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Southern Railway System

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Western Lines

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Tennessee Division

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Effective Thursday, January 1, 1987

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1:01 A.M. Eastern Standard Time  
12:01 A.M. Central Standard Time

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Timetable Number

**3**

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For The Government of Employees Only

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This notice is provided to employees whose service is subject to the Hours of Service Act in compliance with a directive of the Federal Railroad Administration at 49 CFR 219.309 (b), effective February 10, 1986.

Under Federal Railroad Administration (FRA) safety regulations, you may be required to provide a urine sample after certain accidents and incidents or at any time the company reasonably suspects that you are under the influence of, or impaired by, drugs while on duty. Because of its sensitivity, the urine test may reveal whether or not you have used certain drugs within the recent past (in a rare case, up to sixty days before the sample is collected). As a general matter, the test cannot distinguish between recent use off the job and current impairment. However, the Federal Regulations provide that if only the urine test is available, a positive finding on that test will support a presumption that you were impaired at the time the sample was taken.

You can avoid this presumption of impairment by demanding to provide a blood sample at the same time the urine sample is collected. The blood test will provide information pertinent to current impairment. Regardless of the outcome of the blood test, if you provide a blood sample there will be no presumption of impairment from a positive urine test.

If you have used any drug off the job (other than a medication that you possessed lawfully) in the prior sixty days, it may be in your interest to provide a blood sample. If you have not made unauthorized use of any drug in the prior sixty days, you can expect that the urine test will be negative, and you may not wish to provide a blood sample.

You are not required to provide a blood sample at any time, except in the case of certain accidents and incidents subject to federal post-accident testing requirements (49 CFR 219, Subpart C).

A complete copy of the Federal Regulations is available for your review upon request.

The foregoing does not in any way alter the policy of Norfolk Southern and its railroad subsidiaries, which does not permit active employment of those who depend on or use drugs that may impair sensory, mental or physical functions.

#### 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
§ §	Train Order (Dark Territory) - Single Track
§§ §§	Train Order (Dark Territory) - Double Track

## KNOXVILLE—BRISTOL

Capacity of Tracks		M I L E S F R O M  B R I S T O L	S T A T I O N  N O S	TIMETABLE NO. 3		S E E  P A G E  1	I N T E R L O C K I N G S
Other Tracks In Cars	Sidings In Feet			Effective January 1, 1987 Eastern Standard Time			
STATIONS							
Yard	.....	0.0	0A	YL Y . . . . Bristol . . . . DN			
				11.2	†		
15	2562	11.2	11A	..... Bluff City . . . .	†		
	3847	15.5	16A	4.3	†		
				.. Piney Flats Sdg. . .	†		
Yard	.....	24.8	25A	9.3	†		
	4500	25.8		YL { . . . Johnson City . . . D	†		
				1.0	†		
				. . . Johnson City W. Sdg.	†		
37	3733	33.1	33A	7.3	†		
				..... Jonesborough . . . .	†		
22	4240	38.0	38A	4.9	†		
				..... Telford . . . . .	†		
20	4614	50.5	50A	12.5	†		
				YL { . . . Afton . . . . .	†		
230	.....	56.7	57A	6.2	†		
				. . . Greenville . . . D	†		
	4764	63.5	63A	6.8	†		
				..... Rader . . . . .	†		
				7.9	†		
11	4662	71.4	71A	..... Mohawk . . . . .	†		
				4.3	†		
Yard	9895	75.7	76A	YL Y . . . . Bulls Gap . . DN	†		
	5925	82.6	83A	6.9	†		
				YL { . . . Russellville . . .	†		
				6.4	†		
				. Y . . . Pickens . . . .	†		C
Yard	.....	89.0		2.4			C
				..... New Line . . . . .			
				1.0			
275	.....	92.4	92A	..... Morristown . . . . D			
				0.3			
				..... Coulter . . . . .			
				1.4			
2	.....	94.1	95A	..... Alpha . . . . .			
				5.9			
46	.....	100.0	100A	..... Keister . . . . .			
				7.1			
				..... Friends . . . . .			
				3.1			
				..... Hodges . . . . .			
				9.0			
				..... Roseberry . . . . .			
				2.4			
Yard	.....	121.6	123A	YL { E. End Sevier Yd DN			C
				0.6			
Yard	.....	122.2	123A	Y . . . . Lizzie . . . . .			C
				2.8	†		
Yard	.....	125.0	123A	. . . W. End Sevier Yd . DN	†		C
				(E. End Two Tracks)	††		
				5.7	††		
Yard	.....	130.7	131A	Y . . . . . Knoxville . . . . .	††		

## KNOXVILLE—BRISTOL

WESTBOUND			EASTBOUND		
SECOND CLASS			SECOND CLASS		
159	185			186	158
Lv. Daily	Lv. Daily			Ar. Daily	Ar. Daily
A.M. 12 01	P.M. 12 01			A.M. 6 15	P.M. 6 15
12 25	12 25			5 30	5 30
12 35	12 35			5 15	5 15
1 20	1 20			4 10	4 10
1 50	1 50			3 55	3 55
2 05	2 05			3 45	3 45
2 30	2 30			3 25	3 25
2 50 <sup>186</sup>	2 50 <sup>186</sup>			2 50 <sup>186</sup>	2 50 <sup>186</sup>
3 05	3 05			2 35	2 35
3 15	3 15			2 20	2 20
3 40	3 40			1 55	1 55
3 55	3 55			1 35	1 35
5 30	5 30			12 01	12 01
A.M.	P.M.			A.M.	P.M.
Ar. Daily	Ar. Daily			Lv. Daily	Lv. Daily
159	185			186	158



## DEBUTTS YARD—SHEFFIELD YARD

Capacity of Tracks		MILES FROM BRISTOL	STATION NOS	TIMETABLE NO. 3		SEE PAGE 1	INTERLOCKINGS
Other Tracks In Cars	Sidings In Feet			Effective January 1, 1987 Central Standard Time			
				STATIONS			
Yard	.....	240.0	240A	YL Y deButts Yard DN	1.8		
		241.8		Pratt	0.8		
		242.6		C. T. Tower . . . . DN	2.6		C
		245.2		North Tunnel	0.9		C
		246.1		South Tunnel	2.0		C
		248.1		Wauhatchie	31.9	*	C
Yard	.....	280.0	280A	YL Y . Stevenson	1.1	+	C
	7830	281.1	281A	Stevenson Sdg	16.5	+	
45	3179	297.6	298A	YL . . . . Scottsboro . . . . D	6.6	+	
	8198	304.2	304A	Midway	13.9	+	
20	1894	318.1	318A	Paint Rock	4.2	+	
10		322.3	322A	Gurley	2.2	+	
	4665	324.5	325A	Asa	14.4	+	
Yard	.....	338.9	339A	YL { Huntsville . . . . 2S	0.6	+	
	3894	339.5		Huntsville Sdg	3.6	+	
55	10188	343.1	344A	Elko	19.0	+	
		362.1	362A	Decatur Jct	1.2	+	C
Yard	.....	363.3	363A	YL { Decatur . . . . DN	0.9	+	C
	9607	364.2		Decatur Sdg	15.2	+	
	7804	379.4	379A	Wheeler	3.5	+	
		382.9	383A	Courtland	5.7	+	
13		388.6	389A	Town Creek	7.3	+	
17		395.9	396A	Leighton	5.1	+	
Yard	.....	401.0	401A	YL Y . Sheffield Yd . DN		+	C
				Crescent Division Timetable governs between deButts (M. P. 240.0A) and Wauhatchie (M.P. 248.1A). * CSXT Timetable, and Rules govern between Wauhatchie (M.P. 248.1A) and Stevenson (M.P. 279.8A).			

## DEBUTTS YARD—SHEFFIELD YARD

WESTBOUND				EASTBOUND			
FIRST CLASS		SECOND CLASS		FIRST CLASS			SECOND CLASS
165 Lv. Daily	163 Lv. Daily	81 Lv. Ex. Sun.	83 Lv. Ex. Sat.	182 Ar. Daily	164 Ar. Daily		80 Ar. Ex. Sat.
P.M. 2 00	P.M. 10 00	A.M.	P.M.	A.M. 6 45	P.M. 9 45		A.M.
			P.M.				A.M.
3 20	11 20		1 00	2 55	7 05		8 45
3 25	11 25	A.M.	1 10	2 50	7 00		8 30
3 46	11 47	6 30	1 45	2 30	6 40		8 10
3 54	11 58	6 50	P.M.	2 19	6 30		8 00
4 20	12 10AM	7 10		1 59	6 10		7 41
			7 15				7 35
4 35	12 30	7 30 <sup>00</sup>		1 51	5 59		7 30 <sup>01</sup>
5 00	1 06	7 50		1 31	5 35		7 10
5 05	1 10	8 10		1 30	5 32		6 57
5 25 <sup>164</sup>	1 25 <sup>162</sup>	8 20		1 25 <sup>163</sup>	5 25 <sup>165</sup>		6 40
6 04	1 42	8 55		12 59	4 57		6 10
6 14	1 52	9 05		12 56	4 48		6 05
6 25	2 04	9 15		12 53	4 45		5 50
6 46	2 36	9 35		12 38	4 22		5 30
			9 39				5 15
6 59	2 48	9 46		12 25	3 59		4 55
7 09	2 58	9 56		12 11	3 45		4 40
7 30	3 30	10 05		12 01	3 35		4 30
P.M.	A.M.	A.M.	P.M.	A.M.	P.M.		A.M.
Ar. Daily	Ar. Daily	Ar. Ex. Sun.	Ar. Ex. Sat.	Lv. Daily	Lv. Daily		Lv. Ex. Sat.
165	163	81	83	182	164		80

### SHEFFIELD YARD—MEMPHIS

Capacity of Tracks		M I L E S F R O M	S T A T I O N N O S	TIMETABLE NO. 3		S E E P A G E 1	I N T E R L O O K I N G S
Other Tracks In Cars	Sidings In Feet			Effective January 1, 1987 Central Standard Time STATIONS			
		401.0	401A	YL	Y Sheffield Yard DN		
		402.8	403A		1.8 Wilson	††	C
			4NA	Y	1.1 Norala	††	C
			3NA		0.4 E. End Two Tracks	†	
			1MF		4.9 Tuscumbia	††	C
		412.8	413A		6.4 Scott	†	C
		413.8	414A		1.0 Carlin	†	C
60	6755	415.2	415A		1.4 Pride	†	
85	3494	422.7	423A	YL Y	7.5 Cherokee	†	
36		428.1	428A		5.4 Margerum	†	
	8932	430.1			2.0 Oldham	†	
9	4788	436.5	437A	Y	6.4 Iuka	†	
85		444.1	444A		7.6 Burnsville	†	
4	10217	448.8	451A		4.7 Glens	†	
92		458.8	459A	YL	10.0 Corinth	†	A
	3929	459.0			0.2 Corinth Siding	†	
4	8962	466.3	468A		7.3 Chewalla	†	
10	8937	480.6	483A		14.3 Middleton	†	
20	1861	494.2	494A		13.6 Saulsbury	†	
15	3175	499.9	500A	Y	5.7 Grand Junction	†	
	10301	505.4			5.5 Rather	†	
12	8995	521.1	521A		15.7 Rossville	†	
37	1699	527.9	528A		6.8 Collerville	†	
6		537.2	537A		9.3 Germantown	†	
	7609	540.1	543A		2.9 White Siding	†	
		546.3	546A		6.2 Buntyn	†	C
Yard		547.0	547A	YL	0.7 Forrest Yd	§§	DN
		549.9	550A		2.9 K. C. Junction	§§	
Yard		552.3	553A		2.4 Memphis	§§	

### SHEFFIELD YARD—MEMPHIS—WESTBOUND

FIRST CLASS							SECOND CLASS
	165 Lv. Daily		163 Lv. Daily	197 Lv. Daily	173 Lv. Daily	195 Lv. Daily	87 Lv. Ex. Sun.
	P.M. 9 46		A.M. 11 01	P.M. 12 01 <sup>104</sup>	P.M. 1 10	P.M. 3 01 <sup>108</sup>	A.M. 6 00
	10 31		11 33	12 38	1 42	3 33	6 35 <sup>100</sup>
	10 37		11 43 <sup>104</sup>	12 52	1 53 <sup>100</sup>	3 43	7 00
	10 49		11 55	1 04	2 05	3 55	7 15
	10 54		12 01 <sup>PM</sup>	1 08	2 10	4 00	7 20
	11 03		12 12	1 17 <sup>108</sup>	2 22	4 12	7 30
	11 12 <sup>102</sup>		12 25	1 27	2 35	4 25	7 45
	11 33		12 45 <sup>100</sup>	1 45	2 55	4 45	7 55 <sup>00</sup>
	11 49		12 59	1 59	3 09	4 59	8 30
	11 51		1 01	2 01	3 19	5 01	8 45
	12 08 <sup>A.M.</sup>		1 16	2 16	3 26	5 16	9 10
	12 31		1 38	2 38	3 48	5 38	10 14 <sup>104</sup>
	12 50		1 59	2 59	4 09	5 59	10 32
	1 02		2 09	3 09	4 19	6 09	10 42
	1 12		2 19	3 19	4 29	6 25	11 14 <sup>108</sup>
	1 35		2 40	3 40	4 58	6 50	11 43
	1 45		2 50	3 50	5 15	7 03 <sup>102</sup>	11 53
	1 57		3 02	4 02	5 35	7 20	12 05 <sup>PM</sup>
	2 03		3 10	4 10	5 45	7 26	12 19
	2 20		3 15	4 25	6 05	7 38	12 35
	2 45		3 50	4 50	6 30 <sup>102</sup>	8 00 <sup>102</sup>	1 00
	A.M.		P.M.	P.M.	P.M.	P.M.	P.M.
	Ar. Daily		Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Ex. Sun.
	165		163	197	173	195	87

## MEMPHIS—SHEFFIELD YARD

Capacity of Tracks		MILES FROM BRISTOL	STATION NOS	TIMETABLE NO. 3 Effective January 1, 1987 Central Standard Time	SEE PAGE 1	INTERLOCKINGS
Other Tracks In Cars	Sidings In Feet					
Yard		401.0	401A	YL Y Sheffield Yard DN		
		402.8	403A	1.8 Wilson		C
			4NA	Y 1.1 Norala		C
			3NA	0.4 E. End Two Tracks	†	
			1MF	4.9 Tuscumbia	††	C
		412.8	413A	6.4 Scott		C
		413.8	414A	1.0 Carlin		C
60	6755	415.2	415A	1.4 Pride	†	
85	3494	422.7	423A	7.5 YL Y Cherokee	†	
36		428.1	428A	5.4 Margerum	†	
	8932	430.1		2.0 Oldham	†	
9	4788	436.5	437A	6.4 Y luka	†	
85		444.1	444A	7.6 Burnsville	†	
4	10217	448.8	451A	4.7 Glens	†	
92		458.8	459A	10.0 Y Y Corinth D	†	A
	3929	459.0		0.2 YL { Corinth Siding	†	
4	8962	466.3	468A	7.3 Chewalla	†	
10	8937	480.6	483A	14.3 Middleton	†	
20	1861	494.2	494A	13.6 Saulsbury	†	
15	3175	499.9	500A	5.7 Y Grand Junction	†	
	10301	505.4		5.5 Rather	†	
12	8995	521.1	521A	15.7 Rossville	†	
37	1699	527.9	528A	6.8 Collierville	†	
6		537.2	537A	9.3 Germantown	†	
	7609	540.1	543A	2.9 White Siding	†	
		546.3	546A	6.2 Buntyn		C
Yard		547.0	547A	0.7 YL Forrest Yd DN	§§	
		549.9	550A	2.9 K. C. Junction	§§	
Yard		552.3	553A	2.4 Memphis	§§	

## MEMPHIS—SHEFFIELD YARD—EASTBOUND

FIRST CLASS						SECOND CLASS
	196 Ar. Daily	164 Ar. Daily	198 Ar. Daily	182 Ar. Daily	162 Ar. Daily	88 Ar. Ex. Mon.
	A.M. 7 30	P.M. 12 28 <sup>197</sup>	P.M. 3 00 <sup>198</sup>	P.M. 10 28	A.M. 12 28	A.M. 9 38
	6 50 <sup>97</sup>	11 55	2 15	9 55	11 55	9 04
	6 35	11 43 <sup>163</sup>	1 53 <sup>173</sup>	9 43	11 43	8 48
	6 24	11 34	1 35	9 34	11 34	8 36
	6 19	11 30	1 30	9 30	11 30	8 30
	6 06	11 22	1 17 <sup>197</sup>	9 22	11 22	8 20
	5 55	11 12	12 58	9 12	11 12 <sup>198</sup>	8 05
	5 45	11 02	12 45 <sup>163</sup>	9 02	11 02	7 55 <sup>97</sup>
	5 32	10 50	12 33	8 50	10 50	7 41
	5 30	10 48	12 32	8 48	10 48	7 40
	5 16	10 37	12 20	8 37	10 37	7 28
	4 46	10 14 <sup>97</sup>	12 01PM	8 14	10 14	7 04
	4 30	9 55	11 40	7 55	9 55	6 45
	4 22	9 45	11 28	7 45	9 45	6 35
	4 12	9 33	11 14 <sup>97</sup>	7 33	9 33	6 22
	3 52	9 12	10 53	7 12	9 12	5 57
	3 43	9 03	10 44	7 03 <sup>198</sup>	9 03	5 44
	3 31	8 51	10 32	6 51	8 51	5 34
	3 26	8 45	10 26	6 45	8 45	5 30
	3 04	8 33	10 04	6 33	8 33	5 20
	3 01	8 30	10 01	6 30 <sup>173</sup>	8 30 <sup>198</sup>	5 00
	A.M.	A.M.	A.M.	P.M.	P.M.	A.M.
	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Ex. Mon.
	196	164	198	182	162	88

## SEVIER YARD—OAKDALE

Capacity of Tracks		M I L E S F R O M K N O X V I L L E	S T A T I O N N O S	T I M E T A B L E N O . 3		S E E P A G E 1	I N T E R L O C K I N G S
Other Tracks In Cars	Sidings In Feet			Effective January 1, 1987 Eastern Standard Time			
				S T A T I O N S			
Yard			0CO	YL W.End Sevier Yd. DN			C
			3CO	Y Beverly			C
Yard		2.3	2C	Coster			C
56		4.6	5C	Black Oak			
		7.2	7C	Bradford			
10	5233	8.2	8C	Powell			
30		13.4	13C	Heiskell		†	
		19.4	20C	YL { East Siding		†	
160	5800	20.7		CLinch		†	
Yard		20.9	21C	Clinton DN			C
		22.8	22D	Jarnigan			
5	3562	24.6	25D	Laurel		†	
7	2824	33.6	34D	Poplar		†	
		36.1	36D	Oliver			C
		39.5	40D	Scandlyn			
50	9364	41.4	42D	Blair			
		45.8	46D	Truett			
	2521	46.4	46D	DeArmond			
30		49.6	50D	Y Harriman			C
		50.2		Devonia St.			
170		51.3	51D	Harriman Jct.			C
		54.1		Tunnel 26			
		54.8		Tunnel 25			
Yard		55.2	A251	YL Oakdale			
				Kentucky Division Timetable governs between Harriman Junction and Oakdale			

## SEVIER YARD—OAKDALE

NORTHBOUND				SOUTHBOUND			
SECOND CLASS				THIRD CLASS			
	226 Lv. Daily	126 Lv. Daily	112 Lv. Daily	225 Ar. Daily		111 Ar. Daily	125 Ar. Daily
	A.M.	A.M.	P.M.	P.M.		A.M.	A.M.
	<b>2 15<sup>125</sup></b>	<b>8 30<sup>111</sup></b>	<b>6 30</b>	<b>4 00</b>		<b>8 30<sup>125</sup></b>	<b>2 15<sup>225</sup></b>
	<b>2 39</b>	<b>8 55</b>	<b>7 17</b>	<b>3 15</b>		<b>7 59</b>	<b>12 57</b>
	<b>2 48</b>	<b>9 05</b>	<b>7 30</b>	<b>3 05</b>		<b>7 28</b>	<b>12 42</b>
	<b>3 01</b>	<b>9 18</b>	<b>7 48</b>	<b>2 53</b>		<b>6 57</b>	<b>12 04<sup>AM</sup></b>
	<b>3 02</b>	<b>9 19</b>	<b>7 49</b>	<b>2 52</b>		<b>6 56</b>	<b>11 42</b>
	<b>3 03</b>	<b>9 20</b>	<b>7 50</b>	<b>2 51</b>		<b>6 55</b>	<b>11 40</b>
	<b>3 04</b>	<b>9 21</b>	<b>7 51</b>	<b>2 50</b>		<b>6 54</b>	<b>11 39</b>
	<b>3 11</b>	<b>9 32</b>	<b>8 10</b>	<b>2 44</b>		<b>6 45</b>	<b>11 10</b>
	<b>3 26</b>	<b>9 50</b>	<b>8 27</b>	<b>2 30</b>		<b>6 33</b>	<b>10 40</b>
	<b>3 32</b>	<b>9 57</b>	<b>8 34</b>	<b>2 24</b>		<b>6 28</b>	<b>10 33</b>
	<b>6 00<sup>111</sup></b>	<b>11 00</b>	<b>9 30<sup>125</sup></b>	<b>2 00</b>		<b>6 00<sup>225</sup></b>	<b>9 30<sup>112</sup></b>
	A.M.	A.M.	P.M.	P.M.		A.M.	P.M.
	Ar. Daily	Ar. Daily	Ar. Daily	Lv. Daily		Lv. Daily	Lv. Daily
	<b>226</b>	<b>126</b>	<b>112</b>	<b>225</b>		<b>111</b>	<b>125</b>



**CLINTON—JELICO—CLAIRFIELD**

Capacity of Tracks		M I L E S F R O M K N O X V I L L E	S T A T I O N N O S	TIMETABLE NO. 3		S E E P A G E 1	I N T E R L O C K I N G S
Other Tracks In Cars	Sidings In Feet			Effective	STATIONS		
Yard	1587	20.9	21C	YL . . . . Clinton . . . . DN			C
200		31.4	31C	YL Y . . . . Lake City . . . .	10.5		
8	1780	38.4	38C	. . . . . Caryville . . . . .	7.0		
26	5667	47.0	47C	YL . . . . . Buckeye . . . . .	8.8		
37		49.0	49C	. . . . . Pioneer . . . . .	2.0		
78		55.1	55C	. . . . . Elk Valley . . . . .	6.1		
30	3834	62.0	62C	. . . . . Newcomb . . . . .	6.9		
141		65.3	65C	YL { . . . . . Jellico . . . . D	3.3		
		67.6		. . . . . Lot . . . . .	2.3		C
		72.0		YL Y . . . . . Holton . . . . .	4.8		C
		76.0	76C	. . . . . Arco Jct . . . . .	4.0		
27		79.1	79C	. . . . . Clairfield . . . . .	3.1		
45		85.0	85C	Y . . . . . Fonde . . . . .	5.9		
				CSXT Timetable and Rules govern between Lot and Fonde.			

**SEVIER YD—CUMBERLAND GAP—MIDDLESBORO**

Capacity of Tracks		M I L E S F R O M K N O X V I L L E	S T A T I O N N O S	TIMETABLE NO. 3		S E E P A G E 1	I N T E R L O C K I N G S
Other Tracks In Cars	Sidings In Feet			Effective	STATIONS		
Yard			123A	YL W.End Sevier Yd DN			C
		5.6		(S. End Two Tracks)	3.8		
		6.0	6CG	YL { . . . . . Beverly . . . . .	0.4		C
48		6.0	6CG	(N. End Two Tracks)	0.4		
56		21.8	22CG	. . . . . Beverly . . . . .	15.8		
	1637	32.2	33CG	. . . . . Luttrell . . . . .	10.4		
30	2472	49.7	50CG	. . . . . Washburn . . . . .	17.5		
75		64.0	64CG	. . . . . Tazewell . . . . .	14.3		
		65.5	65CG	YL { . . . . . Tiprell . . . . . D	1.5		
		69.3	69CG	. . . . . Cumberland Gap . . . . .	3.8		
Yard		69.3	69CG	YL Y . . . . Middlesboro . . . .			
				CSXT Timetable Rules and Regulations govern between Cumberland Gap and Middlesboro.			

**CLINTON—JELICO—CLAIRFIELD**

NORTHBOUND			SOUTHBOUND		
SECOND CLASS			SECOND CLASS		
		86		85	
		Lv.		Ar.	
		Ex. Sun.		Ex. Sun.	
		P.M.		P.M.	
		6 00		3 55	
		6 35		3 20	
		6 55		3 00	
		7 15		2 40	
		7 20		2 35	
		7 35		2 20	
		7 55		2 00	
		P.M.		P.M.	
		Ar.		Lv.	
		Ex. Sun.		Ex. Sun.	
		86		85	

**SEVIER YD—CUMBERLAND GAP—MIDDLESBORO**

NORTHBOUND			SOUTHBOUND		
SECOND CLASS			THIRD CLASS		
		12		11	
		Lv.		Ar.	
		Ex. Sun.		Ex. Sun.	
		A.M.		P.M.	
		7 01		11 21	
		7 10		11 01	
		7 12		10 36	
		8 01		10 01	
		8 30		9 30	
		9 25		9 18	
		10 15		8 17	
		11 15		8 01	
		A.M.		P.M.	
		Ar.		Lv.	
		Ex. Sun.		Ex. Sun.	
		12		11	

**ASHEVILLE—NEW LINE—WESTBOUND**

Capacity of Tracks		M I L E S F R O M S A L I S B U R Y	S T A T I O N N O S	TIMETABLE NO. 3		S E E P A G E 1	I N T E R L O C K I N G S
Other Tracks In Cars	Sidings In Feet			Effective	STATIONS		
Yard	.....	141.0	S141	YL Y ... Asheville ... DN			
		142.3	S142	1.3 ..... Murphy Jct. ....		C	
12	.....	145.9	S146	3.6 ..... Craggy .....		C	
		157.3	S157	11.4 ..... Volga .....			
	10241	159.7	S160	2.4 ..... Ivy .....			
		166.3	S166	6.6 ..... Nocona .....			
	10234	168.3	S168	2.0 ..... Walnut .....			
21	.....	180.1	S180	11.8 ..... Hot Springs .....			
	12235	182.7	S183	2.6 ..... French .....			
		193.9	S194	11.2 ..... Del Rio .....			
16	7197	195.1	S195	1.2 ..... Big Creek .....			
		200.7	S201	5.6 ..... Bridgeport .....			
18	10097	202.9	S203	2.2 ..... Huff .....			
52	.....	206.4	S206	3.5 ..... Newport .....		D	
		213.5	S214	7.1 ..... Leadvale .....			
100	10263	215.5	S216	2.0 ..... Lilac .....			
		216.5	S217	1.0 ..... Douglas .....		C	
Yard	.....	228.0	91A	11.5 ..... New Line .....		C	

**WARD—ANDOVER—WESTBOUND**

Capacity of Tracks		M I L E S F R O M A N D O V E R	S T A T I O N N O S	TIMETABLE NO. 3		S E E P A G E 1	I N T E R L O C K I N G S
Other Tracks In Cars	Sidings In Feet			Effective	STATIONS		
Yard	.....	86.3	76A	YL Y ... Ward ... DN			C
		85.7	86TC	0.6 ..... Moore. ....			
	15734	82.3	83TC	3.4 ..... Summit .....			
Yard	.....	75.5	75TC	6.8 ..... McCloud .....			
		73.2	73TC	2.3 ..... Hogan .....			
		65.1	65TC	8.1 ..... Hawkins .....			
	9180	63.4	64TC	1.7 ..... Surgoinville .....			
		54.2	54TC	9.2 ..... Church Hill .....			
Yard	.....	46.3	46TC	7.8 ..... Frisco ... DN			C
		43.8	44TC	2.5 ..... Yuma .....			
	9792	39.2	39TC	4.6 ..... Clark .....			
		34.1	34T	5.1 ..... Boone .....			
	6592	32.4	32T	1.7 ..... Watkins .....			
25	.....	24.5	25T	7.9 ..... Glenita .....			
		16.3	16T	8.2 ..... Tito .....			
	6551	15.1	15T	1.2 ..... Jasper .....			
82	.....	3.4	3T	11.7 ..... Big Stone .....			C
Yard	.....	1.0	1T	2.4 ..... Appalachia .....		§	
Yard	.....	0.0	IN4	YL Y ..... Andover ... DN		§	
				Pocahontas Division Timetable governs between Big Stone and Andover.			

## DOUGLAS—WARD—WESTBOUND

Capacity of Tracks		M I L E S W A R D F R O M	S T A T I O N N O S	TIMETABLE NO. 3		S E E P A G E 1	I N T E R L O C K I N G S
Other Tracks In Cars	Siding In Feet			Effective	STATIONS		
		18.0	S217	..... Douglas .....			C
		11.1	11BL	..... Hale .....			
80		10.1	10BL	..... Lowland .....	D		
48	2500	9.0	9BL	..... Susong .....			
Yard		0.0	76A	YL Y... Ward .....	DN		C

## KNOXVILLE—MARYVILLE—WESTBOUND

Capacity of Tracks		M I L E S K N O X V I L L E F R O M	S T A T I O N N O S	TIMETABLE NO. 3		S E E P A G E 1	I N T E R L O C K I N G S
Other Tracks In Cars	Siding In Feet			Effective	STATIONS		
Yard		0.0	131A	YL Y... Knoxville .....			
Yard		0.4		..... K & A Jct. ....			
10		12.1	12KA	..... Alcoa N. Plant ..			
Yard		15.0	15KA	YL { ..... Alcoa .....			
18		16.0	16KA	..... Maryville .....			
				No scheduled trains on this district.			

## KNOXVILLE—COSTER—NORTHBOUND

Capacity of Tracks		M I L E S K N O X V I L L E F R O M	S T A T I O N N O S	TIMETABLE NO. 3		S E E P A G E 1	I N T E R L O C K I N G S
Other Tracks In Cars	Siding In Feet			Effective	STATIONS		
Yard		0.0	131A	Y... Knoxville .....			
		0.5		..... S. End Two Trks ..			
Yard		2.3	2C	..... Coster .....			C
				(N. End Two Tracks)			
				No scheduled train on this district.			

## SPECIAL INSTRUCTIONS

ALL REGULAR EASTBOUND & SOUTHBOUND 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
Andover	Andover Yard .....	X	X	X
Asheville	Yard Office .....	X	X	X
Bristol	NW Yard Office .....	X	X	X
Bulls Gap	Yard Office .....	X	X	
Charleston	Crew Room .....	X	X	
Cleveland	Agent's Office .....	X	X	
Clinton	Agent's Office .....	X		
Corinth	Agent's Office .....	X		
deButts Yd.	Engine Terminal .....	X	X	X <sup>1</sup>
	Yard Office .....			
Decatur	Block Office .....	X	X	
Decatur Yd.	Switchman's Locker Room ..		X	
Forrest Yd.	Yard Office .....	X	X	X
Frisco	Yard Office .....	X	X	
Greeneville	Agent's Office .....	X	X	
Huntsville	Agent's Office .....	X	X	
Jellico	Agent's Office .....	X	X	X <sup>2</sup>
Knoxville	Yard Office .....	X	X	
Loudon	Agent's Office .....	X	X	
Middleboro	Agent's Office .....		X	
Morristown	Agent's Office .....		X	
Oakdale	Dormitory Lobby .....	X	X	X
Sevier Yd.	Yard Office, Ditto Shack ..	X	X	X
	Engine Terminal .....			
Scottsboro	Agent's Office .....	X	X	
Sheffield Yd.	Yard Office .....	X	X	X
	Engine Terminal .....			
Stevenson	Phone Box .....			X <sup>3</sup>
Tiprell	Agent's Office .....			X

<sup>1</sup> - Crescent, TN Division, GA (Central of GA) Division trains arriving deButts will register Form 721, placing register slips with waybills. All other trains will register on train register deButts yard office.

<sup>2</sup> - Train may register by Form 721 when operator on duty. Register book in phone box when operator not on duty.

<sup>3</sup> - No. 80 only.

### 2. CLEARANCE CARDS

EVERY TRAIN MUST receive a clearance card before leaving its initial station, EXCEPT:

No. 68 will leave Loudon without clearance card.

Charleston: All trains and engines originating will not require clearance card, but will receive oral identity and any train orders necessary from dispatcher.

No. 83 will leave Stevenson without clearance card.

## 2. CLEARANCE CARDS (Cont'd)

TRAINS MUST receive a clearance card before leaving:

Cleveland—Eastbound trains - Note 3.

Clinton—All trains.

C.T. Tower—Tenn. Div. Westbound, Crescent Div.

Decatur—All trains. Eastbound trains must also get a CSXT clearance card (except No. 80.).

deButts—Note 2.

Harriman—Note 1.

Jellico—Note 5.

Oakdale—Note 1.

Oliver—Note 4.

Tiprell—All southbound trains must receive oral identity from Knoxville Dispatcher before departing and will not be required to receive a clearance card.

Note 1—Trains turning or originating at Oakdale, Harriman or Harriman Junction will not be required to receive clearance card but must receive oral identity from the Knoxville dispatcher before departing southbound.

Note 2—Tennessee Division westbound and Crescent Division southbound trains with initial station deButts Yard, may leave initial terminal without clearance card, but must receive identity and clearance orally from operator before leaving. Tennessee Division eastbound trains must receive both a Tennessee Division and a Georgia Division clearance card before leaving.

Note 3—Westbound Tennessee Division trains must receive a Georgia Division clearance card, in addition to Tennessee Division clearance card.

Note 4—CSXT trains originating at Oliver will not be required to receive clearance card, but must receive oral identity from the Knoxville dispatcher before departing northbound.

Note 5—Southbound trains will not be required to receive clearance card at Jellico. Only trains originating at Jellico will require a clearance card. Loaded Arco coal train will arrange to contact Southern dispatcher for train orders prior to arrival at Jellico.

## 3. RAILROAD CROSSINGS AT GRADE

### a. Interlocked

Knoxville (M.P. 132.3A) .....	CSXT (Note 1)
Wheland (Chattanooga) .....	CSXT
Corinth .....	G.M.S.R. R.R. (Note 2)

### b. Not Interlocked

33rd St. (Chattanooga) .....	CSXT
Florence - IMC .....	CSXT
KC Junction (Note 3) .....	U.P. R.R.
KC Junction .....	CSXT

Note 1—The railroad crossing between Southern and CSXT at M.P. 132.3-A, Knoxville, Tenn., is an interlocked railroad crossing in automatic block signal territory. The westbound and eastbound home signals of this interlocking are, also, automatic block signals; and rules governing automatic block signals must be observed, as well as rules governing interlocking signals.

When STOP indication is received:

1. Eastbound trains or engines that will not clear between Concord Street and eastbound interlocking signal are to stop clear of Concord Street with lead wheel of lead car or engine east of yellow post located on north side of track. Press the "call-on" button located at instrument case at Concord Street, or if train or engine will clear between Concord Street and eastbound interlocking signal, press the "call-on" button located on eastbound interlocking signal. If, after pressing the button and waiting 6 minutes, you do not get a permissive indication, follow Part 2 below. Westbound trains or engines will press the "call-on" button located at the westbound interlocking signal. If, after pressing button and waiting 6 minutes, you do not get a permissive indication, follow Part 2 below.

2. A crew member will go to the signal bungalow located in the southeast quadrant of the crossing and open time release box marked "Southern".

If the light in the box is burning, press the time release button and wait 10 minutes. If the signal indication does not change at the expiration of 10 minutes and signals on CSXT indicate STOP, place burning fuses on each side of the crossing and proceed in accordance with Rule 402-462. If light in the time release box is not burning, wait 10 minutes; then, if no conflicting movement is evident, press the time release button and wait an additional 10 minutes. If the signal indication does not change at the expiration of the second 10 minutes and signals on CSXT indicate STOP, place burning fuses on each side of the crossing and proceed in accordance with Rules 402 and 462.

Electric lock to the Belt Line Connector Track within the interlocking limits of the CSXT crossing, M.P. 132.3-A, will be operated as follows:

A. Operate as follows for movement from main track to Belt Connector Track:

1. Stop engine or cars just ahead of switch points.
2. Open box mounted on post east of electrically locked switch and push button.
3. Open door of lock housing, which has a standard switch lock on it.
4. Lift lock lever until it reaches pause (45 degree position), then complete movement of lock lever to extreme left-hand position. The indicator will show unlocked and switch can be operated.
5. Engines or cars must clear derail on Connector Track before switch is restored to normal position.

B. For movement from Connector Track to main track:

1. Stop engine or cars west of derail on Connector track.
2. Permission from City Yard yardmaster must be obtained to operate electric lock and enter main track.
3. Open box mounted on post east of electrically locked switch.
4. If light is illuminated, push button above indicator light.
5. Open door of lock housing and lift lock lever until it reaches pause (45 degree position), then complete movement of lock lever to extreme left hand position. The indicator will show unlocked and switch can be operated.
6. Operate switch in accordance with Operating Rule 404.
7. If light is not illuminated in box, wait 10 minutes and push button. If electric lock will not operate, ask yardmaster for instructions.

After movement has been completed through the switch and the switch returned to the normal position, the lock lever must be restored to the right (normal position) and the doors must be closed and locked.

An emergency release is provided for use in case of trouble, or if the electric lock fails to operate properly. To operate release, 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 Belt Line Connector Track, Rule 404 must be observed, as well as Rule 462. If emergency release is operated, notify yardmaster at City Yard. Signals will remain in stop position until mechanism has been reset by signal maintainer.

Note 2—GMSR crossing at Corinth protected with automatic interlocking signals on main and house tracks actuated by the approach of a train. Push buttons are located on Eastbound home signal mast and below Westbound signal on the Southern side of the depot to clear signals which govern restricted movement through the interlocking plant. If track indicator light on bungalow is out, wait 3 minutes before pushing button. If signal fails to clear, after waiting an additional three minutes, movement will be made in accordance with Rule 462.

Note 3—Hand-operated gates at UP Crossing (M.P. 550-A) have no set position. Trains using Southern westbound mainline in either direction must approach crossing prepared to stop and must not proceed over crossing until way is known to be clear.

#### 4. JUNCTIONS

##### a. Interlocked

New Line	S-Line
Murphy Jct.	Carolina Division
Douglas	BL Line
Beverly	CO Line, CG Line
Carnegie	CSXT
Coster	C Line, CG Line
Clinton	C Line, D Line
Oliver	CSXT
Harriman	Kentucky Div., H&NE R.R., CSXT
Harriman Jct.	Kentucky Division
Cleveland	Georgia Division
Ooltewah	Georgia Division
Citico Junction (Chattanooga)	Georgia and Kentucky Divisions
23rd Street (Chattanooga)	CSXT
Main Street (Chattanooga)	Central of Georgia Ry.
Stevenson	CSXT
Decatur Jct.	(Note) CSXT
River Jct.	(Note) CSXT
L&N Jct. Alabama	(Note) CSXT
Decatur	(Note) CSXT
Wilson	NA Line
Lee	Alabama Division
Norala	NA Line
Corinth	GMSR, C.C.R. R.R.
Frisco	CSXT
Ward	BL, TC Line
Big Stone	CSXT

Note—Interlocked signals at Decatur Jct., Decatur, L&N Jct. and River Jct. are controlled by operator at Decatur.

#### b. Not Interlocked

Arco Jct.	C Line, Arco Industrial Lead
Athens	CSXT
Bristol	A Line NW Ry.
Johnson City	CSXT
Calhoun	CSXT
Bulls Gap	A Line TC Line
Memphis	CSXT, UP R.R., ICG R.R., BN R.R.
Jellico	CSXT
Cumberland Gap	CSXT
Knoxville	A Line, C Line, K&A Line, CSXT
L&N Junction; VA	CSXT
Appalachia	TB Line, NW Ry., CSXT
Emco Jct.	Emco Line
Furnace Jct.	CSXT
Middleton	GMSR
Grand Jct.	NTR
Holston Jct.	HOW R.R.

#### 5. DRAWBRIDGES

##### a. Interlocked

M.P. 5.7 MF	— Tennessee River.
M.P. 362.6A	— Tennessee River.
M.P. 331.3 (CNO&TP)	— Tennessee River.

##### b. Not Interlocked

NONE

#### 6. TWO OR MORE TRACKS

TWO TRACKS EXTEND BETWEEN:

Pickens (M.P. 89.0A) and Alpha (M.P. 94.1A)  
 Keister (M.P. 100.0A) and Hodges (M.P. 110.2A)  
 Roseberry (M.P. 119.2A) and East End Sevier (M.P. 121.6A)  
 Murphy Jct. (M.P.S142.3) and Craggy (M.P. S145.9)  
 West Sevier Yard (M.P. 125.0A) to Knoxville CSXT Crossing  
 (M.P. 132.3A)  
 South End Two Tracks (M.P. 0.5C) and Coster (M.P. 2.3C)  
 West Sevier Yard (M.P. 0.0CO) and Beverly (M.P. 3.6CO)  
 East End Ave. (M.P. 337) and North End Lookout Mountain  
 Tunnel (M.P. 2.1)  
 South End Lookout Mountain Tunnel (M.P. 3.2) and  
 Wauhatchie (M.P.5.5)  
 Ten Bridge (M.P. 331.2) and Pierce (M.P. 333.3)  
 E. End Two Tracks (M.P. 3.2NA) and Tuscumbia (M.P. 0.6MF) - Note 1  
 Buntyn (M.P. 546.0A) and Memphis (M.P. 551.7A) - Note 2

Note 1 — Except as otherwise indicated, trains and engines will run with the current of traffic by block signals whose indications will supersede the superiority of trains.

Note 2 — Trains and engines operating on double track segments from Buntyn (M.P. 546.0-A) to end of double track (M.P. 551.7A) will operate on authority of the operator, Forrest Yard, who will specify track to be used. All movements are to be made at Yard Speed not exceeding 20 MPH.

## 7. AUTOMATIC BLOCK SYSTEM

Automatic block signals are effective between:

Bristol (M.P. 0.0A) and Ooltewah (M.P. 226.6A).  
 Asheville (M.P. S141.0 and New Line (M.P. S228.0).  
 Stevenson (M.P. 279.8A) and Buntyn (M.P. 546.0A).  
 West End Sevier Yard (M.P. 125.0A) and Harriman Jct.  
 (M.P. 51.3D).  
 Ward (M.P. 87.2 TC) and Big Stone (M.P. 3.4 T).  
 Douglas (M.P. 17.0 BL) and Ward (M.P. 0.0 BL).

## 8. TRAIN MOVEMENTS

### a. Traffic Control System (TC)

Traffic control is in effect between:

Pickens (M.P. 89.0A) and Lizzle (M.P. 122.2A).  
 West End Sevier (M.P. 125.0A) and Powell (M.P. 8.2C).  
 Harriman Jct. (M.P. 51.3D) and Oliver (M.P. 36.1D).  
 Ooltewah (M.P. 226.6A) and Jersey (M.P. 235.0A).  
 Ward (M.P. 87.2 TC) and Big Stone (M.P. 3.4 T).  
 New Line (M.P. 91.0A) and Murphy Jct. (M.P. S142.3).  
 Douglas (M.P. 17.0 BL) and Ward (M.P. 0.0 BL).

The following sidings in TC Territory are signaled sidings:

Between Andover and Bulls Gap

Jasper to Tito  
 Watkins to Boone  
 Surgoinsville to Hawkins  
 Summit to Moore

Between Asheville and New Line

Volga to Ivy  
 Nocona to Walnut  
 Hot Springs to French  
 Del Rio to Big Creek  
 Bridgeport to Huff  
 Leadvale to Lilac

### b. Remote Control System

Remote control is in effect between:

Clinch (M.P. 20.7C) and Jarnigan, (M.P. 22.8D) (Note 1)  
 Lyle (M.P. 211.7A) and Ooltewah (M.P. 226.6A).  
 Jersey (M.P. 235.0A) and Citico Jct. (M.P. 238.0A).  
 Ten Bridge (M.P. 331.2) and East End Ave. (M.P. 337.0).  
 East End Ave. (M.P. 337.0) and Wauhatchie (M.P.5.5)  
 Decatur Jct. (M.P. 362.0A) and Decatur (M.P. 363.3A).  
 Lee (M.P. 5.0NA) and Wilson (M.P. 402.9A).  
 Lee (M.P. 5.0NA) and Norala (M.P. 3.6NA).  
 Wilson (M.P. 402.9A) and Norala (M.P. 3.6NA).  
 Tuscumbia (M.P. 0.6MF) and Carlin (M.P. 413.8A).  
 Buntyn Switch (M.P. 546.0A).

Note 1—When take siding indicator at M.P. 20.9C (Clinton) is illuminated, northbound trains may pass signal displaying stop indication after entrance switch has been lined. Southbound trains may pass stop signal at M.P. 20.7C (Clinch) after entrance switch has been lined.

Interlocked Switches are controlled as follows:

Location	M. P.	By Operator
Murphy Jct., Crossovers (Note 1)	S142.3	Asheville
Harriman Jct.	51.3D	Somerset
Lyle	211.7A	Cleveland
Bradley	213.4A	Cleveland
I Line Switch	213.5A	Cleveland
Dockery	215.0A	Cleveland
Jersey	235.0A	deButts
Williams	236.0A	deButts
Spell	236.6A	deButts
Brown	237.3A	deButts
Citico Junction	238.0A	deButts
Ten Bridge	331.2	deButts
Boyce	331.7	deButts
Pierce	333.3	deButts
Webb	334.6	deButts
Pratt	336.2	deButts
East End Avenue	337.0	CT Tower
Main Street	337.3	CT Tower
23rd Street	337.5	CT Tower
North End Lookout Mtn. Tunnel	2.1	CT Tower
South End Lookout Mtn. Tunnel	3.2	CT Tower
Wauhatchie	5.5	CT Tower
Decatur Jct.	362.0A	Decatur
River Jct.	363.0A	Decatur
L&N Jct.	363.1A	Decatur
Decatur	363.3A	Decatur
Wilson	402.9A	Sheffield Yard
Lee	5.0NA	Sheffield Yard
Norala	3.6NA	Sheffield Yard
Scott	412.8A	Sheffield Yard
Carlin	413.8A	Sheffield Yard
Buntyn	546.0A	Forrest Yard

The following main track switches are not equipped with electric locks and must not at any time be used to clear main line. No trains or engines shall clear the main line at any of these tracks. While using such tracks, an engine or car must continuously occupy the main track, or main track switch must be kept continuously set for movement into such track.

### JOHN SEVIER—BRADFORD

TVA Track Beverly	M.P. 4.1CO
Ludlow Ave.	M.P. 6.0CO
TVA Track	M.P. 6.1CO
Eagle Beer Distributor	M.P. 7.3CO
A.J. Metler Track (old Sears Wholesale)	M.P. 2.4C
TVA Dante	M.P. 5.9C

## NEW LINE—DOUGLAS

N.C. Storage .....	M.P. S227.7 and S227.2
Jeffrey Manufacturing .....	M.P. S227.3
Union Camp-Wallace Hdwe. ....	M.P. S221.8
TVA Spur .....	M.P. S219.8
White Pine Storage Track .....	M.P. S219.0 and S218.5
Hamblen County Co-op .....	M.P. S218.4

### c. Other Train Movements Rule 251

**Between West End Sevier Yard (M.P. 125.0A) and West End Two Tracks (M.P. 132.3A).**

**Between E. End Two Tracks (M.P. 3.2NA) and Tuscumbia (M.P. 0.6MF).**

Trains and engines will run with the current of traffic by block signal indications that supersede the timetable superiority of trains.

#### RULE 261

**Between Norala (M.P. 3.6NA) and E. End Two Tracks (M.P. 3.2NA).  
Between Carlin (M.P. 413.8A) and Pride (M.P. 415.4A). (Notes 1 and 2).**

Trains and engines will run by block signal indications that supersede the superiority of trains for both opposing and following movements on the same track.

Note 1 — When take siding indicator is illuminated, train may pass signal displaying stop indication after entrance switch has been lined.

Note 2 — Trains or engines must not clear main track in TVA storage track with switches lined in normal position between M.P. 413.8A and M.P. 415.4A.

Holding Signals and Take Siding Indicators referred to herein are equipped with "Light Out" protection. This means when a bulb is out on either a Holding Signal or Take Siding Indicator, signal connected therewith will indicate STOP. Operator at Sheffield Yard by authority of the dispatcher may authorize trains to pass signal indicating STOP to enter siding. Other movements will be made in accordance with Rule 402.

### System Wide

Rule 101(c) concerns TEMPORARY SPEED LIMIT SIGNS. In the application of this rule on Southern Railway, the caution (yellow) and proceed (green) temporary speed limit signs will not be used until after a bulletin has been posted to cover the slow order. Until a bulletin is posted, each slow order will be covered by train order without use of the signs.

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

Form 19-R will be used for copying all radio train orders.

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

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

When handling cars behind caboose, the conductor must have air cut in to such cars if possible. If this cannot be done, cars must be chained to caboose, kept under observation, and moved no faster than 15 MPH.

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

Cabooses and locomotives at outlying points are to be locked when not in use. The Chief Dispatcher must be notified if this equipment cannot be locked.

Cabooses will be handled on rear of trains only, except where specifically authorized.

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

### Division Wide

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

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.

Slack must be bunched on all cuts of cars set out. Sufficient hand brakes to secure the cut will be set on the lower end of the cut.

At the following locations, block signals to display "Restricted Proceed" (Rule 309) or "Stop" (Rule 310). If the underpass is struck and moved out of line, and trains so restricted must be prepared to stop short of the underpass:

Central Avenue - Bradford, Tenn. (M.P. 6.4C)

LaGrange, Tenn. - (M.P. 503.1A)

### ARCO TRAIN

Arco Train will be operated loaded from Arco Mine with short hood of lead engine in the lead. When engine is headed wrong out of Cleveland or not equipped with a special console marked "Arco-Pride only," engineers will assist by notifying the Chief Dispatcher.

### C-LINE - KOPPER GLO MINE SPUR AND CLAIRFIELD, TENNESSEE (M.P. 79.1C)

On descending grade between Kopper-Glo Mine Spur and Clairfield, Tenn. (M.P. 79.1C), the following instructions will apply:

**After train is all together, all air hoses coupled, all angle cocks properly positioned and prior to departing Kopper-Glo, the brake pipe must be charged to 90 pounds pressure for minimum of 15 minutes before brake test is made.**

**After brake system is thus charged, a 20 pound brake pipe service reduction must be made, and crew will walk train inspecting brakes on each car. Hand brake must be set on cars on which brake fails to apply and Chief Dispatcher notified of such car numbers at first open station.**

**When this inspection is completed, engineer will release brake and will not depart Kopper-Glo Mine Spur until brake pipe has been recharged to 90 pounds on engine for 5 minutes.**

**When ready to depart, Engineer will make a 15 pound reduction on train line before moving, pulling train away if necessary. As soon as train is moving, Engineer will go directly into dynamic brake if available and make further brake pipe reductions as necessary to maintain a speed of eight miles per hour down grade.**

**If independent brake will not hold train while brake pipe is being charged and brake test made, sufficient hand brakes will be applied to hold train by train crew.**

**If hand brakes are used in any of these movements, they must be released prior to departing Clairfield, Tenn. (M.P. 79.1C).**

POWELL, TENNESSEE

When doubling to Powell, the following instructions will apply:  
From 7:00 AM to 9:00 AM and from 3:00 PM to 5:00 PM on school days, trains must double to Bradford.

Trains doubling to Powell must leave Emory Road and Commerce Street crossings open.

**Doubling Unit Grain Trains**

When doubling southbound Unit Grain Trains from Heiskell to Powell, leave thirty-five (35) cars with the caboose, and take the remainder of the cars in the first cut to Powell. Contact the Chief Dispatcher should you have any question or problem with this Procedure, and do not deviate from this procedure without his permission.

Listed below are trains that may operate one more unit on line than is permitted by Rule L-205 of form NS-1, Rules for Equipment Operation and Handling:

Train No.	Between
241	Andover, VA and Cleveland, TN
251	Arco Mine and Knoxville, TN
244	Pride and Sheffield, Ala.
744	Pride and Sheffield, Ala.
296	Pride and Sheffield, Ala.
796	Pride and Sheffield, Ala.
294	Pride and Sheffield, Ala.
794	Pride and Sheffield, Ala.
282	Pride and Sheffield, Ala.
782	Pride and Sheffield, Ala.
235	Frisco Yard and Cleveland, TN
275	Frisco Yard and Cleveland, TN
775	Frisco Yard and Cleveland, TN
CSXT Unit	Big Stone Gap and Frisco Yard
Coal	

APPALACHIA DISTRICT

All trains will carry 100 pounds train line pressure.

ANDOVER

1. Crew members on Belmont and Catawba unit trains must see that retainers are in "UP" SD position (slow direct) before departing Appalachia.

**LOCATIONS WHERE RUNNING SWITCHES ARE AUTHORIZED**

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

Bristol Line	- Intermodal Track (Greeneville) Lea No. 5 City Milling Company Tennessee Flake Greeneville, West End Old Storage Airport Industrial Park, East End
River Line	- Wood Products Company West End Yalu Siding Union Camp Corporation West End Sonoco E. End NC Storage Track
Appalachia District-	Andover Yard Birmingham Bolt - Duffield PAC-MOR - Duffield House Track - Duffield Sunbright House Track - Gate City East End Frisco Yard Holston Defense - Holston Jct. Kingsport Press - New Canton AFG Industries - Greenland

**LOCATIONS WHERE RUNNING SWITCHES ARE AUTHORIZED**

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

Knoxville Terminal	- New Farmers Warehouse Tracks
West End - Knoxville Dist.	- East End Bearden Siding TVA Lead - Lenoir City Bowater - Under Highway 11 and East End of Old Yard Calhoun Calhoun, Tn.
K&O Territory -	Armstrong Rubber Company
Chattanooga Terminal	- Miss. Valley Steel Company Ridge Belt West Inbound (camera track) to Quaker Oats Lead Norris lead at tie yard switch Bunge Oil at No. 45 switch Grada Products
East End	- Laser Video Inc. & RJR Filmco.
Memphis District	- Chase, AL Union Camp Corp., Decatur, AL
Sheffield Terminal	- Cargill Inc. E.A. Nelson Company
West End	- CCR Lead, Corinth, MS
Memphis District	- Beale Street Team Track

**d. Additional Yard Limits**

Yard limits (Rule 93) are in effect at the following stations not shown as stations on the timetable:

—Calhoun (M.P. 200.0A)

—Luttrell Mining (M.P. 23.0CG to 24.4CG)

First Class trains will move at YARD SPEED and the provisions of Rule 93 will apply to First Class Trains the same as to Second, Inferior Class and Extra trains and engines in Yard Limits as follows:

—Between Tobler Lane (M.P. 134.1A) and Randolph St. (M.P. 130.3A), Knoxville.

—Lenoir City, Tennessee (M.P. 153.0A to M.P. 154.5A).

—Loudon, Tenn. (M.P. 157.0A and M.P. 161.4A).

—Between westbound yard limit board, Calhoun, Tenn., (M.P. 198.5A) and eastbound yard limit board, Charleston, Tenn., (M.P. 202.4A).

—Between Tasso, Tenn., (M.P. 208.0A) and Lyle, Tenn., (M.P. 211.7A).

—Stevenson (M.P. 279.8-A and M.P. 281.0-A).

—Scottsboro, Ala. (M.P. 297.0A and M.P. 300.0A).

—Huntsville, Ala. (M.P. 337.2A and M.P. 341.0A).

—Decatur, Ala. (M.P. 363.3A and M.P. 368.0A).

—Between Yard Limit Sign (M.P. 398.3A) and Wilson (M.P. 402.9A), Sheffield.

—Between Norala (M.P. 3.6NA) and Tusculmbia (M.P. 0.6MF).

—Between Sheffield Jct. (M.P. 4.1MF) and Furnace Jct. (M.P. 7.0MF).

—Between Neil (M.P. 420A) and Cherokee (M.P. 423A).

—Corinth, Mississippi (M.P. 457.0A to M.P. 461.0A).

—Memphis, Tennessee (M.P. 544.0A to M.P. 551.7A).

Trains or engines entering the main track at Calhoun and Charleston, Tenn., must secure permission from the operator at Cleveland, TN, or dispatcher. At Loudon, Tn., permission must be obtained from West End Dispatcher.

Second and Inferior Class Trains and Engines MUST NOT DELAY FIRST CLASS TRAINS.



### e. Joint Trackage

Tracks are used jointly by trains and engines of the Tennessee Division, other divisions, and foreign lines, in accordance with their timetable, rules and regulations as shown below:

- Between Asheville (M.P. S139.0) and Murphy Jct. (M.P. S142.3), Carolina Division.
- Bristol Yard (M.P. 0.0A), NW Ry.
- Between Ooltewah (M.P. 226.6A) and Jersey (M.P. 235.0A), Georgia Division.
- Between deButts Yard (M.P. 240.0A) and Wauhatchie (M.P. 248.1A), Crescent Division.
- Between Wauhatchie (M.P. 248.1A) and Stevenson (M.P. 279.8A), CSXT
- Between Harriman Jct. (M.P. 51.3D) and Oakdale (M.P. 254.4), Kentucky Division.
- Between Cumberland Gap (M.P. 65.5CG) and Middlesboro (M.P. 69.3CG), CSXT
- Between Lot (M.P. 67.6C) and Fonde (M.P. 85.0C), CSXT
- Andover Yard (M.P. 0.0T) NWRR.
- Between St. Paul, Va. (M.P. 42.2Z) to Kingsport, Tn. (M.P. 95.0Z) CSXT

Tracks are used jointly by other divisions or foreign lines in accordance with Tennessee Division timetable, rules and regulations, as shown below:

- Between Oliver (M.P. 36.1D) and Harriman (M.P. 50.1D), CSXT
- Between DeArmond (M.P. 46.0D) and Harriman Jct. (M.P. 51.3D), H&NE R.R.
- Harriman Yard (M.P. 49.6D), Kentucky Division, CSXT, H&NE R.R.).
- Between Willoughby Jct. (M.P. 132.7A) via city yard and (M.P. 1.0C) Coster main track, CSXT
- Between Decatur Jct. (M.P. 362.0A) and Decatur (M.P. 363.3A), CSXT
- Between (M.P. 6.5MF) and Furnace Jct. (M.P. 7.5MF), CSXT
- Between Buntyn (M.P. 546.0A) and Old Tower 17 Plant (M.P. 551.7A), CSXT, MP R.R., ICG R.R., BN R.R., SSW R.R.
- Between Jersey (M.P. 235.0A) and deButts Yard (M.P. 240.0A) Georgia Division.
- Between Ten Bridge (M.P. 331.2) and deButts Yard, Kentucky Division.
- Between Bristol (M.P. 0.0A) and M.P. 4.0A, NW R.R.
- Between Andover (M.P. 0.0T) and Frisco (M.P. 46TC). CSXT
- Between Andover (M.P. 0.0T) and Ward (M.P. 87TC)...NW

### f. Other Restrictions

#### Flagging Distances

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

#### CABOOSE AND WHEEL CARS

Caboose and wheel cars may be cut off in motion and allowed to roll to a coupling at the following yards (see Rule 103(h)):

John Sevier Yard  
deButts Yard  
Sheffield Yard

### 9. SPRING SWITCHES

In automatic block signal territory the ends of two or more tracks are equipped with spring switches except at Ooltewah, east and west end Sevier Yard, which are power operated.

In automatic block signal territory both ends of sidings are equipped with spring switches **except**:

Bluff City	East and West End of Siding
Piney Flats	East and West End of Siding
Johnson City	East and West End of Siding
Jonesboro	East and West End of Siding
Telford	East and West End of Siding
Russellville	East and West End of Siding
Bearden	East and West End of Siding
Ebenezer	East and West End of Siding
Lenoir City	East and West End of Siding
Niota	East and West End of Siding
Coile	East and West End of Siding
Poplar	North and South End of Siding
Scottsboro	East and West End of Siding
Paint Rock	East and West End of Siding
Huntsville Siding	East and West End of Siding
Hobgood	East and West End of Siding
Margerum	East and West End of Siding
Iuka	East and West End of Siding
Corinth	East and West End of Siding
Saulsbury	East and West End of Siding
Collierville	East and West End of Siding
Grand Jct.	East and West End of Siding

Spring switches are located as follows:

Knoxville	South End Two Tracks, M.P. 0.5C
Clinton	North End Two Tracks
Coster	K&O Main Track
Arco Jct.	M.P. 76.0C
Sheffield (M.P. 399.3A)	Outbound Yard Lead
Sheffield (M.P. 399.9A)	EMCO Branch Switch
East End Two Tracks (M.P. 3.2NA)	East End Two Tracks
Tuscumbia (M.P. 0.6MF)	West End Two Tracks
Carlin	413.8A
Pride	415.2A
Pride	Inbound Transloading switch 412.8A

### 10. ENTRANCE SWITCH TO SIDING

Unless otherwise provided, enter at first switch of first siding. Team track is considered to be the siding at Tazewell, Tn.

### 11. SPEED RESTRICTIONS

#### a. Maximum Speeds

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

#### BETWEEN BRISTOL AND OOLTEWAH

All Freight Trains (except Rail-Highway Trains) ..... 55 MPH  
Rail Highway Trains and Passenger Trains ..... 60 MPH

Except:

M.P. 0.0A to M.P. 21.2A and M.P. 28.5A to M.P. 42.835	MPH
Diesel Shop Track - Bulls Gap Yard	5 MPH
CSXT Crossing (M.P. 132.3A)	25 MPH
Westbound Main - The White Lily Foods (M.P. 130.7A) - Trains handling loaded	
Woodrack Cars	10 MPH
Loudon - Tennessee River Bridge (M.P. 159.0A)	15 MPH
Blair Bend Lead (M.P. 158.6A)	15 MPH
Olin Lead - 15 MPH depot to Charleston	
Builders, remainder of track	10 MPH

BETWEEN EAST END SEVIER YARD  
AND WEST END SEVIER YARD

Old Passenger Main - All Trains ..... 20 MPH

CHATTANOOGA TERMINAL

CNO&TP Main Track (M.P. 331.2, Tenbridge  
to M.P. 337.0) E. End Ave.) ..... 35 MPH

Except:

CNO&TP No. 2 Main Track (M.P. 332.4 to  
M.P. 333.3) ..... 20 MPH

CNO&TP Zero Track (M.P. 334.7, Webb to  
M.P. 337.0, E. End Ave.) ..... 20 MPH

Tennessee River Bridge (M.P. 331.3) ..... 35 MPH

East End Avenue Interlocking ..... 15 MPH

Main Street Interlocking ..... 15 MPH

23rd Street Interlocking ..... 15 MPH

No. 1 Wye Track ..... 15 MPH

No. 2 Wye Track ..... 15 MPH

Lookout Mountain Tunnel (M.P. AGS 2.2 to  
M.P. AGS 2.9) ..... 25 MPH

BETWEEN STEVENSON AND MEMPHIS

All Freight Trains (except Rail-Highway Trains) ..... 55 MPH

Rail Highway and Passenger Trains ..... 60 MPH

Except:

Tennessee River Bridge - Decatur, Ala.  
(M.P. 362.6A to M.P. 362.9A) ..... 15 MPH

M.P. 362.9A to M.P. 363.9A ..... 20 MPH

Sheffield Yard - Passing Television Cameras ..... 10 MPH

Pride Transloader, All Tracks ..... 10 MPH

Corinth, GMSR crossing (M.P. 458.9A) ..... 25 MPH

Buntyn (M.P. 546.0A to M.P. 551.7A) ..... 25 MPH

K.C. Jct. (M.P. 550.0A) M.P. crossing, westbound main. 10 MPH

BETWEEN NEW LINE AND ASHEVILLE

All Trains ..... 50 MPH

SIGNALLED SIDINGS

Lilac and Leadvale (M.P. S215.5 - S213.5) ..... 15 MPH

Huff and Bridgeport (M.P. S202.9 - S200.7) ..... 15 MPH

Big Creek and Del Rio (M.P. S195.1 - S193.9) ..... 15 MPH

French and Hot Springs (M.P. S182.7 - S180.1) ..... 15 MPH

Walnut and Nocona (M.P. S168.3 - S166.3) ..... 15 MPH

Ivy and Volga (M.P. S159.7 - S157.3) ..... 15 MPH

BETWEEN SEVIER YARD AND HARRIMAN JCT.

All Trains ..... 50 MPH

Except:

Harriman (M.P. 49.6D to M.P. 51.2D) ..... 20 MPH

All Trains (M.P. 6.0CO to M.P. 7.2CO) ..... 20 MPH

All Trains over siding scales Bradford (M.P. 7.3C) ..... 5 MPH

BETWEEN KNOXVILLE AND COSTER

All Trains ..... 35 MPH

Except:

M.P. 0.0C to M.P. 0.3C ..... 10 MPH

BETWEEN BEVERLY AND CUMBERLAND GAP

M.P. 6.0CG to M.P. 65.0CG ..... 30 MPH

Except:

Through three Tunnels CG Line - Beverly to  
Middlesboro M.P. 40.5CG, 42.0CG, 46.9CG ..... 15 MPH

BETWEEN CLINTON AND JELICO

All Trains ..... 30 MPH

Except:

M.P. 49.1C to M.P. 51.4C (Through Tunnels) ..... 15 MPH

BETWEEN JELICO & FONDE

Jellico to Lot ..... 20 MPH

Lot to M.P. C202.8 ..... 35 MPH

M.P. C202.8 to M.P. C203.8 ..... 30 MPH

M.P. C203.8 to Holton ..... 25 MPH

Holton to Arco Jct. .... 15 MPH

Arco Jct. to FONDE ..... 25 MPH

BRICEVILLE AND BEECH GROVE INDUSTRIAL LEADS

All Trains ..... 10 MPH

ARCO INDUSTRIAL LEAD

All Trains ..... 15 MPH

BETWEEN KNOXVILLE AND MARYVILLE

All Trains ..... 25 MPH

Except:

M.P. 1.0KA to M.P. 3.0KA ..... 10 MPH

BETWEEN WARD AND DOUGLAS

All Trains ..... 45 MPH

EMCO AND FLORENCE BRANCHES

All Trains ..... 10 MPH

STRAIGHT CREEK INDUSTRIAL LEAD  
(KOPPER GLO MINE SPUR)

All Trains ..... 5 MPH

BETWEEN ANDOVER AND WARD

All Trains

Andover to Moccasin Gap ..... 40 MPH

Moccasin Gap to Ward ..... 50 MPH

Except New CSX Connection Track - Frisco ..... 20 MPH

Except Old Connection Track - Frisco ..... 15 MPH

Except between Moore and Ward ..... 20 MPH

SIGNALLED SIDINGS

Jasper and Tito (M.P. 15.1T - 16.3T) ..... 20 MPH

Watkins and Boone (M.P. 32.4T - 34.1T) ..... 20 MPH

Surgoinsville and Hawkins (M.P. 63.4TC - 65.1TC) ..... 15 MPH

Summit and Moore (M.P. 82.3TC - 85.7TC) ..... 20 MPH

b. Other Speed & Miscellaneous Restrictions

Trains must not exceed 15 MPH in all sidings unless otherwise provided.

Rail-Highway trains consisting entirely of TTX (TOFC, COFC, Tri-level, Bi-level) or passenger equipment may operate at maximum authorized Rail-Highway or passenger train speeds not to exceed 60 MPH. Rail-Highway trains will be designated by unique train numbers in Series 207 through 231 and 707 through 731.

Trains handling more than 40 empty multi-levels will be restricted to 25 MPH 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).

Trains handling flat cars loaded with creosoted poles must not exceed 45 MPH.

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

All System Maintenance of Way air dump cars are restricted to 40 MPH.

A train handling empty bulkhead flat cars and/or empty woodrack cars, foreign or system, is restricted to 45 MPH. (This does not apply to ATSF 294000 - 294949).

The maximum authorized speed for N&W rail train No. 3, when loaded, is 30 MPH unless otherwise restricted.

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

Trains handling tank cars placarded as a load of LP gas must not exceed 45 MPH.

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

AMTRAK locomotives numbered 500-649 are SDP-40 type locomotives and must not exceed 35 MPH on curves and 50 MPH maximum. There are no special speed restrictions on AMTRAK locomotives numbered 200-499,

Steam locomotives are restricted to speeds of:

No. 630 and No. 722 ..... 45 MPH  
 No. 4501 and No. 611 ..... 50 MPH  
 No. 750, No. 2716 and No. 765 ..... 60 MPH

SW1500 and MP15DC's must not exceed 50 MPH. Other diesel yard engines must not exceed 30 MPH, unless otherwise provided.

Diesel yard engines in tow will be handled only in local freight service not to exceed 30 MPH, except SW1500 and MP 15DC type locomotives, series 67 through 83, 1733, and 2300 through 2435 inclusive, may be towed at speeds not exceeding 50 MPH.

Trains must not exceed ten (10) MPH on K-25 Lead, M.P. 41.6D, Eagle Band Ind. Park Lead, M.P. 21.8C, and Royal Blue Mine Lead track, M.P. 46.0C.

Trains must not exceed five (5) MPH on Tennco Mine track, Briceville, Th., M.P. 3.0-CB.

Trains must not exceed ten (10) MPH on Team track, Tazewell, Th., M.P. 49.0-CG.

Trains must not exceed ten (10) MPH in Storage track, Black Oak, Th., M.P. 4.3-C to M.P. 4.8-C.

Trains must not exceed ten (10) MPH on Revere Lead and Goodyear Lead, Scottsboro, AL, M.P. 299.0A.

Trains must not exceed ten (10) MPH on North Huntsville Branch (M.P. 339.0A) and on West Huntsville Branch (M.P. 340.5A) at Huntsville, AL.

Trains must not exceed ten (10) MPH on Dunlop Lead and Jetplex Intermodal Facility Lead at Madison, AL, M.P. 347.9A.

Trains must not exceed ten (10) MPH on Amoco Lead, Decatur, AL, M.P. 365.6A.

Trains must not exceed ten (10) MPH on Champion Lead, Robertson Jct., AL, M.P. 381.6A.

Trains must not exceed five (5) MPH over scales at Norala, Ala., M.P. 4.0-NA, if loaded, and ten (10) MPH, if empty.

Trains must not exceed fifteen (15) MPH over scales at Surgoinsville, Th., M.P. 63.4-TC, when not weighing. **Weighing speed must not exceed (5) MPH.**

Loaded coal trains entering siding at Surgoinsville, for the purpose of weighing the train, may exceed 400 amps dynamic braking without regard to the number of axles or extended range or high capacity dynamic brake provided there are no empty cars in the lead half of the train.

### c. Checking Locomotive Speed Indicator

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

#### BETWEEN BRISTOL AND KNOXVILLE

M.P. 5-A	to	M.P. 6-A
M.P. 73-A	to	M.P. 74-A
M.P. 78-A	to	M.P. 79-A
M.P. 111-A	to	M.P. 112-A
M.P. 129-A	to	M.P. 130-A

#### BETWEEN ASHEVILLE AND NEW LINE

M.P. S-147	to	M.P. S-148
M.P. S-152	to	M.P. S-151
M.P. S-210	to	M.P. S-211

#### BETWEEN KNOXVILLE AND deBUTTS YARD

M.P. 141-A	to	M.P. 142-A
M.P. 145-A	to	M.P. 146-A
M.P. 194-A	to	M.P. 195-A
M.P. 207-A	to	M.P. 208-A
M.P. 231-A	to	M.P. 232-A
M.P. 233-A	to	M.P. 234-A

#### BETWEEN deBUTTS AND SHEFFIELD

M.P. 4 (AGS)	to	M.P. 5 (AGS)
M.P. 333-A	to	M.P. 334-A
M.P. 359-A	to	M.P. 360-A
M.P. 395-A	to	M.P. 396-A

#### BETWEEN SHEFFIELD AND MEMPHIS

M.P. 534-A	to	M.P. 535-A
M.P. 529.0-A	to	M.P. 527.0-A
M.P. 428.0-A	to	M.P. 430.0-A
M.P. 417-A	to	M.P. 419-A
M.P. 408-A	to	M.P. 411-A

#### BETWEEN KNOXVILLE AND OAKDALE

M.P. 7-C	to	M.P. 8-C
M.P. 44-D	to	M.P. 45-D
M.P. 47-D	to	M.P. 48-D

#### BETWEEN CLINTON AND JELICO

M.P. 26.0-C	to	M.P. 27.0-C
M.P. 33.0-C	to	M.P. 34.0-C
M.P. 62.0-C	to	M.P. 63.0-C

#### BETWEEN WARD AND DOUGLAS

M.P. 4-BL	to	M.P. 5-BL
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#### BETWEEN BEVERLY AND CUMBERLAND GAP

M.P. 8.0-CG	to	M.P. 9.0-CG
M.P. 61.0-CG	to	M.P. 62.0-CG

#### BETWEEN KNOXVILLE AND MARYVILLE

M.P. 1.0KA	and	2.0KA
M.P. 7.0KA	and	6.0KA

#### BETWEEN ANDOVER AND WARD

M.P. 3.0T	and	4.0T
M.P. 37.0T	and	M.P. 38.0T
M.P. 51.0TC	and	M.P. 52.0TC
M.P. 83.0TC	and	M.P. 84.0TC

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 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

**d. Speed Restrictions Through Turnouts**

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

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

Location	Milepost	Maximum Speed in MPH
Craggy	S145.9	25
Douglas	S216.5	25
Pickens	89.0A	40
New Line	91.4A	40
New Line (crossover)	91.4A	25
Alpha	94.0A	40
Keister	100.0A	40
Friends	107.0A	40
Hodges	110.1A	40
Roseberry	119.2A	40
East End Sevier	121.6A	25
Knox-West End Two Trks.	132.3A	25
Beverly-End Two Tracks	3.8CO	25
Coster	2.3C	25
Ten Bridge	331.2	25
Boyce	331.7	25
Ooltewah	226.6A	40
Summit	230.4A	25
Jersey	235.0A	40
Williams	236.0A	25
Citico Jct.	238.0A	40
Pierce	238.7A	25
Wauhatchie	5.3AGS	25
Wauhatchie	5.4AGS	25
East End Two Tracks	3.1NA	25
New CSXT Conn., Frisco	46.4TC	20
CSXT Connection	3.4T	20
Tito	16.3T	20
Jasper	15.1T	20
Watkins	32.4T	20
Boone	34.1T	20
Moore	85.7TC	20
Summit	82.3TC	20

Speed through turnouts in Receiving Yard, Class Yard, and Forwarding Yard at Sheffield Yard is restricted to 10 MPH. Except main line turnouts.

NW rail train No. 3, when loaded, is restricted to 10 MPH through turnouts and crossovers, except for No. 20 turnouts. Rail train speed can be 30 MPH if the maximum authorized speed, listed above for the No. 20 turnout, is 40 MPH or greater.

**e. Speed Restrictions Over Street Crossings**

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

Location	Speed	Milepost
Chattanooga:		
	8 MPH	Broad Street
	8 MPH	Market Street
	8 MPH	Main Street
	8 MPH	King Street
	8 MPH	Cowart Street
	8 MPH	Thirteenth Street
	8 MPH	Rossville Avenue
	8 MPH	McCallie Avenue
	8 MPH	Bailey Avenue
	8 MPH	Third Street
	8 MPH	Rossville Blvd.
	8 MPH	Central Avenue
	8 MPH	Alton Park Blvd.
	8 MPH	Forty-fifth Street
	8 MPH	Thirty-eighth Street
	8 MPH	Glass Street
Scottsboro	25 MPH	M.P. 296.8A - M.P. 303.2A
Huntsville	20 MPH	M.P. 337.2A - M.P. 343.0A
Madison	35 MPH	M.P. 348.3A - M.P. 348.6A
Sheffield	25 MPH	M.P. 403.2A - M.P. 1.2MF
Tuscumbia	25 MPH	M.P. 01MF - M.P. 408.3A
Cherokee, AL	35 MPH	M.P. 421.9A - M.P. 422.9A
Corinth	25 MPH	M.P. 457.7A - M.P. 459.5A
Middleton, TN	35 MPH	M.P. 482.6A
Grand Jct., TN	40 MPH	M.P. 499.8A - M.P. 500.2A
Collierville	45 MPH	M.P. 527.6A - M.P. 529.2A
Germantown	30 MPH	M.P. 535.9A - M.P. 539.6A
Memphis	30 MPH	M.P. 542.0A - M.P. 546.0A
(Semmes St.)	10 MPH	M.P. 546.3A
Asheville, NC		
(Haywood & Lyman St.)	20 MPH	
Newport	20 MPH	M.P. S206.0 - M.P. S207.0
White Pine	30 MPH	M.P. S218.9 - M.P. S219.3
Bristol	25 MPH	M.P. 0.0A - M.P. 2.0A
Johnson City	30 MPH	M.P. 22.0A - M.P. 30.0A
Greenville	20 MPH	M.P. 53.3A - M.P. 58.3A
Morristown	35 MPH	M.P. 83.0A - M.P. 85.6A
	25 MPH	M.P. 85.6A - M.P. 90.5A
	35 MPH	M.P. 90.5A - M.P. 92.1A
Jefferson City	30 MPH	M.P. 101.6A - M.P. 102.3A
Knoxville	30 MPH	M.P. 125.0A - M.P. 136.7A
Alcoa	30 MPH	M.P. 12.2KA - M.P. 15.5KA
Lenoir City	30 MPH	M.P. 153.6A - M.P. 155.0A
Loudon	25 MPH	M.P. 159.4A - M.P. 161.3A
Sweetwater	30 MPH	M.P. 171.3A - M.P. 172.3A
Niota	45 MPH	M.P. 179.3A - M.P. 181.0A
Athens	35 MPH	M.P. 184.4A - M.P. 187.4A
Charleston	45 MPH	M.P. 200.5A - M.P. 202.0A
Clinton	25 MPH	M.P. 20.9C - M.P. 21.8D
Oliver Springs	35 MPH	M.P. 35.3D - M.P. 35.5D
Harriman	25 MPH	Crescent St., M.P. 50.2D
Jellico	25 MPH	M.P. 64.9C - M.P. 66.0C
Tazewell	15 MPH	M.P. 48.5CG - M.P. 49.6CG

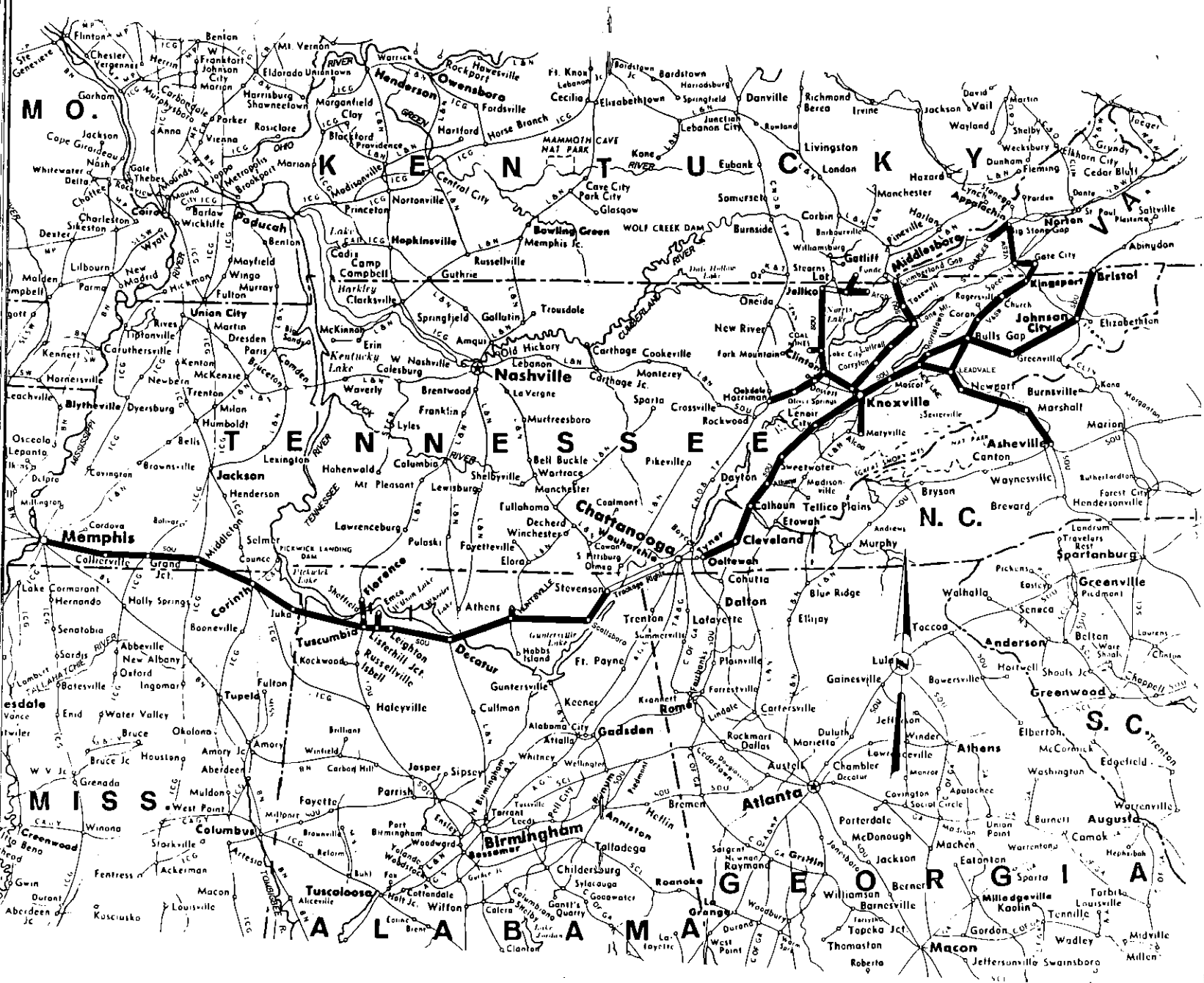
f. Speed Restrictions on Curves

Between M.P. and M.P.	MPH Pass. R-Hwy.	MPH Frt.	Between M.P. and M.P.	MPH Pass. R-Hwy.	MPH Frt.
<b>Bristol and Greenville</b>					
0.0A	0.2A	25	25		
0.2A	0.4A	30	30		
21.6A	22.0A	45	40		
22.0A	24.9A	50	45		
24.9A	25.2A	40	35		
25.2A	28.5A	45	40		
31.8A	32.8A	25	25		
42.8A	43.7A	40	35		
43.7A	44.6A	45	45		
44.6A	44.9A	45	40		
44.9A	47.9A	45	45		
47.9A	48.3A	45	40		
48.3A	51.6A	45	45		
51.6A	51.9A	40	35		
51.9A	53.3A	40	40		
53.3A	56.4A	45	45		
56.4A	56.7A	40	40		
<b>Greenville and Bulls Gap</b>					
56.7A	59.7A	45	45		
59.7A	60.5A	40	40		
60.5A	61.6A	45	45		
61.6A	61.8A	45	40		
61.8A	64.8A	50	50		
64.8A	65.3A	45	45		
65.3A	65.5A	45	40		
65.5A	67.8A	45	45		
67.8A	68.1A	45	40		
68.1A	74.0A	45	45		
74.0A	75.7A	40	40		
<b>Bulls Gap and Morristown</b>					
75.7A	77.5A	40	40		
77.5A	79.8A	45	45		
79.8A	80.8A	45	40		
80.8A	84.9A	50	50		
84.9A	85.2A	45	40		
85.2A	88.9A	50	50		
<b>Morristown-Knoxville(Both Trks)</b>					
88.9A	91.7A	45	45		
91.7A	92.3A	55	55		
92.3A	101.1A	60	55		
101.1A	101.3A	55	50		
101.3A	102.6A	40	40		
102.6A	105.4A	50	50		
105.4A	107.7A	60	55		
107.7A	107.9A	50	50		
107.9A	108.8A	55	55		
108.8A	114.8A	60	55		
114.8A	117.2A	45	45		
117.2A	120.1A	45	40		
120.1A	124.9A	35	35		
124.9A	125.1A	25	25		
125.1A	129.4A	45	45		
129.4A	130.4A	25	25		
<b>Knoxville and Clinton</b>					
0.0C	0.3C	5	5		
0.3C	2.3C	35	35		
2.3C	2.8C	30	25		
2.8C	4.6C	40	40		
4.6C	4.8C	35	35		
4.8C	7.3C	45	40		
7.3C	8.2C	40	40		
8.2C	10.1C	35	35		
10.1C	10.4C	25	20		
10.4C	10.9C	20	20		
10.9C	11.2C	30	20		
11.2C	11.4C	35	35		
11.4C	12.1C	40	35		
12.1C	13.1C	35	35		
13.1C	13.8C	40	35		
13.8C	14.8C	35	30		
14.8C	15.0C	30	30		
15.0C	16.9C	35	30		
16.9C	17.6C	35	35		
17.6C	18.1C	40	40		
18.1C	18.3C	40	35		
18.3C	19.5C	40	40		
19.5C	20.3C	40	35		
20.3C	20.9C	35	35		
20.9C	21.1D	15	15		
<b>Clinton and Lot</b>					
20.9C	21.1C	15	15		
24.4C	24.9C	25	25		
48.4C	49.0C	25	25		
49.0C	51.4C	15	15		
51.4C	53.3C	25	25		
55.9C	64.4C	25	25		
64.4C	67.6C	20	20		
<b>Arco Jct. and Fonde</b>					
76.5C	77.9C	20	20		
78.6C	79.2C	20	20		
82.0C	82.3C	20	20		
<b>Arco Jct. and Arco Mines</b>					
13.3TC	13.6TC	5	5		
<b>Clinton and Oliver</b>					
21.1D	22.2D	35	35		
22.2D	24.6D	40	35		
24.6D	24.8D	35	35		
24.8D	27.4D	40	35		
27.4D	27.8D	35	35		
27.8D	35.7D	40	35		
35.7D	36.0D	35	35		

f. Speed Restrictions on Curves

Between M.P. and M.P.	MPH Pass. R-Hwy.	MPH Frt.	Between M.P. and M.P.	MPH Pass. R-Hwy.	MPH Frt.
<b>Oliver and Harriman Jct.</b>					
36.0D	37.2D	40	35		
37.2D	39.6D	45	40		
39.6D	39.8D	40	40		
39.8D	43.1D	45	40		
43.1D	44.8D	35	30		
44.8D	45.3D	40	35		
45.3D	48.6D	45	40		
48.6D	50.8D	35	35		
50.8D	51.3D	25	25		
<b>Sevier Yard and Beverly (Both Main Tracks)</b>					
0.0-CO	0.6-CO	30	30		
0.6-CO	1.9-CO	40	40		
1.9-CO	3.8-CO	30	25		
<b>Beverly and Coster</b>					
4.1-CO	7.9-CO	30	30		
7.9-CO	8.0-CO	25	25		
<b>Asheville and Craggy (Both Main Tracks)</b>					
S-141.0	S-142.7	30	25		
S-142.7	S-145.2	45	40		
S-145.2	S-145.7	40	35		
S-145.7	S-146.0	45	40		
<b>Craggy and Nocona</b>					
S-146.0	S-147.9	45	40		
S-147.9	S-148.8	35	30		
S-148.8	S-149.9	40	35		
S-149.9	S-150.3	30	30		
S-150.3	S-152.8	35	30		
S-152.8	S-153.0	25	25		
S-153.0	S-153.3	35	30		
S-153.3	S-154.8	40	35		
S-154.8	S-155.4	35	30		
S-155.4	S-155.9	25	25		
S-155.9	S-157.6	40	35		
S-157.6	S-158.4	30	30		
S-158.4	S-159.2	35	30		
S-159.2	S-160.9	40	35		
S-160.9	S-161.4	25	25		
S-161.4	S-163.3	35	30		
S-163.3	S-164.9	35	30		
S-164.9	S-165.3	25	25		
S-165.3	S-166.5	30	25		
<b>Nocona and Hot Springs</b>					
S-166.5	S-166.7	20	20		
S-166.7	S-167.5	30	30		
S-167.5	S-169.0	40	35		
S-169.0	S-169.5	35	35		
S-169.5	S-170.8	40	35		
S-170.8	S-172.3	35	30		
S-172.3	S-172.8	30	30		
S-172.8	S-174.5	35	30		
S-174.5	S-178.0	20	20		
S-178.0	S-178.2	15	15		
S-178.2	S-178.5	30	30		
S-178.5	S-179.6	35	30		
S-179.6	S-180.1	30	25		
<b>Hot Springs and Del Rio</b>					
S-180.1	S-182.1	40	35		
S-182.1	S-182.5	25	25		
S-182.5	S-183.2	30	30		
S-183.2	S-185.3	40	35		
S-185.3	S-185.6	30	30		
S-185.6	S-187.9	25	25		
S-187.9	S-188.7	40	40		
S-188.7	S-189.7	45	45		
S-189.7	S-190.3	40	40		
S-190.3	S-191.0	30	30		
S-191.0	S-193.7	45	45		
<b>Del Rio and Douglas</b>					
S-193.7	S-195.4	50	45		
S-195.4	S-195.6	25	25		
S-195.6	S-197.5	45	45		
S-197.5	S-198.2	25	25		
S-198.2	S-198.4	15	15		
S-198.4	S-200.3	35	35		
S-200.3	S-203.2	45	40		
S-203.2	S-206.0	30	30		
S-206.0	S-207.8	40	40		
S-207.8	S-216.8	50	45		
<b>Douglas and New Line</b>					
S-216.8	S-217.2	45	40		
S-217.2	S-219.7	40	35		
S-219.7	S-221.9	45	40		
S-221.9	S-224.5	40	35		
S-224.5	S-225.3	25	25		
S-225.3	S-228.0	40	35		
<b>Beverly and Cumberland Gap</b>					
5.9-CG	6.3-CG	15	15		
32.9-CG	33.8-CG	25	25		
34.6-CG	34.9-CG	15	15		
40.2-CG	40.4-CG	25	25		
40.4-CG	41.2-CG	15	15		
43.8-CG	45.7-CG	25	25		
46.3-CG	47.6-CG	25	25		
49.6-CG	50.2-CG	25	25		
52.5-CG	54.4-CG	25	25		
54.4-CG	55.0-CG	20	20		
55.0-CG	55.9-CG	25	25		
57.9-CG	58.5-CG	25	25		
58.5-CG	58.9-CG	20	20		
59.7-CG	60.3-CG	25	25		
<b>Ward and Douglas</b>					
0.0-BL	0.3-BL	20	20		
1.0-BL	1.8-BL	45	40		
15.9-BL	17.0-BL	45	40		
<b>Knoxville and Maryville</b>					
0.0-KA	0.3-KA	15	15		
0.3-KA	1.0-KA	20	20		
1.0-KA	3.0-KA	10	10		
8.4-KA	8.6-KA	10	10		

# TENNESSEE DIVISION



f. Speed Restrictions on Curves

Between M.P. and M.P.	MPH Pass. R-Hwy. Frt.	MPH MPH	Between M.P. and M.P.	MPH Pass. R-Hwy. Frt.	MPH MPH
<b>Knoxville and Athens</b>					
130.4A	131.5A	35	35		
131.5A	132.6A	55	55		
132.6A	137.0A	50	50		
137.0A	139.5A	55	55		
139.5A	141.1A	55	50		
141.1A	142.7A	45	45		
142.7A	143.9A	55	55		
143.9A	144.1A	55	50		
144.1A	152.6A	55	55		
152.6A	155.7A	55	50		
155.7A	156.0A	45	40		
156.0A	157.1A	45	45		
157.1A	158.8A	40	40		
158.8A	159.0A	35	35		
159.0A	159.5A	15	15		
159.5A	160.0A	35	35		
160.0A	170.2A	55	55		
170.2A	171.1A	45	45		
171.2A	182.0A	55	55		
182.0A	184.6A	50	50		
184.6A	185.1A	50	45		
185.1A	185.6A	50	50		
185.6A	186.1A	35	35		
<b>Athens and Ooltewah</b>					
199.0A	205.0A	50	50		
205.0A	208.8A	55	55		
208.8A	209.1A	45	45		
209.1A	212.8A	50	50		
212.8A	213.0A	30	30		
213.0A	217.0A	45	45		
217.0A	217.2A	45	40		
217.2A	219.9A	45	45		
219.9A	220.3A	40	40		
220.3A	220.7A	40	35		
220.7A	225.1A	40	40		
225.1A	225.6A	40	35		
225.6A	226.9A	40	40		
<b>Ooltewah and Citico Jct.</b>					
226.9A	227.3A	40	40		
227.3A	230.8A	55	55		
230.8A	231.1A	50	50		
231.1A	235.0A	55	55		
235.0A	238.0A	40	40		
<b>Shipp Yard &amp; Wauhatchie</b>					
0.5	3.9	45	45		
<b>Stevenson and Woodville</b>					
279.9A	280.4A	30	30		
296.5A	298.5A	50	50		
305.4A	305.7A	50	50		
308.5A	309.2A	45	45		
<b>Woodville and Madison</b>					
313.4A	315.7A	50	50		
319.3A	319.6A	55	55		
332.5A	333.5A	55	55		
334.8A	335.3A	40	40		
335.7A	336.9A	55	50		
338.3A	339.8A	40	40		
<b>Belle Mina and Hillsboro</b>					
361.8A	362.1A	35	30		
363.3A	363.9A	20	20		
364.3A	364.5A	45	40		
365.0A	366.5A	50	45		
367.7A	368.1A	55	55		
368.4A	368.8A	50	50		
<b>Hillsboro and Emco-Listerhill Jct.</b>					
382.9A	384.1A	55	50		
385.6A	386.4A	50	45		
386.7A	386.9A	55	50		
389.4A	389.6A	50	45		
389.9A	391.9A	55	50		
396.7A	397.6A	55	50		
398.1A	398.3A	50	45		
<b>Emco-Listerhill Jct. and Pride</b>					
399.9A	402.9A	30	30		
402.9A	403.0A	15	15		
403.0A	0.4MF	25	25		
0.4MF	407.0A	15	15		
407.0A	407.3A	25	25		
407.8A	408.5A	45	45		
409.3A	409.7A	50	50		
410.6A	411.7A	50	50		
<b>Margerum and Glens</b>					
435.8A	436.2A	50	50		
438.4A	438.9A	50	50		
441.1A	441.4A	55	55		
444.3A	445.8A	50	50		
446.4A	447.5A	45	45		
<b>Glens and Pocahontas</b>					
452.5A	455.4A	55	55		
455.4A	456.6A	50	50		
461.2A	461.8A	40	40		
464.8A	465.1A	50	50		
472.8A	474.4A	50	50		
<b>Pocahontas and Rossville</b>					
489.1A	490.1A	40	40		
490.3A	490.6A	50	50		
504.8A	507.8A	50	50		
508.4A	510.1A	40	40		
511.6A	513.9A	45	45		
<b>Rossville and Memphis</b>					
527.1A	527.5A	50	50		
531.0A	534.6A	50	50		
534.8A	535.2A	45	45		
535.4A	538.0A	50	50		
540.8A	542.3A	40	40		
542.3A	549.6A	30	30		
549.9A	552.0A	25	25		

f. Speed Restrictions on Curves

Between M.P. and M.P.	MPH M.P. MPH	MPH MPH	Between M.P. and M.P.	MPH M.P. MPH
<b>Andover to Moccasin Gap</b>				
0.3T	to	0.6T	10	
0.6T	to	1.5T	20	
1.5T	to	2.7T	25	
2.7T	to	5.6T	30	
5.6T	to	6.3T	20	
6.3T	to	7.7T	25	
7.7T	to	10.8T	30	
10.8T	to	11.6T	25	
11.6T	to	14.8T	30	
14.8T	to	18.9T	35	
18.9T	to	19.8T	25	
19.8T	to	21.4T	30	
21.4T	to	22.6T	25	
22.6T	to	24.1T	20	
24.1T	to	24.3T	15	
24.3T	to	27.7T	20	
27.7T	to	31.7T	25	
31.7T	to	31.9T	20	
31.9T	to	32.0T	25	
32.0T	to	34.3T	30	
34.3T	to	38.6T	40	
38.6T	to	40.0T	30	
<b>Moccasin Gap to Ward</b>				
40.0TC	to	40.2TC	25	
40.2TC	to	43.7TC	30	
43.7TC	to	44.9TC	25	
44.9TC	to	50.5TC	30	
50.5TC	to	51.0TC	35	
51.0TC	to	51.3TC	40	
51.3TC	to	53.2TC	50	
53.2TC	to	53.9TC	45	
53.9TC	to	54.7TC	40	
54.7TC	to	58.1TC	45	
58.1TC	to	58.4TC	35	
58.4TC	to	59.3TC	45	
59.3TC	to	60.1TC	35	
60.1TC	to	61.2TC	40	
61.2TC	to	62.2TC	35	
62.2TC	to	63.5TC	40	
63.5TC	to	65.8TC	45	
65.8TC	to	66.0TC	40	
66.0TC	to	66.7TC	35	
66.7TC	to	68.1TC	40	
68.1TC	to	70.1TC	45	
70.1TC	to	70.9TC	40	
70.9TC	to	75.7TC	45	
75.7TC	to	76.5TC	40	
76.5TC	to	76.7TC	35	
76.7TC	to	77.0TC	40	
77.0TC	to	78.6TC	45	
78.6TC	to	82.0TC	40	
82.0TC	to	83.8TC	35	
83.8TC	to	86.3TC	40	
86.3TC	to	86.6TC	35	

12. DIESEL UNIT RATING IN TONS

	B30-7A	B36-7	B23-7	SD7,SD9
	C30-7	GP40X	GP30	GP18
	SD40	GP49	GP35	MP15DC
	SD45	GP50	GP38	MP15DC
	U33C	GP59	U23B	SW1500
<b>North or Westbound</b>				
Bristol—Carnegie	2350	2100	1500	1150
Carnegie—Bulls Gap	2500	2250	1700	1250
Bulls Gap—Morristown	3050	2700	2050	1500
Morristown—Mascot	3800	3400	2550	1900
Mascot—Sevier Yard	5350	4750	3550	2600
Asheville—Leadvale	3250	2900	2150	1600
Leadvale—New Line	2500	2200	1650	1200
Newport—Bulls Gap	4000	3550	2700	1950
Sevier Yard—Chstn.	5100	4550	3400	2500
Chstn.—Cleveland	3800	3400	2550	1900
Cleveland—deButts	4050	3600	2700	2000
Sevier—Clinton	2350	2100	1550	1150
Clinton—Blair	2350	2100	1600	1150
Blair—Oakdale	4450	3950	3000	2200
Clinton—Lake City	4450	3950	3000	2200
Lake City—Jellico	2250	2000	1500	1100
Beverly—Tiprell	*	1650*	1250	900*
Knoxville—Maryville	*	2450*	1850	1350*
deButts—Stevenson	3050	2700	2050	1500
Stevenson—Huntsville	4300	3850	2900	2150
Huntsville—Decatur	4750	4250	3200	2350

## 12. DIESEL UNIT RATING IN TONS (cont.)

	B30-7A	B36-7	B23-7	
	GP40X	GP30	SD7,SD9	
	GP49	GP35	GP18	
	GP50	GP38	MP15DC	
	U33C	U23B	SW1500	
<b>North or Westbound</b>				
Decatur—Sheffield	6900	6150	4650	3400
Sheffield—Margerum	4550	4050	3050	2250
Margerum—Corinth	3500	3100	2350	1700
Corinth—Grand Jct.	4650	4150	3100	2300
Grand Jct.—Forrest Yard	7600	6800	5100	3750
Bulls Gap—Yuma	3300	2950	2200	1600
Yuma—Andover	1650	1450	1100	800
Bulls Gap—St. Paul	3300	2950	2200	*
<b>South or Eastbound</b>				
Forrest Yard—Grand Jct.	3900	3450	2600	1900
Grand Jct.—Corinth	5100	4550	3400	2500
Corinth—Margerum	3900	3450	2600	1900
Margerum—Sheffield	5200	4600	3500	2550
Sheffield—Decatur	5950	5300	4000	2900
Decatur—Huntsville	4450	3950	2950	2200
Huntsville—Chase	3400	3000	2250	1650
Chase—Stevenson	7250	6450	4850	3550
Stevenson—deButts	2950	2600	1950	1450
deButts—Cleveland	3100	2750	2100	1550
Cleveland—Sevier Yard	4300	3800	2900	2100
Sevier Yard—Bridgeport	3150	2850	2150	1650
Bridgeport—Asheville	3450	3100	2300	1700
Bulls Gap—Newport	7350	6550	4900	3600
New Line—Bulls Gap	3900	3450	2600	1900
Bulls Gap—Greeneville	2250	2000	1500	1100
Greeneville—Carnegie	2700	2400	1800	1350
Carnegie—Bristol	2400	2100	1600	1150
Jellico—Pioneer	2150	1900	1450	1050
Pioneer—Vasper	3400	3050	2300	1650
Vasper—Clinton	7000	6250	4700	3450
Oakdale—Blair	2750	2450	1850	1350
Blair—Clinton	2700	2400	1800	1350
Clinton—Sevier Yard	1750	1550	1150	850
Tiprell—Tazewell	*	1500*	1150	850*
Tazewell—Washburn	*	1950*	1450	1050*
Washburn—Sevier Yard	*	3450*	2600	1900*
Maryville—Knoxville	*	2750*	2050	1500*
Andover—Yuma	1900	1700	1300	950
Yuma—Bulls Gap	5300	4750	3550	2600
St. Paul—Bulls Gap	5300	4750	3550	*

\* 6-axle units restricted over these lines.

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

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

SD50, SD60, C36-7 and C39-8 units will handle double the rating of B23-7 units.

Foreign line GP40's have same tonnage rating as B23-7.

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

When 1,000 H.P. yard switchers are used in road service, the rating will be 300 tons less per unit than the rating given for SW1500 switchers.

Road switchers having 1750 horse power (GP18) will handle 15% more tonnage than shown above.

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

### TABLE OF MAXIMUM TRAIN LENGTHS

When Ambient Temperature is 20° or Less, Train Length Should Not Exceed that Indicated Below:

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

Ambient Temp. °F	Maximum Number of Cars (Based on 55-Ft. Cars)
20° in and up	Full Train and Tonnage
15° to 19°	140
10° to 14°	130
5° to 9°	120
0° to 4°	110
-5° to -1°	100

Radio train lengths may be increased 50 percent over the number of car lengths prescribed per above except that 170 car lengths will be permitted at any temperature level unless further restricted by proper authority.

### NORFOLK SOUTHERN LOCOMOTIVE SERIES TABLE

0067-0083	SW1500	1734-1813	SD45	3727	SW8
0100-0104	TC-10	2000-2003	GP9R	3810-3814	U33C
0115-0116	F40PH	2008-2009	GP20	3815-3820	B36-7
0189-0194	GP18	2105	SW1	3900-3969	U23B
0197	SD7	2290-2347	SW1500	3970-4023	B23-7
0198-0199	SD9	2348-2435	MP15DC	4100-4159	GP38AC
0200-0244	GP35	2482	GP9	4160-4163	GP38-2
0514-0521	GP9	2525-2643	GP30	4600-4605	GP49
0522-0565	GP30	2645-2715	GP35	4606-4608	GP59
0626-0911	GP9	2717-2822	GP38	5000-5256	GP38-2
0915-0961	GP18	2823-2878	GP38AC	6073-6207	SD40-2
1002-1012	SW1	2879-2886	GP38	6500-6525	SD50
1105	SW7	2900-2909	GP30	6550-6650	SD60
1201-1221	SW12	2910-2918	GP35	6670-6682	SDP45
1300-1328	GP35	2942-2958	SD9	7000-7002	GP40X
1329-1388	GP40	3095-3099	SD35	7003-7092	GP50
1503-1579	SD35	3100-3169	SD45	8000-8002	U30C
1580-1624	SD40	3170-3200	SD40	8003-8082	C30-7
1625-1652	SD40-2	3201-3328	SD40-2	8473	U30B
1700-1732	SD45	3373	SW9	8500-8542	C36-7
1733	SW1500	3496-3499	FP7	8550-8663	C39-8
		3500-3521	B30-7A	9700-9951	Slug

## 13. LOAD LIMITS AND EQUIPMENT RESTRICTIONS

### a. LOCOMOTIVES — Instructions and Restrictions

The emergency feature of Conrail, PC and NYC locomotives is so designed that power or engine speed may not be reduced from an emergency application of the brakes from any source other than the brake handle itself. Also, on Chessie locomotives, when an emergency brake application occurs from any source other than the brake itself, the locomotives may not reduce power or engine speed for approximately 20 seconds.

#### USE OF LOCOMOTIVE BRAKE

The locomotive independent brake may be used only in switching, handling a light engine, starting a train on descending grade, in an emergency, or as otherwise instructed.



The locomotive brake may be allowed to apply to a safe level from an automatic brake application when there are more locomotives than cars in the train or in very short trains when slowing or stopping. The locomotive brake is to be bailed off during an automatic brake application on other type trains.

### DYNAMIC BRAKE

The dynamic brake must not be released in severe undulating (rip-rap) terrain or on a heavy descending grade. It can be released with train on level grade or at bottom of grade with the engine on ascending grade. When releasing the dynamic brake, time must be allowed for slack to adjust before applying power.

### USE OF TRAIN AIR BRAKE

The dynamic brake is the first priority brake for controlling train speed. The train air brake is to be used when the dynamic brake is not available or in an emergency. The train air brake can also be used with the dynamic brake when additional braking is required.

To slow the train when dynamic brake is not available, the initial brake pipe reduction of 5 to 8 p.s.i. should be made while working power, keeping the locomotive brake released. After the air brakes have taken effect throughout the train, throttle setting should be reduced gradually, keeping the train stretched. Additional reductions of 2 to 3 p.s.i. may be made to further reduce speed. These reductions should total at least 10 p.s.i. to insure that the train brakes fully release.

After placing the automatic brake valve in release position, gradually reduce throttle to keep in-train forces at safe levels while train brakes are releasing.

To stop when dynamic brake is not available, use the same procedure as for slowing. Additional brake applications of 2 to 3 p.s.i. should be made to complete the stop, keeping the locomotive brake released. Just before stopping, place the throttle in idle.

Locomotive feed valve seals will not be broken unless authorized by proper authority. The locomotive feed valve must not be used in making train air brake applications or releases.

Brake pipe cutoff valve on the controlling unit of locomotive consist will be in the 'IN' position except (1) while performing brake pipe leakage test, or (2) while operating as a helper locomotive and coupled to the train. In addition, light engine consist will operate with the automatic brake valve handle in the 'release' or 'running' position.

### FREIGHT TRAIN AIR BRAKE RUNNING RELEASES

After air brake is applied, running release must not be made until the last brake pipe application has become effective on the rear car of the train. To insure a complete release, a total reduction of 10 p.s.i. or more should be made.

A running release must not be made with any slack bunched unless maximum dynamic brake amperage is in use.

When entering switches, crossovers, or turnouts restricted to 25 MPH or less, if the train air brake is applied, a running release must not be made until half the train is through the switch, crossover or turnout.

Running release must not be made after emergency application. When the PC switch activates following an emergency application, except on radio trains, the automatic brake valve must be placed in the emergency position until the train stops.

A running release must not be made on any freight train following a penalty application of the train air brakes. Following a penalty application, freight trains must come to a complete stop before train air brake is released.

Running release may be made as follows if the reduction is less than 15 p.s.i.:

No. Cars	Dynamic Brake Operating	Lowest Allowable Speed For Release
Over 125	With or Without	STOP
101 - 125	With	35 MPH
101 - 125	Without	STOP
75 - 100	With or Without	30 MPH
0 - 74	--- (no restrictions) ---	

Above table does not apply when cresting or descending heavy grades, to radio trains or to Rail-Highway trains.

### WORK REPORTS

Engineers on passenger, through freight and local runs which originate and terminate at points where engine terminal forces are maintained, will:

- Complete one Form 1059, Locomotive Inspection Report, for controlling unit in consist and an additional 1059 report on each unit having reportable defects.
- Place Form 1059 in designated holder on the operating unit.

Engineers on runs tying up at outlying points and engineers in yard service at points where engine terminal forces are not maintained will inspect locomotives at such points and will at time such inspection is made:

- Complete Form 1059 for each unit or units of the consist and mail promptly to the Master Mechanic.
- Complete Form 1044, Inspection Made Report, for each unit or units of the consist and place in designated holder on each unit. Remove and destroy old Form 1044.

### FUEL CONSERVATION

When a train (other than Rail-Highway) is operated with less than 50% of tonnage for the units on the train, then one trailing unit should be idled.

When taking locomotives in a consist off line, the lead locomotive will remain on line unless mechanical difficulties require otherwise.

### SELECT-A-POWER FUEL SAVER OPERATING INSTRUCTIONS

The fuel saving device reduces the throttle to Number 1 position on trailing units when full power is not needed for maintaining maximum authorized speed.

The fuel saver switch on each unit in the consist must be in the "Run" position for proper operation. (This switch is located on the fuel saver device).

#### To Isolate Units:

- Push the "Subtract Button" each time a trailing unit is to be taken off line.
- The power change yellow light will indicate the command is being executed.
- Each unit taken off line will extinguish a red status light on the fuel saver which indicates the number of units on line.

#### To Restore Units on Line:

- Push the "Add Power Button" each time a trailing unit is to be placed on line.
- The power change yellow light will indicate the command is being executed.
- Each unit placed on line will light a red status light on the fuel saver which indicates the number of units on line.

### Malfunction Indication:

A flashing red train line fault light indicates a defective train line circuit. (A generator field switch in the up position on a trailing unit will give a train line fault indication). If train line fault indication still exists after generator field switches have been placed in OFF position, all fuel saver devices are to be isolated.

The Select-A-Power Fuel Saver is nullified when the dynamic brake is used or throttle is placed in idle. Dynamic brakes on trailing unit are not nullified when these units are in the fuel saving mode.

### PUSHER SERVICE

The following procedure will be used by the pusher engine.

1. Couple engines to the rear of the train or cut to be shoved. Place automatic brake valve in handle off position. Cut the double-heading cock out on the pusher engines, allowing the trainline air to be controlled by the lead engine.
2. Couple the trainline air hoses and open both angle cocks.
3. If a caboose is ahead of the pusher engines, it must be unoccupied while shoving.
4. When pusher service is no longer required, the movement must STOP.
5. Close both angle cocks.
6. Cut in the double-heading cock on the pusher engines, test independent brake and separate from the train.
7. No more than 12 powered axles may be operated by pusher engine consist (except GP40X, GP49, GP50, GP59, B36-7, B30-7A, SD50, SD60, C36-7, C39-8 - ten axles).

Good communications must be established during such a move.

Conrail, PC and NYC engines operated as controlling units must not be used as pushers.

### TOWED OR INOPERATIVE ENGINES

When engines are towed on the head end, all hoses must be coupled.

The maximum number of units that may be handled in-tow on the head end of a train, by size and type are as follows:

\*3 - SD35, SD40, SD45, SD50, SD60, C30-7, C36-7, C39-8, or U33C units.

\*4 - GP30, GP35, GP38, GP40, GP40X, GP49, GP50, GP59, U23B, B23-7, B30-7A, or B36-7 units.

1 - GP18, SD7, or SD9 unit.

NOTE: Do not mix GP18, SD7, or SD9 series locomotives with any other type locomotive being towed, and these series of locomotives must not be put on line for service when being towed.

\* Exception: Designated trains.

If necessary to leave an engine on line of road on other than a track designated for tying up or setting off engines, permission must first be obtained from the chief dispatcher and the engine must be left coupled to a car with an effective hand brake applied on engine and on the car coupled to engine.

SW1500 and MD15DC units cannot be pushed by more than 12 powered axles (except GP40X, GP49, GP50, GP59, B30-7A, B36-7, SD50, SD60, C36-7, C39-8-ten axles), nor towed immediately behind a consist that can develop a dynamic braking force exceeding 140,000 lbs. The standard dynamic brake develops 10,000 lbs. per axle and the GP40X, GP49, GP50, GP59, SD50, SD60, C39-8 and B30-7A locomotives which are equipped with the high capacity dynamic brakes develop 13,500 lbs. per axle.

### BACK-UP MOVEMENTS

Trains must not be backed up account inability to start. If the train cannot be started after taking slack, other arrangements must be made.

No more than 12 powered axles (except GP40X, GP49, GP50, GP59, B36-7, B30-7A, SD50, SD60, C36-7, C39-8 - ten axles) should be used to make a back-up movement where track and train conditions indicate a high risk for jackknifing, rail turnover, or pushing cars off the outside of sharp curves.

### 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	
	4-4	6-6	(4-Wheel Truck)	(6-Wheel Truck)
Bristol & Ooletawah	(b)(c)268,000	(b)(c)414,000	220,000 (a)(d)286,000	(b)315,000
Asheville & New Line	(b)268,000	(b)414,000	220,000 (a)286,000	(b)315,000
Bulls Gap & Douglas	(b)268,000	(b)414,000	220,000 (a)286,000	(b)315,000
Sevier Yd. & Coster	(b)268,000	(b)414,000	220,000 (a)286,000	(b)315,000
Knoxville & Harriman Jct.	(b)268,000	(b)414,000	220,000 (a)286,000	(b)315,000
Knox, Sevier Yd. & Cumberland Gap (Note 1)	(b)(f)268,000	(b)(f)414,000	220,000 (a)(e)(g)286,000	(b)315,000
Clinton, Lake City, FONDE, Arco, Briceville & Beech Grove (Note 2)	(b) 268,000	(b) 414,000	220,000 (a)286,000	(b)315,000
Knox, Maryville, Knox Belt (North Belt), First Creek Spur, River front Ext. (South Belt) & South Knox., Spur	(b) 268,000	(b) (k)414,000	220,000 (a)(l)286,000	(b)300,000
Chattanooga & Memphis	(b)268,000	(b)420,000	220,000 (a)286,000	(b)315,000
Sheffield & Florence	(SWI) (n)(o)202,000 (GP) (n)(o)233,000	Prohibited	(m)150,000 (m)(o)200,000	Prohibited
Bulls Gap & Andover	245,000 (b)268,000	(b)414,000	(a)286,000	(b)315,000

(a) Loaded 4-wheel truck cars weighing in excess of 220,000 lbs., but not more than maximum weight shown for the line may be handled provided their coupled length, truck centers and axle spacing are not less than the following:

Coupled Length.....	37' 9"
Truck Centers.....	25' 3"
Axle Spacing in Trucks.....	5' 8"

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

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

(c) While engines are on western most span of Tennessee River Bridge (M.P. 159.0-A), the number of amperes used per traction motor must not exceed the number shown in the table below. If necessary, the train must be doubled to limit amperage.

TYPE OF UNIT	NUMBER OF UNITS COUPLED						
	1	2	3	4	5	6	7
4-4 units . . . . .	*NL	*NL	600	450	360	300	260
6-6 units . . . . .	*NL	*NL	470	350	280		

\*NL - Not Limited by structure.

(d) Loaded cars weighing in excess of 263,000 lbs. and having a coupled length of 42'-6" or less must have a 263,000 lb., or less, gross weight spacer car on each end of the load across Tennessee River Bridge (M.P. 159.0-A).

(e) Loaded cars with the following characteristics may be handled between Cumberland Gap and Middlesboro:

Coupled Length	Max. Gross Weight
36' - 6" or Longer	177,000 lbs.
38' - 0" or Longer	220,000 lbs.
43' - 10" or Longer	263,000 lbs.

(f) Not more than two diesel units, type 6-6, or four diesel units, type 4-4, may be operated coupled except two diesel units, type 6-6, with one diesel unit, type 4-4, weighing not more than 236,000 lbs., coupled may be operated. Diesel units, type 6-6, must not be operated between Cumberland Gap and Middlesboro. Five diesel units, type 4-4, may be operated coupled on the Apollo and Bell County unit coal trains and the KC Locals.

(g) Loaded cars weighing in excess of 251,000 lbs. must not exceed twenty (20) MPH across Lonesome Valley Viaduct (M.P. 54.0-CG).

(h) Not used

(i) Not used

(j) Not used

(k) Diesel units, type 6-6, must not be operated on the First Creek Spur or on the River Front Extension. Diesel units, type 6-6, weighing in excess of 342,000 lbs. must not exceed ten (10) MPH across Tennessee River Bridge (M.P. 0.9-KA).

(l) Loaded cars weighing in excess of 263,000 lbs. may be handled only between Knoxville and Maryville with speed not exceeding ten (10) MPH across Tennessee River Bridge (M.P. 0.9-KA).

(m) Must have truck centers of 25' - 3" or greater

(n) One engine only must be operated on train.

(o) Each loaded car must be separated from the engine or other loaded car by a spacer in accordance with the following table:

Loaded Car Gross Weight	Maximum Spacer Car Weight
150,000 - 170,000 lbs.	100,000 lbs.
170,000 - 185,000 lbs.	70,000 lbs.
185,000 - 200,000 lbs.	46,000 lbs.

(Note 1) - Load limits between Cumberland Gap and Middlesboro to be governed by CSXT Timetable and Special Instructions.

(Note 2) - Between Lot and Fonde to be governed by CSXT Timetable and Special Instructions.

### c. DERRICKS

Derricks are grouped as follows:

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

Group 2: SOU 903010, 11, 15, 17, 18, 19, 20, 23, 24, 25 and 29 (150-ton derricks).

Group 3: SOU 903005, 06, 07 and 08 (150-ton derricks).

Group 4: SOU 903001 (150-ton derrick).

#### (a) General Restrictions:

1. Derricks must not be operated coupled to engine or cars weighing more than 90,000 lbs.
2. For line of road movement, a derrick must be handled on head end of train with the required spacer car next to the engine.
3. Derricks must not be operated over structures on industrial tracks without specific authority.
4. Derrick speed shall not exceed the slowest of the following:
  - a. Authorized freight train speed.
  - b. Group 1 Derricks, 45 MPH, all other derricks, 25 MPH.
  - c. Speed restriction for line or structure over which derrick is handled.

#### (b) Special Restrictions:

1. Group 4 Derrick must not be operated over any line on the division.
2. All derricks must not exceed a speed of 20 MPH over Lonesome Valley Viaduct, M.P. 54.0-CG.
3. Derricks SOU-903005, 06, 07, 08, 15, 17, 18, 20 and 25 may be handled to but not through or beyond Scott Tunnel, M.P. 50.4-C.
4. All derricks may be handled to but not over Tennessee River Bridge, M.P. 5.7-ME.
5. No derricks will clear under Coal Tipple on spur track at M.P. 2.48-CA.
6. Derricks SOU-903005, 06, 07, 08, 11, 15, 18 and 29 will not clear through Tunnel, M.P. 0.3-SKS, on South Knoxville Spur.
7. Groups 1 and 2 may be handled to but not over Holston River Bridge, M.P. 5.2-RF, on River Front Extension.
8. Only Derricks SOU-903011 and 29 will clear under Magnolia Avenue Overhead Bridge and Georgia St. Overhead Bridge on First Creek Spur.
9. Between Cumberland Gap and Middlesboro (CSXT trackage) Group 1 derricks must have at each end one 70,000 lbs. (or less) gross weight spacer car and speed must be limited to 10 MPH over CSXT Bridge No. 27, M.P. 217.2.
10. Between Wauhatchie and Stevenson (CSXT trackage) Group 1 Derricks must have at each end of derrick at least 1 spacer car weighing not more than 100,000 lbs. gross, and must be separated by another Group 1 Derrick by at least 2 spacer cars weighing not more than 100,000 lbs. gross.

### d. LOCOMOTIVE CRANES

SOU 992312 and 992307 may be operated on all main and passing tracks at a speed not exceeding 25 MPH, except may not be handled over Tennessee River Bridge, M.P. 5.7-ME. Will not clear on Spur track under coal tipple M.P. 2.48-CA.

### e. JORDAN SPREADERS

Jordan Spreaders, JS-6 and JS-7 (SOU 992600 and SOU 992598), must be handled next ahead of caboose or on rear of trains at a speed not exceeding 40 MPH. These cars must be handled with "B" end trailing, so that side spreaders hinged, near the "A" end of the car are in trailing position.

## I. SCALE TEST CARS

Composite Scale Test Cars: SOU 992501, SOU 992506, SOU 992507, SOU 992508, SOU 992511, NW 514751, NW 514754.

1. Must move only on authority of Chief Dispatcher.
2. Must be handled as second car ahead of caboose or rear car of train.
3. Must not be coupled to a car exceeding 50' - 0" in length.
4. Must not exceed 30 MPH.

Self-propelled Scale Test Cars: SOU 992550, SOU 992551, SOU 992552, NW 514757, NW 514758, NW 514759, NW 514760.

1. Must not be humped.
2. Should be handled near the head or rear end of a train.

Scale Monitor Cars: SOU 992517 through SOU 992549, NW 514761. Have no special restrictions

## g. AIR DUMP CARS

The following MofW air dump cars must be handled only in local freight or work trains:

SOU 991951 through SOU 991965

Other System air dump cars may be handled in through trains that are permitted to handle open-top equipment.

## h. DEPRESSED-CENTER AND MULTI-WHEEL EQUIPMENT

Depressed-center flat cars with six-wheel trucks, empty or loaded with net weight of 100,000 lbs. or less, must be handled in the rear 25% of the train.

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.

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

Freight cars stenciled "C," "E" or "F" and unstenciled general service equipment having dimensions within Plate "B" may be handled on all main tracks and sidings of the Tennessee Division and Chattanooga Terminal, **EXCEPT** Plate "B," "C," "E" and "F" cars cannot be handled through Dunn Tunnel, at M.P. 50.6-C, under Coal Tipple on side track at M.P. 2.48-CA, past retaining wall at M.P. 0.68-FC and under Coal Tipple on the Straight Creek Spur at M.P. 1.05. Plate "C," "E," and "F" cars cannot be handled through Scott tunnel at M.P. 50.4-C, through the tunnel at M.P. 50.8-C, and through South Knoxville Tunnel at M.P. 0.3-SK. Plate "E," and "F" cars cannot be handled through Platt Tunnel at M.P. 51.1-C, through Grear Tunnel at M.P. 46.9-CG, through Cumberland Gap Tunnel at CV-218.75 and Magnolia Street overhead bridge at M.P. 0.35-FC. Plate "F" cars cannot be handled through Elk Gap (Pioneer) Tunnel at M.P. 49.0, under Georgia Street overhead Bridge at M.P. 0.7-FC, and through Natural Tunnel at M.P. 24.1-T.

Fully enclosed auto racks (exceeding Plate "F" but not exceeding 19' 0" above top rail) may be handled on all main tracks and sidings of the Tennessee Division and Chattanooga Terminal **EXCEPT** past all obstructions listed in the previous paragraph. Also subject enclosed auto racks cannot be handled under Magnolia Avenue overhead bridge on runaround track at M.P. 131.1-A, under Gay Street overhead bridge on any depot track at M.P. 0.02-C, under Broadway Viaduct on East

Leg of City Yard Wye at M.P. 0.1-C, through Sand Tunnel at M.P. 59.75-C, through Holton Wye Tunnel at M.P. CSXT 206.1, under old SOU-A Line overhead bridge on Newby Street Lead at M.P. N-0.7, under Thorn Grove overhead bridge at M.P. 4.3-RF, past NW Depot on Old Sou-T Line at Bristol, Tn., (M.P. 69.5-T), under McGregor Street overhead bridge on West Leg of Bulls Gap Wye at M.P. 87.1-TC, under U.S. 31 Southbound overhead bridge on the Up-River Lead at Decatur, Ala. (M.P. UR-0.6), and under U.S. 11 overhead bridge on Bowaters Spur at Calhoun, Tn., (M.P. 0.3).

Movement of cars exceeding 17'0" or stenciled "F+" or "Exceeds Plate F" must be cleared by Chief Dispatcher.

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

Do not exceed 5 MPH through Grear Tunnel, M.P. 46.9-CG when handling UP box cars in train.

GP30, GP35, GP38 and U23B diesel units must not be operated under coal tipple on McCalls Track, Beech Grove, Tn., (M.P. 2.48-CA.)

Six axle diesel units must not be operated on the South Knoxville Spur. GP30, GP35 and GP38 diesel units must not be operated on the First Creek Spur.

## j. EXCESSIVE CURVATURE

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

1. Southbound non-radio trains between Heiskell and Powell must not have more than 1400 tons trailing an empty or part load long car nor more than 3500 tons trailing a loaded long car. Trains not in compliance with above restrictions should be doubled from Heiskell to Powell with the cut being made to ensure that trailing tonnage restrictions are not exceeded.
2. Between Knoxville and Asheville eastbound - Long cars must be handled on rear of train.

TTX cars in excess of 52 feet in length must be handled on head end or rear end of locals between Frisco (M.P. 46.TC) and Andover (M.P. 0T). While passing through Calahan Tunnel (M.P. 2.8-T) or Natural Tunnel (M.P. 24.1T), cars must be kept under close observation and then at a speed not exceeding 5 MPH.

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

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

## k. OTHER EQUIPMENT RESTRICTIONS

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

1. Empty auto multi-level cars.
2. Empty intermodal single platform flats or such cars loaded with empty trailers or containers.
3. Empty 85-foot long or longer flat cars and such flat cars when loaded with empty trailers or containers or loaded with only one trailer or container.
4. Empty intermodal single axle truck flat cars or such cars loaded with empty trailers or containers.
5. Empty intermodal articulated platform or well cars or such cars loaded with empty trailers or containers. Articulated well cars must have at least one loaded or empty trailer or container in each well for braking purposes.

Between	Maximum Safe Trailing Tonnage
Bristol-Knoxville	5,900
Asheville-Knoxville	5,400
Knoxville-Harriman	South (See Sec. 13.j. of timetable) North 3200
Chatt-Sheffield	8,600
Andover-Yuma	Rear Only
Yuma-Bulls Gap	8,500

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.

**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.

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.

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

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.**

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

Cars containing the "Best Friend" will not be humped, will be shoved to a coupling, and other cars will not be dropped to a coupling with this equipment.

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

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

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

Inspection of pulpwood 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.

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

Machines, including cranes, equipped with booms, on own wheels or loaded on open top equipment, must not be handled in trains unless boom end is trailing, even though the boom is detached, except that they may be handled in local freight and work trains with boom forward when properly anchored and speed is restricted to insure safe movement.

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.

Turnout cars and track panel cars cannot be handled as follows: Between Buckeye (M.P. 47.0-C) and Jellico (M.P. 65.0C); Cumberland Gap (M.P. 65.5CG) and Middlesboro (M.P. 69.3CG); First Creek Spur or South Knoxville Spur in Knoxville.

Due to their design and construction, Seaboard aggregate cars, series 723975 through 724999, are to be handled in local freight service only.

Woodrack cars in series SOU 120000 through 120604 MUST NOT be handled between M.P. 50.0-C and Jellico, Tennessee, due to clearance limitations in tunnels.

Southern Railway's Rail Pusher Machines RPM 1 through 6 can be handled on ALL MAIN AND PASSING TRACKS in accordance with timetable restrictions except as follows:

KNOXVILLE, TENN. —

- (a) Cannot be handled on First Creek Spur.
- (b) Cannot be handled on South Knoxville Spur.

#### 14. PASSENGER TRAIN NOTES

NONE

## 15. PHYSICIANS' DIRECTORY

D. W. Brosnan, III, OPH . . . . . Asheville, N.C.  
W. S. Montgomery, ORTHO . . . . . Asheville, N.C.  
R. S. Wells, INT . . . . . Asheville, N.C.  
J. P. Chapman, Jr., SURG . . . . . Asheville, N.C.  
M. J. Fischer, SURG . . . . . Asheville, N.C.  
J. A. Noto, SURG . . . . . Asheville, N.C.  
R. Y. Moon, INT . . . . . Asheville, N.C.  
R. A. Steele, INT . . . . . Asheville, N.C.  
W. H. McCall, EENT . . . . . Asheville, N.C.  
E. E. Moore, OPH . . . . . Asheville, N.C.  
J. B. Galloway, ORTHO . . . . . Asheville, N.C.  
D. L. Jarrett, ORTHO . . . . . Asheville, N.C.  
D. O. Lincoln, ORTHO . . . . . Asheville, N.C.  
D. L. Mullis, ORTHO . . . . . Asheville, N.C.  
W. B. Bowers, FP . . . . . Athens, Tenn.  
C. H. Crockett, OTO . . . . . Bristol, Tenn.  
R. A. Repass, GS . . . . . Bristol, Tenn.  
H. W. Bachman, Jr., ORTHO . . . . . Bristol, Tenn.  
F. B. Greear, INT . . . . . Bristol, Tenn.  
S. Wilke, OPH . . . . . Bristol, Tenn.  
K. Lowry, GS . . . . . Bristol, Tenn.  
E. D. Aiken, SURG . . . . . Chattanooga, Tenn.  
T. L. Buttram, SURG . . . . . Chattanooga, Tenn.  
C. H. Alper, OTO . . . . . Chattanooga, Tenn.  
I. M. Long, OPH . . . . . Chattanooga, Tenn.  
R. E. Mabe, INT . . . . . Chattanooga, Tenn.  
H. Barrett Heywood, III, ORTHO . . . . . Chattanooga, Tenn.  
N. H. Swann, INT . . . . . Chattanooga, Tenn.  
W. H. Price, ORTHO . . . . . Chattanooga, Tenn.  
R. G. Vieth, NEURO . . . . . Chattanooga, Tenn.  
M. R. Seal, OPH . . . . . Chattanooga, Tenn.  
B. W. Caughran, ORTHO . . . . . Chattanooga, Tenn.  
H. A. Stone, GS . . . . . Chattanooga, Tenn.  
G. Z. Seiters, ORTHO . . . . . Chattanooga, Tenn.  
E. N. Duncan, OPH . . . . . Cleveland, Tenn.  
W. D. Bowers, GS . . . . . Cleveland, Tenn.  
H. Hedden, Jr., GP . . . . . Clinton, Tenn.  
R. C. Diez d'aux, FP . . . . . Greeneville, Tenn.  
E. C. Cunningham, GP . . . . . Harriman, Tenn.  
A. N. Costner, OPH . . . . . Johnson City, Tenn.  
G. A. Rannick, GS . . . . . Johnson City, Tenn.  
W. D. Hankins, RAD . . . . . Johnson City, Tenn.  
R. D. Baker, OPH . . . . . Kingsport, Tenn.  
H. T. Brock, SURG . . . . . Kingsport, Tenn.  
A. J. Mosrie, OPH . . . . . Kingsport, Tenn.  
Robert T. Strang, Sr., ORTHO . . . . . Kingsport, Tenn.  
Robert T. Strang, Jr., ORTHO . . . . . Kingsport, Tenn.  
J. K. Maloy, ORTHO . . . . . Kingsport, Tenn.  
G. Edward Jeffries, ORTHO . . . . . Knoxville, Tenn.  
J. C. DeFiore, Jr., SURG . . . . . Knoxville, Tenn.  
W. W. Powers, INT . . . . . Knoxville, Tenn.  
F. A. Killeffer, NEURO . . . . . Knoxville, Tenn.  
K. L. Raulston, Jr., OPH . . . . . Knoxville, Tenn.  
L. L. Knight, OTO . . . . . Knoxville, Tenn.  
J. M. Frere, Jr., RAD . . . . . Knoxville, Tenn.  
J. R. Guyton, RAD . . . . . Knoxville, Tenn.  
J. E. Campbell, Jr., OPH . . . . . Knoxville, Tenn.  
D. F. Fardon, ORTHO . . . . . Knoxville, Tenn.  
S. B. Soss, OTO . . . . . Knoxville, Tenn.  
J. H. Dougherty, Jr., NEURO . . . . . Knoxville, Tenn.  
J. H. Burkhart, FP . . . . . Knoxville, Tenn.  
R. J. Erickson, FP . . . . . Knoxville, Tenn.  
J. S. Burrell, GP . . . . . Lake City, Tenn.  
J. A. Bollinger, GS . . . . . Maryville, Tenn.  
M. J. Evans, GS . . . . . Middlesboro, Ky.

C. H. Helms, SURG . . . . . Morristown, Tenn.  
D. W. McNeil, OPH . . . . . Morristown, Tenn.  
C. H. Lindsey, OPH . . . . . Morristown, Tenn.  
J. H. Kinser, GP . . . . . Morristown, Tenn.  
F. M. Valentine, Jr., GP . . . . . Newport, Tenn.  
J. E. Tittle, ORTHO . . . . . Oak Ridge, Tenn.  
W. L. Harvey, GP . . . . . Sweetwater, Tenn.  
B. L. Shipp, OPH . . . . . Corinth, Miss.  
C. H. Burt, SURG . . . . . Decatur, Ala.  
J. O. Hardiman, OPH . . . . . Florence, Ala.  
L. Johnson, ORTHO . . . . . Florence, Ala.  
N. G. Clement, ORTHO . . . . . Florence, Ala.  
W. C. Simpson, ORTHO . . . . . Florence, Ala.  
J. W. Wilson, OPH . . . . . Huntsville, Ala.  
B. H. Moore, GP & SURG . . . . . Huntsville, Ala.  
E. L. Tate, OTO . . . . . Huntsville, Ala.  
K. S. Segars, GP . . . . . Iuka, Miss.  
D. F. Fisher, OPH . . . . . Memphis, Tenn.  
H. Francis, GS . . . . . Memphis, Tenn.  
L. D. Wright, Jr., OTO . . . . . Memphis, Tenn.  
W. R. Mitchum, RAD . . . . . Memphis, Tenn.  
D. L. Cunningham, NEURO . . . . . Memphis, Tenn.  
M. Moore, ORTHO . . . . . Memphis, Tenn.  
P. H. Dirmeyer, GP . . . . . Memphis, Tenn.  
C. Collins, GP . . . . . Scottsboro, Ala.  
D. W. Pieroni, OPH . . . . . Sheffield, Ala.  
A. H. Carmichael, INT . . . . . Sheffield, Ala.  
J. D. Ashmore, GP . . . . . Muscle Shoals, Ala.  
T. T. Hart, GP . . . . . Muscle Shoals, Ala.  
K. D. Kiser, FP . . . . . Big Stone Gap, Va.  
L. J. Fleenor, Jr., FP . . . . . Big Stone Gap, Va.  
F. T. Buchanan, GS . . . . . Bristol, Tenn.  
W. L. Clark, GP . . . . . Church Hill, Tenn.  
T. H. Roberson, Jr., GP . . . . . Church Hill, Tenn.  
M. B. Ford, GP . . . . . Big Stone Gap, Va.

## KEY TO PHYSICIANS' DIRECTORY

CARDIO — Cardiology (heart)  
DERM — Dermatology (skin)  
DENT SURG — Dental Surgery  
EENT — Eye, Ear, Nose, Throat  
FP — Family Practice  
GP — General Practice  
GS — General Surgery  
GYN — Gynecology  
INT — Internal Medicine  
NEURO — Neurosurgery  
OM — Occupational Medicine  
OPH — Ophthalmology (eye)  
ORS — Orthopedic Surgeon  
ORTHO — Orthopedics (bone)  
OTO — Otolaryngology (ear)  
PATH — Pathology (laboratory)  
PSY — Psychiatry  
PS — Plastic Surgeon  
RAD — Radiology (X-ray)  
SURG — Surgery  
URO — Urology (kidneys & bladder)

## 16. AUTHORIZED WATCHES

Watches Authorized for use under Rule 2 are:

### POCKET WATCHES

#### BALL

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

#### BULOVA

Quartz Model

#### ELGIN

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

#### HAMILTON

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

#### HOWARD

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

#### ILLINOIS

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

#### 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 Approved  
Electric - Model 910917, White

#### PULSAR

Railroad Approved - Quartz Model

#### RODANIA

Quartz - Model 9361

#### SEIKO

Railroad Approved - Quartz Model

#### WYLER

Railroad Approved - Incaflex Model

## 17. ASSIGNMENTS OF AGENTS AND OPERATORS

STATION	WEEKDAYS	SAT. & SUN.
Bristol	Continuous	Continuous
Johnson City	7:00 AM to 4:00 PM	Sat. Same Closed Sunday
Greenville	11:00 AM to 7:00 PM	Sat. 7:00 AM to 3:00 PM Closed Sunday
Bulls Gap	Continuous	Continuous
Morristown	8:00 AM to 5:00 PM	Sat. Same Closed Sunday
Sevier Yard	Continuous	Continuous
Loudon	8:00 AM to 6:00 PM	Sat. 8:00 AM to 5:00 PM Closed Sunday
Cleveland	Continuous	Continuous
Clinton	Continuous	Continuous
Jellico	6:00 AM to 5:00 PM	Sat. 8:00 AM to 5:00 PM Closed Sunday
Tiprell	8:00 AM to 5:00 PM	Sat. Same Closed Sunday
Asheville	Continuous	Continuous
Newport	6:30 AM to 3:30 PM	Sat. Same Closed Sunday
Lowland	8:00 AM to 5:00 PM	Sat. Same Closed Sunday
deButts Yard	Continuous	Continuous
CT Tower	Continuous	Continuous
Scottsboro	7:00 AM to 4:00 PM	Closed Sat. Sun. 8:00 AM to 4:00 PM
Huntsville	7:00 AM to 8:00 PM	Sat. 7:00 AM to 3:00 PM Closed Sunday
Decatur	Continuous	Continuous
Sheffield Yard	Continuous	Continuous
Corinth	8:00 AM to 5:00 PM	Sat. & Sun Same
Forrest Yard	Continuous	Continuous
Andover	Continuous	Continuous
Frisco	Continuous	Continuous

18. BUSINESS TRACKS AND STATIONS NOT SHOWN  
IN STATION COLUMNS

Name	M.P. Location	Station No.	Approx.	
			Car Cap.	Open End
Holston Steel	0.3A	1A	3	Both
Beecham Lab	0.4A	1A	3	West
Tenn.-Va. Energy Corp.	0.5A	1A	4	East
Tennessee Warehouse	0.6A	1A	4	East
Mitchell Powers Hrde.	1.1A	1A	4	East
Bidco	2.4A	2A	34	East
Universal Siding	3.3A	4A	6	Both
Raytheon	4.1A	4A	6	East
Farragut	4.2A	4A	7	East
*TVA	8.5A	9A	12	East
84 Lumber Co.	12.3A	12A	10	East
*TVA	14.0A	14A	14	West
Amerace	15.0A	15A	3	West
Piney Flats	16.0A	16A	7	West
Watauga	19.8A	20A	20	West
Johnson City Chem.	22.8A	23A	6	East
Brick Yard Trk.	23.1A	23A	6	East
Reeves	29.0A	29A	5	West
Lumber Company	32.5A	32A	3	East
Wash County Co-op	33.3A	33A	7	East
Southeastern Foam	33.8A	34A	3	East
Burton Rubber Co.	34.2A	34A	10	West
Feed Service Co.	43.2A	43A	8	West
Limestone	43.3A	43A	24	Both
Tenn.Cellulose Insul.Co.	45.5A	45A	1	East
Chuckey, Tn. (Hugh Johnson Hrde.)	47.1A	47A	10	East
Plus Mart	49.7A	50A	44	Both
Ball Metal Co.	50.3A	50A	20	West
Greenville Iron Co.	52.8A	52A	7	West
Cress	55.6A	56A	15	East
Greene Cnty.Farm Co-op	58.2A	58A	6	West
Mosheim	65.5A	66A	13	West
Midway	67.5A	67A	10	West
Whitesburg	79.1A	79A	21	West
*Russellville Ind.Park	84.0A	84A	54	West
*Calgas Co.	84.6A	85A	6	East
*Triangle Pacific	85.5A	85A	2	East
*Berkline	86.0A	86A	15	East
*Sou.Furniture Co.	86.5A	86A	4	West
*Allied Warehouse (Berkline)	86.7A	87A	12	West
Old Storage	87.3A	87A	30	Both
Volunteer Supply	87.4A	87A	4	West
*Bean Sta.Furn.Co.	87.7A	88A	2	East
*Triangle Pacific	88.0A	88A	5	West
*Berkline No.2 (Spur 3)	88.3A	88A	15	West
*Brown Iron & Metal	88.4A	88A	9	East
*Fisher Oil	88.7A	89A	10	Both
*Hale Bros.	88.7A	89A	10	Both
*Tri. Pac. No. 2	88.7A	89A	10	Both
*Taylor Jobbing	88.8A	89A	6	East
*Hasson Bryan Hdwe.	88.8A	89A	6	East
Old K&B Spur	89.0A	89A	70	West
Alpha	94.6A	95A	2	East
Airport Ind.Park	95.4A	96A	Lead	Both
*Talbot	97.1A	97A	10	West

18. BUSINESS TRACKS AND STATIONS NOT SHOWN  
IN STATION COLUMNS

Name	M.P. Location	Station No.	Approx.	
			Car Cap.	Open End
*Quik Krete	99.2A	99A	7	East
*Magnavox	100.6A	101A	37	West
*Rittenhouse Paper Rolls, Inc.	100.8A	101A	8	East
*Tenn. Zinc Co.	101.0A	102A	Lead	East
*Universal Mine	102.2A	103A	Lead	West
Jefferson City Team Track	102.1A	102A	10	West
*Tri-State Zinc Co.	105.3A	105A	Lead	East
New Market	105.9A	106A	13	East
*American Zinc Co.	110.0A	110A	201	East
Strawberry Plains	114.3A	114A	4	East
Mascot	116.9A	116A	400	Both
Craggy	\$146.0	\$146	10	Both
Alexander	\$152.5	\$153	24	Both
Rollins	\$162.0	\$162	43	Both
Marshall	\$163.2	\$163	25	Both
Barnard	\$170.9	\$171	2	West
Stackhouse	\$174.8	\$175	2	East
Wolf Creek Spur	\$189.2	\$189	3	East
Wolf Creek	\$189.7	\$189	47	West
*Hiwassee Land Co.	\$194.2	\$195	13	West
Yalu	\$207.2	\$207	100	Both
*Great Lakes Chemical	\$208.5	\$208	30	West
*Sonoco Products	\$210.4	\$210	10	Both
*Gary Schroeder Chr.Co	\$210.4	\$211	4	West
*Newport Industries	\$211.7	\$212	3	West
*Co-op Fertilizer	\$218.4	\$218	3	West
White Pine	\$219.0	\$219	30	Both
*TVA Spur	\$219.4	\$219	6	East
*Union Camp	\$221.8	\$221	12	East
*Wallace Hardware	\$221.8	\$221	10	East
N.C. Storage	\$227.3	\$227	40	Both
*Jeffries	\$227.4	\$227	Lead	East
*Lowland	10.1BL	10BL	80	Both
*Hydratane	130.4A	130A	4	East
Bicycle Track	132.6A	133A	75	Both
*G. E.	133.2A	130A	7	East
*JFG	133.5A	134A	14	West
*Union Carbide	133.6A	134A	10	West
Bearden Team Trk. (Franklin Brick)	136.2A	136A	5	West
*Cherokee Dist.	136.3A	136A	9	East
Royal Crown Btng.Co.	136.7A	137A	5	West
B&T Dist. Co.	136.8A	137A	4	West
National Gas Co.	139.4A	139A	3	West
Midwest Steel	140.5A	140A	4	West
Concord	145.1A	141A	9	West
Texgas	150.5A	151A	2	East
*Blair Bend Ind.Park	158.5A	159A	220	Both
Maremont	161.2A	161A	Lead	West
Loudon Farmers Co-op	161.9A	161A	4	West
Sweetwater Farm Ct.	169.3A	169A	8	East
*Wood	174.0A	174A	14	East
*Texgas	178.2A	178A	5	West
Dycho Chem. Co.	179.2A	179A	6	East
Excello Corp.	184.4A	184A	8	West
McMinn Co. Co-op	184.5A	184A	6	West
H.T. Hackney Co.	184.6A	184A	5	West
Hiwassee	185.7A	186A	9	East
*Athens Bed Co.	186.9A	187A	20	East
Agrico	187.5A	188A	4	West



18. BUSINESS TRACKS AND STATIONS NOT SHOWN  
IN STATION COLUMNS

Name	M.P. Location	Station No.	Approx.	
			Car Cap.	Open End
Midland-Ross Co	188.1A	188A	Lead	West
Plastic Industries	188.2A	188A	Lead	West
Riceville	193.4A	193A	10	West
Calhoun	200.0A	200A	258	Both
*Rock-Tenn.	206.6A	207A	5	East
*Duracell Battery	208.3A	208A	5	East
*TVA Spur	208.9A	209A	5	West
Owens-Illinois Co.	209.2A	209A	Lead	Both
*Bendix	209.6A	210A	14	East
Collins Chair Co.	209.8A	209A	8	East
Maloneyville	11.7CG	12CG	3	North
*TVA Spur	14.7CG	15CG	25	North
Corryton	17.9CG	18CG	3	South
*Luttrell Mining	24.0CG	24CG	30	Both
*NJ Zinc	29.0CG	29CG	25	Both
*Williams Springs	38.3CG	38CG	2	North
Lone Mountain	44.5CG	45CG	6	Both
Arthur	61.4CG	61CG	8	Both
*KUB Spur	1.4CO	1CO	6	North
*TVA Spur	1.5CO	2CO	10	North
*Shalite	2.0CO	2CO	13	North
*Inskip	3.9C	4C	8	North
*Dante	5.9C	6C	36	North
*Peak	17.5C	18C	3	North
*Eagle Bend Ind.Park	21.6C	21C	Lead	South
*Knapp	28.7C	29C	43	Both
*Disney	33.5C	34C	2	South
*Vasper	35.7C	36C	2	South
*Sun Coal	37.9C	37C	14	North
*Red Ash	39.4C	39C	25	Both
*Longpit	40.0C	40C	25	Both
*Block	42.0C	42C	11	Both
*Turley	44.3C	44C	3	Both
*Big H.	44.8C	45C	65	Both
*Royal Blue	46.0C	46C	210	North
*Poore Mountain	47.0C	47C	14	Both
*KPR	48.8C	48C	3	North
*Pee Wee	48.9C	49C	17	Both
*John Deal	55.1C	56C	23	Both
*Black Jack	61.2C	61C	27	North
*Whistle Creek	61.2C	61C	30	North
*G&W	61.7C	62C	26	Both
*III	62.2C	62C	30	Both
*Anthras	76.5C	76C	44	North
*Eagan	76.9C	77C	20	Both
*Kopper Glo	78.9C	79C	Lead	South
*Valley Creek	81.3C	81C	59	South
*Kidwell	82.8C	83C	38	Both
*Pruden No. 1	83.0C	83C	2	North
*Pruden No. 2	83.3C	83C	42	Both
*Mill Creek	83.3C	83C	42	Both
*Fonde No. 3	85.2C	85C	50	North
*Fonde No. 4	84.9C	85C	18	North
*Dosssett	27.0D	27D	10	North
*Longwa	34.6D	34D	50	Both
Oliver Springs	35.6D	36D	2	South
*Scandlyn Lumber Co.	45.4D	45D	2	South
*Tenco	8.2KA	8KA	72	West
Rockford	10.6KA	10KA	15	Both
Vose	13.4KA	14KA	20	Both
Bellefonte Nuclear	290.4A	291A	Wye	Both

18. BUSINESS TRACKS AND STATIONS NOT SHOWN  
IN STATION COLUMNS

Name	M.P. Location	Station No.	Approx.	
			Car Cap.	Open End
Hollywood	292.0A	292A	44	Both
TVA Substation	296.4A	296A	8	East
Larkinsville	303.1A	303A	19	Both
Woodville	313.0A	313A	12	East
Brownsboro	327.4A	328A	21	Both
*Ragland Bros. Co.	329.7A	329A	8	West
*RJR Filmco	333.2A	333A	Lead	West
*Laser Video, Inc.	333.8A	334A	30	West
*Van Dyke	336.1A	336A	Lead	West
*Redstone Arsenal	344.0A	344A	Lead	East
Indian Creek	345.9A	346A	Lead	East
Dunlop Lead	347.9A	348A	Lead	Both
Madison Storage	347.5A	348A	68	Both
*Limestone Fertz.Co-op	354.3A	354A	5	West
Greenbrier	354.2A	354A	7	East
Belle Mina	356.3A	356A	22	Both
Trinity	369.2A	369A	2	East
*Wheeler Grain	379.1A	379A	15	East
Robertson Jct.	381.6A	382A	Lead	Both
No. Alabama Pallet	389.8A	390A	5	West
*Tri State Spur	408.8A	409A	20	East
*TVA Pride Storage	414.0A	414A	60	Both
Barton	417.9A	418A	8	West
Glasrock Products, Inc.	418.2A	418A	Lead	East
Southern Stone	421.0A	421A	20	West
Neil Storage Track	421.2A	421A	75	Both
Vertagreen	421.5A	422A	Lead	Wye
TVA Yellow Creek Plant	438.6A	439A	Lead	Wye
Burnsville	444.1A	444A	85	Both
*C&C Railway Lead	457.2A	457A	Yard	West
Wenasoga	464.2A	464A	3	West
Pocahontas	477.5A	478A	12	Both
Rogers Spring	487.7A	488A	4	West
Moscow Bulk Feed	512.8A	513A	16	Both
Winter Garden	521.6A	522A	Lead	West
Alpha Chemicals	525.8A	526A	8	West
Steel Service	526.9A	527A	16	East
Sewell Spur	527.5A	528A	8	West
*Piper	529.0A	529A	3	East
National Can Co.	529.1A	529A	Lead	West
Carrier Corp.	529.6A	530A	21	Both
Bailey	531.4A	531A	3	East
White Station	542.6A	543A	20	Both
Oreton	10.3T	10T	3	East
*Birmingham Bolt Co.	18.2T	18T	20	West
*Pac-Mor	18.9T	19T	51	West
Duffield	19.1T	19T	8	Both
*Sunbright	21.6T	22T	12	West
Copper	27.4T	27T	45	Both
Gate City	38.0T	38T	46	Both
Click	49.5TC	50TC	200	Both
Holston	50.7TC	51TC	50	Both
*Holston Jct.	51.5TC	52TC	Lead	East
*Holliston Mills	57.2TC	57TC	40	East
*Strolee	57.9TC	57TC	24	East
*Kingsport Press	58.0TC	58TC	80	East
Greenland	59.1TC	59TC	30	Both
Stoney Point	61.1TC	61TC	12	Both
*Aladian Plastics	61.5TC	61TC	52	East
*Phipps Bend (TVA)	61.7TC	62TC	Lead	East
Burem	70.2TC	70TC	70	Both
Coran	77.5TC	77TC	5	Both

NOTE: Stations marked thus (\*) have no local or team tracks.

## 19. SIGNAL & ELECTRICAL AND COMMUNICATION INFORMATION

### MANUAL OPERATION OF DUAL-CONTROL SWITCH MACHINES IN TC OR REMOTE CONTROL TERRITORY

#### To operate switch manually:

1. Secure authority from control station to remove power from switch.
2. Unlock both levers.
3. Operate short lever from "Power" or "Motor" to extreme opposite position showing "Hand."
4. Operate long lever marked "Hand-Throw" until it engages mechanism and moves switch points to desired position. This may or may not occur on first attempt to move switch points.
5. Complete stroke with long lever marked "Hand-Throw" and secure with lock, examine switch points before moving train or engine over the switch.
6. When authorized movements have been completed, restore switch to power operation as follows:
  - a. Restore long lever marked "Hand-Throw" to original position.
  - b. Restore short lever marked "Hand" to position showing "Power" or "Motor" and lock.
  - c. Report to Control Station switch restored to Power Operation.

#### OPERATION OF HAND-OPERATED SWITCHES EQUIPPED WITH 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 rack. For trains or engines moving from the siding or spur track to the main track after clearing the main track, a predetermined release time is required before the lock and switch can be operated.

#### A. FOR MOVEMENT FROM MAIN TRACK TO SIDING OR SPUR TRACK:

1. Stop engine or cars just ahead of switch points.
2. Open door of lock housing which has a standard switch lock on it.
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 locks 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 degrees position. 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.

After a movement into or out of the switch has been completed and the hand lever or 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 properly. 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. When seal is broken, the control station must be notified and they will notify appropriate S&E personnel.

## DETECTORS

### Hot Box and Dragging Equipment Detectors

The following combination hot box and dragging equipment detectors are equipped with voice radio alarms:

Location	Mile Post	Direction Activated
APPALACHIA DISTRICT		
Gate City	M.P. 35.2T	Both
Burem	M.P. 69.2TC	Both
KNOXVILLE DISTRICT		
Telford	M.P. 40.3-A	Both
*Talbott	M.P. 98.9	Both
Marshall	M.P. S-161.9	Both
*Wolf Creek	M.P. S-191.1	Both
Newport	M.P. S-210.8	Both
Heiskell	M.P. 13.4-C	Both
*Poplar	M.P. 32.1-D	Both
Concord	M.P. 145.1-A	Both
*Sweetwater	M.P. 169.2-A	Both
Calhoun	M.P. 198.4-A	Both
McDonald	M.P. 219.3-A	Both
MEMPHIS DISTRICT		
Wauhatchie	M.P. 5.8AGS	Both
Fackler	M.P. 286.1-A	Both
*Paint Rock	M.P. 319.9-A	Both
#Greenbrier	M.P. 352.9-A	Both
#Courtland	M.P. 385.0-A	Both
Cherokee	M.P. 424.0-A	Both
*Burnsville	M.P. 442.5-A	Both
Chewalla	M.P. 469.8-A	Both
Saulsbury	M.P. 496.7-A	Both
*Collierville	M.P. 525.4-A	Both

\* - Also has hot wheel detector. # - Also has high-wide detector.

When the hot box detector records excessive journal temperature, or the dragging equipment detector has been tripped, the voice radio alarm will be activated. Train must be stopped promptly for inspection if it is actually passing the defect detector identified on the radio or the trailing end of the train is within 1/2 mile past the detector even though Atlanta Detector Center advises the tape is clear.

When crew members are notified by Atlanta Detector Center to check a hot box at a specific location in the train but no overheated journal is found there, they are to check journals five cars ahead and five cars behind the car reported. If no overheated journal is then found, journals on the opposite side on the same eleven cars must be checked.

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

#### HOT WHEEL DETECTOR

Hot wheel detectors at Talbott, Tenn., Wolf Creek, Tenn., Poplar, Tenn., Sweetwater, Tenn., Paint Rock, Ala., Burnsville, Miss., and Collierville, Tenn., activate a voice radio alarm.

When voice alarm is activated, the train must be stopped promptly for inspection even though Atlanta Detector Center advises the tape is clear.

When crew members are notified by the Atlanta Detector Center of a hot wheel, they will do the following:

1. Stop their train and verify if one or more wheels on the car are hot.
2. When notified to check for a hot wheel at a specific location in the train and no overheated wheel is found there, the wheels on five cars ahead and five cars behind the car reported must be checked.
3. The train crew must report to the Atlanta Detector Center the status of the handbrake and retainer valve on the car and attempt to release the brakes, if applied, before moving the car.
4. If the car has one or more hot wheels, the train crew will determine if car will be set out and notify the Chief Dispatcher where car is set out.

**STAND-ALONE DRAGGING EQUIPMENT DETECTORS**  
**Voice Radio Alarm Only**  
**(Not Connected to Atlanta Detector Center)**

Location of Dragging Equipment Detector By Mile Post	Direction Activated
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**KNOXVILLE DISTRICT**

M.P. 206.7-A	Both
M.P. 195.4-A	Both
M.P. 154.8-A	Both
M.P. 117.7-A	Both
M.P. 111.1-A	Both
M.P. 74.9-A	Both
M.P. 66.7-A	Both
M.P. S-182.7	Both
M.P. S-170.9	Both
M.P. S-166.2	Both
M.P. S-157.3	Both

**MEMPHIS DISTRICT**

M.P. 366.0-A	Both
M.P. 510.2-A	Both
M.P. 516.8-A	Both

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.

Note - 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 by the Atlanta Detector Center for a hot box, hot wheel or dragging equipment indication, the following information must be given to the Atlanta Detector Center as quickly as radio communication can be established.

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

**This information must be furnished each time train is stopped by the Atlanta Detector Center, whether or not a defect is found.**

If the crew cannot establish radio communication with the Atlanta Detector Center, they must immediately report the above information to the Chief Dispatcher.

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.

**Steam-powered Trains**

Because hot box detectors cannot distinguish between steam and hot journals, the Atlanta Detector Center will closely monitor movement of all steam-powered trains. Such trains will not stop for inspection on activation of the voice radio alarm at a detector unless notified by the Atlanta Detector Center to inspect the steam engine for dragging equipment or the cars for hot journals, hot wheels, dragging equipment or clearance problems. Protection of steam engine journals, wheels and clearances is the responsibility of the crew.

**CLEARANCE DETECTORS**

**LOCATIONS**

For Eastbound Trains - Courtland Hot Box Detector, M.P. 385.0-A  
 For Westbound Trains - Greenbrier Hot Box Detector, M.P. 352.9-A

The purpose of these detectors is to protect the Tennessee River Bridge at Decatur, Alabama. When crews are notified by the Atlanta Detector Center of a "high-wide indication," crew member is to inspect the indicated car and the two following cars.

If load has shifted and excessive dimensions are evident, car is to be set out. If crew has a clearance file on an excessive dimension load and such car is reported as a "high-wide indication" by the Atlanta Center, inspect car and report findings to Chief Dispatcher and be governed by his instructions for handling of car.

When reporting findings to the Atlanta Center, include car initial and number of the indicated car and the two following cars.

In event the high and wide detector at either Courtland or Greenbrier, Alabama is inoperative, the Hot Box Center in Atlanta will contact the crew of the train passing the detector in the direction being monitored with the following instructions:

**Calling train by the (Courtland or Greenbrier) detector. The high and wide detector at (Courtland or Greenbrier) is inoperative. Stop your train and inspect for excessive dimension cars and loads that are restricted by the timetable.**

When so instructed either by Atlanta Center or Train Order, crews must inspect their train for excessive dimension cars and loads that are restricted by Timetable Special Instructions.

**ALL CHANNEL RADIOS**

The following table shows the transmit (TX) and receive (RX) channels to be used by road trains of any railroad operating on NS tracks in accordance with NS rules, timetables, and instructions:

Southern Program Channel	Channel Name	AAR Channel		Tone Selector
		Transmit TX Channel	Receive RX Channel	
1	SOU 1-Road	56	56	
2	SOU 2-Dispatcher	48	09	
3	NW 1-East	72	72	
4	NW 2-Lake	76	76	
*	NW 3-West	22	22	
*	CSXT 1-Road	84	84	
*	CSXT 2-Dispatcher	94	84	
*	CSXT 3-Road	32	32	20
*	CSXT 4-Road	66	66	

\*Dial in the indicated channel.

**LOCATION OF DISPATCHER-CONTROLLED  
RADIO BASE STATIONS**

Location	Frequency	Hours
Asheville, N.C.	Road & Dispatcher	Continuous
Marshall, N.C.	Road & Dispatcher	Continuous
Hot Springs, N.C.	Road & Dispatcher	Continuous
Alaten, Tenn.	Road	Continuous
Whiteside, Tenn.	Road	Continuous
Wolf Creek, Tenn.	Road & Dispatcher	Continuous
Newport, Tenn.	Road & Dispatcher	Continuous
Jefferson City, Tenn.	Road & Dispatcher	Continuous
Sharp Ridge, Tenn.	Road & Dispatcher	Continuous
Lenoir City, Tenn.	Road & Dispatcher	Continuous
Athens, Tenn.	Road & Dispatcher	Continuous
Cleveland, Tenn.	Road & Dispatcher	Continuous
Pisgah, Ala.	Road & Dispatcher	Continuous
Paint Rock, Ala.	Road & Dispatcher	Continuous
Gurley, Ala.	Road & Dispatcher	Continuous
Green Mtn., Ala.	Road & Dispatcher	Continuous
Decatur, Ala.	Road & Dispatcher	Continuous
Courtland, Ala.	Road & Dispatcher	Continuous
Henderson, Ala.	Road & Dispatcher	Continuous
Woodall Mtn., Miss.	Road & Dispatcher	Continuous
Wenasoga, Miss.	Road & Dispatcher	Continuous
Middleton, Tenn.	Road & Dispatcher	Continuous
Grand Jct., Tenn.	Road & Dispatcher	Continuous
Collierville, Tenn.	Road & Dispatcher	Continuous
Forrest Yard, Tenn.	Road & Dispatcher	Continuous
Telford, Tenn.	Road & Dispatcher	Continuous
Heiskell, Tenn.	Road & Dispatcher	Continuous
Poplar, Tenn.	Road & Dispatcher	Continuous
Harriman, Tenn.	Road & Dispatcher	Continuous
Arco Mine, Tenn.	Road (select basis only)	
Tipprell, Tenn.	Road (select basis only)	
Arco Junction, Tenn.	Road (select basis only)	
Jellico, Tenn.	Road (select basis only)	
Lake City, Tenn.	Road (select basis only)	
Pioneer, Tenn.	Road	
Knoxville, Tenn. (Sevier Yard)	Terminal	Continuous
Bulls Gap, Tenn.	Road	Continuous
Burem, Tenn.	Road	Continuous
Frisco Yard, Tenn.	Road	Continuous
Gate City, Va.	Road	Continuous
Sunbright, Va.	Road	Continuous
Tito, Va.	Road	Continuous
Big Stone Gap, Va.	Road	Continuous

**LOCATION OF WAYSIDE RADIO BASE STATIONS**

Location	Frequency	Hours
Andover, Va.	Road	Continuous
Frisco Yard, Tenn.	Road	Continuous
High Knob, Va.	Road	Continuous
Asheville, N.C.	Road & Terminal	Continuous
Bristol, Va.	Road	Continuous
Bulls Gap, Tenn.	Road	Continuous
Charleston, Tenn.	Road	Continuous
Cleveland, Tenn.	Road	Continuous
Clairfield, Tenn.	Road	See Section 17
Clinton, Tenn.	Road	Continuous
Corinth, Miss.	Road	See Section 17
deButts Yd., Tenn.	Road & Terminal	Continuous
Decatur, Ala.	Road & CSXT	Continuous
Florence, Ala. (Drawbridge)	Road & CSXT	See Section 17

**LOCATION OF WAYSIDE RADIO BASE STATIONS (Cont'd)**

Location	Frequency	Hours
Forrest Yd., Tenn.	Road, CSXT, BN, UP SSW, ICG	Continuous
Greeneville, Tenn.	Road	See Section 17
Huntsville, Ala.	Road	See Section 17
Jellico, Tenn.	Road	See Section 17
Johnson City, Tenn.	Road	See Section 17
Lowland, Tenn.	Road	See Section 17
Morristown, Tenn.	Road	See Section 17
Newport, Tenn.	Road	See Section 17
Scottsboro, Ala.	Road	See Section 17
Sevier Yd., Tenn.	Road & Terminal	Continuous
Sheffield Yd., Ala.	Road & Terminal	Continuous
Loudon, Tenn.	Road	See Section 17
Tipprell, Tenn.	Road	See Section 17

**LOCATION OF WAYSIDE TELEPHONES**

Milepost	Milepost	Milepost
.1A	154.0A	S161.8
6.0A	158.0A	S191.1
11.1A	159.6A	S210.6
14.7A	169.2A	1.6T
15.6A	179.8A	4.0T
19.8A	185.9A	15.9T
24.0A	191.2A	19.1T
24.5A	198.4A	21.6T
25.9A	200.3A	25.0T
26.8A	219.3A	27.4T
33.1A	220.8A	29.4T
33.9A	224.8A	35.2T
37.0A	227.0A	38.5T
38.0A	279.9A	43.0TC
40.4A	281.1A	51.5TC
43.4A	282.5A	59.2TC
47.1A	286.0A	63.4TC
49.7A	292.3A	66.8TC
50.6A	297.6A	69.2TC
63.0A	318.0A	73.2TC
63.9A	320.9A	75.1TC
67.5A	322.3A	2.3C
71.1A	338.9A	5.C
72.1A	343.1A	6.C
75.7A	348.5A	7.2C
75.9A	354.1A	8.2C
77.5A	358.1A	10.C
79.0A	386.6A	13.4C
81.4A	413.8A	17.6C
82.8A	424.0A	32.1D
85.7A	436.5A	33.0D
87.1A	442.5A	34.0D
89.1A	467.9A	36.1D
91.4A	482.4A	39.5D
92.4A	492.0A	41.4D
116.9A	493.4A	45.8D
121.6A	496.8A	46.4D
125.0A	500.0A	49.6D
132.3A	525.4A	50.2D
145.1A	527.9A	51.3D
	546.2A	

## 20. HAZARDOUS MATERIALS AND POLLUTANTS

**CAUTION: CHLORINE CAN CAUSE INJURY TO THE LUNGS. ANYTIME CHLORINE CAN BE SMELLED GET OUT OF THE AREA AS QUICKLY AS POSSIBLE AND REPORT THE LEAK TO THE PROPER OFFICER.**

At the commencement of each trip, the conductor must examine or require competent crew member to:

1. Inspect the 6 head cars behind the engine and the 6 rear cars ahead of an occupied caboose to identify placarded cars not properly spaced.
2. Examine waybills to identify cars containing Hazardous Materials.

LP gas will be handled on rear of local freight trains only, except when specifically designated otherwise.

In a train, tank cars displaying a residue or empty placard, except for a combustible residue placard, may not be placed nearer than the second car from an engine or occupied caboose. The combustible residue placard has a white bottom quadrant with the word residue in black.

Do not move any placarded car, loaded or empty, on line of road without a waybill, or a shipping document or switch list identifying contents of hazardous material cars or previous contents by shipping name, hazard class, ID number and quantity.

When hazardous material loads are picked up on line of road and no clerical forces are on duty, the dispatcher must be notified that pickup includes hazardous materials.

Hazardous material shipments must not be accepted unless the placards are affixed as required by regulations and specified on shipping papers.

Hazardous material placards must be securely in place before pulling loaded and/or empty tank cars, or loaded hopper or box cars containing hazardous materials. Cars with placards missing **must not** be pulled.

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.

Cars placarded "Explosive A" must not be placed under a bridge or overhead highway crossing nor in or alongside passenger shed or station, except for loading or unloading purposes.

When coupling to a loaded placarded tank car, do not stand closer than 15 feet from the tank car dome. The contents of the car may splash from the dome during and immediately after coupling.

Cars containing hazardous materials must be handled in accordance with the following:

Cars containing hazardous materials must be handled in accordance with the following:

**HAZARDOUS MATERIAL SWITCHING CHART**

1	2	SWITCHING OPERATIONS			
		3	4	5	6
TYPE OF CAR	PLACARD APPLIED ON CAR	SHALL NOT BE CUT OFF IN MOTION OR ALLOWED TO BE STRUCK BY A FREE MOVING CAR	SHALL BE SEPARATED FROM ENGINE BY AT LEAST ONE NON PLACARDED CAR	PRECEDING CARS MUST CLEAR WHEN HAND BRAKES ARE USED	LADDER BEFORE CUTOFF MUST NOT BE PLACED UNDER BRIDGES OR HIGHWAYS
ANY CAR *	"EXPLOSIVES A"	X	X		X
ANY CAR *	"POISON GAS"	X			
TANK CAR	ANY LOADED PLACARD			X	
COFC/TOFC OTHER FLAT CARS	ANY PLACARD	X			
TANK CAR	FLAMMABLE GAS	X			
* - Includes flat cars carrying trailers or containers.					

THE FOLLOWING MUST BE REPORTED IMMEDIATELY TO THE CHIEF DISPATCHER.

ALL SPILLS, DISCHARGES, OR RELEASES OF HAZARDOUS MATERIALS, HAZARDOUS SUBSTANCES, AND HAZARDOUS WASTE INTO THE ELEMENTS (AIR, LAND, OR WATER), ALSO ALL SPILLS, DISCHARGES, OR RELEASES OF ALL OILS OR OTHER POLLUTANTS.

An industry must be notified before a leaking tank is spotted on its track for unloading.

#### INSTRUCTIONS TO EMPLOYEES IN EVENT OF HAZARDOUS MATERIAL ACCIDENTS

1. Check for injuries, provide assistance as needed, notify dispatcher.
2. Check waybills and documents for hazardous materials cars in train--waybills stamped **DANGEROUS** or **EXPLOSIVE** or **POISON GAS** or **RADIOACTIVE MATERIAL** in upper left corner.
3. Do not go near derailed or damaged hazardous material cars to investigate accident.
4. Give dispatcher 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, placards, shipper, and condition of car where possible to obtain this information safely.
  - d. Danger to surrounding area: homes, schools, streams, if applicable.
5. Review information and recommendations contained in the **TRANSPORTATION EMERGENCY ACTION GUIDE FOR HAZARDOUS MATERIALS INCIDENTS** posted in locomotives and cabooses, and take action as necessary.
6. Inform local authorities of the contents of each car that presents a hazard, tell them about the **EMERGENCY ACTION GUIDE** and advise them to keep people away from the accident. This **DOES NOT** mean evacuation unless the **GUIDE** calls for same.
7. Report all information above to the first railroad officer who reaches the scene.

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# Position in train of placarded cars containing hazardous materials



NOTE A: Cars with alternate numbered placards will be handled the same as cars with word description placards.

NOTE B: Cars with same placards may be placed next to each other.



Cars placarded

or



or



No restrictions

Cars Placarded:	Cars Placarded:	Cars Placarded:	Loaded tank Cars Placarded:	Empty tank Cars Placarded:	Loaded cars, other than Tank Cars, Placarded:
				Corrosive Residue	
(See: NOTE B)	(See: NOTE B)	(See: NOTE B)		Poison Residue	
				Organic Peroxide Residue	
				Chlorine Residue	
				Oxidizer Residue	
				Flammable Solid Residue	
				Non-Flammable Gas Residue	
				Flammable Gas Residue	
				Poison Gas Residue	
			NOTES A & B)		

(See: (See: NOTE B))

## RESTRICTIONS

MUST NOT BE NEXT TO	Engine									
	Loaded flat car (1)	•	•	•	•	•	•	•	•	•
	Open top car (3)	•	•	•	•	•	•	•	•	•
	Car with automatic refrigeration or heating apparatus in operation, or a car with open flame apparatus in service, or with an internal combustion engine in operation	•	•	•	•	•	•	•	•	•
	Car containing lighted heaters, stoves or lantern	•	•	•	•	•	•	•	•	•
	Occupied car	• (4)	• (4)	•	•	•	•	•	•	•
	Occupied caboose	• (4)	• (4)	•	•	•	•	•	•	•
	Explosives A	•	•	•	•	•	•	•	•	•
	Poison Gas	•	•	•	•	•	•	•	•	•
	Radioactive	•	•	•	•	•	•	•	•	•
	Undeveloped film	•	•	•	•	•	•	•	•	•
	Any loaded placarded car (other than combustible)	•	•	•	•	•	•	•	•	•

(1) A flat car equipped with permanently attached ends of rigid construction is considered to be an open top car.  
 (2) A loaded flat car, other than a specially equipped car in trailer-on-flat-car or container-on-flat-car service or a flat car loaded with automobiles and trucks secured by means of a device designed for that purpose and permanently installed on the flat car, end of A type generally accepted for handling in interchange between railroads. This exception for cars in trailer-on-flat-car service does not apply to loaded flatbed trucks, loaded flatbed trailers, or loaded trucks or trailers without securely closed doors.  
 • Cars, other than tank cars, placarded POISON GAS may be handled as second car from engine or occupied caboose.  
 (3) An open top car when any of the lading protrudes beyond the car ends or when any of the lading extending above the car ends is liable to shift.  
 (4) A rail car placarded EXPLOSIVES A or POISON GAS during train must be next to and ahead of any car occupied by the guards or technical escorts accompanying this car. However, if the car is equipped with technical escorts is equipped with a lighted heater or stove, it must be the fourth car behind any car requiring EXPLOSIVES A placards.

## 21. INDEX TO SPECIAL INSTRUCTIONS

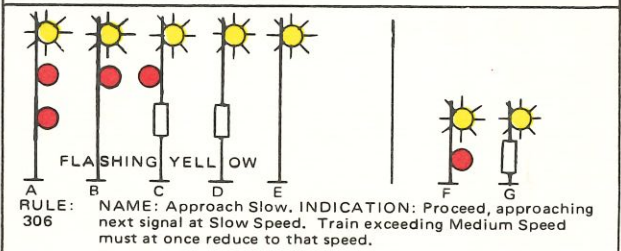
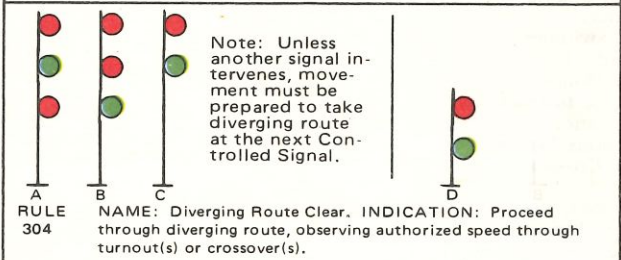
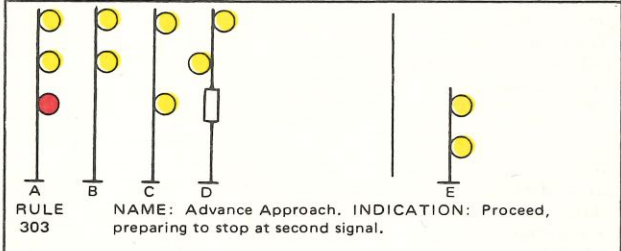
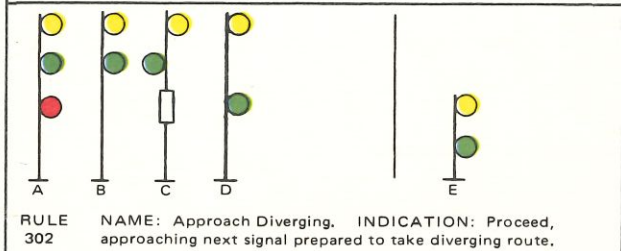
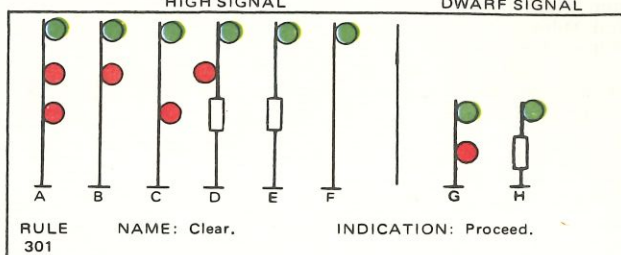
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**SOUTHERN RAILWAY**  
Automatic Block, Interlocking,  
TC and Remote Control Signals

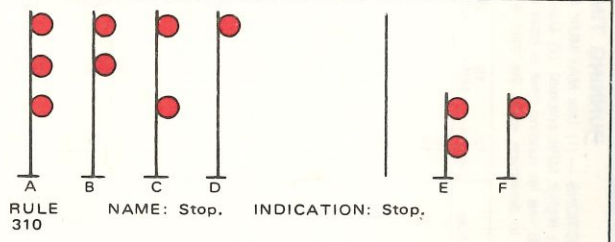
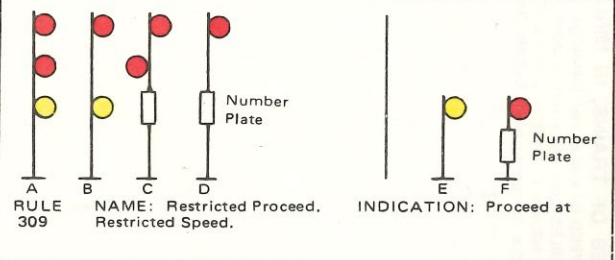
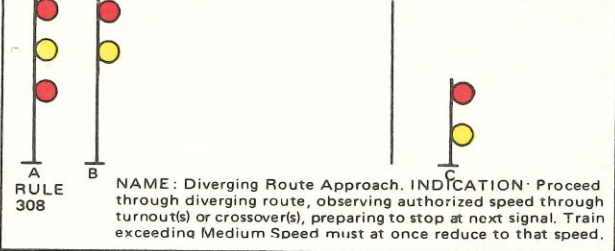
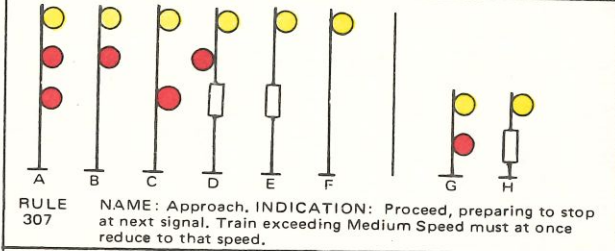
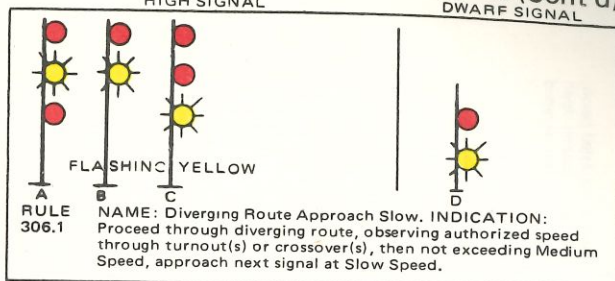


**SPEED:**

**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)



**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 #24.

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	—	6	—	—	—	—	—	—	—	—	—	—	—	—
2	12	8	9	7	6	5	—	—	—	—	—	—	—	—	—
3	18	12	12	9	8	6	—	—	—	—	—	—	—	—	—
4	24	16	15	12	10	8	7	6	6	5	—	—	—	—	—
5	30	20	15	12	10	8	7	6	6	5	5	—	—	—	—
6	36	24	18	14	12	10	9	8	7	6	6	5	5	—	—
7	42	28	21	16	14	12	10	9	8	7	7	6	6	5	5
8	48	32	24	19	16	13	12	10	9	8	8	7	7	6	6
9	54	36	27	21	18	15	13	12	10	9	9	8	8	7	6
10	60	40	30	24	20	17	15	13	12	10	10	9	9	8	7
11	66	44	33	26	22	18	16	14	13	12	11	10	10	9	8
12	72	48	36	28	24	20	18	16	14	13	12	11	11	10	9
13	78	52	39	31	26	22	19	17	15	14	13	12	12	11	10
14	84	56	42	33	28	24	21	18	16	15	14	12	12	11	10
15	90	60	45	36	30	25	22	20	18	16	15	13	12	12	11
16	96	64	48	38	32	27	24	21	19	17	16	14	13	12	12
17	102	68	51	40	34	29	25	22	20	18	17	15	14	13	12
18	108	72	54	43	36	30	27	24	21	19	18	16	15	14	13
19	114	78	57	45	38	32	28	25	22	20	19	17	16	15	14
20	120	80	60	48	40	34	30	26	24	21	20	18	17	16	15
21	126	84	63	50	42	36	31	28	25	22	21	19	18	17	16
22	132	88	66	52	44	37	33	29	26	24	22	20	19	18	17
23	138	92	69	55	46	39	34	30	27	25	23	21	20	19	18
24	144	96	72	57	48	41	36	32	28	26	24	22	21	20	19
25	150	100	75	60	50	42	37	33	30	27	25	23	21	20	18
26	156	104	78	62	52	44	39	34	31	28	26	24	22	20	19
27	162	108	81	64	54	46	40	36	32	29	27	24	23	21	20
28	168	112	84	67	56	48	42	37	33	30	28	25	24	22	21
29	174	116	87	69	58	49	43	38	34	31	29	26	24	23	22
30	180	120	90	72	60	51	45	40	36	32	30	27	25	24	22