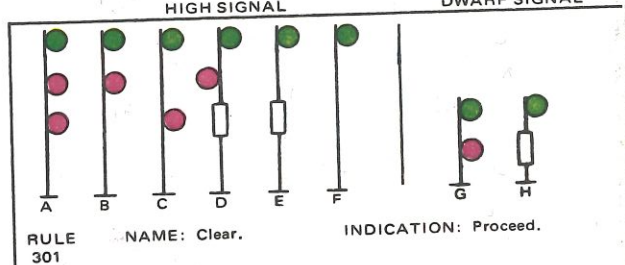




## SOUTHERN RAILWAY

### Automatic Block, Interlocking, TC and Remote Control Signals

HIGH SIGNAL                      DWARF SIGNAL



**SPEED:**

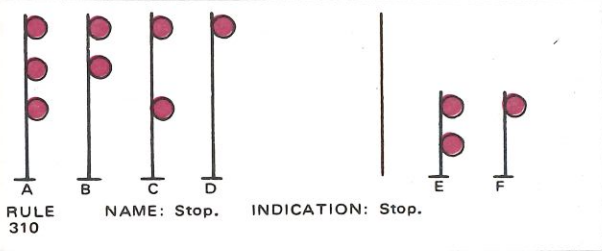
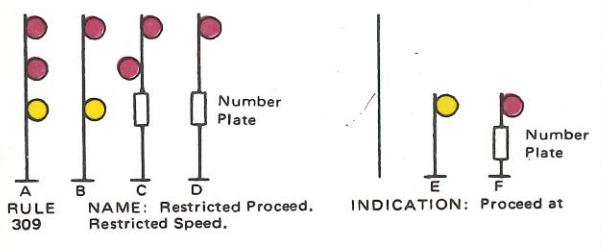
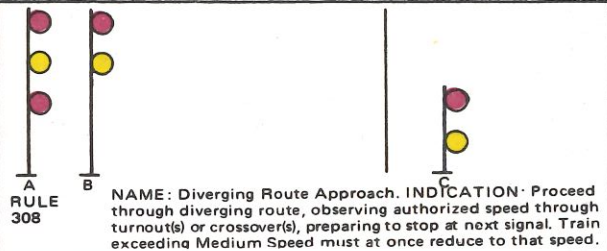
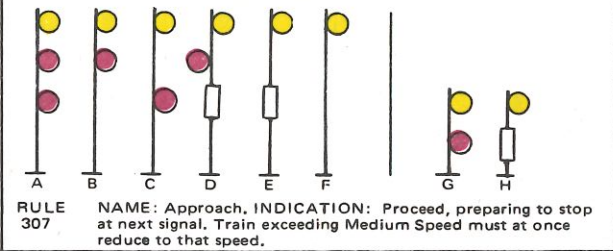
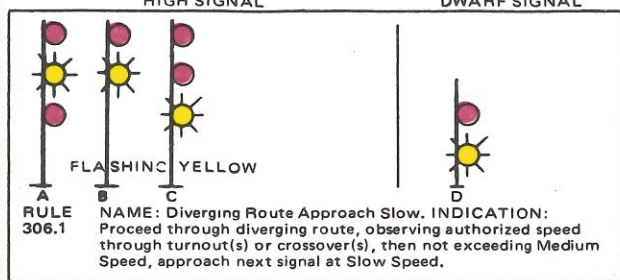
**MEDIUM SPEED**—A speed not exceeding 30 MPH.

**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



**SPEED (CONT'D):**

**RESTRICTED SPEED** — A speed that will permit stopping short of train, engine, obstruction, or switch not properly lined and looking out for broken rail, but not exceeding 15 MPH.

**SLOW SPEED** — A speed not exceeding 15 MPH.

**YARD SPEED** — A speed that will permit stopping within one-half the range of vision.

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

**INSTRUCTIONS** — (1) Use **MAXIMUM SPEED** for kind of train (passenger or freight) unless line-up shows lower train speed (if timetable maximum speed is not listed below, use next higher MPH column). (2) Use **MILES** from train's last recorded (timetable or line-up) location to point where inspection car clears. (3) Read MPH column down to **MILES** line for running time of train in minutes. Example — a train at 45 MPH going 11 miles uses 14 minutes. (4) Add running time to the train's time at last recorded location to determine when the train is due at clearing point. **CLEAR THIS TIME NOT LESS THAN TEN MINUTES. See Rule 324.**

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	6	7	6	5	5	5	6	5	5	5	5	5	5
2	12	16	9	8	8	6	6	6	6	6	6	6	6	6	6
3	18	24	12	9	10	8	7	6	6	6	6	6	6	6	6
4	24	30	15	12	12	10	8	7	6	6	6	6	6	6	6
5	30	36	18	14	14	12	10	9	8	7	6	6	6	6	6
6	36	42	18	16	14	12	10	9	8	7	6	6	6	6	6
7	42	48	21	16	16	14	12	10	9	8	7	6	6	6	6
8	48	54	24	19	16	13	12	10	9	8	7	6	6	6	6
9	54	60	27	21	18	15	13	12	10	9	8	7	6	6	6
10	60	66	30	24	20	17	15	13	12	10	9	8	7	6	6
11	66	72	33	26	22	18	16	14	13	12	11	10	9	8	7
12	72	78	36	28	24	20	18	16	15	14	13	12	11	10	9
13	78	84	39	31	26	22	19	17	16	15	14	13	12	11	10
14	84	90	42	33	28	24	21	18	18	16	15	14	13	12	11
15	90	96	45	36	30	25	22	20	18	17	16	15	14	13	12
16	96	102	48	38	32	27	24	21	18	17	16	15	14	13	12
17	102	108	51	40	34	29	25	22	20	18	17	16	15	14	13
18	108	114	54	42	36	30	27	24	21	19	18	17	16	15	14
19	114	120	57	45	38	32	28	25	22	20	19	18	17	16	15
20	120	126	60	48	40	34	30	26	24	21	20	19	18	17	16
21	126	132	63	50	42	36	31	28	25	22	21	19	18	17	16
22	132	138	66	52	44	37	33	29	26	24	22	20	19	18	17
23	138	144	69	55	46	39	34	30	27	25	23	21	20	19	18
24	144	150	72	57	48	41	36	32	28	26	24	22	21	20	19
25	150	156	75	60	50	42	37	33	30	27	25	23	22	21	20
26	156	162	78	62	52	44	39	34	31	28	26	24	22	21	20
27	162	168	81	64	54	46	40	36	32	29	27	25	23	22	21
28	168	174	84	67	56	48	42	38	33	30	28	26	24	23	22
29	174	180	87	69	58	49	43	38	34	31	29	27	25	24	23
30	180	186	90	72	60	51	45	40	36	32	30	27	25	24	23