



Our NS Goal-No Damage

The logo consists of the letters "NS" in a large, bold, sans-serif font, followed by the words "NORFOLK SOUTHERN" in a smaller, all-caps, sans-serif font. To the left of the "NS" are several horizontal blue lines of varying lengths, creating a stylized graphic element.

Western Region

Kentucky Division

Effective Monday, April 26, 1993

12:01 A.M. Eastern Standard Time

Timetable Number

9

For The Government of Employees Only

EXPLANATION OF TRACK DIAGRAMS:

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

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

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

FIRST DISTRICT CNO&TP—SOUTHWARD

Capacity of Tracks		MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	SECTION 3	MILES FROM CINCINNATI
Other Tracks In Cars	Sidings In Feet						
Yard		0.0	Y Cincinnati		C	◇	0.0
Yard		3.0	. . . . Ludlow				3.0
Yard		9.8	. . . . Erlanger				9.8
Lead		12.5	. . . . Rice				12.5
3		22.0	. . . . Bracht				22.0
		24.5	. . . . Adams				24.5
		32.0	. . . . Reid				32.0
30		38.1	. . . . Williamstown				38.1
		43.0	. . . . Mason				43.0
		46.8	. . . . Blanchet				46.8
		50.4	. . . . Rohan				50.4
12		56.6	. . . . Sadieville				56.6
		62.2	. . . . Rogers Gap				62.2
Yard		65.4	. . . . Delaplain				65.4
Yard		69.4	. . . . Georgetown				69.4
		72.2	. . . . Akers				72.2
		77.4	. . . . Greendale				77.4
		79.6	. . . . Fayette				79.6
Yard		81.7	. . . . Lexington				81.7
		83.2	. . . . Rosemont				83.2
Lead		85.6	. . . . Bishop				85.6
Lead		93.0	. . . . Nicholasville				93.0
		95.7	. . . . Jessamine				95.7
10		98.2	. . . . Wilmore				98.2
		102.5	. . . . High Bridge				102.5
Yard		105.0	. . . . Brown				105.0
15		109.0	. . . . Burgin				109.0
		110.7	. . . . Faulkner				110.7
		113.2	Y S. J. Tower		C		113.2
		116.4	. . . . DV Tower				116.4
Yard		116.6	Y Danville				116.6

SECOND DISTRICT CNO&TP—SOUTHWARD

Capacity of Tracks		MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	SECTION 3	MILES FROM CINCINNATI
Other Tracks In Cars	Sidings In Feet						
Yard		116.6	Y Danville				116.6
		118.3	. . . . South Danville				118.3
15		120.8	. . . . Junction City				120.8
		123.4	. . . . Bowen				123.4
		130.2	. . . . Palm				130.2
		132.4	. . . . Geneva				132.4
		134.8	. . . . South Fork				134.8
45		139.2	. . . . Kings Mountain				139.2
7		142.1	. . . . Waynesburg				142.1
		148.7	. . . . Gradison				148.7
		154.8	. . . . Norwood				154.8
Yard		160.9	. . . . Somerset				160.9
		161.9	. . . . Woods				161.9
		166.3	. . . . Grove				166.3
60		167.5	. . . . Burnside				167.5
15		169.8	. . . . Tateville				169.8
		177.5	. . . . K. D. Tower				177.5
		181.5	. . . . Cumberland Falls				181.5
13		190.4	. . . . Whitley				190.4
Yard		192.5	. . . . Stearns				192.5
		194.7	. . . . Revilo				194.7
		202.4	. . . . Ratliff				202.4
Yard		209.4	Y Oneida				209.4
		211.5	. . . . Pemberton				211.5
85		215.3	. . . . Helenwood				215.3
		215.4	. . . . Phillips				215.4
30		221.9	. . . . Robbins				221.9
10		225.8	. . . . Glen Mary				225.8
60		231.4	. . . . Sunbright				231.4
26		241.0	. . . . Lancing				241.0
		244.2	. . . . C. W. Tower				244.2
		249.0	. . . . Coleman				249.0
		251.2	. . . . Camp Austin				251.2
		252.7	. . . . North Oakdale				252.7
Yard		254.4	. . . . Oakdale				254.4

TENNESSEE RAILWAY—EASTWARD

Capacity of Tracks		MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	SEE SECTION 3 SPEC. IN ST.	MILES FROM ONEIDA
Other Tracks In Cars	Sidings In Feet						
Yard	TE 0.0	YL Y . . Oneida				0.0
92	TE 4.2	..... Stanley	\$			4.2
39	TE 9.0	..... Newtown	\$			9.0
18	TE12.9	Y . . . Winona	\$			12.9
32	TE21.0	..... Norma	\$			21.0
37	TE24.0	..... Laco	\$			24.0
27	TE26.4	.. Smokey Junction . .	\$			26.4
50	TE32.0	Y . . Beech Fork	\$			32.0
48	TE34.0	..... Swisher	\$			34.0
105	TE38.4	..... Rosedale	\$			38.4
100	TE40.0	.. Marco Junction . . .	\$			40.0
175	TE41.5	YL . . .Devonia	\$			41.5

NEW RIVER RAILWAY—SOUTHWARD

Capacity of Tracks		MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	SEE SECTION 3 SPEC. IN ST.	MILES FROM CINCINNATI
Other Tracks In Cars	Sidings In Feet						
		215.3	..... Helenwood				215.3
28	NR 0.0	..... New River	\$			0.0
70	NR 0.5	..... Highway Jct.	\$			0.5
10	NR 3.5	..... Pemberton	\$			3.5
16	NR 7.1	..... Hunter	\$			7.1
10	NR 9.1	..... Slick Rock	\$			9.1
80	NR11.0	..... Sterling	\$			11.0

↓
Miles from New River

THIRD DISTRICT CNO&TP—SOUTHWARD

Capacity of Tracks		MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSINGS IN SECTION 3 SPEC. IN ST.	MILES FROM CINCINNATI
Other Tracks In Cars	Sidings In Feet						
Yard	.....	254.4	..... Oakdale				254.4
		254.8	..... Tunnel 25				254.8
		255.5	..... Tunnel 26				255.5
Yard	.....	258.2	..... Harriman Jct.		C		258.2
Yard	.....	260.5	Y . . . Emory Gap				260.5
		261.4	..... E. G. Tower				261.4
Yard	7393	267.7	.. North Rockwood . . .				267.7
		269.1	.. South Rockwood . . .				269.1
6	10082	275.4	..... North Roddy				275.4
		277.3	..... South Roddy				277.3
42	9381	283.2	.. North Spring City . .				283.2
		285.1	.. South Spring City . .				285.1
2	14186	292.2	.. North Evensville . . .				292.2
		295.0	.. South Evensville . . .				295.0
116	7721	299.2	..... North Dayton				299.2
		300.7	..... South Dayton				300.7
25	10550	309.7	.. North Sale Creek . . .				309.7
		311.8	.. South Sale Creek . . .				311.8
12	.....	321.0	..... Daisy				321.0
		325.0	..... Cave Springs				325.0
10	.....	328.7	..... Hixson				328.7
68		331.2	Y . . . Tenbridge		C		331.2
		331.7	..... Boyce		C		331.7
		332.4	Y . . . Citico Jct.		C		332.4
Yard	.....	334.6	YL . deButts Yard . DN				334.6
Yard	.....	338.0	YL . . Chattanooga				338.0

Tennessee Division Timetable and Special Instructions govern between Tenbridge and deButts Yard.

HARRIMAN & NORTHEASTERN RAILROAD SOUTHWARD

Capacity of Tracks		MILE POST	STATIONS	S P A C E 1	I N T E R L O C K I N G S	S E C T I O N 3	M I L E S F R O M N A S H V I L L E
Other Tracks In Cars	Sidings In Feet						
11	.....	165.8H	YL Y . Harriman				165.8
Yard	.....	163.5H	YL Y . Emory Gap	\$			163.5
5	1693	156.9H	..... Rockwood	\$			156.9
.....	2040	149.4H	..... Daysville	\$			149.4
10	.....	146.0H	..... Ozone	\$			146.0
56	.....	141.6H	..... Crab Orchard	\$			141.6

ST. LOUIS—CENTRALIA—EASTWARD

EASTWARD		STATIONS	WESTWARD	
AMTRAK 59 Lv. Daily	P.M.		AMTRAK 58 Ar. Daily	A.M.
	s 10 15	...St. Louis - AMTRAK Sta....	s 7 35	
	10 30	YL { ... A&S Junction	6 55	
		..... Coapman		
	s 10 45	..... Belleville	s 6 35	
		..... Scott AFB		
		..... New Baden		
		..... Albers		
		..... Monterey Mine		
		..... Bartelso		
		..... Posey		
		..... Hoffman		
	11 30	YL { ... Centralia	5 45	
	s 11 55	.....Centralia-AMTRAK Sta...	s 5 40	
	P.M.		A.M.	
	Ar. Daily 59 AMTRAK		Lv. Daily 58 AMTRAK	

Timetable direction for AMTRAK Train 59 between St. Louis and Centralia is Eastward and for AMTRAK 58 between Centralia and St. Louis is Westward.

Eastern Standard schedule times shown above for AMTRAK trains are for passenger information only.

ST. LOUIS DISTRICT (WEST)—EASTWARD

Capacity of Tracks		MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	SECTION 3	MILES FROM ST. LOUIS
Other Tracks In Cars	Sidings In Feet						
Yard			YL . . . Luther Yd . . .				
Yard			. . . A. O. Smith Yd . . .				
			. . . St. Louis-AMTRAK Sta.				
		6.3W	YL { . . . A&S Junction . . .	†	A	◇	6.3
		8.2W	. . . Coapman . . .	†			8.2
Yard		15.8W	. . . Belleville . . .	†			15.8
40		25.2W	. . . Scott AFB . . .	†			25.2
12	10299	34.5W	. . . New Baden . . .	†			34.5
20		37.8W	. . . Albers . . .	†			37.8
Lead		38.6W	. . . Monterey Mine . . .	†			38.6
29		46.2W	. . . Bartelso . . .	†			46.2
15		52.9W	. . . Posey . . .	†			52.9
36		57.6W	. . . Hoffman . . .	†			57.6
Yard	6980	64.2W	. . . Centralia . . .	†	C		64.2
		64.4W	YL { . . . BN Jct. . .	†			64.4
		65.2W	. . . Centralia-AMTRAK Sta.	†			65.2
		66.1W	. . . IC Crossing . . .	†	C	◇	66.1
7		72.1W	. . . Walnut Hill . . .	†			72.1
44		78.2W	. . . Dix . . .	†			78.2
Yard	10687	86.1W	Y . . . Mt. Vernon . . .	†			86.1
		87.7W	. . . UP Crossing . . .	†	C	◇	87.7
		93.1W	. . . Marlow . . .	†			93.1
9		95.6W	. . . Bluford . . .	†			95.6
15		101.8W	. . . Keenes . . .	†			101.8
67		104.7W	. . . Wayne City . . .	†			104.7
7		107.8W	. . . Sims . . .	†			107.8
	12722	111.7W	. . . Moon . . .	†			111.7
58		117.6W	. . . Fairfield . . .	†			117.6
29	12885	126.1W	. . . Golden Gate . . .	†			126.1
15		134.4W	. . . Albion . . .	†			134.4
45		138.3W	. . . Browns . . .	†	A	◇	138.3
	10468	140.7W	. . . Simpson . . .	†			140.7
		148.9W	. . . Lee . . .	†			148.9
		150.1W	Y . . . CB Jct . . .	†			150.1
Yard		150.9W	. . . Mt. Carmel . . .	†			150.9
		152.2W	Y . . . Gibson . . .	†			152.2
		162.4W	. . . CSXT Crossing . . .	†	A	◇	162.4
Yard	7510	162.8W	YL { . . . Princeton . . .	†			162.8

Illinois Division timetable applies between Luther Yard and Coapman. At Centralia, BN Timetable and Rules govern between BN junction switches

ST. LOUIS DISTRICT (MIDDLE) — EASTWARD

Capacity of Tracks		MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	SECTION 3	MILES FROM ST. LOUIS
Other Tracks In Cars	Sidings In Feet						
Yard	7510	162.8W	YL { . . . Princeton . . .	†			162.8
		164.8W	. . . East Junction . . .	†			164.8
20		169.4W	. . . Francisco . . .	†			169.4
52		175.1W	. . . Oakland City . . .	†	A	◇	175.1
Yard		176.6W	. . . Oakland City Jct . . .	†			176.6
	10505	181.5W	. . . Ayrshire . . .	†			181.5
18		183.3W	. . . Winslow . . .	†			183.3
Yard	12463	199.1W	Y . . . Huntingburg . . .	†			199.1
3		206.3W	. . . St. Anthony . . .	†			206.3
	2466	213.9W	. . . Birdseye . . .	†			213.9
5	10325	222.3W	. . . Taswell . . .	†			222.3
10		228.4W	. . . English . . .	†			228.4
63		231.7W	. . . Temple . . .	†			231.7
56		235.8W	. . . Marengo . . .	†			235.8
20	2195	240.0W	. . . Milltown . . .	†			240.0
7	10042	243.8W	. . . Depauw . . .	†			243.8
3		247.5W	. . . Ramsey . . .	†			247.5
8		250.7W	. . . Corydon Jct . . .	†			250.7
3	10431	253.0W	. . . Crandall . . .	†			253.0
5	11265	261.9W	. . . Duncan . . .	†			261.9
Lead		266.9W	. . . Publico . . .	†			266.9
Yard		267.6W	. . . New Albany . . .	†			267.6
		268.3W	. . . Tatem . . .	†			268.3
		268.9W	. . . K&I Jct . . .	†	C		268.9
		270.2W	YL { Y . . . DI Tower . . .	†			270.2
Yard		270.4W	. . . Louisville . . .	†			270.4

C B BRANCH—WESTWARD

Capacity of Tracks		MILE POST	STATIONS	SMM P PAGE 1	I N T E R L O C K I N G S	S M M S R R C R O S S I N G S	S M M S R R C R O S S I N G S	S M M S R R C R O S S I N G S	M I L L E S F R O M D A N V I L L E
Other Tracks In Cars	Sidings In Feet								
		150.1W	YL { . . CB Jct. P.S.I. Lead Amax Lead Keensburg						126.5
Yard		CB127.4							127.4
		CB132.0							132.0
		CB132.6							132.6

EVANSVILLE BRANCH—EASTWARD

Capacity of Tracks		MILE POST	STATIONS	SMM P PAGE 1	I N T E R L O C K I N G S	S M M S R R C R O S S I N G S	S M M S R R C R O S S I N G S	S M M S R R C R O S S I N G S	M I L L E S F R O M E V A N S V I L L E
Other Tracks In Cars	Sidings In Feet								
Yard		0.0EB	YL . . Evansville					◇	0.0
20		3.2EB	. . . Stockwell Park						3.2
		11.4EB	. . . . . Chandler						11.4
		15.8EB	Y . . Boonville Wye					◇	15.8
50		16.6EB	. . . . . Boonville						16.6
64		18.2EB	. . . . . Nestor						18.2
3		21.6EB	. . . . . De Gonia						21.6
		32.1EB	. . . . . Rockport Jct						32.1
27		33.2EB	. . . . . Lincoln City						33.2
21		36.6EB	. . . . . Dale						36.6
75		39.2EB	. . . . . Hill Top						39.2
Yard		46.9EB	YL . . Huntingburg						46.9

Trains or engines using the tracks of Yankeetown Dock Corp. between Yankeetown Dock (M.P. 0.0BY) - Boonville Wye (M.P. 10.1BY) - Eby (M.P. 17.2BY) will be governed by the rules and special instructions of Yankeetown Dock Corporation. (See Special Instructions.)

LOUISVILLE DISTRICT — EASTWARD

Capacity of Tracks		MILE POST	STATIONS	SMM P PAGE 1	I N T E R L O C K I N G S	S M M S R R C R O S S I N G S	S M M S R R C R O S S I N G S	S M M S R R C R O S S I N G S	M I L L E S F R O M S T L O U I S
Other Tracks In Cars	Sidings In Feet								
Yard		270.4W	. . Louisville	SS					270.4
		271.6W	. . Madison St.	SS					271.6
		272.3W	. . . . . Garland Ave	SS					272.3
		272.8W	YL . . Virginia Ave	SS					272.8
		274.8W	. . Fourteenth St	SS	A	◇			274.8
Yard		274.9W	. . L. S. Junction	SS	C				274.9
		276.2W	. . Fourth Street	††	A	◇			276.2
		276.7W	. . . Floyd Street		C	◇			276.7
		278.2W	. . . . . Prestonia						278.2
	6934	279.6W	. . . . . Dumesnil						279.6
Yard		280.9W	YL . . Whitner	†					280.9
Yard		282.5W	Y . Appliance Park	†					282.5
Yard		283.0W	. . . . . Buechel	†					283.0
15		287.2W	. . . Jeffersontown	†					287.2
90		287.7W	. . . . . Bluegrass	†					287.7
10	10472	289.7W	. . . . . Tucker	†					289.7
8		293.8W	. . . . . Fisherville	†					293.8
15		300.7W	. . . . . Veechdale	†					300.7
Yard	9998	303.9W	. . . . . Joyes	†					303.9
8		308.4W	. . . . . Shelbyville	†	A	◇			308.4
9	11632	318.1W	. . . . . Waddy	†					318.1
8		323.0W	. . . . . Avenstoke	†					323.0
9	10266	330.5W	. . . . . Coal Chute	†					330.5
Yard		331.0W	Y . . Lawrenceburg	†					331.0
11		335.4W	. . . . . McBrayer	†					335.4
8		337.8W	. . . . . Nevin	†					337.8
	10426	342.3W	. . . . . West Talmage	†					342.3
10		344.3W	. . . . . East Talmage						344.3
Yard		351.6W	. . . . . Harrodsburg						351.6
		357.8W	Y . . S. J. Tower		C				357.8
		116.4	. . . . . DV Tower						361.0
Yard		116.6	. . . . . Danville						361.2

L L BRANCH—EASTWARD

Capacity of Tracks		MILE POST	STATIONS	SEE PAGE 1	INTERLOCKING	SEE SECTION 3 SPEC. INST.	MILES FROM LAWRENCEBURG
Other Tracks In Cars	Slidings In Feet						
Yard	0.0LL	Y . . Lawrenceburg . .	.	.	.	0.0
8	3.0LL	. . . . . Tyrone	S	.	.	3.0
65	9.0LL	Y . . . Versailles	S	.	.	9.0
Yard	24.0LL	. . . . . Lexington	S	.	.	24.0

NOTE: Track has been removed from service between M.P. 3.2LL and M.P. 9.0LL. Derails have been installed at M.P. 3.2LL and M.P. 9.0LL.

SPECIAL INSTRUCTIONS

1. STANDARD CLOCKS; BULLETIN BOOKS

Location	Office	Standard Clock	Bulletin Book
Cincinnati	Berry Yard - Ready Room		X
	Clare Yard - Ready Room		X
	Gest Street - Ready Room		
	"DI" Tower	X	X
	Gest St. - North and South End Locker Rooms		X
Ludlow	Ready Room	X	X
Delaplain	Ready Room	X	X
Lexington	Ready Room	X	X
Danville	Yard Office	X	X
Somerset	Dispatcher's Office	X	
Somerset	Crew Shanty		X
Oneida	Crew Room	X	X
Oakdale	Dormitory	X	X
Emory Gap	Agent's Office	X	X
Emory Gap	Crew Room		X
Chattanooga	deButts Yard - Yard Office	X	X
	deButts Yard - Engineer's Room		X
	Brown - Crew Room	X	X
Luther Yard	Carrie Ave. Yard Office	X	X
AO Smith Yd	Yard Office	X	X
St. Louis	AMTRAK Station	X	X
Centralia	Crew Room	X	X
Princeton	Yard Office	X	X
Huntingburg	Yard Office	X	X
Warrick	Yard Office	X	X
Louisville	Yardmaster's Office	X	
	Crew Room	X	X
	Roundhouse		X
	Market St.		X
Whitner	Depot	X	X
Lawrenceburg	Depot	X	X

2. CLEARANCE CARDS/DISPATCHER'S BULLETINS

A. Clearance Cards

Not Applicable

B. Dispatcher's Bulletins

Engineers and conductors must receive a current Dispatcher's Bulletin addressed to their train before leaving their initial station. Engineers and Conductors must show Dispatcher's Bulletin to other members of their crew. All crew members must read and be familiar with the contents. Each crew member is jointly responsible in complying with the requirements contained therein.

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

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

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

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

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

Dispatcher's Bulletins will be issued at:

Cincinnati	St. Louis-AMTRAK Station
Delaplain	St. Louis-Luther Yard
Lexington	Granite City-A.O. Smith Yard
Danville	Centralia
Somerset	Princeton
Oneida	Huntingburg
Oakdale	Warrick
Knoxville	Louisville
Emory Gap	Whitner
deButts Yard	Lawrenceburg

Originating trains operating over the Kentucky Division must not depart any of the above locations until both the Engineer and Conductor have received a current Dispatcher's Bulletin that is addressed to their train. Before departing the conductor is responsible for verifying the dispatcher's bulletin with the dispatcher or operator.

Tennessee Division trains must not leave Oakdale without dispatcher's bulletin. At Oakdale, crews reporting for duty will receive dispatcher's bulletins for their train from crews being relieved. These bulletins will contain current operating instructions, including temporary speed restrictions and other restrictive conditions.

C. Direct Train Control

For movements requiring their use, the train dispatcher will issue Train Dispatcher Bulletins to Direct Train Control Points via electronic data systems over the signature of the chief dispatcher, subject to applicable rules governing train order.

When additions, deletions and/or changes are made to Train Dispatcher Bulletins, the train dispatcher must compare the new Train Dispatcher Bulletins to the previous Train Dispatcher Bulletins with another qualified employee to insure the new Train Dispatcher Bulletins are correct.

3. RAILROAD CROSSING AT GRADE

a. Interlocked

LOCATION		LINE/RR
CINCINNATI TERMINAL		
Bond Hill, (Note 1)	M.P. CT2.0	CSXT

3. RAILROAD CROSSING AT GRADE (Cont'd)

a. Interlocked (Cont'd)

LOCATION		LINE/RR
ST. LOUIS TERMINAL		
V. & C. Junction	M.P. 4.4W	TRRA
Coapman (Note 2)	M.P. 6.3W	A&S R.R.
ST. LOUIS DISTRICT		
Centralia (Note 3)	M.P. 66.1W	IC R.R.
Mt. Vernon	M.P. 87.7W	UP R.R.
Browns (Note 4)	M.P. 138.3W	IHRC R.R.
Princeton (Note 5)	M.P. 162.4W	CSXT R.R.
Oakland City (Note 6)	M.P. 175.1W	IS R.R.
LOUISVILLE TERMINAL		
Fourteenth Street (Note 7)	M.P. 274.8W	PAL R.R.
Fourth Street (Note 8)	M.P. 276.2W	CSXT R.R.
Floyd Street	M.P. 276.7W	CSXT R.R.
LOUISVILLE DISTRICT		
Shelbyville	M.P. 307.2W	CSXT R.R.

NOTE 1: Bond Hill, Cincinnati, OH

Bond Hill is a remotely controlled interlocking, controlled from Ivorydale Junction (NA Tower). It is governed by CSXT rules, timetable, and special instructions.

Permission must be secured from CSXT operator at Ivorydale Junction (NA Tower) to occupy interlocking; crews must not operate or pass hand throw switch point derail at east end of Berry Yard until permission to occupy interlocking has been received from control station. When permission is received, locks may be removed from switch activating eight (8) minute time release. After eight minutes, electric lock light will illuminate and switches may be operated. It will not be necessary to wait an additional five (5) minutes after switches have been thrown (CSXT Rule 513, Exception 5). Crews moving from CSXT to NS approaching electrically locked switches must move onto the circuit near the switches to activate the electric locks before the locks are removed.

If crews are unable to communicate with NA Tower via radio, the crew must call NA Tower from CSXT telephones located near the power crossover or switch leading from Berry Yard by ringing one long.

After the movement is completed, all switches and derails must be lined to normal position and the crew must report clear of CSXT tracks.

NOTE 2: E. ST. LOUIS, IL, A&S Railroad Crossing, M.P. 6.3W

Push button and indicator lights are located in small box on side of signal bungalow on northeast quadrant of A&S crossing.

If signals do not clear automatically and there is no conflicting movement, crew member will follow instructions posted in push button control box, as follows:

- If indicator light is illuminated, this indicates block is **clear**. Operate push button and hold 5 seconds before releasing.
- If indicator is not illuminated, this indicates block **occupied**. Wait 2 minutes and if no conflicting movement is evident, then operate push button and hold 5 seconds before releasing.
- If home signal continues to display stop after 1 minute 30 seconds and indicator light is not illuminated, train may proceed in accordance with Rule 462.

NOTE 3: CENTRALIA, IL, IC Railroad Crossing, M.P. 66.1W

The following instructions will govern train and engine movements that encounter a stop signal at the IC Railroad crossing:

- (a) All NS trains must contact the BN train dispatcher at Galesburg, Illinois, via radio, by selecting channel 66-66 (then push tone 4 and 7 in order on key pad) and wait for BN dispatcher to answer, or by Bell phone, area code (309) 345-6410, to obtain authority and route instructions to occupy BN main track. After receiving track authority from BN dispatcher, NS crews must then contact the Illinois Central "B" yard operator via radio on channel 72-72, or bell phone 533-3344, and inform the IC operator of the intended move and BN dispatcher's authorization and that you are ready to proceed upon IC operator's authority and route instructions. It will be permissible for NS train dispatcher to obtain track authority and route from BN dispatcher and IC operator prior to arrival of train and relay this information to the NS train crew.
- (b) All train and engine movements must stop and not proceed until there are no conflicting movements evident.
- (c) After stopping, authority to proceed past the stop signal must be secured from the IC Railroad "B" Yard Operator.
- (d) If the IC Railroad "B" Yard Operator advises via radio, instructions enabling the train to pass the signal after stopping, the train or engine may proceed after a member of the crew has walked through the entire route, checking the position of all switches. After checking the route, a member of the crew must stand at the facing point switches involved in the movement until the lead wheel moves onto the first facing point switch. If instructions are given that the train may proceed after taking switches off power and lining by hand, a member of the crew must take all switches off power, hand line each switch for the route, and then check the route. If no exceptions are taken to the switches, and all switches are fitting up properly, the movement may then proceed until clear of the IC interlocking. A member of the crew must then reline the switches and place all switches back on power.
- (e) After stopping and receiving permission to proceed, all train and engine movements must proceed at restricted speed, unless or until a more favorable signal indication is received.

NOTE 4: BROWNS, IL, IHRC Railroad Crossing, M.P. 138.3W

Interlocking signals at Browns, IL, over the IHRC crossing, M.P. 138.3W are also Automatic Block Signals. Rules 400 through 465 apply. Waiting time on pushbutton for NS trains is 3 minutes. Be governed by the following instructions:

- (a) If no train is approaching on the IHRC R.R. at Browns, insert NS switch key in pushbutton release box and unlock. Push E.B. or W.B. pushbutton, depending upon direction, in as far as possible. Hold 5 seconds and release. After 3 minutes, signal should clear.
- (b) If the Home Signal continues to indicate "stop" after waiting 3 minutes, train movement shall be governed by application of Rule 462.

NOTE 5: PRINCETON, IN, CSXT Railroad Crossing, M.P. 162.4W
Instructions to NS trains stopped by home signals, eastward or westward, at CSXT — NS interlocking, Princeton, Indiana:

- (a) Indicator illuminated indicates that signals for the conflicting route display STOP. Push release button and hold for 5 seconds. Home signal should indicate proceed within 5 minutes.
- (b) If indicator is not illuminated, consult CSXT dispatcher concerning conflicting movements before operating release button.

- (c) If CSXT dispatcher advises there are no conflicting movements, then operate release button and hold for 5 seconds.
- (d) If signal continues to display stop after 5 minutes, crew member must protect in accordance with Rule 462 against conflicting movements before signaling train to proceed over crossing.
- (e) If necessary to make reverse movements after train has passed through plant, push NS release button to set home signal at proceed.

Trains must **not** stop on the CSXT Crossing at Princeton **unless it is necessary**.

Trains stopping on this crossing must not move until a member of the crew is at the crossing with a walkie-talkie to observe train move over the crossing.

A time-out circuit has been installed on the West approach to CSXT Interlocking at Princeton, Indiana, M.P. 162.4W. This time-out circuit allows CSXT train movements to pass through interlocking without flagging when Princeton Yard Engine or other trains are occupying westward approach to the CSXT crossing.

When it is necessary to protect train movement through CSXT Interlocking at M.P. 162.4W in a westward move, procedures as provided for in box at CSXT crossing must not be commenced until engine has passed the approach signal located at M.P. 162.5W (140 feet east of Main Street overpass).

NOTE 6: OAKLAND CITY, IN, Indiana Southern R.R. Crossing, M.P. 175.1W

— EASTWARD TRAINS

Eastward signal, M.P. 174.2W, Rules 301(b), 307(b) and 310(b) govern. When this signal displays Stop, Rule 310(b), a member of the crew must go to the pushbutton box located on the west side of signal case at M.P. 174.2W and must be governed by the following instructions:

- (a) Open pushbutton box and depress pushbutton marked No. 1;
- (b) If green pushbutton light is illuminated, depress pushbutton marked No. 2 immediately;
- (c) If red pushbutton light is illuminated, wait eight (8) minutes, then depress pushbutton marked No. 2;
- (d) If signal does not clear, proceed governed by Rule 402 to interlocking signal at Oakland City, M.P. 175.1W;
- (e) After stopping at Interlocking signal at Oakland City, train or engine may proceed after complying with Rules 462 and 402.

— WESTWARD TRAINS

The westward interlocking signal will display indications governed by Rules 301(c), 307(c), 309(b) and 310(c). When this signal displays Stop, Rule 310(c), and there are no conflicting movements, a member of the crew must go to the pushbutton box located in telephone box on west end of signal case at crossing and must be governed by the following posted instructions:

- (f) If red pushbutton light is dark, Indiana Southern signals may be indicating proceed. No action must be taken until after waiting eight (8) minutes. If no Indiana Southern movement is then evident, proceed with instruction (h).
- (g) If red pushbutton light is illuminated, Indiana Southern signals are in Stop position.
- (h) Operate pushbutton and hold for five (5) seconds. White pushbutton light should illuminate and signal display proceed.
- (i) If white pushbutton light does not illuminate, wait an additional eight (8) minutes. White pushbutton light should illuminate and signal should indicate proceed.

- (j) If white pushbutton light does not illuminate or signal does not display a more favorable indication than Stop after complying with instruction (i), be governed by Rules 462 and 402.

Whenever it is necessary for an eastward train to work the interchange track at Oakland City, and must return to train, the same procedures must be followed as stated in instructions Numbers (f), (g), (h), (i), and (j).

NOTE 7: FOURTEENTH STREET, LOUISVILLE, KY, PAL Railroad Crossing, M.P. 274.8W

- Must have authorization from East End Dispatcher, Somerset, Kentucky, to operate push button release.
- Indicator light in box will be illuminated if PAL signals indicate stop. The button marked "clear" may be pushed immediately if indication light is illuminated. When depressed PUSH BUTTON shall be held for 5 seconds.
- If indicator is not illuminated, check all PAL tracks for approaching trains or engines.
- Pushbutton may now be operated only if no PAL trains or engines are approaching crossing.
- After three (3) minutes have elapsed if NS signal does not clear, movement may be made in accordance with Rule 462.

NOTE 8: FOURTH STREET, LOUISVILLE, KY, CSXT Railroad Crossing, M.P. 276.2W

When operating on NS tracks, all interlocking home signals are approach cleared with supervisory control by NS East End Dispatcher, Somerset, Kentucky, to hold trains at that point when necessary. Train or engine crews should contact East End Dispatcher by radio when they receive a "STOP" indication in either direction, to secure permission to operate push button release.

The following are detailed instructions for operation of emergency release. "PUSH BUTTON" is located above push button box on signal bungalow.

- Must have authorization from NS East End Dispatcher, Somerset, Kentucky, to operate push button release.
- Open push button box marked "NS" on east side of signal bungalow.
- Green indicator light in box will be illuminated if CSXT signals indicate stop. The button marked "CLEAR" may be pushed immediately if green indication is illuminated.
- If indicator is not illuminated, check all CSXT tracks for approaching trains or engines.
- Pushbutton may now be operated **only** if no CSXT engines or trains are approaching crossing.
- After four (4) minutes have elapsed if NS signal does not clear, movement may be made in accordance with Rule 462.

b. Non Interlocked

LOCATION	LINE/RR
CINCINNATI TERMINAL	
Idlewild, (Note 1)	CR
Ivorydale, (Note 1)	CR
Loop Track and West Lead (Note 1)	CSXT
EVANSVILLE BRANCH	
Evansville	M.P. 0.0EB IHRC R.R., CSXT R.R.
Boonville Wye (Note 2)	M.P. 15.8EB Yankeetown Dock Corp.

b. Non Interlocked (Cont'd)

Note 1: All trains and movements must stop and not proceed until there are no conflicting movements evident.

Note 2: All eastward and westward NS Railway movements over Yankeetown Railroad, non-interlocked railroad crossing at Boonville Wye, M.P. 15.8EB, must stop at the designated stop boards and not proceed across until verbal information is received via radio from Yankeetown operator that **no** conflicting movements are approaching from either direction. Any southward or northward movement at this location has first priority for movement and must not be stopped unless absolutely necessary in order to minimize traffic delay on Indiana State Route 62. Conflicting movements at this location will approach the non-interlocked railroad crossing at Yard Speed, not to exceed 10 MPH. They are **NOT REQUIRED TO STOP PRIOR TO FOULING THE RAILROAD CROSSING UNLESS SUCH CROSSING IS FOULED BY NS RAILWAY MOVEMENT.**

In the event of communication failure eastward and westward, NS Railway movements must stop, as required by Operating Rule 98. A crew member will then place a lighted fusee a minimum of 100 feet north and south of the railroad crossing between the Yankeetown Rails, wait five minutes and then proceed across if there are no conflicting movements. This procedure is in addition to other instructions and does not modify or change any other instructions.

4. JUNCTIONS

a. Interlocked

LOCATION	LINE/RR
CINCINNATI TERMINAL	
Valley, Rendcomb Jct., Oasis (Note 1)	CR
Hopple St.-Loop Track Connector (Note 2)	CSXT
Clare Yard, Red Bank (Note 3)	Lake Div.
FIRST DISTRICT CNO&TP	
S J Tower	M.P. 113.2 W Line
THIRD DISTRICT CNO&TP	
Harriman Jct.	M.P. 258.2 Tennessee Div.
CHATTANOOGA TERMINAL	
Boyce	M.P. 331.7 Tennessee Div.
Citico Jct.	M.P. 332.4 Tennessee Div.
ST. LOUIS DISTRICT	
Centralia	M.P. 64.4W BN R.R.
Oakland City Jct. (East Leg Wye) (Note 4)	M.P. 177.3W AW&W R.R.
LOUISVILLE TERMINAL	
K&I Jct.	M.P. 268.9W CSXT & Soo Line R.R.
PAL Connection	M.P. 274.8W PAL
7th & Magnolia	M.P. 274.9W CSXT R.R.

Note 1: Interlockings at Valley, Rendcomb Jct., and Oasis are controlled by Conrail Dispatcher at Indianapolis, Indiana Conrail rules, timetable and special instructions govern.

Note 2: Interlockings with CSXT at Hopple Street and at foot of loop - west lead track at Gest Street Yard are controlled by CSXT. Movements are governed by CSXT rules, timetable and special instructions.

Note 3: Clare and Red Bank interlockings are controlled by the Lake Division dispatcher at Ft. Wayne, Indiana, with Lake Division timetable and special instructions governing.

Note 4: OAKLAND CITY JUNCTION, AW&W R.R., M.P. 177.3W —

1. When movement is to be made with track warrant authority onto mainline via the east leg of wye at Oakland City Junction, M.P. 177.3W, after train movement is stopped clear of low home signal just west of Highway 64, be governed by the following:

If light inside NS box is illuminated:

- (a) Actuate pushbutton labeled "start".
- (b) After approximately 6 minutes, signal indication should change from stop to diverging route clear, Rule 304(d) or diverging route approach, Rule 308(c). Before proceeding onto Highway 64, warn highway traffic by hand protection.
- (c) If, after complying with (a) and (b) above, signal remains in stop indication, obtain authority from Dispatcher, proceed at restricted speed to the power-operated switch located near the clearance point of mainline, stop, and hand line for movement onto mainline. After complete movement is on mainline, restore power-operated switch for movement toward the AW&W connection track with both hand and power levers left pointing westward.

2. When movement is to be made from mainline onto the east leg of wye at Oakland City Jct., M.P. 177.3W, after circuit between eastward and westward signal locations is left clear, be governed by the following:

- (a) Stop movement just east of westward mainline signal.
- (b) Actuate pushbutton located on post near westward mainline signal.
- (c) Line spring switch for movement onto east leg of wye. Mainline signal will indicate restricted proceed, Rule 309(b), for movement onto east leg of wye toward the AW&W. Note: In order to receive signal indication when returning to mainline, restore spring switch to normal position.
- (d) If, after complying with steps (a), (b) and (c), mainline signal displays Stop, Rule 310(c), obtain authority from Dispatcher and hand line the power operated switch for movement. Movement may then be made onto the east leg of the wye.
- (e) When a train or engine enters the Main Line from the east Wye at Oakland City Junction and it is necessary to proceed west, prior to passing signal located at M.P. 177.3W, crew members must operate the pushbutton located on the east end of signal case at M.P. 177.3W. After doing so, if signal displays Restricted Proceed, Rule 309(d), train or engine must wait five (5) minutes before proceeding west.

When it is necessary to use the Emergency Release Box, crew member must lock box after use and notify Dispatcher by the first available means of communication.

b. Non-Interlocked

LOCATION		LINE/RR
CINCINNATI TERMINAL		
Cincinnati (Note 1)		CSXT
FIRST DISTRICT CNO&TP		
Lexington	M.P. 80.1	CSXT
	M.P. 80.7	LL Branch
SECOND DISTRICT CNO&TP		
Stearns	M.P. 192.5	K&T Ry.
Oneida	M.P. 209.4	Tenn. Ry.
Helenwood	M.P. 215.0	New River Ry.

b. Non-Interlocked (Cont'd)

LOCATION		LINE/RR
THIRD DISTRICT CNO&TP		
Emory Gap	M.P. 260.5	H&NE R.R.
Harriman	M.P. 166.3H	Tenn. Div.
ST. LOUIS DISTRICT		
A&S Junction	M.P. 6.4W	A&S R.R.
Centralia	M.P. 64.2W	BN R.R.
Mt. Vernon	M.P. 87.7W	UP R.R.
Browns	M.P. 138.3W	IHRC R.R.
CB Junction	M.P. 150.1W	W Line and CB Branch
Princeton	M.P. 162.4W	CSXT R.R.
Oakland City	M.P. 175.1W	IS R.R.
Oakland City Jct.	M.P. 176.6W	
	West Leg of Wye	AW&W R.R.
Ayrshire	M.P. 181.5W	AW&W R.R.
Huntingburg	M.P. 199.1W	W Line and EB Branch (Evansville)
		LNAL R.R.
Corydon Junction	M.P. 250.7W	
EVANSVILLE BRANCH		
Evansville	M.P. 0.3EB	IHRC R.R. and CSXT R.R.
Boonville Wye	M.P. 15.8EB	Yankeetown Dock Corp. IHRC R.R.
Rockport Junction	M.P. 32.1EB	IHRC R.R.
Lincoln City	M.P. 33.2EB	IHRC R.R.
LOUISVILLE TERMINAL		
Louisville	M.P. 270.4W	ConRail
LOUISVILLE DISTRICT		
Lawrenceburg	M.P. 331.0W	W Line and LL Branch

Note 1: Junction with CSXT industrial lead is located at foot of loop at 8th Street viaduct. Junction is protected by a semaphore-type signal. When semaphore arm is in horizontal position, NS movements may proceed. When semaphore arm is in vertical position, NS movement must stop. After contacting Gest Street Yardmaster for instructions, movement must not proceed until semaphore arm is restored to horizontal position and route is properly lined and way is seen to be clear.

5. DRAWBRIDGES

a. Interlocked

Tennessee River Bridge M.P. 331.2

b. Non-Interlocked

NONE

6. METHOD OF OPERATION

6a DISTRICTS: BETWEEN AND	See 6b TRACKS	* SIGNALS	AUTHORITY FOR MOVEMENTS #
CINCINNATI TERMINAL First Street Ludlow	Double	ABS	RC (See 6e)
FIRST DISTRICT CNO&TP			
Ludlow Rice	Double	ABS	TC
Rice Bracht	Single	ABS	TC
Bracht Reid	Double	ABS	TC
Reid Mason	Single	ABS	TC
Mason Rohan	Double	ABS	TC
Rohan Rogers Gap	Single	ABS	TC
Rogers Gap Akers	Double	ABS	TC
Akers Greendale	Single	ABS	TC
Greendale Bishop	Double	ABS	TC

6. METHOD OF OPERATION (Cont'd)

6a DISTRICTS: BETWEEN AND	See 6b TRACKS	* SIGNALS	AUTHORITY FOR MOVEMENTS #
FIRST DISTRICT CNO&TP (Cont'd)			
Bishop Jessamine	Single	ABS	TC
Jessamine Brown	Double	ABS	TC
Brown Faulkner	Single	ABS	TC
Faulkner DV Tower	Double	ABS	TC
DANVILLE YARD			
DV Tower South Danville	Double	ABS	YL
SECOND DISTRICT CNO&TP			
South Danville Bowen	Double	ABS	TC
Bowen Palm	Single	ABS	TC
Palm South Fork	Double	ABS	TC
South Fork Kings Mtn.	Single	ABS	TC
Kings Mtn. Woods	Double	ABS	TC
Woods Grove	Single	ABS	TC
Grove Tateville	Double	ABS	TC
Tateville KD Tower	Single	ABS	TC
KD Tower Cumberland Falls	Double	ABS	TC
Cumberland Falls Whitley	Single	ABS	TC
Whitley Phillips	Double	ABS	TC
Phillips Robbins	Single	ABS	TC
Robbins CW Tower	Double	ABS	TC
CW Tower Coleman	Single	ABS	TC
Coleman Oakdale	Double	ABS	TC
TENNESSEE RAILWAY			
Oneida Devonia	Single	NS	TWC
NEW RIVER RAILWAY			
Helenwood Sterling	Single	NS	TWC
THIRD DISTRICT CNO&TP			
Oakdale NE Tunnel 25	Double	ABS	TC
NE Tunnel 25 SE Tunnel 26	Single	ABS	TC
SE Tunnel 26 EG Tower	Double	ABS	TC
EG Tower Daisy	Single	ABS	TC
Daisy Cave Springs	Double	ABS	TC
Cave Springs Hixson	Single	ABS	TC
Hixson Tenbridge	Double	ABS	TC
H&NE RAILROAD			
Harriman Crab Orchard	Single	NS	TWC
ST. LOUIS TERMINAL			
A&S Jct. Coapman	Single	ABS	YL
Coapman M.P. 8.2W	Single	ABS	YL (See 6h)
ST. LOUIS DISTRICT			
8.2W 64.5W	Single	ABS	TWC(See 6f&h)
M.P. 66.5W Tatem	Single	ABS	TWC(See 6f&h)
CB BRANCH			
CB Jct. Keensburg	Single	NS	TWC
M.P. CB 132.6			
EVANSVILLE BRANCH			
Evansville Huntingburg	Single	NS	TWC
LOUISVILLE TERMINAL			
Tatem K&I Junction	Double	ABS	TC (See 6e)
K&I Junction L. S. Junction	Double	NS	YL (See 6e)
L. S. Junction Fourth Street	Double	ABS	251
Fourth Street Dumesnil	Single	ABS	TC
LOUISVILLE DISTRICT			
Dumesnil Buechel	Single	ABS	YL
Buechel West Talmage	Single	ABS	TWC (See 6e)
West Talmage SJ Tower	Single	ABS	TC
LL BRANCH			
Lawrenceburg Lexington	Single	NS	TWC

6. METHOD OF OPERATION (Cont'd)

*NS = Non-Signaled; ABS = Automatic Block System.
 #TO = Train Order; TC = Traffic Control; RC = Remote Control;
 251 = Rule 251; 261 = Rule 261; MBS = Manual Block System;
 YL = Rule 93; TWC = Track Warrant Control.

6b. METHOD OF OPERATION - TWO OR MORE TRACKS

Within RC and TC territory between Cincinnati and Tenbridge, the two main tracks where double track extends are identified as No. 1 on the East Side and No. 2 on the West Side.

6c. METHOD OF OPERATION - SIGNALLED SIDINGS

The following sidings in TC Territory are signaled sidings:
 Third District CNO&TP

North Evensville M.P. 292.2 to South Evensville M.P. 295.0

6d. METHOD OF OPERATION - CONTROLLED SIDINGS

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

North Rockwood M.P. 267.7 to South Rockwood M.P. 269.1
 North Roddy M.P. 275.4 to South Roddy M.P. 277.3
 North Spring City M.P. 283.2 to South Spring City M.P. 285.1
 North Dayton M.P. 299.2 to South Dayton M.P. 300.7
 North Sale Creek M.P. 309.7 to South Sale Creek M.P. 311.8

6e. METHOD OF OPERATION - INTERLOCKED SWITCHES

Interlocked switches are controlled as follows:

Location	Mile Post	By Operators
CINCINNATI TERMINAL		
8th Street	1.9	Gest Street
Intermodal	2.0	Gest Street
Ludlow	3.0	Gest Street
Location	Mile Post	By Dispatchers
LOUISVILLE TERMINAL		
Tatem	268.3W	East End
K&I Jct.	268.9W	East End
DI Tower	270.2W	East End
Madison St.	271.6W	East End
Garland Ave.	272.3W	East End
Virginia Ave.	272.8W	East End
LS Jct.	274.9W	East End
4th Street	276.2W	East End
Floyd St.	276.7W	East End
Prestonia	278.2W	East End
Dumesnil	279.6W	East End

6f. METHOD OF OPERATION - WAITING TIMES

For the purpose of Rule 404 at the following locations, waiting times shown must be observed.

Mile Post	Location	Time
ST. LOUIS DISTRICT		
38.6W	Monterey Mine	7 minutes 30 seconds (See 6g)
148.9W	PSI Lead, Lee	12 minutes (See 6g)
150.1W	CB Junction	5 minutes
152.1W	Gibson	5 minutes 30 seconds (See 6g)
152.4W	Gibson	5 minutes 30 seconds (See 6g)
156.8W	Lyles	12 minutes
160.3W	Indiana Grain	12 minutes
161.0W } 164.8W }	Princeton (Within yard limits)	6 minutes

6f. METHOD OF OPERATION - WAITING TIMES (Cont'd)

Mile Post	Location	Time
ST. LOUIS DISTRICT (Cont'd)		
176.6W	Oakland City Jct. (East Leg Wye, West Leg Wye and Connection Track)	6 minutes
189.7W	Velpen	8 minutes
198.0W } 201.9W } 220.7W } 222.3W }	Huntingburg (Yard Limits)	6 minutes
228.3W	Taswell	8 minutes
231.3W	English	8 minutes
247.3W	Temple	6 minutes
250.8W	Ramsey	12 minutes
	Corydon Jct.	12 minutes

LOUISVILLE DISTRICT

287.6W	West End, Bluegrass Runaround	8 minutes
293.9W	Fisherville	10 minutes
300.6W	Veechdale	10 minutes

6g. METHOD OF OPERATION - ENTERING MAIN TRACK

1. Listed below are instructions for trains to enter the main track at Monterey Mine, M.P. 38.6W.

Permission must be obtained from the West End Dispatcher prior to operating push button panel board.

Push buttons and indicator lights are located in small box on pedestal near dwarf signal.

- If both eastward and westward indicator lights are illuminated, this indicates block is **clear**. Operate push button marked "start." Dwarf signals should clear within 1 minute and 30 seconds. If signal does not clear, then movement should be made in accordance to Rule 404, requiring a waiting period of 7 minutes 30 seconds prior to lead wheels of movement reaching frog.
- If eastward or westward indicator lights are **not** illuminated, this indicates block is **occupied**. If dispatcher gives permission to occupy main track, then movement must be made in accordance with Rule 404, with a required waiting period of 7 minutes 30 seconds prior to lead wheels fouling frog.
- If movement is not made, operate push button marked "cancel."

2. Listed below are instructions for trains entering the main track at Lee, M.P. 148.9W.

Prior to operating push buttons on panel board, permission must be obtained from the West End Dispatcher.

Push buttons and indicator lights are located in small box on side of signal case near dwarf signal.

- If both eastward and westward indicator lights are illuminated, this indicates block is **clear**. Operate push button marked "start." Dwarf signal should clear within 12 minutes. If signal does not clear, then movement must be made in accordance to Rule 404 with an additional waiting time of 5 minutes prior to lead wheels fouling frog.
- If eastward or westward indicator lights are **not** illuminated, this indicates block is **occupied**. If dispatcher gives permission to occupy main track, then movement must be made in accordance to Rule 404, with a waiting time of 12 minutes prior to leading wheels fouling frog.

(c) If movement is not made, operate push button marked "cancel."

3. Listed below are instructions for trains entering main track at Gibson, M.P. 152.1W and M.P. 152.4W.

Prior to operating push buttons on panel board, permission must be obtained from the West End Dispatcher.

Push buttons and indicator lights are located in small box on side of signal case near dwarf signal.

- If both eastward and westward indicator lights are illuminated, this indicates block is **clear**. Operate push button marked "clear." Dwarf signal should clear within 5 minutes and 30 seconds. If signal does not clear, then movement onto main track must be made in accordance with Rule 404 with an additional waiting time of 5 minutes prior to lead wheels fouling frog.
- If eastward or westward indicator lights are **not** illuminated, this indicates block is **occupied**. If train dispatcher gives permission to occupy main track, then movement must be made in accordance with Rule 404 requiring a waiting period of 5 minutes 30 seconds prior to leading wheels fouling frog.
- If movement is not made, operate push button marked "cancel."

6h. METHOD OF OPERATION - PASSING TRAINS

When necessary for a train to pass another train standing on the main track, pushbutton devices will be activated on bungalow at locations with waiting period as listed:

Mile Post	Location	Waiting Period
ST. LOUIS DISTRICT		
8.2W	East End, Coapman Siding	8 minutes
33.5W	West End, New Baden Siding	8 minutes
35.5W	East End, New Baden Siding	8 minutes
84.1W	West End, Mt. Vernon Siding	5 minutes
86.1W	East End, Mt. Vernon Siding	8 minutes
110.2W	West End, Moon Siding	5 minutes
112.6W	East End, Moon Siding	8 minutes
128.1W	East End, Golden Gate Siding	5 minutes
126.0W	West End, Golden Gate Siding	5 minutes
139.9W	West End, Simpson Siding	5 minutes
141.9W	East End, Simpson Siding	8 minutes
180.7W	West End, Ayrshire Siding	5 minutes
181.5W	AW&W R.R. Connection	8 minutes
182.7W	East End, Ayrshire Siding	8 minutes
199.3W	West End, Huntingburg Siding	8 minutes
201.6W	East End, Huntingburg Siding	7 minutes
220.4W	West End, Taswell Siding	12 minutes
222.3W	East End, Taswell Siding	8 minutes
241.6W	West End, Depauw Siding	8 minutes
243.9W	East End, Depauw Siding	11 minutes
253.1W	West End, Crandall Siding	10 minutes
255.1W	East End, Crandall Siding	6 minutes
259.8W	West End, Duncan Siding	6 minutes
261.9W	East End, Duncan Siding	8 minutes
LOUISVILLE DISTRICT		
288.0W	West End, Tucker Siding	8 minutes
290.0W	East End, Tucker Siding	5 minutes
303.9W	West End, Joyes Siding	6 minutes
305.9W	East End, Joyes Siding	8 minutes
318.0W	West End, Waddy Siding	6 minutes
320.4W	East End, Waddy Siding	7 minutes
328.4W	West End, Coal Chute Siding	8 minutes
330.6W	East End, Coal Chute Siding	5 minutes

6i. METHOD OF OPERATION - JOINT PERMISSION

1. When a stop signal will not clear, it will be necessary to have the Operator and Dispatcher give verbal permission before allowing a train to pass the signal at the following locations:

Location	Direction	Dispatcher	Operator
FIRST DISTRICT CNO&TP			
Ludlow M.P. 3.0	Southward	North End-Somerset	DI-Cincinnati

THIRD DISTRICT CNO&TP

Tenbridge M.P. 331.2	Northward	South End-Somerset	deButts-Chattanooga
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2. When a stop signal will not clear, it will be necessary to have joint Dispatcher's authority before passing the signal at the following location:

Location	Direction	Dispatcher	Dispatcher
ST. LOUIS DISTRICT			
Tatem M.P. 268.3W	Westward	East End-Somerset	West End-Somerset

LOUISVILLE DISTRICT

West Talmage M.P. 342.3W	Westward	North End-Somerset	East End-Somerset
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6j. INSTRUCTIONS GOVERNING THE ISSUING OF JOINT TRACK TIME FORM 23-A

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

7. OTHER TRAIN MOVEMENTS/INSTRUCTIONS

7a. SYSTEM WIDE

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

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

3. **Pusher Service** - The following procedure will be used by pusher engines:

- 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.
- Couple the trainline air hoses and open both angle cocks.
- If a caboose is ahead of the pusher engines, it must be unoccupied while shoving.
- When pusher service is no longer required, the movement must STOP.
- Close both angle cocks.

- Cut in the double-heading cock on the pusher engines, test independent brake and separate from the train.
- No more than the equivalent of 14 conventional (non-high adhesion) powered axles may be used in pusher service. (Exception: the equivalent of 24 conventional powered axles may be used in pusher service where authorized by special instruction and train being pushed is solid loaded bulk commodity train.) High adhesion axles are equivalent to one and one-third conventional (non-adhesion) axles.
- Before performing pusher service where multiple unit consist is involved and before air hoses are coupled between pusher engines and rear of train to be shoved, the Engineer on the pusher engines will change operating ends and set up and operate the furthest unit from the rear of the train being shoved. In addition to the caboose of the train being shoved, the unit of the multiple consist next to the caboose will be unoccupied while shoving.
Good communications must be established during such a move.

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

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

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

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

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

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

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

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

has passed entire work gang. Engine whistle and bell must be sounded frequently when approaching and passing work limits.

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

The following locations are not considered outlying points, and it is not necessary to lock equipment:

Huntingburg, Indiana
Princeton, Indiana

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

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

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

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

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

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

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

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

13. Federal Railroad Administration regulations prohibit tampering with safety devices on trains. The rules establish standards of conduct for railroads and individuals who operate or permit to be operated locomotives with willfully disabled safety devices. Safety device means

equipment that is used either to assure that the locomotive operator is alert, not physically incapacitated, aware of and complying with the indications of a signal system or other operational control system or to record data concerning the operation of that locomotive or the train it is powering. Any individual who willfully disables such a device is subject to a civil penalty and to disqualification from performing safety-sensitive functions on a railroad. Disabled is defined to mean "to unlawfully render a device incapable of proper and effective action or to materially impair the functioning of that device."

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

27. In order to assist in avoiding muscle strain, all train and engine service employees are required to perform five minutes of stretching exercises from the warm-up exercise examples depicted in the Safety Rule Book at the beginning of each tour of duty. The conductor, or in the absence of the conductor, the engineer, is responsible for ensuring that all crew members, including himself, perform the stretching

exercises. Stretching exercise is a safety preparation to be used in advance of performing your work that presents potential strenuous activity.

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

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

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

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

7b. DIVISION WIDE

1. In Automatic Block Signal or Traffic Control territory whenever cars are pulled or switched from storage tracks and the wheels on these cars show an accumulation of rust, they are not to be cut off and left standing on a signaled track without another car, or cars, attached to them that do not have rusty wheels.

2. Caboose left unoccupied/unattended on line of road for any reason (i.e., switching, inspecting train, etc.) must be locked to protect personal and company property.

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

4. Work train conductors going off duty at outlying points must contact the Chief Dispatcher and report their off duty time.

5. Cars **must not** be set out short of destination or moved by destination without permission from proper authority.

Conductors must know that cars are handled properly in accordance with waybill instructions, special instructions and instructions received from proper authority.

Conductors are required to fill out Blind Siding Report, Form 612, on ALL cars placed or pulled in any track, except at stations where agents are on duty. This includes bad order cars set out, company material cars, and cars that are placed for storage.

Conductors working dollies, locals and freight trains in set out and pickup service must keep a proper list of their train and tender list of train, along with waybills, upon arrival at final terminal.

6. (a) Engineers receiving trains on the Kentucky Division with the head end train device on other than the lead engine must contact the chief dispatcher for instructions. The head end train device will be moved to the lead engine or the engines will be switched to get the head end train device on the lead engine.

(b) When pusher engines are to shove trains equipped with EOT device, EOT device (except those designed for pusher services) must be removed from rear car of train before coupling, and EOT device placed either inside cab of pusher engine, in coupler

on end of pusher engines, or in bracket on side of engine designated to hold EOT device. When the shove is completed, EOT device is to be placed back on rear car of train after pusher engine cuts off.

(c) Inspection

1. Upon installation of an EOT device, it shall be determined that the identification code entered into the front unit HOT device is identical to the unique identification code on the EOT device.

2. The functional capability of the device shall be determined at the point of installation, after charging the train, by comparing the quantitative value displayed on the HOT device with the quantitative value displayed on the EOT device or on an air gauge. The EOT device must not be used if the difference between the two readings exceeds three pounds.

These paragraphs require (1) when train is complete the proper address code must be entered on the HOT device and (2) a comparison of the EOT device unit pressure must be made with the pressure displayed on the HOT device.

Compliance with these paragraphs allows the end-of-train system to be utilized as an alternative to the rear car application and release test.

7. When using radio communication to make non-continuous switching moves, shove moves, set-outs, pick ups, or couplings:

After switches and derails connected with movement are properly lined, the employee directing the move will communicate this information to the engineer. The engineer must not move until he has received communication that switches and derails are properly lined and he has acknowledged that information. Additionally, in compliance with Rule 508, the engineer must not move until he is given a direction of move and distance seen or known to be clear.

8. Any Utility Person who joins a train or engine crew to assist it must advise the **Conductor and Engineer** of the train or engine crew that he is joining as follows:

"This is Utility Brakeman/Switchman Smith and I will be working as a member of your crew in the operation of (Train NO. _____) or (Yard Assignment NO. _____)."

When the work in which he is assisting has been completed, the Utility Person must advise the **Conductor and Engineer** that he is assisting as follows:

"This is Utility Brakeman/Switchman Smith and I am in the clear and am no longer working as a member of your crew in the operation of (Train No. _____) or (Yard Assignment No. _____)."

Any train or engine crew assisting another train or engine crew must advise the **Conductor and Engineer** of the train or engine that they are assisting as follows:

"This is Conductor Jones, Brakeman Casey and I will be working as members of your crew in the operation of (Train No. _____) or (Yard Assignment No. _____)."

When the work has been completed, the train or engine crew assisting another train or engine crew must advise the **Conductor and Engineer** that they are assisting as follows:

"This is Conductor Jones, Brakeman Casey and I are in the clear and are no longer working as members of your crew in the operation of (Train No. _____) or (Yard Assignment No. _____)."

Any Utility Person working independently of a crew at any location prior to going between cars or engines must notify one of the following

to ensure trains, engines or free rolling equipment will not enter the track on which he is working:

- (a) Yardmaster on duty.
- (b) If no Yardmaster, Footboard Yardmaster.
- (c) If no Footboard Yardmaster, Operator-Clerk or other designated employee in charge of yard.

9. Engineers arriving final terminal at Gest Street, Danville and deButts will report via radio to the respective terminal trainmaster and/or yardmaster on duty in the main tower the time their train passes the first switch where the train is being yarded and the time the engines arrive at the engine tie up track. In the case of run-through trains where engines go through, report the time relieved. At Oakdale, these times will be reported to the Call Office, Somerset, Ky. If off duty point for rear end crew is different from head end, crew member on rear must also report time relieved.

In order to eliminate any dispute concerning time train departs initial terminal, engineers will report to the terminal trainmaster and/or yardmaster the time the train first moves from the track where train is built. The train is considered complete when the entire train is coupled together with caboose or EOT device and proper brake test has been made.

When reporting times, **actual** time must be reported.

10. Loaded rail trains set out on line of road, at terminals, or left unattended **must** have hand brakes applied on 50% of the cars in the train, unless otherwise instructed by a **Division Transportation** officer.

11. When switching and/or picking up or setting off at any location, crews must know that there is no switching and/or movement being made on the opposite end of track they are using before coupling to cars in that track. Crews will check with yardmaster and/or trainmaster on duty at these locations before coupling tracks. If there is no yardmaster or trainmaster on duty, the yard foreman or conductor will have to determine that there is no movement on the opposite end of tracks to be coupled.

12. When making a shoving move by trailers parked in a piggyback facility or other facilities, the piggyback or highway trailers must be treated as a building or a fence and Rule GR-13(a) will apply. Employees must not ride on equipment by such obstructions.

13. When necessary to ride a loaded TOFC car, be aware there are pinch points between the raised bridge plate and equipment loaded on the car. Also, on TOFC cars, there are pinch points between containers and frames of highway vehicles onto which they are loaded. On COFC equipment there are pinch points between the container and floor mounting brackets that hold the container in place.

Do not place hands in pinch points on this type of equipment as movement causes these pinch points to close.

14. Crews picking up on line of road and from industry tracks, in addition to proper inspection of cars and testing of brakes, must know that switches occupied by the standing cars are properly lined and latched (when switches are equipped with latches) for the movement to be made.

No car or engine is to be run over a track when the rail is covered by dirt or debris and the top of the rail is not visible. If there is any doubt, do not use the track and notify proper authority so the condition can be corrected.

15. Partial loads are not to be pulled from industries and placed in trains, except on instructions from proper authority.

16. Where it is known that a road crossing will be blocked over ten (10) minutes, the conductor and/or engineer will arrange to have a crew member in place to cut train, if necessary, to avoid delays to the public.

When a train can be stopped short of crossing to avoid blocking it, arrange to do so. If there is an emergency that prevents the crossings from being cut, the conductor on the train will immediately notify the chief dispatcher, by the quickest means of communication, telling him why the crossing cannot be cut, and approximately how much longer it will be blocked.

17. Provisions of the Federal Hours of Service Act will be complied with completely:

Two (2) hours prior to the Hours of Service Law affecting a crew member of a train operating on line of road on the Kentucky Division, the conductor of that train will notify the chief dispatcher of the exact time and the crew member, or members, affected by the Hours of Service Law.

The conductor of a crew taking charge of a train where crew has been relieved for the Hours of Service Law will compare all Dispatcher's Bulletins, orders and instructions with the train dispatcher before authority will be given to move the engines and/or train.

18. In addition to Operating Rules 102(b) and 103(d), when car(s) are left standing, cars must be secured by hand brakes as follows:

One car - one hand brake.

*Two cars - two hand brakes.

Three or more cars - two hand brakes, plus a sufficient number of additional brakes to secure the cut of cars.

*Except when setting car off on line of road with defective hand brake, only one additional car with a good hand brake applied will be required.

These instructions are in addition to any outstanding instructions issued by proper authority, but do not supersede special instructions at terminals and yards.

19. When a train is assisted by another train crew or pusher crew, it will be necessary for the conductor on the train being assisted, or proper authority, to furnish the assisting train or pusher crew the initial, number, and location of all hazardous material cars in train consist prior to pusher engines or assisting train coupling to rear of train.

This information is to be kept by the assisting crew for use in case of an emergency.

Trains and engines will not shove other trains unless hazardous material cars are properly spaced from assisting engines in accordance with hazardous materials chart shown in current Kentucky Division timetable.

20. (a) When trains on line of road experience an air hose failure which necessitates changing out the air hose, the train crew must bring the air hose into their final terminal and turn it in to the shop forces or terminal officer, unless otherwise instructed by proper authority.

(b) Whenever a train breaks a knuckle or coupler on line of road, the broken parts, other than those left in freight car, must be left in ballast line outside of rails for pickup by Transportation, Mechanical or Maintenance of Way Department employees.

Under no circumstances are broken freight car parts to be discarded along right of way where they cannot be readily seen and picked up by Transportation, Mechanical or Maintenance of Way employees.

In addition, train crew members must give the train dispatcher the exact location of the broken parts to the nearest tenth of a mile.

21. When inspecting or releasing hand brakes on cars, employees must observe hand brake chain to be sure it has not hung up or does not hang up in sprocket of hand brake when released.

It is the responsibility of the employee inspecting or releasing hand brakes on cars to be sure hand brakes are fully released when placed in trains.

22. Due to certain cars being equipped with short side ladder and high hand brake, the use of the end ladder necessary to reach hand brake is permitted, but only when car is standing.

Safety Rules 1074 and 1100 are supplemented accordingly.

23. When a Mechanical Department employee requests Blue Signal protection that will involve a control operator lining a remotely-controlled switch away from the track(s) where work will be done, the employee requesting the protection will state the identification of the track(s) involved as follows:

*Single digit numbers will be pronounced, then spelled.

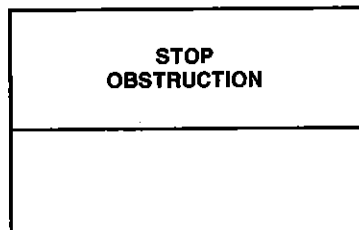
EXAMPLE: "TRACK 9 - N-I-N-E"

*Multiple digit numbers will be pronounced, then repeated digit by digit.

EXAMPLE: "TRACK 57 - FIVE-SEVEN"

To insure correct identification of the track(s) involved, the control operator will observe the same requirements when advising the requesting employee that protection has been provided.

24. Throughout the Kentucky Division, when Efficiency Checks are conducted for restricted speed and yard speed, a banner with 12" high letters on a 6 ft. high pole will be stretched across the tracks, displaying the following:



Train and engine movements must stop short of obstruction banner.

This banner is being used as a means of ensuring compliance with applicable operating rules and enforcing safety awareness, and may be erected anywhere, at any time.

25. Engineers are to report engine failures and problems to the chief dispatcher, including any problems encountered with the HOT device or EOT device, by the quickest available means of communication.

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

27. Engineers will announce by radio as to which track their train will travel on double track segments.

28. Engineers are not to perform loading tests under Mechanical Department direction on radio trains or conventional trains until it has been determined that all crew members and mechanical personnel are clear of equipment in case of unexpected movement.

29. Train and engine service crews taking charge of trains outside yard limits and between signals must have permission from the train dispatcher before moving trains and, in addition, will compare Dispatcher's Bulletins, orders and instructions with the train dispatcher prior to moving train if they have not already done so. Then train will not exceed **Restricted Speed** until the leading wheels of the lead locomotive reach the next governing signal.

Train and engine service crews taking charge of trains within yard limits must have permission from the yardmaster or proper authority (where yardmasters are not employed) before moving train. Train speed will be governed by speeds applicable at those locations.

These instructions are in addition to applicable rules.

30. Whenever you witness or have firsthand knowledge of an incident or unusual occurrence which endangers company property, equipment, employees or other persons, it **must be** reported immediately to the chief dispatcher or terminal officer.

All T&E crews reporting unusual occurrences or trespassers upon right of way should, in all cases, give the exact location to the nearest tenth of a mile, and an accurate description of the unusual occurrence or vivid description of outsiders being reported.

31. Restricting "one-half authorized timetable speed orders," will be issued to read as follows:

"Do not exceed one-half authorized timetable track speed between M.P. _____ and M.P. _____"

Authorized timetable track speed means the maximum authorized speed for any train on that segment of track, whether it be passenger/intermodal trains, or freight trains. For instance, if the maximum authorized timetable track speed for that section of track was 60 MPH for passenger/intermodal trains, then all trains, including freight trains, would operate at one-half authorized timetable track speed, which would be 30 MPH over that section of track.

32. When troubleshooting sticking brakes and related air problems on Triple Crown trains and it becomes necessary to operate **shut off valves** marked "BP" (brake pipe shut off valve) or "RSL" (rail supply line shut off valve) located on left side of trailer, facing trailer from rear, an application and release of the automatic brakes **must** be made before train departs.

33. The use of public broadcast AM, FM, or shortwave radios or televisions by train and engine service employees while on equipment, working adjacent "live" tracks, or when fouling tracks is prohibited.

The same restrictions apply to newspapers, magazines and other publications not required in the performance of duties.

34. Effective with implementation of Track Warrant Control on the Western District of the Kentucky Division, trains at least two miles in advance of reaching the end of their track warrant authority will make a general statement on radio that train's authority ends at milepost or station named in Track Warrant Form 11369.

In addition, if train holding Track Warrant knows it is to meet another train at milepost or station named in Track Warrant, the engineer will, at least two miles before reaching meeting point, contact the engineer of the opposing train to determine its location and the engineer's understanding of which train will hold main track.

c. BY LOCATION

CINCINNATI TERMINAL

1. Southward trains with more than 5,600 tons will not depart M.P. 5.0 unless assisted by pusher, without approval of Chief Dispatcher. This does not apply to radio trains.

2. Local No. 65 will not leave Cincinnati without written instructions on work to be done on line of road. Work message may be updated on line of road.

3. All trains with dimensional loads (high-wides) approaching Cincinnati must contact the yardmaster at Gest Street Yard.

Northward trains must contact yardmaster before passing Erlanger, Kentucky, M.P. 9.8. Southward trains must contact yardmaster before passing Winton Place, M.P. BB6.7, CSXT trackage.

4. Northward Triple Crown trains headed through Cincinnati Union Terminal, Cincinnati, Ohio, will exchange crews prior to reaching CSXT signal governing movement onto CSXT at the south end of Cincinnati Union Terminal.

LUDLOW

1. The following instructions are for crews pulling cuts of cars into Gest Street Yard which have been left at Ludlow, Kentucky.

It must be determined that sufficient hand brakes are applied before coupling air. After checking for handbrakes and coupling air, charge train line to 65 pounds minimum.

After determining that train line is properly charged, engineer will make a 25 pound reduction. After brakes have been set with a 25 pound reduction, brakes can be released and train line charged again.

After air brakes have been released and while waiting for train line to charge to 65 pounds, a crew member can release the hand brakes on the train and train be held with independent brake. If independent brakes will not be sufficient to hold the train while train line pressure is being charged, leave a sufficient number of hand brakes applied on the train to cause a buffer against the train, but not tight enough to slide the wheels when train is moved.

After train line is charged and hand brakes have been released or loosened, proceed to move the train with hand brakes applied if necessary.

It must be determined that the rear car is coupled when the train leaves Ludlow.

2. Do not ride side of car or engines on west side of West House Track and east side of Crane Spur, Ludlow Yard, M.P. 3.0, account close clearance.

3. Power switch, South End Running Lead, Ludlow Yard, must be lined for running lead at all times. Power must be off switch before throwing.

FIRST DISTRICT CNO&TP

CRESCENT SPRINGS

Normal position of the Roosevelt, Sequoia Switch is lined for movement from Arling Lumber to Roosevelt, Sequoia.

ERLANGER

1. Stevenson Road crossing at Erlanger, Kentucky, M.P. 9.9, must not be blocked unnecessarily by trains and engines that activate the crossing signals and gates, then do not immediately occupy the crossing. These signals and gates are so arranged that they will not be activated by a southward movement until the dispatcher lines up for southward traffic at Erlanger. All southward trains or engines which must stop at Erlanger will advise the dispatcher when they are actually ready to move by the signal at Erlanger, then any movement over the crossing must be made as promptly as possible and the crossing cleared. In

the event that unexpected delay occurs before starting the movement over the crossing, or during the movement, the dispatcher must be notified immediately. Every effort must be made by all concerned to insure that this crossing is kept open for highway traffic. Before any train or engine makes a reverse move over Stevenson Road crossing, M.P. 9.9, Erlanger, Kentucky, the movement must be protected by a flagman.

Efforts must be made by Erlanger local's crew and north end dispatcher at Somerset to prevent gates from being in down position when switcher will not be on Stevenson Road Crossing.

Erlanger local must not ask for the southward signal at Erlanger until movement is ready to enter limits of interlocking, must clear limits of interlocking as soon as possible, and will notify dispatcher that signal will no longer be needed if movement stops short of signal or when movement clears interlocking after making switching move.

Switching should be arranged to prevent fouling interlocking limits unnecessarily.

2. Trains making set offs at Erlanger and/or Rice must set off at Erlanger if there is enough track space for the set off at Erlanger.

3. When cars are set off at Erlanger, conductor must inform DI Tower of the exact location.

4. Erlanger Local when switching cars on main track and in yard tracks at Erlanger must have a minimum of four (4) hand brakes applied on most northward cars when other cars are allowed to roll free to a coupling on these tracks.

Four (4) hand brakes are required due to severity of descending grade to the north.

5. Engineers on northward trains prior to passing Erlanger, M.P. 9.8, will contact yardmaster, DI Tower, Cincinnati, and determine if train will be held at Ludlow, thence handle train accordingly.

RICHWOOD

Trains and engines handling or switching cars on Richwood Lead or Richwood Runaround Track, M.P. 16.6, must have air coupled and cut in on all cars, and between locomotive and cars.

Any cars with defective air brakes must not be left standing on either track unless coupled to other cars that have brakes applied. In addition, notification of defective air brake must be given to proper authority.

Air brakes on all cars must be fully charged prior to making any switching moves on either of these tracks.

Cars left standing on either of these tracks must have a hand brake applied on each car.

DELAPLAIN

1. Employees **must not** ride on east side of cars and/or engines on Thoroughfare Lead while passing PY-1 intermodal loading/unloading track account **close clearance** when intermodal stacker is loading/unloading trailers/containers at Delaplain M.P. 65.5.

2. Conductor must confer with the Lexington Agency, during open hours, Chief Dispatcher's Office, Somerset, Ky., after hours, when setting cars off or picking cars up at Delaplain. This is to insure that there is a clear understanding as to where set off is to be made and what cars are to be picked up.

3. Trains picking up at Delaplain (Toyota) will arrange to do so as follows:

- (a) Obtain a list of the traffic (cars) to be picked up. The list may be obtained from the clerical staff at Lexington. The list may be obtained via radio or in writing.

- (b) Crews picking up at Delaplain will check the pickup list with the cars being picked up.

Train will not leave Delaplain until all cars on pickup list have been added to their train or unless otherwise instructed by proper authority. Any exceptions to the pickup list must be immediately called to the attention of the Lexington agency staff before leaving.

LEXINGTON

1. Trains that are instructed to pick up the Lexington yard engine must leave the lock used to secure the engine in the waybill box in front of the Lexington Yard office. The conductor in charge of picking up the engine will be responsible to see that this is done.
2. Before making facing point movements over switches on Lexington Yard, it **must be known** that switches are properly lined for movement to be made and, where applicable, switches are latched and/or locked.
3. It will be the responsibility of crew members on the CSXT/NS unit coal trains operating between Lexington and Brown, Kentucky, to remove the CSXT end of train device at Brown, Kentucky, and place inside storage compartment on long hood end of CSXT locomotive when not used in train service between Brown and Danville.
4. Due to close clearance, employees **must not** ride on the side of equipment between Tracks #3, #4 and #5 when equipment is standing on adjacent track on CSXT interchange tracks, Lexington, Kentucky, M.P. 80.1.
5. CSXT locks have been installed on all switches on interchange tracks, Lexington, M.P. 80.1, and CSXT switch keys are locked up in north end bill box. Return the CSXT keys to box when work is completed.

BROWN

1. Trains working Brown, Kentucky, M.P. 105.0, will not put cars in No. 2 track, lower yard, without permission of chief dispatcher.
2. It will be the responsibility of crew members on the CSXT/NS unit coal trains operating between Lexington and Brown, Kentucky, to remove the CSXT end of train device at Brown, Kentucky, and place inside storage compartment on long hood end of CSXT locomotive when not used in train service between Brown and Danville.
3. Normal position of switch, north end of Lower Yard, Brown, to Brown Steam Plant, is lined and locked for movement to coal plant.
4. Main crossing at Kentucky Utilities must not be blocked unnecessarily. If the crossing will be blocked over ten (10) minutes, arrangements must be made to cut the train and clear the crossing.

DANVILLE YARD

1. Derailing device boxes controlling blue flag derails are located at clearance points, south end of West No. 1 through West No. 10 yard tracks, Danville Yard.
These devices will be controlled by the Mechanical Department in accordance with Rule 26. The normal position will be in **non-derailing** position, the indication is yellow target by day and yellow light by night. Be careful mounting and dismounting equipment and walking in these areas where the derailing device boxes are located.
2. Normal position for main line switches (including crossover switches) on Danville Yard is lined and latched for main line movement.
Switches must be left in normal position after use, except on authority of yardmaster.
3. Conductors on southward trains arriving Danville **must notify** yardmaster prior to arrival at Danville Tower if train supplies, i.e., ice, coal, water, stationery, etc., are needed in order for train to complete run to Chattanooga and Knoxville.

4. Train crews operating CSXT locomotives between Danville and Brown to pick up empty CSXT/NS unit coal train, must check to be sure CSXT end of train device is on locomotive or in service on rear of train leaving Danville.

5. Local No. 66 **will not** leave Danville without written instructions on work to be done on line of road. Work message may be updated.

6. Southward trains handling high and wide shipments must contact the yardmaster at Danville Yard prior to passing SJ Tower, M.P. 113.0, for clearance route into and through Danville Yard.

Northward trains handling high and wide shipments must contact the yardmaster at Danville Yard prior to passing South Danville, M.P. 118.4, for clearance route into and through Danville Yard.

7. Northward trains, prior to passing Bowen, M.P. 123.0, will contact the Danville yardmaster for instructions to determine if train should be stopped south of Stewart's Lane crossing, M.P. 119.1.

SECOND DISTRICT CNO&TP

SOMERSET

1. Trains that are instructed to pick up the Somerset yard engine must leave the lock used to secure this engine in the bill box at the Somerset switchmen's shanty. The conductor in charge of picking up the engine will be responsible to see that this is done.
2. General Electric Track, do not handle more than two loaded cars on this track at one time.

ELIHU

Permanent markers indicating bad footing have been installed on west side of Main Track, Elihu, Kentucky, between M.P. 163.4 and M.P. 163.5. **Do not** walk in this area.

ONEIDA

In the interest of safety, due to car inspectors and trainmen working on adjacent tracks, trains passing through Oneida, Tennessee, should ring the engine bell to warn employees working on adjacent tracks.

LANCING

Dual lock capability has been installed on derail in siding at Lancing, Tennessee, M.P. 240.5. This will enable the customer, as well as train crews, to utilize derail.

To ensure extra protection, any crew member spotting cars on Lancing siding must apply sufficient hand brakes on both ends of cut of cars left standing.

OAKDALE

1. Crews taking charge of trains at Oakdale will receive their Dispatcher Bulletins via crew they are relieving or other means. Conductors or engineers will check order numbers with train dispatcher prior to leaving Oakdale.
2. Conductors relieved at Oakdale will report via microwave phone or radio their off duty time to call office, Somerset, 422-6004, and to South End Dispatcher, 422-2248, if unable to contact call office, give information to chief dispatcher, Somerset, 422-2312 or 422-2219.
3. Southward trains **must not** block Main Street crossing at Oakdale prior to receiving permission from dispatcher to depart Oakdale. Northward trains **must not** pass North Oakdale prior to receiving permission from dispatcher to depart Oakdale. Main street crossing at Oakdale **must not** be blocked by standing train except in case of emergency.

THIRD DISTRICT CNO&TP

EMORY GAP AND CRAB ORCHARD

1. When engines are to be set out for the H&NE at Emory Gap, Tennessee, it must be known that all engines have operating radios and speed indicators. Additionally, any malfunctions of the engines must be reported to the chief dispatcher prior to setting out the engines.

2. All trains approach grade crossings, Franklin Limestone Company, M.P. 142.1H, at **Reduced Speed** account heavy machinery and trucks crossing.

CHATTANOOGA TERMINAL

1. **TENNESSEE RIVER BRIDGE** - When a train or engine receives a stop signal at either end of the Tennessee River Bridge, M.P. 331.2, the cause for which is not known, the deButts operator will be immediately contacted, and if conditions permit, he may orally authorize that train or engine to proceed. After being authorized to proceed such train or engine must be preceded by a flagman, who will determine whether or not the draw span and the mitered rail ends are in proper position for passage. Flagman will remain at the first end of draw span and observe mitered rail ends until the leading truck of an engine or car has passed the protecting signal. After this movement, flagman will proceed to the other end of draw span and examine the mitered rail ends to determine that they are properly matched. Such train or engine may then proceed in accordance with Rule 423. Trains or engines authorized to proceed in this manner will not exceed restricted speed until the rear of the train has cleared the bridge.

2. Whistle will be blown and bells will be rung at ALL CROSSINGS in deButts Yard.

3. Due to the amount of traffic at the road crossing by the Power House, which leads into the north end of the Fuel Rack, deButts Yard, movements over this crossing must be preceded by a flagman.

4. Conductors on inbound trains to be yarded at deButts Yard **MUST** contact the yardmaster in the main tower as to disposition of waybills prior to yarding their train.

5. Before leaving the Diesel Shop, it will be necessary for engineers to notify the Main Tower. When moving northward from the Diesel Shop to Tinker Street Bridge, it will be necessary to stop in the clear of the first crossover south of Tinker Street Bridge and call the Main Tower for further instructions.

All southward traffic moving to the Diesel Shop will use the East Engine Lead. All northward traffic moving from the Diesel Shop will use the Middle Engine Lead. Dwarf signals governing train movements are located on Engine Thoroughfare Track. Northward movements are governed by three signals. Southward movements are governed by two signals. Rules governing are 309 and 310.

A stop sign has been located on each side of Outbound Freight Lead, 250 feet north of the No. 5 "P" signal governing southward movements.

A train or engine moving southward on Outbound Freight Lead must stop at the stop board and must receive permission from yardmaster on duty, who will authorize him to pass the stop board.

Permission must be received from the yardmaster before movement in any direction is made through electric switches at north end of Forwarding Yard.

6. All trains entering yard limits, deButts Yard, via CS #1 or #2 main lines, must ascertain if any trains are standing on adjacent tracks on the wye by contacting deButts operator or Wye trainmaster.

If trains are being worked on Wye, or standing awaiting departure, speed must be reduced to 25 MPH and engine bell must be rung while passing these trains.

7. Kentucky Division trains arriving Chattanooga on wye will confirm with the trainmaster on wye, the "cut number" (car initial and number) of cars to be set out at Chattanooga. Confirmation must be made prior to Kentucky Division crews making "cuts" on wye.

8. Due to overhead clearance restrictions, cars exceeding Plate C, which are excessive height cars, must not be spotted at Dixie Yarn, M.P. 2.0 CD, Chattanooga, Tennessee.

9. Due to **CLOSE CLEARANCE** of bridge structure on west side of McCallie Avenue viaduct (Chattanooga), **WIDE LOADS CANNOT BE HANDLED ON CNO&TP MAIN LINE AT THIS LOCATION.**

Zero Track must be used for movement of all high-wide loads at this location, with the exception of double stacks which may use either CNO&TP Main Line or Zero Track.

ST. LOUIS TERMINAL

1. Track on Alton District A&E Line between M.P. AE 9.8 and M.P. AE 13.4 (A.O. Smith Yard) is designated as the A.O. Smith Thoroughfare, and is not considered a main track. Rule 105 governs.

Authority to occupy the Thoroughfare at A.O. Smith Yard may be granted by the supervisor at A.O. Smith, or in his absence, the Luther operator.

The following Thoroughfare switches may be left lined and locked as last used:

Alton District - A&E Line:

Switches at north and south ends of A.O. Smith New Yard.
Lead Switch off A&E Line to A.O. Smith Old Yard.

2. The Brooklyn Main between WR Tower Interlocking, M.P. D480.63, and V&C Belt switch at the north end of Brooklyn Yard, M.P. D483.55, is within yard limits and all train and engine movements must be made at a speed that will permit stopping within one-half the range of vision but not exceeding 10 MPH. Operation of trains, engines and on-track equipment between WR Tower Interlocking, M.P. D480.63, and the V&C Belt switch at the north end of Brooklyn Yard, M.P. D483.55, must be authorized by and made under the direction of the Luther operator. The operator at Luther will enter all information pertinent to each movement on the prescribed form.

3. The V&C Belt between the north end of Brooklyn Yard, M.P. D483.55 and the TRRA connection switch Coapman Yard, M.P. 4.8W, is within yard limits and all train and engine movements must be made at a speed that will permit stopping within one-half the range of vision but not exceeding 10 MPH. Operation of trains, engines, and on-track equipment between the north end of Brooklyn Yard, M.P. D483.55 and the TRRA connection switch Coapman Yard, M.P. 4.8W must be authorized by and made under the direction of the Luther operator. The operator at Luther will enter all information pertinent to each movement on the prescribed form.

4. All train and engine movements and all movements of on-track equipment between Yard Limit sign, M.P. 8.2W, and TRRA connection, M.P. 4.8W, must be authorized by the operator at Luther Yard.

Westward trains arriving Coapman Yard must not pass the Yard Limit sign at M.P. 8.2W without first securing permission and yarding instructions from the operator at Luther. Kentucky Division trains will not have track warrant authority within Coapman Yard limits.

Within yard limits between M.P. 8.2W and A&S crossing, all trains and engines operating on the main track must move prepared to stop within one-half the range of vision but not exceeding 20 MPH unless moving on a Clear signal. Movements on tracks other than main track will be governed by Operating Rule 105.

The operator at Luther will enter all information pertinent to each movement on the prescribed form.

5. Eastward Western District trains arriving on main track adjacent east end of Coapman siding, M.P. 8.2W, and awaiting Amtrak No. 59, will activate signal request button located on signal bungalow in vicinity of spring switch to clear signal for No. 59.

Signal request has a time release limit of **ten (10) minutes**. If signal does not clear at end of ten (10) minute wait period, thence crew

will notify No. 59 upon arrival that time limit has expired. It will not be necessary for No. 59 to wait an additional ten (10) minutes, nor line spring switch for No. 59's movement. Train No. 59 only has to comply with Rule 402 and other applicable rules.

When signal fails to clear for train leaving east end of Coapman siding, M.P. 8.2W, thence signal request button must be activated and, if signal fails to clear after **ten (10) minutes**, train will proceed in accordance with Rule 402 and other applicable rules. It will not be necessary to line spring switch and/or wait an additional **ten (10) minutes**.

Any signal failure must be reported to the chief dispatcher.

6. In an effort to minimize blocking of the A&S interlocking at the east end of Coapman Yard, eastward/southward trains making pickups at Coapman will precharge and pretest the pickup in accordance with Form NS-1., Rule A-15, prior to doubling the pickup to the body of their train.

Hand held air gauges to be used in pretesting the pickups will be available from railroad police officers working in the Coapman Yard area. Prior to their train arriving Coapman Yard, conductors will contact the police officer by radio to determine the officer's location and make arrangements to obtain the hand held gauge from the officer at that location, as the officer may be engaged in equipment surveillance. Upon completion of the pretest of the pickup, the conductor will arrange to return the gauge to the officer or leave it at a secure, agreed-to location (such as phone box, bill box, etc.) for the officer to retrieve at a later time.

In the event that a railroad police officer is not present at Coapman Yard at the time a pickup is to be made, it will be made in accordance with Form NS-1., Rule A-14. However, all effort to minimize the blocking of the A&S crossing during operations at Coapman Yard are required.

All northward/westward trains working at Coapman Yard must clear the A&S interlocking while making setoffs.

7. When deliveries are made to A&S Railway at Coapman Yard, it will be the responsibility of the conductor to report time of delivery to the operator at Luther.

8. When picking up interchange cars at Coapman Yard, East St. Louis, Illinois, crew members must inspect cars to determine if any cars are high and wide loads, including double stack containers. If any of these type cars are found in pickup, then conductor must contact chief dispatcher at Somerset, Kentucky, for movement authority.

These instructions are in addition to all other instructions and rules regarding handling interchange cars.

9. Switch stand installed on west end of No. 1 Track, Coapman Yard, M.P. 5.1W, will not clear person riding on side of car.

10. Locomotives, cabooses, EOT devices and other "high risk" equipment must not be left at Coapman without permission from proper authority.

11. The normal position of the switch connecting the Outbound Track and the A&S Connection Track east of A&S crossing is lined and locked for movement from the Outbound Track to the A&S Connection Track.

12. The normal position of the switch connecting the Outbound Track and the A&S Connection Track west of A&S crossing is lined and locked for straight movement on the Outbound Track.

13. The normal position for switches at Coapman Yard between A&S crossing and TRRA Connection Track, M.P. 4.8W, will be lined and locked for movement on main track. Main line switch governing movement to TRRA Connection Track, M.P. 4.8W, may be left lined as last used.

14. Conductors on trains operating between St. Louis and Centralia will show the following information on Handle & Delay Report: Blocks picked up at Coapman (A&S), including loads, empties and tonnage in each station block.

ST. LOUIS DISTRICT

BELLEVILLE

Portable/permanent wheel chocks have been installed along south rail at outside unloading dock, Weyerhaeuser Corporation, Belleville, Illinois, M.P. 14.9W.

When spotting cars at outside dock, Weyerhaeuser Corporation, prior to making cut on car, engineer will apply automatic brake, then hand brake will be applied. After hand brake has been applied and locomotive has been separated from car, crew member will install wheel chocks on each side of a wheel on the east trucks. The excess chain for wheel chocks will be placed adjacent to and outside south rail.

Prior to coupling to cars spotted at unloading dock, movement must be stopped and wheel chocks removed, then coupling made in accordance to applicable rules.

Wheel chocks are permanently attached to heads of crossties to prevent theft. In addition, wheel chocks are equipped with handles for safety of operation.

NEW BADEN

All westward trains will notify the West End Dispatcher at Somerset via radio when their train passes New Baden, Illinois.

BARTELSON

In addition to Rule 103(d), the private crossing, Bartelso, Illinois, M.P. 45.8W, must not be blocked, and equipment left at Bartelso must clear crossing by 200 feet.

CENTRALIA

1. The following instructions will govern NS train and engine movements to occupy BN main track:

All NS trains must contact the BN train dispatcher at Galesburg, Illinois, via radio, by selecting channel 66-66 (thence push tone 4 and 7 in order on key pad) and wait for BN dispatcher to answer, or by Bell phone, area code (309) 345-6410, to obtain authority and route instructions to occupy BN main track. It will be permissible for NS train dispatcher to obtain track authority and route from BN dispatcher.

2. Cars set out on the west end of the Old Pass Track must be left 20 feet from derail.

3. Crews making set outs and/or pickups at Centralia, Illinois, must ensure that A. C. Mann and Beech Street road crossings are left open for vehicular traffic.

4. When necessary to leave engines running with ambient temperature below 40 degrees Fahrenheit at Centralia, Illinois, during layovers, the engines will be tied up on Coach Track instead of the Old Pass Track.

5. High and wide shipments received in interchange or set out at Centralia, Illinois, must be left on the west end of Team Track, M.P. 65.0W, until cleared for release and instructions received from chief dispatcher for movement.

6. Conductors on trains operating between St. Louis and Centralia will show the following information on Handle & Delay Report:

Blocks set off and/or picked up at Centralia including loads, empties and tonnage in each station block.

FAIRFIELD

Trains leaving cars on siding, Fairfield, Illinois, will leave cars clear of street crossings in accordance with operating rules and in addition thereto, the pedestrian crossing located at Southwest 5th Street, M.P. 116.9W, must also be cut.

CB JCT.

1. **Three** Track Warrant Control stationary blocks are established governing movements (including train, engine and Maintenance of Way) on PSI Lead and Keensburg Branch under authority of the West End Dispatcher, Somerset, Kentucky, as follows:

- (a) PSI BLOCK - Between M.P. 128.1, Wye Switch, and M.P. 130.6, Tail Track Switch.
- (b) NORTH KEENSBURG BLOCK - Between M.P. 128.1, Wye Track Switch (including South Leg of Wye), and M.P. CB129.5.
- (c) SOUTH KEENSBURG BLOCK - Between M.P. CB129.5 and M.P. CB132.0.

All train, engine and Maintenance of Way movements within these limits will be made by Track Warrant Control rules on authority from the West End Dispatcher via radio communication.

Trains, engines and Maintenance of Way crews must report clear to the West End Dispatcher, Somerset, Kentucky.

2. Speed is restricted as follows:

- (a) Lee, M.P. 148.9W, to PSI BLOCK, M.P. 128.1 - Yard Speed (Rule 105).
- (b) CB Junction, M.P. 150.1W, to South Leg Wye Switch, M.P. CB127.9 - Ten (10) MPH.
- (c) PSI BLOCK - Yard Speed (Rule 105).
- (d) NORTH KEENSBURG BLOCK - Ten (10) MPH.
- (e) SOUTH KEENSBURG BLOCK - Ten (10) MPH.

Stationary block limit signs are erected designating block limits.

3. Yard limits are designated as follows:

- (a) Lee, M.P. 148.9W to PSI Block, M.P. 128.1
- (b) CB Junction, M.P. 150.1W to South Leg Wye Switch, M.P. CB127.9

4. Main line switches normal position will be lined for main line, except as follows:

- (a) North Keensburg Block - NS wye switch at M.P. CB128.0 will be left as last used.
- (b) PSI - West leg wye at M.P. CB127.4 will be left lined and locked as last used.
- (c) Amax Coal Mine - Switch to loading tipple, M.P. CB132.0 will be lined and locked to Amax Coal tipple lead.

PRINCETON

1. Westward road crews arriving Princeton must initiate radio contact with Princeton Yard Office starting at Francisco to determine the disposition of train and to receive authority to pass Yard Limit sign, M.P. 166.0W.

Eastward road crews arriving Princeton must initiate radio contact with Princeton Yard Office starting at Gibson to determine disposition of train and **must not pass Yard Limit sign, M.P. 158.8W**, until authorized.

2. On both Old Track and New Track, James Co-Op, Princeton Yard, M.P. 162.3W, the normal position of switch is lined and locked toward West #2 track.

OAKLAND CITY JUNCTION AND AYRSHIRE (ALGERS, WINSLOW & WESTERN RAILWAY)

1. The following instructions apply to Norfolk Southern trains and engines when using Algiers, Winslow & Western Railway Company tracks at Oakland City Junction and Ayrshire:

- (a) All movements on AW&W are to be at restricted speed.
- (b) All trains or engines entering the AW&W Railroad at Oakland City Junction or at Ayrshire must receive permission from the AW&W by radio or other means of communication before occupying tracks.

(c) Maximum Speed on AW&W Railway is 10 MPH.

(d) Maximum Speed when diverging through any Turnout on AW&W Railway is 10 MPH.

(e) Maximum Speed on Scale Track is 5 MPH.

2. A mailbox is located northeast of the connecting switch to AW&W main line and the Norfolk Southern eastward connection track at Oakland City Junction, Indiana. All waybills, switchlists, manifests, or Company mail for AW&W are to be placed in this box.

3. Trains or engines entering or leaving the AW&W Railway via the West leg of the wye at Oakland City Junction, M.P. 176.6W, must approach Indiana State Highway 64 crossing prepared to stop, be sure that the crossing signals have been operating at least **twenty (20) seconds** before proceeding over the crossing. The insulated joints for the crossing are painted yellow.

Clearance post sign has been installed on north side of main track at west end of Ayrshire siding, M.P. 180.65W, to indicate clearance point westward trains should stop clear of to prevent setting signals against eastward movements between west end of Ayrshire, M.P. 180.6W, and Oakland City, M.P. 174.1W.

This will allow eastward opposing movements to enter the AW&W Railroad connections at either Oakland City Junction, M.P. 177.3W or M.P. 176.6W on favorable signals when westward train is standing on main track or siding at Ayrshire. In addition, if westward train is standing in siding at Ayrshire, eastward movements from Oakland City will be able to proceed on favorable signal to Ayrshire.

HUNTINGBURG

1. Eastward trains setting off and picking up at Huntingburg must not block Washington Street crossing, M.P. 199.1W, with rear of train.

2. The county crossing at Huntingburg, Indiana, M.P. 200.7W, must not be blocked for more than 10 minutes, except under the following conditions:

- (a) By a moving train.
- (b) By equipment while performing switching movement at or near the crossing.
- (c) To perform required air brake tests.
- (d) When air brakes are applied in emergency or when other mechanical failure prevents clearing the crossing.

When de-radioing at the county crossing, standing equipment must be left clear of the crossing. When the train has been recoupled, an employee must be in position to open the crossing if the rear of the train does not clear the crossing. The train must be cut and the crossing cleared before starting work on the head end of the train.

When it is necessary to block this crossing, the conductor must record on Form 733, the time the equipment stops on the crossing and the time the equipment finally moves off of the crossing, stating the reason for blocking the crossing.

3. Close Clearance Locations

All yard tracks.

Shove movements must be made with an employee stationed ahead of movement to comply with Operating Rule 103.

BOONVILLE WYE - BOONVILLE - NESTOR (Yard Limits)

Trains or engines going on duty between M.P. 15.1EB and M.P. 18.5EB or entering NS trackage for the first time during a particular tour of duty will establish contact, either via radio or telephone (606/679-8585), with West End Dispatcher, Somerset, before making any movements on any tracks between these mileposts. He will then transmit any track warrants, orders, or instructions that will affect the movement within the Boonville Wye-Boonville-Nestor Yard Limits.

Train or engines entering NS trackage between these mileposts that are to proceed beyond these mileposts will use the same procedure for obtaining track warrants, orders, or instructions to govern the movement.

YANKEETOWN DOCK CORPORATION

1. Use of Yankeetown Dock Corp. tracks from Boonville Wye, M.P. 10.1BY to Yankeetown Dock, M.P. 0.0BY, and from Boonville Wye, M.P. 10.1BY to Eby, M.P. 17.2BY is controlled by Yankeetown Dock Dispatcher.

Before entering or fouling Yankeetown Dock Corp. tracks at any point authority must be received by radio, telephone, or other means of communication from Yankeetown Dock Dispatcher. Bell phone No. (812) 853-3387. All movements will be reported clear to the Yankeetown Dock dispatcher by similar means of communication when use of their main line has ended and movement is in clear.

NS crews will be governed by the "Rules and Instructions of Yankeetown Dock Corporation and Peabody Coal Company."

2. An absolute block between Warrick, Indiana, and Boonville, Indiana, is established between the hours of 11:15 p.m., Saturday, and 11:15 p.m., Sunday, and on holidays, to ensure Norfolk Southern trains have authority to operate over the Yankeetown Dock Corporation trackage between Warrick and Boonville.

Effective 11:15 p.m. each Saturday, with end of tour of duty of Yankeetown Dock Corporation dispatchers, Yankeetown Dock dispatcher will call Norfolk Southern's West End Dispatcher at Somerset, Kentucky, 606-679-5347, giving Norfolk Southern an absolute block clearance between Warrick and Boonville. With commencement of third trick Yankeetown Dock dispatcher going on duty 11:15 p.m., Sunday, the Yankeetown Dock dispatcher will call Norfolk Southern West End Dispatcher at Somerset for control of the absolute block between Warrick and Boonville, at which time it will be determined if any Norfolk Southern trains are still occupying the block. If any Norfolk Southern trains are occupying the block, thence the Yankeetown Dock dispatcher will assume responsibility for protecting movement of Norfolk Southern trains.

The same procedure that applies on weekends will also apply during holiday shutdown periods on the Yankeetown Dock Corporation trackage.

It is understood that a supervisor for Yankeetown Dock Corporation will be on call on weekends and holidays should assistance be needed by Norfolk Southern. The supervisor's telephone number will be furnished by Yankeetown Dock Corporation to the Norfolk Southern West End Dispatcher's office at Somerset, Kentucky.

It will be the responsibility of affected conductors to receive permission from the West End Dispatcher prior to their trains entering this territory. It will also be the conductor's responsibility to notify the West End Dispatcher when clear of this territory. Both acceptance and clearance of this block may be done via either telephone or radio.

WARRICK

1. All tracks serving Alcoa's Warrick Works are yard tracks. Rule 105 applies. Unless otherwise provided, the maximum speed for all tracks at Warrick is 10 miles per hour.

2. NS crews serving Warrick are cautioned to look out for trackmobiles and track machinery on any track at any time. If notified that a trackmobile or track machinery is working at any location, NS movements are not to use the track involved until notified by Warrick Yard Office Personnel or by the Alcoa supervisor handling the trackmobile/track machinery movement that such equipment is in the clear or protected by flag.

3. NS crews must keep a constant lookout for substandard clearances on all tracks and in all buildings. When substandard clearance is encountered, apply Rule GR-13(a).

4. All tracks that are, at any time, used for the loading or unloading of rail shipments are protected by derails. These derails are handled by Alcoa personnel, only. Before entering or leaving any of these tracks, NS crews must arrange for the proper Alcoa employee to handle the derail in question. This may be accomplished, via radio, in conjunction with Warrick Yard office personnel. NS crews must observe the position of these derails before allowing their movement to pass over any such derail.

5. NS crews switching or handling cars within Alcoa must have the air hoses coupled between all cars and the angle cocks properly positioned. Cars are not to be cut off in motion.

6. A coupled, in-motion track scale is located adjacent to the North Alcoa Spring Switch at M.P. 0.6BY of the Yankeetown Dock Corporation main line. All inbound and outbound NS trains or engines must pass over this scale enroute to or from the Yankeetown Dock main line unless relieved of this requirement by Warrick Yard Office personnel. From either direction, the scale must be approached at a speed of less than three miles per hour and weighing must be handled at a speed of less than two miles per hour. After crossing the scale with the lead engine, the signals located adjacent to the scale will give the following indications: Green = Normal Speed-Proceed; Amber = Caution-Slow to Normal Speed; Red = Excess Speed-Slow to Normal Speed. When practicable, a crew member must be in position to observe these signal indications or arrange for communication of their indications, via radio, by another competent employee. Stopping or braking on the scale should occur only in the event of an emergency. Movement in one direction must clear the scale prior to making a reverse movement.

EVANSVILLE

All tracks west of U.S. 41 Highway crossing, M.P. 0.9EB, are yard tracks. Rule 105 applies. All switches between M.P. 0.0EB and M.P. 0.9EB do not have a normal position. Crews handling any cars for the first time during a particular tour of duty must examine any switches under these cars for proper alignment before moving the cars.

Crews are cautioned to be aware of bad footing and close clearances throughout the Evansville Yard Limits.

DUNCAN HILL

1. Except a light locomotive consist, eastward trains will not exceed 15 MPH at M.P. 262W, maintaining this speed or less with throttle and dynamic brake if possible, to road crossing M.P. 263.3W. At any time between these two points if speed exceeds 18 MPH, train air brake will be applied. All trains must apply air brake if needed no later than road crossing M.P. 263.3W. Train speed will then be controlled by use of dynamic and air brake not to exceed 25 MPH until rear of train reaches M.P. 263.7W.

2. Westward trains doubling Duncan Hill must swap ends on locomotive consist and operate from east unit when returning down Duncan Hill to pick up rear portion of train.

3. When necessary to protect train movement through block limits where a tunnel intervenes, a train must not proceed through the tunnel until an employee in advance of the movement has reported to the conductor or engineer that the way is clear.

4. Westward freight trains must not back out of Duncan Siding, M.P. 262.0W.

5. When trains double Duncan Hill, east end of first cut **MUST** be left west of private crossing, M.P. 261.9W. Also, west end of second cut **MUST** be left east of main line signal location at east end Duncan Siding.

6. Engines engaged in pusher service, after having assisted a train over Duncan Hill must, in addition to train order authority, receive oral permission from the West End Dispatcher at Somerset, prior to departing Duncan in an eastward direction.

7. When necessary for train to double Duncan Hill, and in addition assisted by pushers on second cut, in order to move majority of train over crest of hill, first cut must be left west of crossover, M.P. 261.0W.

8. All eastward trains not using trainline air brake within previous hour must stop and apply prior to descending Duncan Hill.

LOUISVILLE TERMINAL

1. Train and engine movements within Louisville Terminal on both main tracks between K&I Jct., M.P. 268.9W and L.S. Jct., Louisville, M.P. 274.9W, will move at **YARD SPEED**, not exceeding 15 MPH, except where otherwise restricted.

2. Interlocking signals and power operated switches within Louisville Terminal are controlled by the East End Dispatcher at Somerset, Kentucky. The interlocking home signals govern movements only within the limits of each interlocking. The normal indication of the interlocking signals is stop.

Permission to pass a stop signal may be given orally by the East End Dispatcher at Somerset after the movement has stopped and a crew member has examined the route.

3. Double main tracks extend through Louisville Terminal. Trains and engines must keep to the right unless otherwise instructed.

Trains or engines must not change directions or make a reverse movement on main tracks without authority from East End Dispatcher.

4. In addition to marked **CLOSE CLEARANCE** locations, the following locations will not clear a person on side of a car or engine on **LOUISVILLE TERMINAL**:

(a) All F Yard turnouts on west end of F Yard.

(b) All curves in the following tracks:

GY 02
GY 03
GY 04
HY 02
HY 03
HY 04
HY 07
HY 08
RP 02

(c) Inbound engine track.

(d) Outside and inside tracks - PAL Yard.

Shove movements at all above listed locations must be made with an employee stationed ahead of movement to comply with Operating Rule 103.

5. Inbound St. Louis District crews yarding their train in the H-Yard, I-Yard Runaround and/or I-Yard will secure car(s) on the west end or as directed by tower personnel.

6. When a St. Louis District inbound crew is operating with a reduced crew, the conductor will notify Louisville Tower of this fact when train reaches Tatem, M.P. 268.3W. Arrangements will be made for waybills to be picked up by clerical forces as inbound train passes the main tower.

7. When inbound crew is reduced and inbound train will double back into the yard, the conductor will know that the desired route is lined for his movement, per Louisville Tower yarding instructions, protect shove and secure equipment on the west end of yarded cut, unless otherwise directed by tower personnel.

8. Conductors on inbound St. Louis District crews will leave their waybills at the Light Tower, Louisville Terminal, as directed by the general yardmaster or yardmaster. Conductor and brakeman will stay with the head end and yard train as required.

9. Prior to passing Buechel, M.P. 283.0W, all westward trains with excessive dimensional loads (high/wides) approaching Louisville Terminal must advise Louisville Tower of high/wide shipment(s) in their train.

10. Prior to passing Budd Road, M.P. 266.8W, all eastward trains with excessive dimensional loads (high/wides) approaching Louisville Terminal must advise Louisville Tower of high/wide shipment(s) in their train.

11. All yard jobs and transfer cuts must notify Louisville Tower of high/wides in their cut before permission to enter NS main line. This applies to NS, CSXT, CR and PAL yard and transfer cuts.

LOUISVILLE DISTRICT

WHITNER

When shoving or pulling cars across Produce Road (Whitner, Kentucky, M.P. 281.3W) between sunset and sunrise, a member of the crew must be stationed on both sides of movement at crossing, displaying lighted fuseses until entire movement has cleared the crossing.

In the event two employees cannot protect both sides of crossing, burning fuseses will be placed on one side of crossing and crew member will protect the other side, making certain movement completely clears the crossing.

These instructions do not apply to grade crossing with automatic warning devices.

BUECHEL

Before a train or engine passes over facing point switch in Appliance Park Yard, Buechel, or Whitner Yard, it must be known that switches are properly lined for the movement to be made and that switches having latches are securely latched.

TUCKER

Westward trains or engines must initiate radio contact with the East End Dispatcher, Somerset, Kentucky, starting at the west switch at Tucker, M.P. 288.0W, to obtain permission to pass the East Yard Limit sign at Buechel, M.P. 283.2W.

LAWRENCEBURG

The switch connecting the west leg of wye and east leg of wye, located at M.P. 0.2LL, Lawrenceburg, Kentucky, will be lined and locked for movement on the west leg of wye.

After using this switch, the switch will be lined and locked for west leg of wye.

TRAIN HANDLING INSTRUCTIONS

SECOND DISTRICT CNO&TP

1. Southward freight trains having a length in excess of 6,500 feet will be handled by the following method between M.P. 146.0 and M.P. 148.0:

Dynamic brake must be used to control train speed on descending grade; however, it must be released as locomotives ascend grade at M.P. 147.2, and throttle placed in No. 1 position until rear of train crests grade at M.P. 146.3 and slack is completely in.

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

These instructions do not apply to rail highway trains.

These instructions do not supersede 40 MPH train handling restriction between M.P. 147.0 and M.P. 149.0.

Reference Rule L-205, Form NS-1, Rules for Equipment Operation and Handling.

2. Each northward radio train will have throttle shut off and in idle before passing M.P. 189.0. The dynamic brake will be applied to a minimum of 500 amps prior to the slack running out at M.P. 190.2. These instructions do not apply when leaving Whitley after stopping, or if observing slow order between M.P. 191.0 and M.P. 188.0.

3. Southward freight trains having a length in excess of 6,500 feet will be handled by the following method between M.P. 230.0 and M.P. 233.0:

As the locomotive consist crests grade at M.P. 230.0, throttle will be gradually reduced to throttle No. 1 as dictated by proper cresting procedures, (NS-1, Rule L-241), and remain in throttle No. 1 until rear of train crests grade at M.P. 230.0 and slack is completely in.

Dynamic brake may be used to control train speed, as necessary on descending grade; however, it must be released as locomotives ascend grade at M.P. 231.5, and throttle placed in No. 1 position until rear of train crests grade at M.P. 230.0 and slack is completely in.

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

These instructions do not apply to rail highway trains.

4. Northward freight trains having a length in excess of 6,500 feet will be handled by the following method between M.P. 234.0 and M.P. 230.0:

As the locomotive consist crests grade at M.P. 233.2, throttle will be gradually reduced to throttle No. 1 as dictated by proper cresting procedures, (NS-1, Rule L-241), and remain in throttle No. 1 until rear of train crests grade at M.P. 233.2 and slack is completely in.

Dynamic brake may be used to control train speed, as necessary on descending grade; however, it must be released as locomotives ascend grade at M.P. 231.5, and throttle placed in No. 1 position until rear of train crests grade at M.P. 233.2 and slack is completely in.

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

These instructions do not apply to rail highway trains.

LOUISVILLE DISTRICT

In addition to Rule L-241, NS-1, "Rules for Equipment Operation and Handling", the following instructions will apply for trains operating between Louisville and Danville:

When cresting hills, the dynamic brake will be applied to the fullest at a speed of 25 MPH or less. After rear of train has crested the grade, the dynamic brake may be adjusted to increase speed of train so designated by timetable speed restrictions at that location.

Heavy grades, as referred to in Rule L-241, between Louisville and Danville, are as follows:

Eastward	Westward
M.P. 290.0W to M.P. 293.0W	M.P. 318.0W to M.P. 316.0W
M.P. 320.1W to M.P. 322.3W	M.P. 298.0W to M.P. 294.0W
	M.P. 290.0W to M.P. 288.0W
	M.P. 286.4W to M.P. 283.0W

The following trains are designated trains which may operate one additional unit on-line than permitted by the referenced rule - when handling loaded 100 ton cars equipped with high strength (Grade E) knuckles and couplers.

Train No.	Between
783	Oakland City and S. J. Tower
CSXT Unit Coal	Oliver Springs and Harriman

7d. YARD LIMITS

CINCINNATI TERMINAL

Train and yard movements between Gest Street Yard and junction switch at Smith St. and Mehrling Way will be made with permission of Yardmaster, Gest Street Yard. Movements between Smith St. and Oasis will be made with permission of the NS Yardmaster, Gest Street.

Main tracks between Clare Yard and Red Bank are designated as "Yard Tracks". All trains using these tracks between points designated will move at Yard Speed.

All train and yard movements between Clare, Idlewild and Ivorydale will be governed by Rule 93.

DANVILLE YARD

Main tracks No. 1 and 2 between DV Tower, M.P. 116.4 and South Danville, M.P. 118.4 are designated as "Yard Tracks". ALL TRAINS using the above tracks between points designated will move at YARD SPEED.

ST. LOUIS TERMINAL

Between the present yard limit board at M.P. 8.2W and Luther Yard and between St. Louis AMTRAK Station and the yard limit board at M.P. 8.2W, all trains and engines will move per the provisions of Rule 93.

ST. LOUIS DISTRICT

Within yard limits of Centralia, IL., all trains and engines will be governed by Rule 93.

LOUISVILLE DISTRICT

All trains and engines must receive permission from East End Western District dispatcher before fouling main track in yard limits, Buechel, between M.P. 279.5W and M.P. 283.2W, and will report clearing time to dispatcher when work is completed and main track is clear.

7e. OTHER TRAIN MOVEMENTS JOINT TRACKAGE

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

CINCINNATI TERMINAL

Between Smith St. (Riverfront Track - Cincinnati, Ohio) and Oasis	Lake Div.
Between Oasis and Red Bank	CR.
Between Clare (M.P. CT2.0) and Ancor (M.P. CT13.7)	Lake Div.
Gest St. Yard and Sharonville	CR, CSXT.
Gest St. Yard and DeCoursey Yard	CSXT.
Gest St. Yard and Queensgate Yard	CSXT.

THIRD DISTRICT CNO&TP

Harriman Yard (M.P. 50.8D), Tennessee Division.

CHATTANOOGA TERMINAL

Between Tenbridge (M.P. 331.2) and deButts Yard, Tennessee Division.

ST. LOUIS TERMINAL

V&C Belt at Coapman	Illinois Div.
Coapman to Luther (via TRRA)	TRRA

ST. LOUIS DISTRICT

BN Jct. (M.P. 64.4W to M.P. 66.5W) BN R.R.

EVANSVILLE BRANCH

Yankeetown Dock (M.P. 0.0BY) - Eby (M.P. 17.0BY)	Yankeetown Dock Corp.
Evansville (CSXT RR lead to Wansford Yard)	CSXT RR

LOUISVILLE TERMINAL

Vincennes St. (M.P. 268.9W) to L.S. Jct.
(M.P. 274.9W) Soo Line R.R., CSXT R.R.

(2) Trains and engines of other divisions and foreign lines will use Kentucky Division tracks as shown below:

CINCINNATI TERMINAL

Between Gest St. Yard (M.P. 0.0) and Ludlow
(M.P. 3.5) CR, GTW, CSXT.
Between Gest St. Yard (M.P. 0.0) and Smith St.
(Riverfront track) CR, GTW, CSXT, CIND, and Lake Div.

THIRD DISTRICT CNO&TP

Between Harriman Jct. (M.P. 51.3D) and Oakdale
(M.P. 254.4) Tennessee Div.

EVANSVILLE BRANCH

Between Rockport Jct. (M.P. 32.2EB) and
Huntingburg (M.P. 46.9EB) IHRC

CB BRANCH

Between Carol, Indiana (M.P. 130.6 Tail track
switch) to M.P. CB132.0 (Amax lead) CR

(3) Norfolk Southern trains operating on the Illinois Central Railroad between Cairo, Illinois and Centralia, Illinois, will be operated in accordance with current Illinois Central Railroad rules and regulations.

1. Centralia, Illinois

Eastward/Southward - Trains or engines must stop at the NS trailer office. In addition, the conductor must contact the Illinois Central operator at Centralia "B" yard via telephone number 533-3344 to obtain "General Order", which will be sent by use of a facsimile machine. Before departing "B" yard, the conductor will contact the Illinois Central dispatcher via radio or telephone number 1-800-338-0790, Extension 6743, and clear the "General Order." When train or engines are ready to depart they must again contact the Illinois Central operator, Centralia "B" yard, via radio, to obtain permission to enter the Illinois Central main track."

Westward/Northward - Must not enter Norfolk Southern main track at Centralia until they receive permission from the West End Dispatcher at Somerset, Kentucky, via radio communication.

2. Cairo, Illinois

Northward/Westward - The conductor will contact the Illinois Central dispatcher at Chicago, Illinois, via telephone number 1-800-338-0790, Extension 6743, prior to departing. In addition, crew must stop at the yard office to obtain "General Order" and check bulletin boards prior to boarding train.

3. Kentucky Division and Tennessee Division crews laying over at Cairo, Illinois, will stay in the Illinois Central Main Liner Lodge, Cairo, Illinois.

Upon arrival, each crew member will sign in at the lodge, giving name, division/train number, time in and room number. Room keys will be on key board in lobby.

Conductors will notify the call office at Somerset, Kentucky, at 1-800-532-0132, giving Bell operator authorization code number 7771224, off duty time and room number. In addition, call Illinois Central call office in Chicago, Illinois, microwave 824-6564 or Bell phone 1-800-843-5317 (Illinois only) or 1-800-541-0629 (outside Illinois) if microwave phone is out, giving Illinois Central caller the same information.

There is an Illinois Central microwave phone and a Bell phone available adjacent to the operator's office for business purposes only. Illinois Central microwave phones are in each room.

4. The same day No. 123 arrives Cairo, conductor on Train No. 123 will arrange to contact Somerset Chief Dispatcher by dialing 1-800-532-0132, then giving Bell operator authorization code 4492797. Delays and other required information will then be read to Chief Dispatcher over the phone. The phone in IC agency may be used for this purpose.

5. At various locations on Illinois Central Railroad between Centralia and Cairo, Illinois, some of the switches are equipped with a switch point lock. The lock is a foot operated pedal located near the switch head block tie on the switch stand side of the switch.

The pedal must be depressed before the switch can be lined.

Employees operating this type of switch or any other switches on the Illinois Central Railroad must expect the switches to be locked and, in addition, the switch equipped with the release pedal.

7f. OTHER RESTRICTIONS FLAGGING DISTANCES

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

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

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

7g. OTHER TRAIN MOVEMENTS

LOCATIONS WHERE RUNNING SWITCHES ARE AUTHORIZED

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

FIRST DISTRICT CNO&TP	Natico lead at Northern Kentucky Industrial Park.
DANVILLE YARD	North end of east and west yards and at the south end of Tracks No. 3, 4, 5, 6, 7 and 8 in the east yard.
SECOND DISTRICT CNO&TP	Science Hill - West Side Somerset - General Electric Somerset - Cumberland Chair Somerset - Southern States Burnside - Charcoal Plant Greenwood - With cab in runaround track
TENN. RAILWAY	Newtown - Yard track
LOUISVILLE DIST.	Bluegrass - Siding Fisherville - Spur Track Lawrenceburg - Long Track
LL BRANCH	Versailles - Sylvania

8. SPRING SWITCHES

Spring switches are located as follows:

St. Louis District

Coapman	East End, M.P. 8.2W
New Baden	Both ends of siding
Monterey Mine	Lead, M.P. 38.6W
Mt. Vernon	Both ends of siding
Moon	Both ends of siding
Golden Gate	Both ends of siding
Simpson	Both ends of siding

8. SPRING SWITCHES (Cont'd)

Spring switches are located as follows:

St. Louis District (Cont'd)

Lee.....	Lead, M.P. 148.9W
Gibson.....	Both ends of Wye
Oakland City Jct.....	East Wye Switch
Ayrshire.....	Both ends of siding
Ayrshire.....	AW&W R.R. Connection
Huntingburg.....	Both ends of siding
Taswell.....	Both ends of siding
Depauw.....	Both ends of siding
Crandall.....	Both ends of siding
Duncan.....	Both ends of siding

Louisville District

Tucker.....	Both ends of siding
Joyes.....	Both ends of siding
Waddy.....	Both ends of siding
Coal Chute.....	Both ends of siding
Talmage.....	Both ends of siding

9-a. SPEED RESTRICTIONS General Speed Restrictions

CONDITIONS	MAXIMUM Miles Per Hour All Trains and Engines
CARS	
Trains handling more than 40 empty multi-levels unless handled as solid block on the rear of train (up to 70 empty multi-levels) or in solid train (up to 150 empty multi-levels).....	25
Trains handling more than 40 OTTX flat cars either loaded or empty.....	30
PRR (or PC or CR) short gons in series 13000-15999 and 500000-502920, loaded.....	30
empty.....	35
Short ore hopper cars:	
DM&IR, loaded.....	40
empty.....	45
Other, loaded.....	30
empty.....	35
Trains handling empty bulkhead flat cars and/or empty woodrack cars, foreign or system.....	45
EXCEPTION: Restriction does not apply to center beam flat cars.	
Southern log cars series 118000 - 118039 when empty.....	45
Trains handling flat cars loaded with creosoted poles.....	45
LOCOMOTIVES	
Controlling locomotive not equipped with speed indicator.....	20
Single light locomotive.....	30
All steam locomotives.....	40
All other light locomotive consists of 2 or more units.....	50

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

CONDITIONS	MAXIMUM Miles Per Hour All Trains and Engines
TRAINS	
Key Trains (See Sect. 17).....	50
Loaded Welded Rail Trains.....	50
All other trains.....	50
Trains consisting entirely of Triple Crown, TOFC/COFC, Multi-level, or Stack equipment will be governed by passenger train speed on curves and turnouts not to exceed..	60
When Triple Crown or freight trains handling one or more loaded cars is operated on jointed rail, the engineer will avoid prolonged operation in speed range of 16 to 21 mph. If speed cannot be maintained above 21 mph, it must be reduced to 15 mph.	
Passenger Trains.....	65
OTHER	
Snow plow NW 590000, when plowing.....	25
Shoving movements with NS31 on leading end.....	25
Single unit of self-propelled work equipment that is designed to shunt track circuits (i.e. FRA T-10, Sperry Rail Test cars, Loram railgrinder and ballast cleaner),.....	30
Lucky Loader, NW 14317 loaded on gon NW 59802.....	35

9-b. SPEED RESTRICTIONS BY DISTRICT

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

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

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

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

CINCINNATI TERMINAL

All Yard Tracks and No. 1 and No. 2 main tracks to M.P. 2.6.....	10
Gest St. Yard to Oasis.....	10
Junction Switch Smith & Mehring Way (Riverfront Running Track).....	10
Clare and Ivorydale.....	20
Interlocking Plant, Clare Yard.....	10
Between Clare and Red Bank	
#2 Track.....	25
#1 Track.....	25
Through interlocking at Red Bank.....	25
Between Red Bank and Valley.....	25
Between Red Bank and Rendcomb Jct.....	10
Between West Oakley and West Norwood.....	25
Between West Norwood and East Norwood.....	25
Old Main Line	
Between M.P. CT0.0 and M.P. CT9.0.....	10

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

LOCATIONS AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
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FIRST DISTRICT CNO&TP

Between:

Cincinnati, M.P. 2.6, and Danville, M.P. 116.4	
Rail-highway Trains	60
Freight Trains	50

Except:

M.P. 2.7 to M.P. 3.0 (Ohio River Bridge)	20
M.P. 3.0 to M.P. 8.0	25
M.P. 8.0 to M.P. 10.0 (Except for Triple Crown trains, northward trains having more than 60 cars)	25
All Industry Tracks Industrial Park, Rice, KY	5
All yard tracks, Delaplain Yard	20
Except through turnouts	15
M.P. 103.0 (High Bridge)	40
On all tracks other than main track unless otherwise provided	10

THROUGH TURNOUTS AT:

Location	Mile Post	
Cincinnati	2.6 (C.U.T. Switch)	15
Ludlow	3.0	10
Erlanger	9.8	40
Rice	12.5	40
Bracht	22.0	40
Adams	24.5	40
Reid	32.0	40
Mason	43.0	40
Blanchet	46.8	40
Rohan	50.4	40
Rogers Gap	62.2	40
Delaplain	65.4	40
Georgetown	69.6	40
Akers	72.2	40
Greendale	77.4	40
Fayette	79.6	40
Rosemont	83.2	40
Bishop	85.6	40
Jessamine	95.8	40
Wilmore	98.3	40
High Bridge	102.5	40
Brown	105.0	40
Faulkner	110.7	40
S. J. Tower	113.3	40
S. J. Tower	113.3 (Louisville Dist. Turnout)	40

OVER STREET CROSSINGS:

Lexington (M.P. 82.4 to M.P. 83.2)	40
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ON CURVES:

M.P.	Between and	M.P.	Rhwy.	Fr.
11.1		11.8	55	50
12.9		13.5	55	50
18.8		19.2	55	50
20.6		20.8	55	50

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

LOCATIONS AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
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ON CURVES (Cont'd):

M.P.	Between and	M.P.	Rhwy.	Fr.
23.5		23.8	55	50
29.2		29.8	55	50
30.4		30.7	55	50
31.5		31.8	55	50
34.0		34.7	55	50
37.0		38.6	55	50
38.6		38.9	50	45
40.5		41.1	50	45
41.4		41.6	50	50
41.8		42.1	50	45
42.1		43.8	50	50
43.8		45.6	50	45
49.2		50.0	55	50
50.6		50.8	55	50
51.5		52.2	50	45
52.2		52.5	55	50
55.0		55.3	50	45
55.3		56.9	45	45
57.7		59.1	55	50
81.5		81.8	35	35
81.8		82.0	40	40
101.6		104.0	40	40
104.0		104.6	50	50
105.7		106.0	55	50
106.0		106.5	50	45
108.3		108.6	55	50
113.4		115.8	55	50
116.1		116.4	45	45

DANVILLE YARD

Between:

M.P. 116.4 and M.P. 118.4	(Yard Speed)	30
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Except:

Yard Tracks	10
Except: West Lead from Clarksrun Bridge to South Danville	20
M.P. 116.5 to M.P. 117.4 (until lead car or engine is past non-electrically locked switches)	20
All industry tracks	10

THROUGH TURNOUT AT:

Location	Mile Post	
South Danville	118.2 (Tk. 2, South end west lead)	20
South Danville	118.4	40

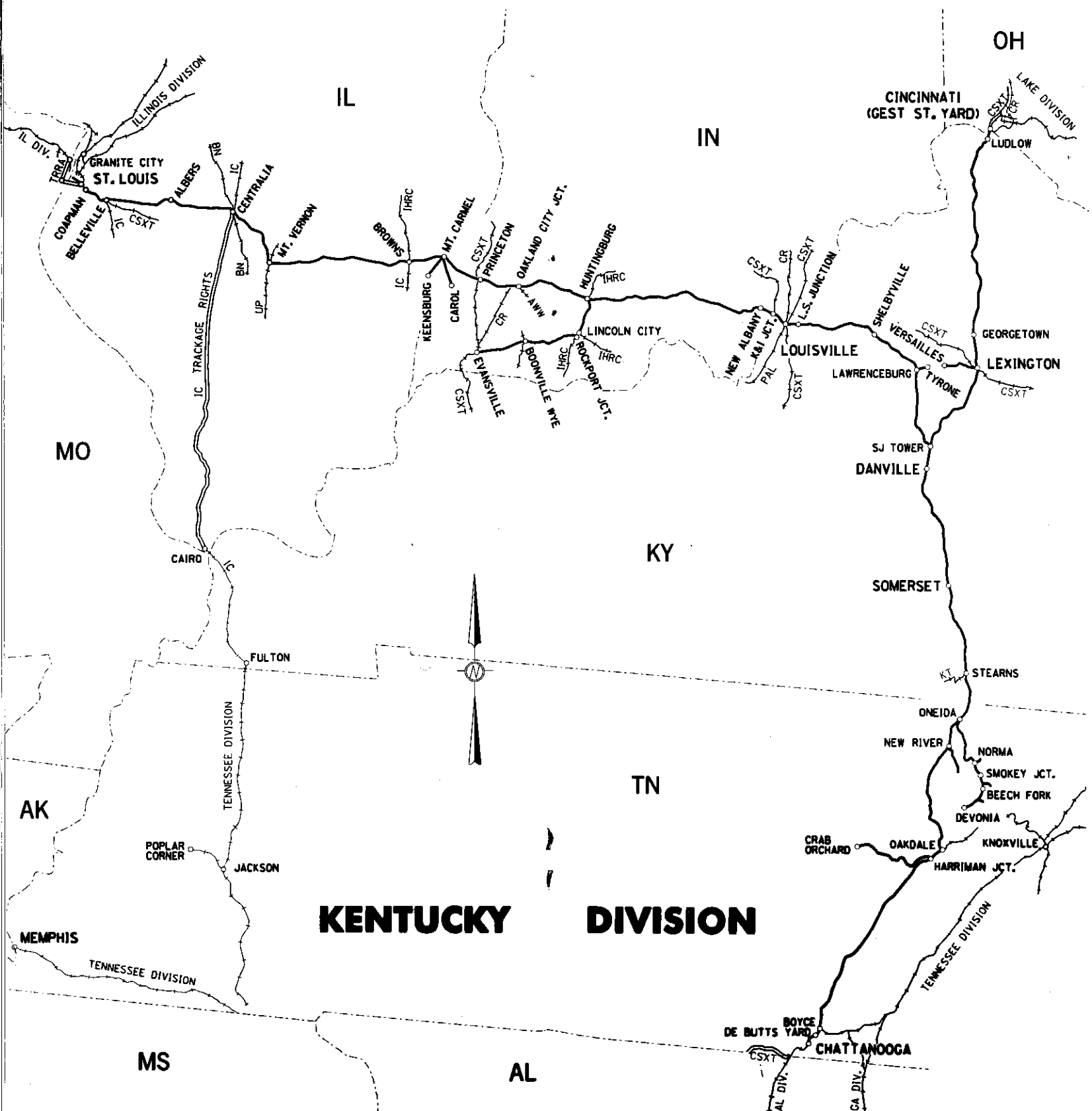
SECOND DISTRICT CNO&TP

Between:

Danville, M.P. 118.4 to Oakdale, M.P. 254.4	
Rail-Highway trains	60
Freight trains	50

Except:

M.P. 147.0 to M.P. 149.0 (All trains having more than 50 cars, except trains handling either TTX equipment or passenger equipment entirely)	40
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9-b. SPEED RESTRICTIONS BY DISTRICT (Cont'd)

LOCATIONS AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
SECOND DISTRICT CNO&TP (Cont'd)	
M.P. 166.8 (Cumberland River Bridge Rail-Highway and passenger trains only).....	55
M.P. 188.0 (Southward five (5) or six (6) unit radio trains).....	40
M.P. 192.0 (All Southward radio trains).....	40
M.P. 204.0 (All Northward radio trains).....	45
All yard tracks, Oneida, Tennessee.....	10
M.P. 217.7 (New River Bridge).....	40
M.P. 241.5 to M.P. 244.3 (No. 1 Track).....	25
M.P. 241.5 to M.P. 244.3 (No. 2 Track).....	40
On all tracks other than main track unless otherwise provided.....	10

THROUGH TURNOUTS AT:

Location	Mile Post	
Junction City	120.8	40
Bowen	123.3	40
Palm	130.1	40
Geneva	132.6	40
South Fork	134.8	40
Kings Mountain	139.2	40
Waynesburg	142.2	40
Gradison	148.6	40
Norwood	154.7	40
Woods	161.9	40
Grove	166.3	40
Tateville	169.8	40
KD Tower	177.5	40
Cumberland Falls	181.5	40
Whitley	190.6	40
Revalo	194.8	40
Ratiff	202.5	40
Pemberton	211.4	40
Phillips	215.3	40
Robbins	221.9	40
Glen Mary	225.8	40
Sunbright	231.4	40
Lancing	241.6	40
C.W. Tower	244.3	40
Coleman	248.9	40
Camp Austin	251.2	40

ON CURVES:

M.P.	Between and	M.P.	Rhwy.	Frts.
118.8		119.0	45	45
130.1		130.5	55	50
134.3		134.7	50	45
135.0		135.2	55	50
135.2		136.0	40	40
136.0		137.1	50	45
137.6		141.1	55	50
150.4		150.7	55	50
152.5		156.9	50	45
156.9		158.9	55	50
158.9		159.2	50	45
159.2		160.2	50	50

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

LOCATIONS AND CONDITIONS			MAXIMUM Speed Miles Per Hour All Trains and Engines	
ON CURVES (Cont'd):				
	Between		Rhwy.	Frts.
M.P.	and	M.P.		
160.2		160.5	40	40
160.5		161.9	55	50
163.2		163.5	45	45
163.5		163.7	40	40
165.3		166.2	55	50
166.2		168.1	45	45
168.1		168.9	40	40
169.9		179.5	55	50
179.5		180.0	35	35
180.0		181.1	40	40
181.1		184.8	55	50
186.5		187.3	55	50
187.3		187.7	40	40
187.7		188.2	55	50
189.6		190.1	55	50
192.3		192.5	50	50
192.5		193.0	50	45
193.0		193.3	50	50
193.3		194.4	40	40
194.4		194.8	45	45
194.8		195.2	50	50
195.5		195.7	55	50
203.4		203.7	55	50
205.2		206.0	50	50
206.1		206.4	45	40
207.7		208.3	45	45
211.9		212.3	55	50
222.0		222.7	40	40
222.7		223.7	35	35
223.7		226.5	40	40
226.5		227.9	45	45
227.9		229.5	40	40
229.5		232.2	45	45
232.2		234.3	50	45
234.3		235.2	50	50
235.2		237.6	40	40
237.6		238.8	45	45
238.8		239.6	35	35
239.6		240.4	45	45
240.4		241.5	40	40
244.3		246.3	45	45
246.8		248.2	55	50
251.0		251.3	40	40
251.3		252.1	35	35
252.1		254.4	45	45

BRANCHES:

TENNESSEE RAILWAY			
All Trains:			
M.P. TE 0.0	to	M.P. TE 3.6	15
M.P. TE 3.6	to	M.P. TE 5.8	20
M.P. TE 5.8	to	M.P. TE12.3	15
M.P. TE12.3	to	M.P. TE15.5	20
M.P. TE15.5	to	M.P. TE20.7	15

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

LOCATIONS AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
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BRANCHES (Cont'd):

TENNESSEE RAILWAY (Cont'd)

All Trains:	
M.P. TE20.7 to M.P. TE23.1.....	20
M.P. TE23.1 to M.P. TE41.5.....	15
Except: All tracks other than main track.....	10

NEW RIVER RAILWAY

All Trains:	
Between Helenwood and New River.....	25
Between New River and Sterling.....	10

THIRD DISTRICT CNO&TP

Between:	
Oakdale, M.P. 254.4 and Tenbridge, M.P. 331.2	
Rail Highway Trains.....	60
Freight Trains.....	50
Except:	
Siding at Rockwood (M.P. 267.7 to M.P. 269.2).....	20
Siding at Roddy (M.P. 275.4 to M.P. 277.4).....	20
Siding at Spring City (M.P. 283.2 to M.P. 285.0).....	20
Siding at Evensville (M.P. 292.3 to M.P. 295.1).....	40
Siding at Dayton (M.P. 299.2 to M.P. 300.7).....	20
Siding at Sale Creek (M.P. 309.7 to M.P. 311.7).....	20
Daisy (M.P. 321.0) to Cave Springs (M.P. 325.0)	
No. 2 Track.....	40
On all tracks other than main track unless otherwise provided.....	10

THROUGH TURNOUTS AT:

Location	Mile Post	
Tunnel 25 (No. 1 Track)	254.8	25
Tunnel 25 (No. 2 Track)	254.8	20
Tunnel 26	255.5	40
Harriman Jct.	258.2	10
E. G. Tower	261.4	40
North Rockwood	267.7	20
South Rockwood	269.2	20
North Roddy	275.4	20
South Roddy	277.4	20
North Spring City	283.2	20
South Spring City	285.0	20
North Evensville	292.3	40
South Evensville	295.1	40
North Dayton	299.2	20
South Dayton	300.7	20
North Sale Creek	309.7	20
South Sale Creek	311.7	20
Daisy	321.0	40
Cave Springs	325.0	40
Hixson	328.7	40
Tenbridge	331.2	40

OVER STREET CROSSINGS AT:

Rockwood (M.P. 266.7 to M.P. 267.8).....	50
Spring City (M.P. 283.1 to M.P. 283.4).....	50
Dayton (M.P. 297.5 to M.P. 300.6).....	50
Soddy Daisy (M.P. 319.1 to M.P. 323.3).....	40

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

LOCATIONS AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
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ON CURVES:

Between		Rhw.:	Frt.
M.P.	and M.P.		
254.4	254.8	25	25
254.8	255.2	40	40
255.2	255.5	50	50
257.8	258.7	40	40
258.7	259.5	35	35
259.5	260.6	45	45
260.6	262.9	45	40
262.9	263.4	55	50
264.6	265.0	55	50
269.2	270.3	45	45
273.7	274.0	50	50
274.0	274.8	55	50
277.9	278.6	55	50
278.6	278.9	50	45
286.9	289.5	50	50
289.5	289.8	55	50
290.5	290.7	50	45
290.7	290.9	45	45
291.6	292.2	55	50
304.2	304.5	45	40
304.5	304.9	45	45
305.5	305.9	50	50
310.9	311.4	50	45
313.5	313.9	55	50
314.5	314.8	55	50
316.1	318.8	55	50
322.5	322.7	(No. 1 Track)	40
322.7	323.7	(No. 1 Track)	35
323.7	325.4	(No. 1 Track)	45
321.0	322.7	(No. 2 Track)	40
322.7	323.7	(No. 2 Track)	30
323.7	325.0	(No. 2 Track)	40
325.4	325.6	40	40
325.6	326.0	40	35
326.0	326.6	40	40
326.6	327.4	35	35
327.4	328.2	45	45
328.2	328.4	45	40

BRANCHES:

HARRIMAN & NORTHEASTERN RAILROAD

All Trains:.....	25
Except: M.P. 150.4H to Rockwood (Northward Trains).....	20
On bridges at M.P. 147.4H, M.P. 152.6H, M.P. 154.3H and M.P. 156.2H.....	10
On all tracks other than main track unless otherwise provided.....	10

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

LOCATIONS AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
ON CURVES:	
Between	
M.P. and M.P.	Fr.
145.2H and 145.7H	15
154.0H and 154.3H	20
154.3H and 154.8H	15
154.8H and 156.4H	20
163.1H and 166.0H	15
CHATTANOOGA TERMINAL	
M.P. 235.1A to M.P. 238.0A	40
Over Tennessee River Bridge (M.P. 331.3)	35
CNO&TP Main Track - M.P. 331.2 (Tenbridge) to M.P. 337.0 (East End Ave.)	35
Except:	
No. 1 Wye Track	15
No. 2 Wye Track	15
CNO&TP No. 2 Main Track - M.P. 332.4 to M.P. 333.3	20
CNO&TP Zero Track - M.P. 334.7 (Webb) to M.P. 337.0 (East End Ave.)	20
East End Avenue - M.P. 337.0 and Ship Yard - M.P. 0.0 (AGS Main)	15
Ship Yard and Wauhatchie (AGS Main)	25
M.P. 0.0 to M.P. 3.2	25
M.P. 3.2 to M.P. 5.5	50
Except on curves:	
M.P. 3.2 to M.P. 3.9 (Track No. 1)	35
M.P. 3.2 to M.P. 3.9 (Track No. 2)	25
Chattanooga Traction Company—(M.P. 1.3V to M.P. 1.5V) —(M.P. 2.8V and M.P. 2.9V)	5
CSXT Wauhatchie Yard	10
All tracks other than Main Track and Sidings, unless otherwise provided	10
THROUGH TURNOUTS AT:	
Location	Mile Post
Williams	236.0A
Citico Jct.	238.0A
Pierce	238.7A
Hulsey	331.7
Boyce	331.9
N.E. Lookout Mtn. Tunnel	2.2
S.E. Lookout Mtn. Tunnel	3.1
Wauhatchie (Crossover)	5.3
Wauhatchie (CSXT Connection)	5.4
Wauhatchie	5.5
NOTE: For all switches in and out of Receiving Yard, Classification Yard, Forwarding Yard and over Alternate Inbound Bridge (Hop Skip Bridge) at deButts Yard	

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

LOCATIONS AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
ST. LOUIS TERMINAL	
Brooklyn District, M.P. D469.1 to M.P. D479.8	
Rail-Highway Trains	60
Freight Trains	50
Except:	
Mitchell, over A&S crossing, M.P. D474.7 to M.P. D474.8, both tracks	40
M.P. D479.8, 22nd Street, and end of double track at WR Tower, M.P. D480.4	35
Between:	
M.P. D479.8 and M.P. D480.4 Northward Track	30
M.P. D479.8 and M.P. D480.4 Southward Track	35
Through interlocking WR Tower	
Toward TRRA	15
Toward Brooklyn	10
ALTON DISTRICT (A&E LINE)	
Between:	
Shaffer Road, M.P. AE13.4, and northward signal at W.R. Tower, M.P. AE9.6	15
Except over 20th Street Crossing, M.P. AE10.1	10
Southward trains and engines approaching 22nd Street Crossing, from yard Tracks No. 11 thru No. 16, proceeding on to Yard Track No. 10 from start of crossing signal circuit until leading end of movement occupies crossing	5
COAPMAN YARD	
M.P. 3.0W to M.P. 4.5W (TRRA Crossing)	10
M.P. 4.5W (TRRA Crossing) to M.P. 6.3W (A&S Crossing)	20
M.P. 6.3W (A&S Crossing) to M.P. 8.2W (East Yard Limit Sign)	30
Except:	
V&C Belt, Coapman Yard, (M.P. 4.5W and WR Tower, M.P. D480.4 via Brooklyn Main	10
Outbound Track (M.P. 5.0W to M.P. 6.3W)	10
ST. LOUIS DISTRICT	
Between:	
Coapman, M.P. 8.2W and Centralia, M.P. 66.2W	
Passenger Trains	65
Rail-Highway Trains	60
Freight Trains	50
Except:	
M.P. 63.7W to M.P. 64.2W (Passenger Trains)	35
Eastward Trains, M.P. 62.4W	45
M.P. 64.4W to M.P. 66.2W (BN Track)	10
On all tracks other than main track unless otherwise provided	10
THROUGH TURNOUT AT:	
Trains or engines using the crossover leading from the BN main track to the Illinois Central main track with entire train	10

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

LOCATIONS AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
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ON CURVES:

M.P.	Between and	M.P.	Pass./Rhwy.	Fr.
8.2W	8.9W	35	35
8.9W	9.1W	45	40
9.1W	9.9W	40	40
9.9W	11.3W	.....	50	45
11.3W	11.7W	.....	45	45
11.7W	12.1W	.....	60	50
15.3W	15.9W	.....	60	50
15.9W	16.2W	.....	40	40
16.2W	17.3W	.....	50	45
17.3W	17.9W	.....	45	45
17.9W	18.2W	.....	40	40
18.2W	18.5W	.....	50	45
18.5W	20.8W	.....	55	50
20.8W	21.1W	.....	60	50
27.1W	27.2W	.....	60	50
36.0W	36.2W	.....	60	50
36.2W	36.7W	.....	45	40
36.7W	37.1W	.....	55	50
37.1W	39.6W	.....	60	50
41.2W	42.1W	.....	60	50
42.1W	42.3W	.....	55	50
43.8W	44.0W	.....	45	45
44.0W	45.2W	.....	60	50
47.6W	48.0W	.....	45	45
52.2W	52.4W	.....	55	50
52.4W	54.3W	.....	60	50
54.3W	54.5W	.....	55	50
55.9W	56.7W	.....	55	50
56.7W	59.8W	.....	60	50
64.1W	64.4W	.....	20	20

M.P. 66.2W to M.P. 209.0W

All Trains	50
Except:	
Over UP crossing, M.P. 87.7W	25
Eastward trains with more than 75 cars at M.P. 98W	25
Eastward trains with more than 75 cars, M.P. 119.0W (Entire train)	30
In Siding, Moon (M.P. 110.2W to M.P. 112.6W)	20
In Siding, Golden Gate (M.P. 126.0W to M.P. 128.1W)	20
Over IHRC Railroad crossing, M.P. 138.3W	35
Over CSXT Railroad crossing, M.P. 162.4W	15
All Yard Tracks, Princeton	10
When using east or west crossover in other than straight track movement at Princeton	10
Old Main track, Princeton	10
Over Indiana Southern crossing, M.P. 175.1W	25
Over East Leg Wye, Oakland City Jct. M.P. 177.2W	10
M.P. 198.5W to M.P. 199.5W	30
Huntingburg: All tracks other than main tracks and siding	10
On all tracks other than main track unless otherwise provided	10

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

LOCATIONS AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
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THROUGH TURNOUTS AT:

Location	Mile Post	
East Moon	110.2W	20
West Moon	112.6W	20
East Golden Gate	126.0W	20
West Golden Gate	128.1W	20

ON CURVES:

M.P.	Between and	M.P.	
66.2W	66.4W	.....	10
66.4W	66.6W	.....	35
66.6W	67.2W	.....	40
67.2W	67.7W	.....	45
77.9W	78.2W	.....	45
81.3W	82.6W	.....	45
85.6W	87.3W	.....	45
87.3W	88.2W	.....	25
88.2W	89.2W	.....	45
96.8W	97.1W	.....	45
116.6W	116.8W	.....	45
134.1W	134.6W	.....	45
149.9W	151.0W	.....	35
151.0W	151.9W	.....	40
160.7W	161.8W	.....	45
161.8W	162.3W	.....	35
162.3W	162.7W	.....	15
162.7W	164.6W	.....	45
164.6W	164.9W	.....	40
164.9W	165.4W	.....	45
171.5W	171.7W	.....	45
172.5W	172.7W	.....	45
181.5W	181.7W	.....	45
186.4W	187.7W	.....	40
198.5W	199.6W	.....	30
203.0W	204.5W	.....	30

M.P. 209.0W to Louisville, M.P. 268.3W

All Trains	45
Except:	
In siding, Birdseye (M.P. 213.4W to M.P. 213.9W)	10
In siding, Milltown (M.P. 239.6W to M.P. 240.0W)	10
In siding, Depauw (M.P. 241.7W to M.P. 243.8W)	20
Eastbound, radio trains between M.P. 246.0W and M.P. 249.0W	30
In siding, Crandall (M.P. 253.0W to M.P. 255.1W)	20
On all tracks other than main track unless otherwise provided	10

THROUGH TURNOUTS AT:

Location	Mile Post	
West End Depauw	241.7W	20
East End Depauw	243.8W	20
West End Crandall	253.0W	15
East End Crandall	255.1W	20

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

LOCATIONS AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
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ON CURVES:

Between M.P. and M.P.	
209.9W 215.1W	40
215.1W 223.7W	35
223.7W 228.0W	25
228.0W 234.1W	30
234.1W 238.8W	35
255.8W 258.7W	35
258.7W 262.1W	40
262.1W 263.7W	25
263.7W 266.7W	30
266.7W 268.3W	25

BRANCHES:

CB BRANCH	
All Trains	10
YANKEETOWN DOCK CORPORATION AND PEABODY COAL CO.	
All Trains	25
Except:	
M.P. 4.8BY to M.P. 5.8BY	10

EVANSVILLE BRANCH

BETWEEN HUNTINGBURG (M.P. 46.9EB) AND BOONVILLE (M.P. 16.6EB)	
All Trains	35
Except:	
Over Road Crossings at:	
Dale (M.P. 36.8EB - S.R. 62)	Note 1
Gentryville (M.P. 30.7EB - U.S. 231/S.R. 45)	Note 1

NOTE 1: A train with less than five cars must approach grade crossings at the following locations prepared to stop, unless it is known that crossing signals are working properly. Protection must be afforded highway traffic.

BETWEEN BOONVILLE (M.P. 16.6EB) and EVANSVILLE (M.P. 0.0EB)	
All trains - M.P. 0.0EB to M.P. 4.9EB	10
M.P. 4.9EB to M.P. 16.6EB	25
Except Asylum Lead at M.P. 3.2EB	10
On Road Crossings at:	
M.P. 0.9EB over US Highway 41*	5
M.P. 1.1EB over Willow Rd.	5
M.P. 3.5EB over Green River Rd.	5

* See following instructions.

WESTWARD TRAINS

Main Track

Westward trains operating on main track must **STOP** at least two (2) feet west of yellow post located 30 feet east of Franklin Street on **south side** of main track until lights are flashing and gates are down on both Franklin Street and Highway 41. Then train may proceed west.

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

LOCATIONS AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
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Industrial Spur

Westward trains operating on industrial spur must **STOP** at least two (2) feet west of yellow post located 40 feet east of Franklin Street on **north side** of spur track until lights are flashing and gates are down on both Franklin Street and Highway 41. The train may then proceed west.

EASTWARD TRAINS

Main Track

Eastward trains operating on main track must **STOP** at least two (2) feet east of yellow post located 50 feet west of Highway 41 on **south side** of main track until lights are flashing and gates are down on both Highway 41 and Franklin Street. The train may then proceed east.

Industrial Spur

Eastward trains operating on spur track must **STOP** at least two (2) feet east of yellow post located 25 feet west of Highway 41 on **south side** of spur track until lights are flashing and gates down on both Highway 41 and Franklin Street. The train may then proceed east.

LOUISVILLE TERMINAL

Between:

M.P. 268.3W and M.P. 279.6W

All Trains:	
M.P. 268.3W to M.P. 275.2W	15
M.P. 275.2W to M.P. 277.4W	20
M.P. 277.4W to M.P. 279.6W	45
Except:	
Extension Track between Madison Street, M.P. 271.7W, and Garland Avenue, M.P. 272.3W	15
Unless otherwise authorized, all tracks other than main track	10

THROUGH TURNOUTS AT:

Location	Mile Post
Fourth Street	276.1W

ON CURVES:

Between	
M.P. and M.P.	
268.7W 269.0W	10

LOUISVILLE DISTRICT

Between:

Dumesnil, M.P. 279.6W, and S. J. Tower, M.P. 357.8W

All Trains	45
Except:	
Over CSXT crossing M.P. 307.2W	35
No. 161 connection when operating as radio train, over CSXT crossing M.P. 307.2W	25
Radio-Controlled Grain Trains (6 units or less) between M.P. 311.6W (west end of Guist Creek Trestle) and M.P. 312.0W	25
In siding, Waddy (M.P. 318.0W to M.P. 320.4W)	20

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

LOCATIONS AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
Trains with more than 75 cars between M.P. 327.3W and M.P. 350.6W.....	30
Through North Leg Wye, S. J. Tower.....	15
When using crossover between Kentucky Division No. 1 track and Louisville District Main Track at S. J. Tower.....	25
On all tracks other than main track unless otherwise provided.....	10
THROUGH TURNOUTS AT:	
Location	Mile Post
West End Waddy.....	318.0W..... 20
East End Waddy.....	320.4W..... 20
S. J. Tower-Wye.....	356.8W..... 20
S. J. Tower.....	357.8W..... 40

ON CURVES:

Between		
M.P.	and M.P.	
278.0W	279.9W	30
284.9W	287.7W	40
287.7W	292.7W	35
292.7W	299.8W	40
299.8W	303.3W	35
303.3W	304.7W	40
304.7W	307.6W	45
307.6W	307.9W	40
307.9W	308.1W	35
308.1W	308.6W	25
308.6W	309.8W	35
309.8W	311.8W	30
311.8W	324.3W	35
324.3W	328.3W	40
328.3W	328.7W	35
328.7W	331.0W	40
331.0W	335.7W	35
335.7W	336.6W	30
336.6W	338.9W	35
338.9W	341.4W	30
341.4W	343.0W	45
343.0W	343.3W	35
343.3W	344.4W	40
344.4W	350.7W	30
350.7W	351.8W	15
351.8W	352.2W	20
352.7W	353.0W	35
353.0W	357.6W	40

BRANCH:

LL BRANCH

BETWEEN LAWRENCBURG (M.P. 0.0LL) AND TYRONE (M.P. 3.0LL) All Trains.....	10
BETWEEN VERSAILLES (M.P. 9.0LL) AND LEXINGTON (M.P. 24.0LL) All Trains.....	10
Except:	
Both tracks at Campbell Warehouse, M.P. 22.5LL.....	5
Kuhlman Track - Versailles.....	5
Rand McNally Lead between derail and road crossing.....	5

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

LOCATIONS AND CONDITIONS	MAXIMUM Speed Miles Per Hour All Trains and Engines
AUTHORIZED SPEED OF PASSENGER TRAINS	
A&S JCT. YARD TO CENTRALIA (Main Track)	
Mile Post Locations Between	Speed in MPH
6.5W to 8.0W.....	30
8.0W to 8.9W.....	35
8.9W to 9.1W.....	45
9.1W to 9.8W.....	40
9.8W to 11.3W.....	50
11.3W to 11.6W.....	45
11.6W to 12.1W.....	60
12.1W to 15.3W.....	65
15.3W to 15.9W.....	60
15.9W to 16.2W.....	40
16.2W to 17.3W.....	50
17.3W to 17.9W.....	45
17.9W to 18.2W.....	40
18.2W to 18.5W.....	50
18.5W to 20.8W.....	55
20.8W to 21.1W.....	60
21.1W to 27.1W.....	65
27.1W to 27.2W.....	60
27.2W to 36.0W.....	65
36.0W to 36.2W.....	60
36.2W to 36.7W.....	45
36.7W to 37.1W.....	55
37.1W to 39.6W.....	60
39.6W to 41.2W.....	65
41.2W to 42.1W.....	60
42.1W to 42.3W.....	55
42.3W to 43.9W.....	65
43.9W to 44.0W.....	45
44.0W to 45.2W.....	60
45.2W to 47.6W.....	65
47.6W to 48.0W.....	45
48.0W to 52.3W.....	65
52.3W to 52.4W.....	55
52.4W to 54.3W.....	60
54.3W to 54.6W.....	55
54.6W to 55.9W.....	65
55.9W to 56.7W.....	55
56.7W to 59.8W.....	60
59.8W to 63.7W.....	65
63.7W to 64.2W.....	35

9-c. CHECKING LOCOMOTIVE SPEED INDICATOR

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

WESTWARD/NORTHWARD EASTWARD/SOUTHWARD

FIRST DISTRICT CNO&TP

M.P. 108	to	M.P. 107	M.P. 17	to	M.P. 18
M.P. 76	to	M.P. 75	M.P. 21	to	M.P. 22
			M.P. 30	to	M.P. 31

SECOND DISTRICT CNO&TP

M.P. 249	to	M.P. 248	M.P. 124	to	M.P. 125
M.P. 238	to	M.P. 237	M.P. 129	to	M.P. 130
M.P. 218	to	M.P. 217	M.P. 138	to	M.P. 139
M.P. 204	to	M.P. 203	M.P. 147	to	M.P. 148
			M.P. 148	to	M.P. 149
			M.P. 203	to	M.P. 204
			M.P. 217	to	M.P. 218

TENNESSEE RAILWAY

M.P. TE36	to	M.P. TE35	M.P. TE 4	to	M.P. TE 5
M.P. TE 7	to	M.P. TE 6	M.P. TE13	to	M.P. TE14

THIRD DISTRICT CNO&TP

M.P. 328	to	M.P. 327	M.P. 257	to	M.P. 258
M.P. 327	to	M.P. 326	M.P. 263	to	M.P. 264
M.P. 326	to	M.P. 325	M.P. 270	to	M.P. 271

ST LOUIS DISTRICT

M.P. 157W	to	M.P. 156W	M.P. 20W	to	M.P. 21W
M.P. 259W	to	M.P. 258W	M.P. 23W	to	M.P. 24W
M.P. 255W	to	M.P. 254W	M.P. 70W	to	M.P. 71W
			M.P. 90W	to	M.P. 91W
			M.P. 169W	to	M.P. 170W
			M.P. 180W	to	M.P. 181W
			M.P. 195W	to	M.P. 196W
			M.P. 207W	to	M.P. 208W

EVANSVILLE BRANCH

M.P. 44EB	to	M.P. 43EB	M.P. 2EB	to	M.P. 3EB
M.P. 21EB	to	M.P. 20EB	M.P. 5EB	to	M.P. 6EB
M.P. 15EB	to	M.P. 14EB	M.P. 20EB	to	M.P. 21EB

YANKEETOWN DOCK

M.P. 9BY	to	M.P. 8BY	M.P. 2BY	to	M.P. 3BY
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LOUISVILLE DISTRICT

M.P. 357W	to	M.P. 356W	M.P. 278W	to	M.P. 279W
			M.P. 279W	to	M.P. 280W
			M.P. 281W	to	M.P. 282W
			M.P. 283W	to	M.P. 284W
			M.P. 291W	to	M.P. 292W
			M.P. 293W	to	M.P. 294W
			M.P. 315W	to	M.P. 316W
			M.P. 329W	to	M.P. 330W
			M.P. 333W	to	M.P. 334W

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

TABLE FOR DETERMINING TRAIN SPEEDS

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

10a. DIESEL UNIT RATING IN TONS

		D8-32B	
		B30-7A	
		B-36-7	
		GP40X	
D8-40C		GP49	B23-7
SD50		GP50	GP38
SD60		GP59	GP40
C36-7	C30-7	GP60	U23B
C39-8	SD40		

SOUTHWARD

FIRST DISTRICT CNO&TP

Cincinnati-Erlanger	3200	2350	2100	1600
Erlanger-Danville	7400	5550	4950	3700

SECOND DISTRICT CNO&TP

Danville-Stearns	4100	3050	2750	2050
Stearns-Lancing	3800	2800	2500	1900
Lancing-Oakdale	6400	4800	4250	3200

TENNESSEE RAILWAY

Oneida-Devonia	*	*	3100	2300
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THIRD DISTRICT CNO&TP

Oakdale-Harriman Jct.	6400	4800	4250	3200
Harriman Jct.-Emory Gap	5100	3850	3400	2550
Emory Gap-deButts	6200	4650	4100	3100

H&NE RAILROAD

Harriman-Daysville	*	*	900	700
Daysville-Crab Orchard	*	*	2000	1500

NORTHWARD

THIRD DISTRICT CNO&TP

deButts-Oakdale	6400	4750	4250	3200
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H&NE RAILROAD

Crab Orchard-Harriman	*	*	1850	1400
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SECOND DISTRICT CNO&TP

Oakdale-Helenwood	3100	2350	2100	1550
Helenwood-Danville	4100	3050	2700	2050

TENNESSEE RAILWAY

Devonia-Newtown	*	*	3100	2300
Newtown-Oneida	*	*	950	700

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

	D8-40C	C30-7	D8-32B	B30-7A	B-36-7	GP40X	B23-7
	SD50	GP49	GP40	GP49	GP50	GP38	GP38
	SD60	GP59	GP40	GP59	GP40	GP40	GP40
	C36-7	GP60	U23B	C39-8	SD40	GP60	U23B
NORTHWARD (Cont'd)							
FIRST DISTRICT CNO&TP							
Danville-Cincinnati	7100	5300	4700	3550			
EASTWARD							
ST. LOUIS DISTRICT							
Coapman-Cooper	4600	3450	3100	2300			
Cooper-Mt. Carmel	7200	5350	4750	3600			
Mt. Carmel-Huntingburg	6800	4300	3850	2900			
Huntingburg-Louisville	3100	2300	2050	1550			
Centralia-Fulton	4600	3450	3100	2300			
EVANSVILLE BRANCH							
Evansville-Boonville	*	*	3300	2500			
Boonville-Huntingburg	*	*	3350	2500			
LOUISVILLE DISTRICT							
Louisville-Lawrenceburg	3300	2500	2200	1650			
Lawrenceburg-Danville	5500	4100	3650	2750			
WESTWARD							
LOUISVILLE DISTRICT							
Danville-Lawrenceburg	5200	3900	3450	2600			
Lawrenceburg-Louisville	3500	2650	2350	1750			
ST. LOUIS DISTRICT							
Louisville-Duncan	1800	1200	1050	900			
Duncan-Huntingburg	3000	2200	1950	1500			
Huntingburg-Coapman	5300	4000	3550	2650			
Fulton-Centralia	4600	3450	3100	2300			
EVANSVILLE BRANCH							
Huntingburg-Boonville	*	*	4950	3700			
Boonville-Evansville	*	*	3550	2650			

* 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 the Chief Dispatcher by the Engineer. Conductor will make written report to Trainmaster.

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

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

10b. NORFOLK SOUTHERN SYSTEM LOCOMOTIVES SERIES TABLE

ROAD NOS.	MODEL	ROAD NOS.	MODEL
50-59	SD9M	#* 4606-4641	GP59
67-83	SW1500	5000-5256	GP38-2
100-104	TC10	6073-6206	SD40-2
115-116	F40PH	* 6500-6505	SD50
1002-1012	SW1	#* 6506-6525	SD50
1209	SW12	#* 6550-6700	SD60
1329-1388	GP40	#* 7000-7002	GP40X
1580-1624	SD40	#* 7003-7092	GP50
1625-1652	SD40-2	#* 7101-7150	GP60
1733	SW1500	8003-8082	C30-7
2105	SW1	* 8500-8542	C36-7
2290-2347	SW1500	* 8550-8563	C39-8
2348-2435	MP15	#* 8564-8688	C39-8
#* 2501-2506	SD70	#* 8689-8763	D8-40C
2717-2822	GP38	9710-9713	RP-E4
2823-2878	GP38AC	9714-9741	RP-E4D
2879-2886	GP38	9816-9817	RP-F4
3170-3200	SD40	9818	RP-B4U
3201-3328	SD40-2	9819-9827	RP-F4U
#* 3500-3521	B30-7A	9830-9831	RP-B4
#* 3522-3566	D8-32B	9833	RP-B4U
* 3815-3820	B36-7	9834	RP-E4U
3900-3969	U23B	9835-9841	RP-A4U
3970-4023	B23-7	9842-9855	RP-E4U
4100-4159	GP38AC	9900-9919	RP-F6Y
#* 4600-4605	GP49	9920-9923	RP-E6Y

* — High Adhesion

— High Capacity Dynamic Brake

10c. HIGH ADHESION UNITS AND MIXED CONSIST FORMULA

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

IN POWER

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

IN DYNAMIC BRAKE

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

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

TRAINS WITH HEAD END BRAKE PIPE SUPPLY ONLY

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

*Long cars such as bi-level, tri-level, TTX, or high cube cars are to be counted as two (50-foot) cars. Radio trains may be increased

50% over the number of cars prescribed above, and in no case are radio trains to be restricted to less than 9,350 feet account temperature.

11. LOAD LIMITS AND EQUIPMENT RESTRICTIONS

a. LOCOMOTIVES — Instructions and Restrictions

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

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

3. All units of radio operated empty coal trains must be on head end of train and in accordance with Rule R-304 of NS-1. The lead unit and the first unit behind the Radio Control Car must be on line. All other units will be shut down in accordance with Rule L-238 of NS-1 unless tagged by Mechanical Department not to shut engine down. Radio continuity must be maintained and feed valve on radio unit must be maintained in the "Out" position.

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

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

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

6. When picking up a locomotive at an outlying point, a crew member will see that the switch lock, that is used to lock the engine, is left with a station employee at that location or in the waybill receptacle at that station.

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

8. When locomotives are to be separated, angle cocks must not be closed and MU hoses must not be uncoupled until the folding walkway boards are properly secured and pinned in the upright position and the safety chains between the units to be separated are properly disconnected and secured.

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

b. DIESEL UNIT AND CAR RESTRICTIONS

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

GROSS WEIGHT IN POUNDS

Between	UNIT		LOADED CAR	
	4-axle	6-axle	(4-Wheel Truck)	(6-Wheel Truck)
Cincinnati & Chattanooga	245,000 (b)291,000	(b)420,000	220,000 (a)286,000 (c)315,000	(b)315,000
Oneida & Devonia	245,000 (b)281,000	(b)420,000	220,000 (a)286,000	(b)315,000
Barnes Sub Branch	245,000	Not Authorized	220,000 (a)286,000	(b)300,000
Morco Br.	(b)281,000	Authorized	(a)286,000	(b)315,000
Helenwood & Sterling	245,000 (b)281,000	Not Authorized	220,000 (a)286,000	(b)315,000

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

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

GROSS WEIGHT IN POUNDS

Between	UNIT		LOADED CAR	
	4-axle	6-axle	(4-Wheel Truck)	(6-Wheel Truck)
Crab Orchard & Harriman	245,000 (b)(l)281,000	Not Authorized	220,000 (a)(l)286,000	(b)(l)315,000
N. Chatt. Spur M.P. M-0.0 to M.P. M-4.0	245,000 (b)281,000	(b)420,000	220,000 (a)286,000	(b)315,000
Coapman & New Albany	245,000 (b)291,000	(b)(d)420,000	220,000 (a)286,000	(b)315,000
Mt. Carmel & Carol (PSI)	245,000 (b)281,000	(b)420,000	220,000 (a)286,000	(b)315,000
Mt. Carmel & Keensburg	245,000 (b)281,000	(b)420,000	220,000 (a)286,000	(b)315,000
Evansville & Boonville	245,000 (b)281,000	Not Authorized	220,000 (a)286,000	(b)315,000
Boonville & Huntingburg	245,000 (b)281,000	(b)(k)420,000	220,000 (a)286,000	(b)315,000
New Albany & L.S. Jct.	245,000 (b)(l)291,000	(b)(l)420,000	220,000 (a)(i)263,000 (a)(l)(j)286,000	(b)(l)315,000
L.S. Jct. & Danville	245,000 (b)291,000	(b)420,000	220,000 (a)286,000	(b)315,000
Lawrenceburg & Lexington	(f)(g)200,000 (b)(h)281,000	Not Authorized	140,000 (e)177,000 (a)(h)263,000	Not Authorized

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

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

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

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

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

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

(d) Must not be handled West of Coapman Yard to points of interchange due to excessive curvature. Movements with six-axle units may be made between Coapman, Luther Yard, and A. O. Smith Yard.

(e) Loaded cars weighing between 140,000 lbs. and 177,000 lbs. may be handled over Cedar Brook viaduct, M.P. 2.0LL, or Kentucky River Bridge, M.P. 3.1LL, provided they are separated from engine or other cars by 90,000 lbs. or less gross weight spacer car at each end of the load.

(f) The maximum axle load for diesel units is 50,000 lbs. per axle.

(g) A maximum of 2 diesel units may be operated across Cedar Brook Viaduct (M.P. 2.0LL) or Kentucky River Bridge (M.P. 3.1LL), provided a 50,000 lbs. or less gross weight spacer car is on each end of each unit.

(h) From Lexington to but not over Kentucky River Bridge (M.P. 3.1LL), and from Lawrenceburg to but not over Cedar Brook Viaduct (M.P. 2.0LL), 263,000 lbs. four-axle cars and four-axle units weighing not more than 268,000 lbs. can be handled without spacer restrictions.

- (i) Must not exceed 10 MPH across Ohio River Bridge at M.P. 269.0W.
- (j) When handling 286,000 lb. cars having a coupled length less than 42' 6" across Ohio River Bridge at M.P. 269.0W, only one track may be occupied.
- (k) Must be authorized by Chief Dispatcher.
- (l) Must not exceed 10 MPH over structures at M.P. locations 147.4H, 152.6H, 154.3H, 156.2H, 164.3H and 166.0H.

SIX-AXLE DIESEL UNITS

These restrictions **do not** apply to main track.

- (a) Six-axle diesel units may operate over the following tracks at a speed not to exceed ten (10) MPH:

ST. LOUIS DISTRICT

Algers, Winslow & Western Railroad, except on Shy Siding and Scale Track

- (b) Six-axle locomotives may operate over the following tracks at a speed not to exceed five (5) MPH:

FIRST DISTRICT CNO&TP

Duro Bag, M.P. 16.8
 CTW, M.P. 16.8
 Georgetown Yard (All tracks) M.P. 70.3
 Lexington Yard (Body of tracks only) M.P. 81.3

THIRD DISTRICT CNO&TP

Almet-Spring City, M.P. 282.5
 Runaround Track-Sale Creek, M.P. 309.8

ST. LOUIS DISTRICT

Algers, Winslow & Western Railroad, Shy Siding
 Huntingburg Wye
 Birdseye Siding, M.P. 213.5W
 Temple (All Tracks)
 House Track-Marengo, M.P. 235.9W
 House Track-Depauw, M.P. 243.9W
 Ramsey Spur, M.P. 247.5W
 Connection Track-Corydon, MP 250.8W
 House Track-Duncan, MP 261.5W
 New Albany-Not to go into yard beyond 5th Street

LOUISVILLE DISTRICT

Appliance Park - Yard tracks, Wye, GE Main, Runaround Tracks, except South end of GE Runarounds
 Fisherville, M.P. 293.7W
 Lawrenceburg (All tracks)
 Harrodsburg-Long Siding, M.P. 352.0W

- (c) Six-axle engines may not operate over the following tracks:

CINCINNATI TERMINAL

Yard Tracks 4, 5, and 6, Ludlow, M.P. 3.1
 Escambia Track, Ludlow, M.P. 3.1
 Continental Can-Ludlow, M.P. 3.1
 M. J. Daly Track-Ludlow, M.P. 3.1

FIRST DISTRICT CNO&TP

Continental Can-Devon, M.P. 11.9
 Florence Industrial Park, M.P. 12.6
 Phillips, M.P. 36.9
 Lower Yard Lead-Lexington, M.P. 81.7
 Adcom Lead & Gulf States - Nicholasville, M.P. 93.2

DANVILLE YARD

Corning Lead-Danville, M.P. 116.5
 Wye & Oil Track-Danville, M.P. 117.2
 Burlington Lead-Danville, M.P. 118.0

SECOND DISTRICT CNO&TP

Kingsford Charcoal-Tateville, M.P. 169.7

THIRD DISTRICT CNO&TP

Watts Bar Lead, M.P. 285.0
 Polyloom, M.P. 298.4
 CMI, M.P. 312.6

ST LOUIS DISTRICT

Weyerhauser, M.P. 14.9W
 Illinois Power, M.P. 18.8W
 Shapiro Brothers Scrap Company, M.P. 87.5W
 Connection Tracks-Brown, M.P. 138.3W

LOUISVILLE TERMINAL

Conrail Connection (Panama)
 Fairground Lead-Louisville
 Chevy Lead, M.P. 274.4W
 Hub Track, M.P. 274.9W

LOUISVILLE DISTRICT

Weyerhauser, M.P. 279.8W
 South end of GE Runarounds Appliance Park
 Team Tracks No. 1 and No. 2 at Intermodal Terminal-Whitner
 Bluegrass Industrial Park Lead
 Veechdale, M.P. 300.6W
 Harrodsburg, Except Long Siding
 Corning Glass, M.P. 352.6W

BRANCHES/OTHER LINES

Tennessee Railway, M.P. TE 2.0 to M.P. TE 42.0
 New River Railway, M.P. NR 0.0 to M.P. NR 12.4
 H&NE Railroad, M.P. 141.3H to M.P. 162.5H
 C&D Branch, M.P. 0.0CD to M.P. 2.5CD
 Evansville Branch, M.P. 0.0EB to M.P. 15.0EB
 LL Branch, M.P. 0.0LL to M.P. 3.0LL - M.P. 9.0LL to M.P. 24.0LL

c. DERRICKS

Derricks are grouped as follows:

- GROUP 1: SOU 903002, 12, 13, 14, 16 and 26 (250-ton RB)
- GROUP 2: NW 514900, 23, 24 and 25, NW 540037, NW 563188 and 89 (200/250-ton PB)
- GROUP 3: SOU 903011, 15, 18, 23 and 24 (150-ton RB)

1. General Restrictions:

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

2. Special Restrictions:

TENNESSEE RAILWAY

MORCO BRANCH:

Groups 1 and 2 derricks may be handled at a speed not to exceed 15 MPH

NEW RIVER RAILWAY

HELENWOOD AND STERLING:

Group 1 derricks must not be handled.

Group 2 derricks may be handled at a speed not to exceed 10 MPH.

H&NE RAILROAD

HARRIMAN TO CRAB ORCHARD:

Group 1 derricks must not be handled.

Group 2 derricks may be handled with speed restricted to 10 MPH over structures at M.P. locations 147.4H, 152.6H, 154.3H and 156.2H.

LOUISVILLE TERMINAL

Derricks must not be handled under Conrail overpass on Panama Yard lead at M.P. PY 2.2.

Derricks must not exceed 10 MPH across Ohio River Bridge at M.P. 269.0W.

L L LINE

LAWRENCEBURG TO LEXINGTON:

Derricks must not be handled across Cedar Brook Viaduct (M.P. 2.0LL) and Kentucky River Bridge (M.P. 3.1LL)

d. LOCOMOTIVE CRANES/DERRICK CARS/PILE DRIVERS

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

1. Must not exceed 25 MPH.
2. May be operated on all main and passing tracks.
3. Locomotive cranes, derrick cars, and derrick cars with attached boom idler cars, must not be moved over humps or through retarders when being operated under derrick's own power. Retarders must not be set up while such equipment is in the retarders.
4. Pile drivers must not be moved through the retarders under any circumstances due to insufficient clearance. When pile drivers are placed in one of the classification tracks, they must be handled in the same manner as explosive cars.
5. While working, care must be taken to avoid contact with overhead or side obstructions.
6. Cannot be handled across Cedar Book Viaduct (M.P. 2.0LL) and the Kentucky River Bridge (M.P. 3.1LL).

e. JORDAN SPREADERS

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

f. SNOW PLOW - NW 590000

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

g. SCALE TEST CARS

1. Two-axle Scale Test Cars: SOU 992501, SOU 992506, SOU 992507, SOU 992508, SOU 992511, NW 514754, MPX 192, MPX 194, MPX 195, MPX 1034, MPX 1900, UP 903145, WWBX 911000, and MKT 77:
 - (a) Must move only on authority of Chief Dispatcher.
 - (b) Must be handled as second car ahead of rear car of train or caboose.
 - (c) Must not be coupled to a car exceeding 50' - 0" in length.
 - (d) Must not exceed 30 MPH.
 - (e) Must not be humped.
2. Four-axle scale test cars: SOU 992550, SOU 992551, SOU 992552, NW 514757, NW 514758, NW 514759, NW 514760, NW 514762, NW 514763, MP 15507, MP 15510, MP 15511, MP 15512, UP 900700, UP 903006, WWBX 199917, WWBX 199918, WWBX 199919 must not be humped. If four axle scale test cars are destined to a hump yard, they should be moved as the head or rear car or in an established "Do Not Hump" block.
3. Scale Monitor Cars SOU 992520 through SOU 992529 and NW 514761 have no special restrictions.

h. SCHNABEL AND HIGH CAPACITY FLAT CARS

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

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

and when moving empty must be handled on rear end of train, properly locked, secured, and switching moves kept to a minimum.

CAR IDENTITY AND AXLES	NO.	CAR IDENTITY AND AXLES	NO.
APWX 1004	12	GEX 80000	16
BBCX 1000	20	GEX 80002	16
CAPX 1001	20	GEX 80003	20
CEBX 100	12	GPIX 100	12
CEBX 101	12	HEPX 200	20
CEBX 800	36	KWUX 10	20
CPOX 820	20	ABWX 20002	12
CWEX 1016	12	WECX 101	20
DODX 39898	8	WECX 102	22
DODX 39899	8	PTDX 200	12
GEX 711	12	PTDX 201	14
GEX 40010	20	PTDX 202	20
GEX 40013	12	PTDX 203	14
GEX 40017	12	PTDX 204	12
GEX 40018	12	WECX 301	22

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

1. Freight cars stenciled "C," "E," and "F," and unstenciled general service equipment having dimensions within Plate "B" may be handled on all main tracks and sidings, except;

Plate "B", "C", "E" and "F" cars must be handled past rock cut at M.P. TE41.35 at a speed of 5 MPH or less to prevent car sway.

Plates "E" and "F" cars cannot be handled under Conrail overpass on Panama Yard lead at M.P. PY2.2, or tracks Nos. 4, 5 and 6 at Protein Technologies, M.P. 276.8W.

Fully enclosed auto rack cars (exceeding Plate "F" but not exceeding 19'-0" above top of rail) may be handled on all main tracks and sidings EXCEPT through the tunnel at M.P. 153.45H, past rock cut at M.P. TE41.35, and under Cherokee Blvd. overhead bridge on Chattanooga Traction track at M.P. V1.1, under Norfolk Southern overpass on AW&W R.R., M.P. C3.2, under Conrail overpass on Panama Yard lead at M.P. PY2.2, and on old main track or old passing track, Mt. Carmel, M.P. 150.9W.

PSI Loop track at Gibson, M.P. 152.2W.

Fully enclosed auto rack cars (exceeding Plate "F" but not exceeding 19'-0" above top of rail) may be handled past rock cut at M.P. TE 41.35 at a speed of 5 MPH or less to prevent car sway.

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

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

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

3. All high and wide shipments must have copy of clearance file attached to regular waybill, and movements must be made in strict compliance with clearance file information.

Conductors on trains handling high and/or wide shipments will verify car initial and numbers with waybills and clearance files. Conductors will also verify route of each car by comparing route on waybill with **Restricted Route** as shown on Clearance File. **Restricted Route** will be more detailed. If any discrepancy exists, conductor will notify the chief dispatcher by the quickest available means of communication.

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

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

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

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

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

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

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

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

Stations on Western District where foreign interchange is made without mechanical inspections are A&S Junction, Mt. Vernon, Browns, Princeton, and Corydon Junction. NS crews pulling interchange at these points must inspect open-top loads for excessive dimensional shipments.

6. When picking up interchange cars at Coapman Yard, East St. Louis, Illinois, crew members must inspect cars to determine if any cars are high and wide loads, including double stack containers. If

any of these type cars are found in pickup, then conductor must contact chief dispatcher at Somerset, Kentucky, for movement authority.

These instructions are in addition to all other instructions and rules regarding handling interchange cars.

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

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

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

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

J. EXCESSIVE CURVATURE

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

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

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

Listed below are tracks with curvature of 12 degrees, 30 minutes or greater (12 1/2°):

Mile Post	Track	Curvature
FIRST DISTRICT CNO&TP		
11.8	Gates Rubber Track	14°
12.5	Equitable Bag (Inside Track)	24°
12.5	Natico	13 1/2°
12.5	Industrial Lead	16 1/2°
12.5	United Handling Service Lead	14°
12.5	International Permalite	15 1/2°
13.2	84 Lumber Track	14°
36.9	Phillips Drisco Pipe	21°
93.3	Gulf States Paper	16°
93.4	Linear Films	14°
DANVILLE YARD		
117.0	North Leg Wye	17°
117.0	Pig Track	18°
SECOND DISTRICT CNO&TP		
156.6	Cumberland Chair	13 1/2°
158.5	Southern States	14 1/2°
158.8	General Electric	16 1/4°
160.0	Ready Mix Concrete	13°
162.0	Ferguson Lead	14 1/2°
162.3	Lear Seagler North Lead	14°
162.7	Lear Seagler	13°
162.9	Tecumseh	15°

J. EXCESSIVE CURVATURE (Cont'd)

Mile Post	Track	Curvature
SECOND DISTRICT CNO&TP (Cont'd)		
163.05	Lake Cumberland Bldg. Auth.	13 1/2°
169.6	Kingsford Charcoal	14 1/4°
196.5	North Wye-Pine Knott	15 1/2°
196.6	South Wye-Pine Knott	14°
209.5	North Wye-Oneida	14 3/4°
209.5	South Wye-Oneida	13 1/4°
209.9	Tibbals Flooring Co.	27 1/2°

TENNESSEE RAILWAY

TE 4.2	Barnes Siding	17 1/4°
TE 8.9	Newtown Empty Track	20 1/2°
TE12.95	South Leg of Wye	20°
TE31.9	North Leg of Wye	20°

THIRD DISTRICT CNO&TP

282.5	Almet Track	15 1/2°
298.4	Polyloom	17°
312.6	CMI Industry	19°
331.2	South Leg of Wye-Tenbridge	14°

H&NE RAILROAD

165.76H	Main Line	14°
164.4H	North Leg of Wye-Emory Gap	13 1/2°
160.4H	Tennessee Valley Steel	25°—R
160.4H	Tennessee Valley Steel	24°—L

2. Due to excessive curvature of the tracks at the locations listed below, only one car will be handled and must be coupled to the engine and extreme caution must be exercised to prevent any derailment:

Mile Post Track

ST. LOUIS DISTRICT

86.1W	Wye Track, Mt. Vernon
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LL BRANCH

3.0LL	Austin Nichols Co. (J.T.S. Brown Co.), Tyrone
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3. Due to excessive curvature, **DO NOT PUT TTX** Equipment on the following tracks:

Mile Post Track

LOUISVILLE DISTRICT

279.8W	Weyerhaeuser Track
281.0W	G.E. Supply Lead
281.0W	General Motors Lead
282.5W	Runaround 3 (South End)
282.5W	Runaround 4 (South End)
282.5W	Courier-Journal Lead
287.7W	Universal Woods

k. OTHER EQUIPMENT RESTRICTIONS

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

- (a) Empty multi-level cars.
- (b) Empty intermodal single platform flats or such cars loaded with empty trailers or containers.
- (c) Empty 85 foot long or longer flats and such flat cars when loaded with empty trailers or containers, or loaded with only one trailer or container.
- (d) Empty intermodal single axle truck flat cars or such cars loaded with empty trailers or containers.

K. OTHER EQUIPMENT RESTRICTIONS (Cont'd)

Between	Maximum Safe Trailing Tonnage
FIRST DISTRICT CNO&TP Cincinnati-Danville	8,570
THIRD DISTRICT CNO&TP Oakdale-Harriman	10,200
ST. LOUIS DISTRICT Centralia and Huntingburg	7,200
Huntingburg and Louisville	4,000
Centralia and Cairo	14,300
Cairo and Fulton	15,900
LOUISVILLE DISTRICT Louisville and Danville	5,000

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Cars with bands improperly secured are not to be moved.

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

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

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

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

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

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

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

16. Loaded multilevel cars must not be placed for movement in trains behind open top hopper cars or gondolas loaded with stone gravel, sand, lime, coal, or soda ash, except when separated by 10 buffer cars.

17. Center partition lumber cars, foreign or system, must not be moved when cars are partially unloaded. These cars must not be pulled from industry or moved without the tie down cables being secured. Loading and unloading instructions, along with warnings not to move car without cables secured, are stencilled on these cars at several locations. System cars are in series SOU 118300 through SOU 118335 and NS 120000 through NS 120249.

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

In yard operations, the following restrictions will apply:

- (a) Must not be humped.
- (b) Must not be switched with motive power detached.
- (c) Couple to this car with no more force than necessary to make coupling.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Load must be balanced before switching partially loaded woodrack cars.

Local No. K45 and southward dollies handling pulpwood on Second and Third Districts must keep pulpwood on head end of train next to any other restricted cars and keep under observation for any unsafe conditions. Should any unsafe conditions arise, protection must be afforded other trains until unsafe conditions are corrected or cars set out and Chief Dispatcher notified.

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

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

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

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

28. TURNOUT CARS

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

Set Numbers: (2 cars per set)

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

29. Welded Rail Trains and Associated Equipment:

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

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

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

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

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

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

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

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

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

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

30. The Research Car, NS-31, **will not be** operated over the following tracks:

(a) Yard Tracks at:

Lexington, Kentucky
Somerset, Kentucky
Stearns, Kentucky
Rockwood, Tennessee

(b) On tracks other than main track:

Tennessee Railway
New River Railway
H&NE Railroad

Any side track or industrial track will require inspection by the Maintenance of Way Department prior to the placement of the Research Car, NS-31.

12. PASSENGER TRAIN NOTES

Passenger trains will not be held for connection or passengers without authority of Chief Dispatcher.

13. PHYSICIANS' DIRECTORY

John E. Turba, ORS.....Cincinnati, OH
T. Asbury, OPH.....Cincinnati, OH
C. O. Carothers, ORTHO.....Cincinnati, OH
D. H. Jansen, OPH.....Cincinnati, OH
R. T. Sheridan, ORS.....Cincinnati, OH
Jerrold Levin, OPH.....Cincinnati, OH
R. A. Matuska, SURG.....Cincinnati, OH
Edmond Niesen, INT.....Cincinnati, OH
David C. Randolph, IND.....Cincinnati, OH
R. Richter, ORTHO.....Cincinnati, OH
C. M. Smith, OPH.....Cincinnati, OH
E. Woliver, GS.....Cincinnati, OH
R. L. Kunkel, OM.....Cincinnati, OH
W. E. Wedig, FP.....Cincinnati, OH
R. K. Johnson, ORTHO.....Crestview Hills, KY
D. E. Marker, ORTHO.....Crestview Hills, KY
H. L. Ravenscraft, FP.....Hebron, KY
R. D. Levin, OPH.....Florence, KY
F. Scroggin, GP.....Dry Ridge, KY
G. J. Melton, FP.....Dry Ridge, KY
S. F. Sternberg, FP.....Dry Ridge, KY
W. N. Offutt, OPH.....Lexington, KY
T. D. Ballard, GP, INT.....Lexington, KY
K. R. Thompson, Jr., ORTHO.....Lexington, KY
J. O. VanMeter, GP.....Lexington, KY
E. R. Taylor, INT.....Lexington, KY
J. R. Van Nagell, Jr., GYN.....Lexington, KY
Sean Murphy, FP.....Lexington, KY
R. Q. Bailey, GP.....Danville, KY
S. H. Reid, GP.....Danville, KY
C. W. Sisk, GP.....Danville, KY
B. L. Ramsey, OPH.....Danville, KY
Wm. P. Baas, OPH.....Danville, KY
C. K. Mahaffey, RAD.....Danville, KY
S. L. Kelley, GP.....Somerset, KY
Andrew J. Kovacs, ORTHO.....Somerset, KY
S. W. Rose, OPH.....Somerset, KY
H. A. Perry, GP.....Whitley City, KY
E. C. Cunningham, GP.....Harriman, TN
H. B. Heywood, III, ORTHO.....Chattanooga, TN
Edgar D. Akin, GS.....Chattanooga, TN
R. E. Mabe, INT.....Chattanooga, TN
R. G. Vieth, NEURO.....Chattanooga, TN
B. W. Caughran, ORTHO.....Chattanooga, TN
M. R. Seal, OPH.....Chattanooga, TN
I. M. Long, OPH.....Chattanooga, TN
G. Z. Seifers, ORTHO.....Chattanooga, TN
C. H. Alper, OTO.....Chattanooga, TN
H. A. Stone, SURG.....Chattanooga, TN
T. L. Buttram, SURG.....Chattanooga, TN
Paul H. Young, NS.....St. Louis, MO
T. Bryan, INT.....Belleville, IL
P. M. Auner, FP.....Belleville, IL
W.G. Doubek, GS.....Belleville, IL
K. O. Green, OPH.....Belleville, IL
D. L. Jerome, OTO.....Belleville, IL
E. J. Szewczyk, OPH.....Belleville, IL

13. PHYSICIANS' DIRECTORY (Cont'd)

M. A. Junidi, GS/FP	Centralia, IL
E. F. Stephens, GS	Centralia, IL
G. G. Sloan, FP	Carrier Mills, IL
R. L. Morgan, ORTHO	Marion, IL
W. D. Tuttle, GS	Harrisburg, IL
E. E. Walker, GS	Harrisburg, IL
L. R. Jones, FP	Harrisburg, IL
S. W. Konarski, GP	Fairfield, IL
T. P. Krueger, NEURO	Evansville, IN
R. Anasco, IND	Evansville, IN
H. Rayes, GS	Princeton, IN
V. J. Borges, SURG	Huntingburg, IN
D. C. Flannagan, OPH	Jasper, IN
F. H. Gootee, FP	Jasper, IN
T. H. Gootee, FP	Jasper, IN
R. G. Norris, ORTHO	Jasper, IN
T. E. Schmitt, OPH	New Albany, IN
W. H. Garner, Jr., GS	New Albany, IN
J. Y. McCullough, Jr., SURG	New Albany, IN
V. Bundy, SURG	New Albany, IN
M. M. Best, ORS	New Albany, IN
R. J. Ellis, Jr. ORTHO	Louisville, KY
A. S. Mickler, OTO	Louisville, KY
R. F. Sexton, NEURO	Louisville, KY
D. Ghazi, ORTHO	Louisville, KY
Melvyn Koby, OPH	Louisville, KY
D. W. Karp, OPH	Louisville, KY
C. K. Peters, GP	Louisville, KY
R. E. Podoll, IND	Louisville, KY
R. J. Ellis, Sr., ORS	Louisville, KY
D. Chatham, GP	Shelbyville, KY

KEY TO PHYSICIANS' DIRECTORY SPECIALTY CODES

A Allergy	HEM Hematology
ABS Abdominal Surgery	HNS Head & Neck Surgery
ADL Adolescent Medicine	HS Hand Surgery
AI Allergy and Immunology	HYP Hypnosis
AM Aerospace Medicine	ID Infectious Diseases
AN Anesthesiology	IG Immunology
BE Broncho-Esophagology	IM Internal Medicine
BLB Bloodbanking	LAR Laryngology
CD Cardiovascular Diseases	LM Legal Medicine
CDS Cardiovascular Surgery	MFS Maxillofacial Surgery
CHN Child Neurology	N Neurology
CHP Child Psychiatry	NA Neuropathology
CLP Clinical Pathology	ND Neoplastic Diseases
CRS Colon and Rectal Surgery	NEP Nephrology
D Dermatology	NM Nuclear Medicine
DIA Diabetes	NPM Neonatal-Perinatal Medicine
DMP Dermatopathology	NR Nuclear Radiology
DR Diagnostic Radiology	NS Neurological Surgery
EM Emergency Medicine	NTR Nutrition
END Endocrinology	OBG Obstetrics and Gynecology
FOP Forensic Pathology	OBS Obstetrics
FP Family Practice	OM Occupational Medicine
GE Gastroenterology	ON Oncology
GER Geriatrics	OPH Ophthalmology
GP General Practice	ORS Orthopedic Surgery
GPM General Preventive Med.	
GS General Surgery	
GYN Gynecology	

KEY TO PHYSICIANS' DIRECTORY SPECIALTY CODES (Cont'd)

OS Other, i.e., Physician designated a specialty other than appearing here.	PNP Pediatric Nephrology
OT Otolaryngology	PS Plastic Surgery
OTO Otolaryngology	PSF Facial Plastic Surgery
P Psychiatry	PTH Pathology
PA Clinical Pharmacology	PUD Pulmonary Diseases
PD Pediatrics	PYA Psychoanalysis
PDA Pediatric Allergy	PYM Psychosomatic Medicine
PDC Pediatric Cardiology	R Radiology
PDE Pediatric Endocrinology	RHI Rhinology
PDR Pediatric Radiology	RHU Rheumatology
PDS Pediatric Surgery	RIP Radioisotopic Pathology
PH Public Health	TR Therapeutic Radiology
PHO Pediatric Hematology—Oncology	TRS Traumatic Surgery
PM Physical Medicine and Rehabilitation	TS Thoracic Surgery
	U Urological Surgery
	VS Vascular Surgery

14. AUTHORIZED WATCHES

Watches authorized for use under Rule 2 are:

POCKET WATCHES

BALL

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

BULOVA

Quartz Model

ELGIN

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

HAMILTON

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

HOWARD

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

ILLINOIS

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

WALTHAM

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

WRIST WATCHES

ACCUTRON

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

BALL

Official Railroad Standard
Automatic Trainmaster

BULOVA

Railroad Approved - Quartz

CITIZEN

Railroad Approved - Quartz

14. AUTHORIZED WATCHES (Cont'd)

WRIST WATCHES (Cont'd)

ELGIN

B. W. Raymond Chronometer Model - 21 Jewel

HAMILTON

Electric Railroad Approved
Electric - Model 910917, White

PULSAR

Railroad Approved - Quartz Model

RODANIA

Quartz - Model 9361

SEIKO

Railroad Approved - Quartz Model

SPEIDEL

Railroad Approved - Quartz Model

WYLER

Railroad Approved - Incaflex Model

15. STATION HOURS

STATIONS	WEEKDAYS	SATURDAY	SUNDAY
CINCINNATI TERMINAL			
Gest Street	Continuous	Continuous	Continuous
FIRST DISTRICT CNO&TP			
Lexington	6:30am-10:30pm	6:30am-10:30pm	6:30am-10:30pm
SECOND DISTRICT CNO&TP			
Danville	Continuous	Continuous	Continuous
Oneida	7:00am-4:00pm	7:00am-4:00pm	Closed
THIRD DISTRICT CNO&TP			
Emory Gap	7:00am-6:00pm	7:00am-4:00pm	9:00am-6:00pm
CHATTANOOGA TERMINAL			
deButts Yard	Continuous	Continuous	Continuous
ST. LOUIS TERMINAL			
Luther Yard	Continuous	Continuous	Continuous
ST. LOUIS DISTRICT			
Mt. Vernon	Continuous	Continuous	Continuous
Princeton	Continuous	Continuous	Continuous
Huntingburg	7:00am-1:00am	7:00am-1:00am	7:00am-3:00pm 5:00pm-1:00am
LOUISVILLE TERMINAL			
Louisville	Continuous	Continuous	Continuous
LOUISVILLE DISTRICT			
Whitner	Continuous	7:00am-11:00pm	7:00am-3:00pm 11:00pm-7:00am
Lawrenceburg	7:30am-4:30pm	7:30am-4:30pm	Closed

16. COMMUNICATION & SIGNAL INFORMATION

a. Instructions for handling Electric Switch Locks.

1. G.R.S. Electric Locks

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

- (a) For movement from main track to siding or spur track:
 1. Stop engine or cars just ahead of switch points.
 2. Open door of lock housing which has a standard switch lock.

16. COMMUNICATION & SIGNAL INFORMATION (Cont'd)

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

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

2. US&S Electric Locks

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

- (a) For movement from main track to siding or spur track:
 1. Stop engine or cars just ahead of switch points.
 2. Actuate operating handle or foot pedal to unlock position. This unlocks the switch and it can be operated the same as any other hand throw switch.
- (b) For movement from siding or spur track to the main track:
 1. Secure permission from the control station to operate the electric lock and enter main track. The switch must be unlocked and thrown before the derail or inside crossover switch is operated.
 2. Actuate operating handle or foot pedal to request unlock of switch. Immediately or after predetermined time interval has expired the switch is unlocked and it can be operated the same as any other hand throw switch.
- (c) For movements using controlled electric locks:
 1. Proceed as above after obtaining release from control station.
- (d) When movement over switch is completed, return handles and padlocks to normal position.

When an emergency release is provided in the lock housing for use in case of trouble or if the electric lock fails to operate properly, advise and secure authority from control station to break the seal,

16. COMMUNICATION & SIGNAL INFORMATION (Cont'd)

insert switch key and turn to release electric lock, then switch may be lined and movement made. When emergency release is operated to enter main track from a spur, Rule 404 must be observed.

If electric lock is not equipped with emergency release seal, communicate with control station for instructions.

STAND-ALONE DETECTORS

1. Location of Detectors

CNO&TP Districts

LOCATION	MILE POST	DIRECTION ACTIVATED	DRAGGING EQUIPMENT
FIRST DISTRICT CNO&TP			
Devon	14.2	Both	Yes
Walton	20.0	Both	Yes
Dry Ridge	33.2	Both	Yes
Mason	41.5	Both	Yes
Hinton	51.9	Both	Yes
*Rogers Gap	60.0	Both	Yes
Akers	72.9	Both	Yes
Bishop	87.8	Both	Yes
Wilmore, No. 1	98.4	Both	Yes
Wilmore, No. 2	98.4	Both	Yes
Burgin	109.0	Both	Yes
SECOND DISTRICT CNO&TP			
Junction City, No. 1	120.8	Both	Yes
Junction City, No. 2	120.8	Both	Yes
Moreland	128.7	Both	Yes
Kings Mountain	138.9	Both	Yes
Science Hill, No. 1	151.8	Both	Yes
Science Hill, No. 2	151.8	Both	Yes
Elihu	163.1	Both	Yes
*Greenwood	175.5	Both	Yes
Flat Rock	188.3	Both	Yes
Silerville, No. 1	201.1	Both	Yes
Silerville, No. 2	201.1	Both	Yes
Pemberton, No. 1	211.8	Both	Yes
Pemberton, No. 2	211.8	Both	Yes
Glen Mary, No. 1	226.0	Both	Yes
Glen Mary, No. 2	226.0	Both	Yes
Pilot Mountain, No. 1	234.9	Both	Yes
Pilot Mountain, No. 2	234.9	Both	Yes
Lancing, No. 1	241.8	Both	Yes
Lancing, No. 2	241.8	Both	Yes
Camp Austin, No. 1	251.3	Both	Yes
Camp Austin, No. 2	251.3	Both	Yes
THIRD DISTRICT CNO&TP			
*Emory Gap	261.9	Both	Yes
Rockwood	270.8	Both	Yes
Spring City	279.2	Both	Yes
Clear Creek	289.8	Both	Yes
Dayton	302.7	Both	Yes
Bakewell	312.6	Both	Yes
Daisy	319.6	Both	Yes
Hixson	327.1	Both	Yes

16. COMMUNICATION & SIGNAL INFORMATION (Cont'd)

STAND-ALONE DETECTORS (Cont'd)

1. Location of Detectors

Western Districts

LOCATION	MILE POST	DIRECTION ACTIVATED	DRAGGING EQUIPMENT
ST. LOUIS DISTRICT			
Belleville	13.2W	Both	Yes
*Scott AFB	24.9W	Both	No
Albers	37.9W	Both	Yes
Bartelso	48.8W	Both	No
Centralia	60.9W	Both	Yes
Walnut Hill	71.3W	Both	No
Mt. Vernon	81.0W	Both	Yes
Marlow	93.2W	Both	No
Wayne City	103.6W	Both	Yes
Fairfield	116.0W	Both	No
Ellery	131.0W	Both	Yes
Bellmont	143.8W	Both	No
Lyles	157.8W	Both	Yes
Francisco	166.2W	Both	No
*Ayrshire	178.3W	Both	Yes
Velpen	190.6W	Both	Yes
St. Anthony	204.8W	Both	Yes
Riceville	216.3W	Both	Yes
Temple	231.0W	Both	Yes
Milltown	239.1W	Both	No
Corydon Jct.	251.6W	Both	Yes
Georgetown	257.3W	Both	Yes
LOUISVILLE DISTRICT			
Buechel	286.1W	Both	Yes
*Fisherville	293.4W	Both	Yes
Veechdale	301.2W	Both	Yes
Hooper Station	312.4W	Both	No
Avenstoke	323.0W	Both	Yes
Nevin	337.5W	Both	No
Harrodsburg	348.4W	Both	Yes
*Also has Hot Wheel Detector.			

16b. DETECTORS

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

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

If multiple defects are detected, each axle location will be announced three (3) times.

When a detector announces one or more defects, the crew must stop the train and examine the specified journal(s) for excessive heat or for dragging equipment, hot wheel, or overheight as alarmed. When enroute to make inspection, crew members must take every precaution to insure that the proper axle is inspected, including use of hand-held counter when available. **A copy of train consist must not be used to locate axle indicated as defective.** If hot wheel alarms, after stopping, engineer will release train brakes after making full service application and employee at car will see that brake has released. If not released, engineer will again make full service application and release. If still not released, brake may then be cut out. If the

16b. DETECTORS (Cont'd)

journal(s) are not found to be overheated, the crew must check all journals on the indicated car and all journals five (5) cars ahead and five (5) cars behind. If no overheated journals are found, journals on the opposite side of the eleven (11) cars must be checked. The same procedure will be followed for dragging equipment or hot wheel. The train crew is responsible for promptly and properly stopping their train for inspection(s).

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

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

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

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

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

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

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

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

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

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

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

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

16b. DETECTORS (Cont'd)

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

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

STAND ALONE DRAGGING EQUIPMENT DETECTORS Voice Radio Alarm Only

Location of Dragging Equipment Detector	Direction Activated
--	------------------------

FIRST DISTRICT CNO&TP

M.P. 8.0 No. 1	Both
M.P. 8.0 No. 2	Both

ST. LOUIS DISTRICT

M.P. 265.9W	East
-------------	------

When the voice radio alarm is activated at a detector, the train must be stopped promptly for inspection. The dispatcher must be advised results of inspection and any correction made.

Trains and engines stopped for dragging equipment must be inspected in accordance to rules and instructions. If it is determined that a piece of equipment or object is dragging, the train **must not move** until dragging equipment/object is removed from cars or engines, or a division officer arrives to direct the move.

STEAM-POWERED TRAINS BY STAND-ALONE HOT BOX DETECTOR

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

16c. ALL CHANNEL RADIOS

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

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

Note: ** Requires signal tones to access Dispatcher

16c. ALL CHANNEL RADIOS (Cont'd)

To contact the dispatcher, the proper "DTMF" signal code must be dialed in by using the "TONE" selector knob and then depressing the "DISP" selector button. The following conversion table shows the "DTMF" code to be used:

ACOUSTIC COUPLE ACCESS CODE	DTMF CODE
1	2
2	5
3	8
4	0

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

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

16d. LOCATION OF DISPATCHER-CONTROLLED RADIO BASE STATIONS

Location	Frequency	Hours
FIRST DISTRICT CNO&TP		
Erlanger	Road & Dispatcher	Continuous
Williamstown	Road & Dispatcher	Continuous
Muddy Ford	Road & Dispatcher	Continuous
Wilmore	Road & Dispatcher	Continuous
SECOND DISTRICT CNO&TP		
Kings Mountain	Road & Dispatcher	Continuous
Somerset	Road	Continuous
Cumberland Falls	Road & Dispatcher	Continuous
Oneida	Road	Continuous
Charlie's Branch	Road	Continuous
Oneida Fire Twr.	Road & Dispatcher	Continuous
Pilot Mountain	Road & Dispatcher	Continuous
Oakdale	Road & Dispatcher	Continuous
THIRD DISTRICT CNO&TP		
Rockwood	Road & Dispatcher	Continuous
Spring City	Road & Dispatcher	Continuous
Dayton	Road & Dispatcher	Continuous
Daisy	Road & Dispatcher	Continuous
ST. LOUIS DISTRICT		
Bellevue	Road & Dispatcher	Continuous
Albers	Road & Dispatcher	Continuous
Centralia	Road & Dispatcher	Continuous
Dix	Road & Dispatcher	Continuous
Tunnel Hill	Road	Continuous
Wayne City	Road & Dispatcher	Continuous
Albion	Road & Dispatcher	Continuous
Princeton	Road & Dispatcher	Continuous
Augusta	Road & Dispatcher	Continuous
Tennyson	Road	Continuous
Riceville	Road & Dispatcher	Continuous
Marengo	Road & Dispatcher	Continuous
Georgetown	Road & Dispatcher	Continuous
LOUISVILLE DISTRICT		
Veechdale	Road & Dispatcher	Continuous
Alton	Road & Dispatcher	Continuous
Harrodsburg	Road & Dispatcher	Continuous

16e. LOCATION OF WAYSIDE RADIO BASE STATIONS

Location	Frequency	Hours
FIRST DISTRICT CNO&TP		
Cincinnati	Road & Terminal	Continuous
Erlanger	Road	See Section 15
(Controlled from Cincinnati)		
Delaplain	Terminal	See Section 15
(Controlled from Lexington)		
Lexington	Road	See Section 15

16e. LOCATION OF WAYSIDE RADIO BASE STATIONS (Cont'd)

Location	Frequency	Hours
SECOND DISTRICT CNO&TP		
Danville	Road & Terminal	Continuous
Oneida	Road	See Section 15
THIRD DISTRICT CNO&TP		
Emory Gap	Road	See Section 15
Chattanooga	Road & Terminal	Continuous
ST. LOUIS DISTRICT		
Mt. Vernon	Road	Continuous
Princeton	Road	Continuous
Oakland City (AW&W)	Road	Continuous
Yankeetown Dock	Road	Continuous
Tennyson	Road	See Section 15
(Controlled from Huntingburg)		
Huntingburg	Road	See Section 15
LOUISVILLE DISTRICT		
Louisville	Road & Terminal	Continuous
Whitner	Road & Terminal	See Section 15
Lawrenceburg	Road	See Section 15

17. HAZARDOUS MATERIALS

A. GENERAL INSTRUCTIONS

1. Compliance with the Code of Federal Hazardous Materials Regulations (49 CFR) of the U.S. Department of Transportation (found in the current edition of the AAR Bureau of Explosives Tariff BOE-6000 Series), and Norfolk Southern's special rules for handling hazardous materials, is required of all employees of Norfolk Southern Railway Company. References to specific sections of the 49 CFR included in the BOE Tariff are enclosed in brackets, for example [174.24].

2. A carrier must forward each shipment of hazardous materials promptly and within 48 hours (Saturdays, Sundays, and holidays excluded) after acceptance at the originating point, except that where biweekly or weekly service only is performed, a shipment of hazardous materials must be forwarded on the first available train [174.14].

3. Definitions of terms for these instructions are listed in 49 CFR Section 171.8. For technical interpretations on these instructions call Hazardous Materials Management in Roanoke at 7-981-3762 or (703)-981-3762; or in Atlanta at 7-529-2242 or (404)-529-2242.

B. SWITCHING OF PLACARDED CARS:

1. Every employee involved in the switching of hazardous materials cars, both on line of road and in yards, must be familiar with and be governed by the instructions contained in the "Hazardous Materials Switching Chart" found in the back of the timetable [174.82-174.83].

2. When switching loaded placarded tank cars, or switching cars that will couple to loaded placarded tank cars, maximum reasonable efforts must be made to achieve couplings at speeds not to exceed 4 MPH.

3. Employees must position themselves at least fifteen (15) feet, and more if possible, from the manway and valves prior to coupling. Contents of tank cars may splash during or immediately following coupling due to improperly secured closures.

4. Persons having access to waybills or shipping instructions must see that concerned employees are notified when hazardous materials are to be handled.

5. Cars placarded "EXPLOSIVES", "FLAMMABLE GAS", or "FLAMMABLE" must not be left on any track unless track is free from combustible material such as dead grass and weeds.

17. HAZARDOUS MATERIALS (Cont')

C. TRAIN PLACEMENT OF PLACARDED CARS:

1. Every employee involved in the positioning in train of hazardous materials cars, must be familiar with and be governed by the instructions contained in the "Hazardous Materials Position in Train Chart" found in the back of the timetable [174.82-174.85].

2. The "Hazardous Materials Position in Train Chart" will also apply to yard movements on a main track if the intended movement will exceed one mile.

3. At the commencement of each trip, the conductor or competent crew member directed by the conductor must inspect the six head cars behind the engine and the six rear cars ahead of an occupied caboose to ascertain that placarded hazardous material cars are properly positioned. This will not be required at a terminal when relieving an NS crew, and the train has remained intact.

4. The train crew must have a document (consist, wheel report, or hazardous materials list) indicating the position in train of each loaded placarded car containing hazardous materials, except when the position is changed or the placarded car is placed in the train by a crew member of the train (See Operating Rule 573), [174.26(b)].

5. At each terminal or other place where trains are made up or switched by crews other than the outbound train crew, the outbound train and engine crew must receive a consecutively numbered notice (NS FORM 11562) indicating the position in the train of each car placarded Division 1.1 or 1.2 (Class A Explosives), Division 2.3 Hazard Zone A (Poison Gases), or Division 6.1 PG I Hazard Zone A (Poison). These placards will be mounted on white square background for ease of identification. (See Operating Rule 573), [174.26(a) & 172.510].

6. When loaded cars containing hazardous materials are picked up on line of road and there is no agent or clerical force on duty, the train dispatcher or other appropriate authority (trainmaster, yardmasters, and operators as applicable), must be notified that pick-up includes hazardous materials.

7. An "empty/residue" tank car placarded as in Group 2 on the Train Placement Chart, can be handled in the same manner specified for an "empty/residue" tank car placarded as in Group 4 on the train placement chart.

D. KEY TRAINS:

1. The definition of a "KEY TRAIN" is:

• Any train handling five (5) or more carloads of POISON INHALATION HAZARD (Hazard Zone A or B) gases or liquids;

- OR -

• Any train handling any combination of twenty (20) or more carloads, including intermodal portable tank loads, of:

- (a) POISON INHALATION HAZARD (Hazard Zone A or B) gases or liquids;
- (b) Division 1.1 or 1.2 (Class A Explosives);
- (c) Division 2.1 (Flammable Gas); or
- (d) Environmentally Sensitive Chemicals

— A commodity designated as a Poison Inhalation Hazard "PIH" will be identified by the "Poison Inhalation Hazard" or "Inhalation Hazard" notation on waybill or shipping document. The same notation will be stenciled in 4-inch letters on each side of tank cars containing "PIH" materials.

— Division 1.1 or 1.2 (Class A Explosives) and/or Division 2.1 (Flammable Gas) commodities will be identified by the corresponding placard, or the Hazard Class on the waybill or shipping document.

17. HAZARDOUS MATERIALS (Cont'd)

— Environmentally Sensitive Chemicals can be identified by the chemical name or commodity code on the following list:

List of Environmentally Sensitive Chemicals

1. Allyl Chloride (4907412)
2. Carbon Tetrachloride (4940320/4921830/4921831)
3. Chlorobenzene (4909153)
4. Chloroform (4940310/4940311/4921767/4921769)
5. Dichlorobenzene (4941127/4921869)
6. Dichloropropane (4909269)
7. Dichloropropane/Dichloropropene mixture (4907640)
8. Dichloropropene (4909255)
9. Ethyl chloride (4908162)
10. Ethylene Dibromide - (Also PIH) (4921497)
11. Ethylene Dibromide and Methyl Bromide Mixtures - (Also PIH) (4921438)
12. Ethylene Dichloride (4909166)
13. Epichlorohydrin (4907420/4921005)
14. Methyl Chloroform (4941176/4921848)
15. Methylene Chloride (4941132/4921735)
16. Perchloroethylene (4940355/4921868)
17. Perchloroethylene/Trichloroethylene mixture (4940373)
18. Trichloroethylene (4941171/4921847)

NOTE: Yard movements on a main track will also be governed by the definition and operating requirements of **KEY TRAINS** if the intended movement will exceed one mile.

2. **KEY TRAINS** will be identified at certain locations on train consist copy, but at all locations conductor will be responsible for examining waybills to ascertain whether or not hazardous materials cars in train meet **KEY TRAIN** criteria. Conductor will promptly notify the dispatcher, or the appropriate authority for notification purposes (trainmasters, yardmasters, and operators as applicable) who in turn will notify the dispatcher, if the train or yard movement is to be designated as a **KEY TRAIN**.

3. In addition to the above, yard clerical forces handling outbound trains at train makeup or intermediate terminals must notify the dispatcher or the appropriate authority for notification purposes, if a train is to be designated as a **KEY TRAIN**. This notification should be made as soon as possible and may be made by telephone, or by entering information directly into the Computer Aided Dispatching system where this capability is available. In the event the computer is down, or if not equipped to determine this information by computer, a review of waybills must be made to determine **KEY TRAIN** status.

4. If train sets out or picks up loaded hazardous materials cars on line of road, and set-out or pick-up changes **KEY TRAIN** status, conductor will promptly notify dispatcher. The positions of the hazardous materials cars picked up will be recorded by the conductor on his consist.

5. The following **RESTRICTIONS** must be observed for movement of **KEY TRAINS**:

- (a) Maximum authorized speed of 50 MPH, unless further restricted.
- (b) At meeting or passing points, when practicable, **KEY TRAIN** will hold main track unless a speed of 15 MPH or greater is authorized for siding or auxiliary track.
- (c) When any track with an authorized speed of 10 MPH or less is used for meeting or passing a **KEY TRAIN**, one of the trains must be stopped before the other train passes.
- (d) When a **KEY TRAIN** is stopped by an emergency brake application or by some unknown cause, the train must be inspected for derailed or defective cars in accordance with **NS Operating Rule 102**.

17. HAZARDOUS MATERIALS (Cont'd)

- (e) If a defect in a **KEY TRAIN** journal is reported by a wayside detector, but inspection of the journal fails to confirm evidence of a defect, the train will not exceed 30 MPH until it has passed over the next wayside detector. If the same car again sets off the next detector, it must be set out from the train.

E. DOCUMENTATION:

1. No hazardous materials car, loaded or residue (empty), may be moved on line of road without a waybill, consist, switch list, wheel report, or other shipping document which identifies its contents or previous contents by proper shipping name, hazard class, UN/NA 4-digit identification number, a 24-hour emergency contact number, and quantity (may be properly specified as "One (1) Tank Car Load", or "1 T/C"). Other common elements which must be included if applicable are the packing group, placard notation, placard endorsement, reportable quantity (RQ), poison inhalation hazard notation, hazard zone, residue notation, marine pollutant notation, and/or shipper certification [172.210 & 174.24].

2. EXAMPLE OF SHIPPING PAPER DESCRIPTION:

1 T/C CHLORINE
2.3 (POISON GAS)
UN 1017
RQ (CHLORINE)
MARINE POLLUTANT (CHLORINE)
POISON INHALATION HAZARD ZONE B
PLACARDED: POISON GAS
EMERGENCY TELEPHONE: (###)###-####

3. At the commencement of each trip, the conductor or competent crew member directed by the conductor must examine waybills and/or consist to identify cars containing hazardous materials. A member of the train crew of a train transporting hazardous materials must have in his possession a copy of the shipping papers (as described in 1 above) for all shipments of hazardous materials [174.24].

4. A member of a train or yard crew is required to have a copy of the shipping papers (as described in 1 above) for any hazardous materials shipments before they are removed from the shipper's plant for direct or eventual forwarding to the yard; or when making delivery of hazardous materials shipments to a consignee's plant or siding. Documentation is not required for respotting within a plant or for movement to adjacent carrier tracks when the cars are to be respotted within the plant confines and are not being forwarded to the yard [174.24].

5. When picking up a hazardous material shipment from the shipper, the train crew should assure that the shipper's certification and signature are on the shipping papers received from the shipper. Shipper's certification is a signed statement from the shipper declaring that the hazardous materials are properly classified, described, packaged, marked and labeled, and are in proper condition for transportation according to DOT regulations. This is not required if Norfolk Southern is not the original carrier, if the certification is already in possession of the agency or central waybilling center, or for the return of empty tank cars which previously contained hazardous materials [172.204 & 174.24].

6. Agents, yardmasters, dispatchers, and train and engine service employees (both road and yard), must have a copy of the DOT Emergency Response Guidebook accessible when on duty. A crew member's copy maintained on the engine will be considered as being accessible to crews performing yard or switching service. Conductors will ascertain that a copy is on the controlling unit at the start of each trip or tour of duty [172.602].

F. INSPECTION:

1. Rail cars carrying hazardous materials and each rail car immediately adjacent thereto, must be inspected before acceptance at originating

17. HAZARDOUS MATERIALS (Cont'd)

point, when received in interchange, and at any point where a train is required to be inspected (including the point where the car is placed in the train). The cars may continue in transit only when the inspection indicates that the cars are in safe condition for transportation [174.8].

2. Before coupling to a placarded tank car, loaded or residue (empty), employees must by observation from the ground determine that there is no visible or detectable leak; that all loading and unloading lines are disconnected; that platforms are raised or in the clear; and that manway covers and manway cover bolts, valve housing covers, bottom outlet caps, and plugs or caps on other openings are securely in their proper places.

EXCEPTION: Heater coil inlet and outlet pipes on residue (empty) tank cars which previously contained hazardous materials must be left open for drainage.

If any exceptions are noted, the tank car must not be coupled to or moved, and the industry and proper railroad authority must be notified promptly [174.9].

3. Before any closed (box or hopper) car containing hazardous materials is coupled into or moved, the crew must determine that the doors are closed and securely fastened [174.8 and 174.104].

4. Loaded or residue (empty) hazardous materials placarded tank cars not equipped with top and bottom shelf couplers must not be accepted in interchange, placed, or pulled at industrial tracks, or moved in a train. The Mechanical Department must be notified of such cars when offered in interchange or when released from industries.

5. Check to make sure the safety valve and tank test due dates are current (a car is within test until the last day of the month or year shown). These will appear on the right-hand side of the car under the specification marking. If they are not in date, notify your supervisor.

When a test of the safety valves or tank becomes due when a car is in transit, the car must be forwarded to its destination once the Mechanical Department has carded each side of the car with a card exhibiting the notice, "Safety Valves overdue for test or Tank overdue for test moving under authority of 49 CFR 174.9(c). A prompt report of such movement showing the car initials and number must be made to the Bureau of Explosives."

G. MARKING AND PLACARDING HAZARDOUS MATERIALS:

1. Hazardous Materials shipments must not be accepted at industries or in interchange unless placards, as specified on shipping papers, are affixed on each end and on each side of the car as required by regulations. Such placards must be securely in place before pulling loaded and/or residue (empty) tank cars, or other type rail cars containing hazardous materials. Cars with missing, damaged, faded, or improper placards must not be pulled [172.508 & 174.59].

2. Each agent or yardmaster shall maintain an adequate supply of placards or markers (which are available through the NS Material Management System), to replace those that are lost or damaged, based on the information on the shipping papers [174.33]. Missing, damaged, or faded placards discovered in transit should be replaced at the next inspection point, and those not required must be removed at the next terminal where the train is classified [174.59]. Each specific operating location should have a standard procedure for replacing placards.

3. Until October 1, 1994, placards which conform to Pre-HM-181 specifications (right column), may be used in place of the placards

17. HAZARDOUS MATERIALS (Cont'd)

specified in HM-181 (middle column) in accordance with the following Placard Substitution Table [171.14 & 174.25]:

Hazard Class or Division Number	HM-181 Placard Name (Current Name)	Pre-HM-181 Placard Name (O.K. Until Oct. 1, 1994)
DIVISION 1.1	EXPLOSIVES 1.1	EXPLOSIVES A
DIVISION 1.2	EXPLOSIVES 1.2	EXPLOSIVES A
DIVISION 1.3	EXPLOSIVES 1.3	EXPLOSIVES B
DIVISION 1.4	EXPLOSIVES 1.4	DANGEROUS
DIVISION 1.5	EXPLOSIVES 1.5	BLASTING AGENTS
DIVISION 1.6	EXPLOSIVES 1.6	DANGEROUS
DIVISION 2.1	FLAMMABLE GAS	FLAMMABLE GAS
DIVISION 2.2	NON-FLAMMABLE GAS	NON-FLAMMABLE GAS
DIVISION 2.3	POISON GAS	POISON GAS
CLASS 3	FLAMMABLE	FLAMMABLE
COMBUSTIBLE LIQUID	COMBUSTIBLE	COMBUSTIBLE
DIVISION 4.1	FLAMMABLE SOLID	FLAMMABLE SOLID
DIVISION 4.2	SPONTANEOUSLY COMBUSTIBLE	FLAMMABLE SOLID
DIVISION 4.3	DANGEROUS WHEN WET	FLAMMABLE SOLID W
DIVISION 5.1	OXIDIZER	OXIDIZER
DIVISION 5.2	ORGANIC PEROXIDE	ORGANIC PEROXIDE
DIV. 6.1, PG I or II	POISON	POISON
DIV. 6.1, PG III	KEEP AWAY FROM FOOD	(NONE REQUIRED)
CLASS 7	RADIOACTIVE	RADIOACTIVE
CLASS 8	CORROSIVE	CORROSIVE
CLASS 9	CLASS 9 (OPTIONAL FOR DOMESTIC)	(NONE REQUIRED)
ORMs	(NONE REQUIRED)	(NONE REQUIRED)

NOTE: Commodities classified as Poison Inhalation Hazards must be placarded with the HM-181 Placard effective October 1, 1992.

4. Federal regulations require SECONDARY placards for certain commodities which have subsidiary hazards. The addition of the SECONDARY placard does not change switching or position in train requirements, and the PRIMARY placard will govern. The PRIMARY and SECONDARY placards can be identified as follows: 1) the PRIMARY placard classification is the first hazard class following the proper shipping name on the shipping documents; 2) the use of the UN/NA 4-digit identification number is prohibited on the SECONDARY placard; and 3) no hazard class or division number may be displayed in the lower quadrant of a SECONDARY PLACARD [172.505 & 172.519].

5. If more than one of the UN/NA 4-digit identification number markings on placards, orange panels, or white square-on-point configurations are lost, damaged, or destroyed in transit, the carrier shall replace them as soon as practicable. The numbers may be entered legibly by hand using an indelible marking material [172.338].

6. A bulk packaging that contains a marine pollutant must be marked on each end and each side with the MARINE POLLUTANT mark. EXCEPTION: On a bulk packaging, freight container, or transport vehicle that bears a placard specified in hazardous materials timetable Rule G.3, the MARINE POLLUTANT marker is not required [172.203(1) & 172.322]. (NOTE: mandatory compliance date - Oct. 1, 1993)



17. HAZARDOUS MATERIALS (Cont'd)

7. Except for bulk packagings containing molten aluminum or molten sulfur, which must be marked "MOLTEN ALUMINUM" or "MOLTEN SULFUR" respectively, a bulk packaging containing an elevated temperature material must be marked on two opposing sides of the vehicle with the word "HOT" in letters at least 3.9 inches high. These materials will be described on the shipping papers as follows: 1) the proper shipping name will be "Elevated Temperature Material . . ."; or 2) the word "HOT" will immediately proceed the proper shipping name [172.202(n) & 172.325]. (NOTE: mandatory compliance date - Oct. 1, 1993)

H. HAZARDOUS WASTE AND PCB WASTE MANIFESTS:

1. Hazardous waste and polychlorinated biphenyl (PCB) wastes shipments must be handled with hazardous waste manifest forms. Manifests must be signed and dated when subject waste materials are picked up and appropriate signed and dated documents obtained when the wastes are delivered. Tracking of the waste by rail will be handled by waybill or other appropriate document with initial and final rail transporters being responsible for executing manifest requirements outlined above. A copy of the manifest may or may not be attached to the waybill or switchlist. Modified waybills may be used in lieu of hazardous waste manifest.

2. Whenever Norfolk Southern Railway Company is the origin or destination carrier, and you are pulling or placing a hazardous waste or PCB waste car at industry, coordinate with agent for instructions regarding signing and dating of the required waste management documents.

I. HYDROCYANIC ACID (HCN) TANK CARS

1. Tank cars containing Hydrocyanic Acid (HCN), are painted white with horizontal and vertical red stripes and placarded on each side and each end. They must be handled in accordance with the following instructions:

- To be handled only when authorized by the Chief Dispatcher.
- NS FORM 11562**, "Notice of cars placarded Division 1.1 or 1.2 (Class A Explosives), Division 2.3 Hazard Zone A (Poison Gases), or Division 6.1 PG I Hazard Zone A (Poison)", must be issued to conductor and engineer (See Operating Rule 573).
- The Chief Dispatcher must be notified immediately of any occurrence that may be hazardous.
- In case of suspected leakage, car must be isolated and all except authorized persons kept away.
- Under no circumstances should other than authorized persons get close to car in case of derailment.
- The instructions posted on bulletin boards, in cabooses, and in cars assigned to wreck outfits must be read carefully.
- Instructions attached to each waybill and placarded instructions on each car must be followed.
- These instructions (a-g above) are applicable to both LOADED and RESIDUE (empty) cars.

J. LEAKING TANK CARS:

1. Except where movement to a repair point has been authorized, placarded hazardous materials cars must not be moved if there is any indication of leaking. The employee granting authority for the movement of such equipment must be sufficiently qualified to know that the move can be made safely, and will be responsible for issuing necessary instructions to the crew [174.50].

2. An industry must be notified before a leaking tank car is spotted on its track for unloading and then only with their permission.

17. HAZARDOUS MATERIALS (Cont'd)

K. REPORTING HAZARDOUS MATERIALS INCIDENTS:

CAUTION: Hazardous Materials can cause injury by inhalation, contact, ingestion, explosion, or fire. Chlorine, Anhydrous Ammonia, Sulfur Dioxide, Petroleum Products, as well as many other materials have distinct odors. Anytime such odors are detected in association with a shipment of hazardous materials **YOU SHOULD GET OUT OF THE AREA AS SOON AS POSSIBLE** and report the detection to the yardmaster, chief dispatcher and/or your immediate supervisor.

THE FOLLOWING MUST BE REPORTED IMMEDIATELY TO THE CHIEF DISPATCHER:

1. All unauthorized, unintentional and/or accidental spills or releases (including minor leaks) of commodities classified as hazardous under federal and/or state department of transportation and environmental protection agency regulations, including hazardous materials, hazardous substances, and hazardous wastes.
2. All spills or releases of oil (lubricating, hydraulic, etc.), fuel (diesel, gasoline, etc.), or any other materials that can cause damage to the environment, including water discoloration.
3. All incidents that result in any derailment or any damage to tank cars, intermodal tanks and containers, or any other rolling stock containing hazardous materials, substances, and/or wastes.

L. INSTRUCTIONS TO EMPLOYEES IN THE EVENT OF A HAZARDOUS MATERIALS INCIDENT OR ACCIDENT:

1. CHECK FOR INJURIES, PROVIDE ASSISTANCE AS NEEDED, NOTIFY THE TRAIN DISPATCHER OR YARDMASTER.
2. CHECK WAYBILLS AND DOCUMENTS FOR HAZARDOUS MATERIALS CARS. DOCUMENTS FOR THE MOST ACUTELY HAZARDOUS MATERIALS WILL BE ENDORSED OR STAMPED "EXPLOSIVES, POISON GAS ZONE A", "POISON PG I ZONE A", "RADIOACTIVE MATERIAL", AND "DANGEROUS" IN THE UPPER LEFT HAND CORNER. HOWEVER, MANY SLOW ACTING/LONG TERM AND ENVIRONMENTALLY HAZARDOUS MATERIALS DO NOT REQUIRE THIS STAMP OR ENDORSEMENT. REVIEW DOCUMENTS CAREFULLY TO DETERMINE ALL HAZARDOUS MATERIALS PRESENT.
3. DO NOT GO NEAR DERAILED OR DAMAGED HAZARDOUS MATERIAL CARS TO INVESTIGATE ACCIDENT UNTIL IT IS DETERMINED TO BE SAFE.
4. EXTINGUISH ALL CIGARETTES, FUSEES, AND OPEN FLAMES UNTIL IT IS DEFINITELY DETERMINED THERE ARE NO FLAMMABLE VAPORS IN THE AREA.
5. GIVE DISPATCHER OR YARDMASTER INFORMATION ON:
 - a. INJURIES.
 - b. HOW MANY CARS ARE INVOLVED WITH THEIR LOCATION AND CONDITION WHERE POSSIBLE TO OBTAIN THIS INFORMATION SAFELY.
 - c. EACH HAZARDOUS MATERIAL CAR; INITIAL AND NUMBER, CONTENTS, COMMODITY CODE, PLACARDS, SHIPPER, AND CONDITION OF CAR WHERE POSSIBLE TO OBTAIN THIS INFORMATION SAFELY.
 - d. DANGER TO SURROUNDING AREA: HOMES, SCHOOLS, HOSPITALS, STREAMS, LAKES, ETC. AS APPLICABLE.
6. REVIEW EMERGENCY RESPONSE INFORMATION ON TRAIN CONSIST, SHIPPING PAPERS, IN THE D.O.T. EMERGENCY RESPONSE GUIDEBOOK, OR OTHER SOURCE, AND TAKE ACTION AS NECESSARY.
7. IF FIRE OCCURS, AND IT CAN BE DONE SAFELY, PULL AWAY ALL CARS THAT ARE MOVABLE AND NOT BURNING.

17. HAZARDOUS MATERIALS (Cont'd)

8. INFORM LOCAL AUTHORITIES (FIRE DEPARTMENTS AND EMERGENCY RESPONDERS) OF THE CONTENTS OF EACH CAR THAT PRESENTS A HAZARD. GIVE THEM INFORMATION ON WAYBILLS, TRAIN CONSISTS, THE D.O.T. EMERGENCY RESPONSE GUIDEBOOK AND ANY OTHER INFORMATION YOU MAY HAVE CONCERNING THE PRODUCTS AND EQUIPMENT INVOLVED. ADVISE THEM TO KEEP PEOPLE AWAY FROM THE INCIDENT. THIS DOES NOT MEAN AN EVACUATION UNLESS THE EMERGENCY RESPONSE INFORMATION CALLS FOR SAME.

NOTE: The conductor will be responsible for ensuring that waybills, shipping documents and any emergency response instructions are on or near the locomotives and available to authorized emergency responders.

9. REPORT ALL INFORMATION ABOVE TO THE FIRST RAILROAD SUPERVISOR OR OTHER OFFICER(S) AS MAY BE DESIGNATED, WHO REACHES THE SCENE.

20. INDEX TO SPECIAL INSTRUCTIONS

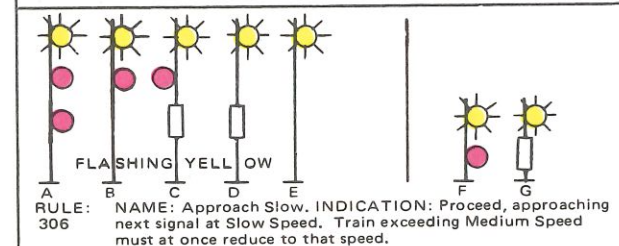
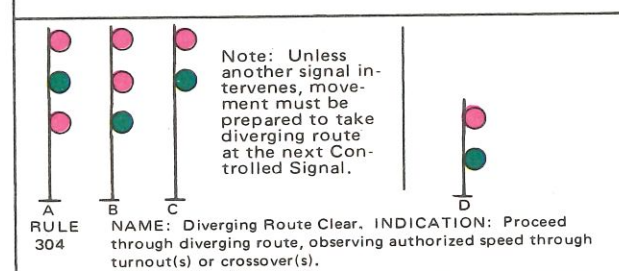
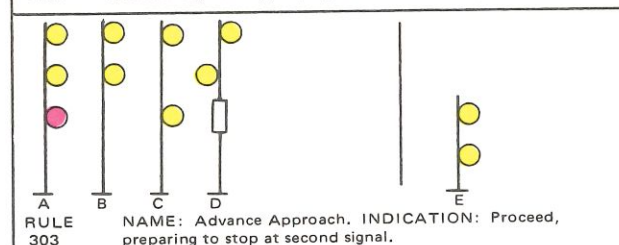
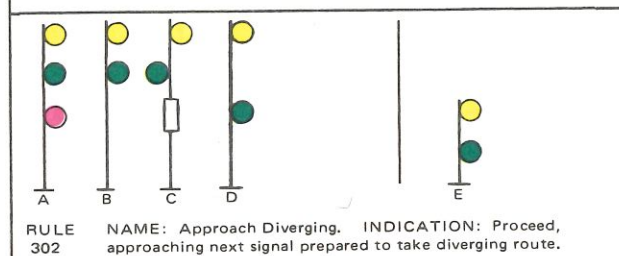
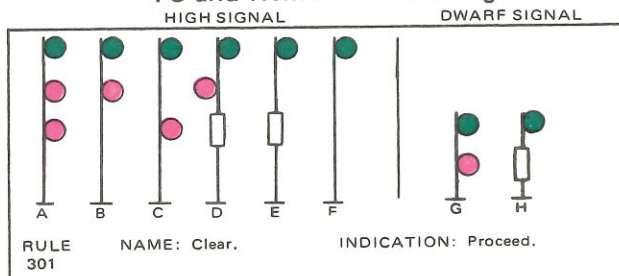
	PAGE
Accidents	
Involving Hazardous Material	110, 111
Agents Hours	96
All Channel Radios	101, 102
Authorized Watches	95, 96
Automatic Block Signal Territory	21 - 26
Bulletin Books	13
Car Restrictions	78 - 92
Clearance Cards	13
Clocks, Standard	13
Crossings, Railroad at Grade	14 - 19
Curvature, Excessive	86, 87
Depressed Center Equipment	83, 84
Derricks	81, 82
Detectors, Hotbox and Dragging Equipment	98 - 101
Dispatcher Bulletin	13, 14
Doctors	93 - 95
Double Track	21 - 26
Drawbridges	21
Excessive Curvatures	86, 87
Excessive Dimensions Equipment	84 - 86
Electric Switch Locks	96 - 98
Equipment Restrictions	78 - 92
Flagging Distance	55
Freezing Weather	77
Hazardous Materials	
Charts	114 - 117
General	103
Placarded Car Switching	103
Placarded Car Placement	104
Inspection	106, 107
Key Trains	104 - 106
Marking & Placarding	107 - 109
Hazardous Waste	109
Hydrocyanic Acid	109
Leaking Tank Cars	109
Helper Service	26, 27
Hotbox Detectors	98 - 101
Industry Tracks	
Car Restrictions	38 - 52
Inspection Car Operation	120
Joint Trackage	53 - 55
Jordan Spreaders	82
Junctions	19 - 21
Key Trains	104 - 106
Locomotives	
Restrictions	78 - 82
Speed Indicators	74, 75
Tonnage Ratings	75 - 77
Types	77
Locomotive Cranes/Pile Drivers	82

20. INDEX TO SPECIAL INSTRUCTIONS (Cont'd)

	PAGE
Map Division	60, 61
Maximum Train Length	77, 78
Measured Miles	74, 75
Method of Operation	21 - 26
Multi-Wheeled Equipment	83, 84
Other Equipment Restrictions	87 - 92
Other Train Movements	26 - 55
Passenger Trains	73, 93
Physicians	93 - 95
Pusher Service	26, 27
Radios	
All Channel Radios	101, 102
Dispatcher Controlled	102
Wayside Base Stations	102, 103
Rail Security Service	26
Railroad Crossings at Grade	14 - 19
Register Stations	13
Remote Control Territory	21 - 26
Running Switches, Locations	55
Scale Test Cars	83
Speed Determinations	75
Speed Indicators, Verifying	74, 75
Speed Restrictions	
Cars	56
By District	57 - 73
Equipment	56, 57
Trains	57
Locomotives	56
Spring Switches	55, 56
Standard Clocks	13
Station Hours	96
Switching Instructions	
By Location	38 - 52
Hazardous Materials	116, 117
Tonnage Ratings	75 - 77
Track Diagram	1
Traffic Control (TC) Territory	21 - 26
Train Handling	
Speed Restrictions	51, 52
Train Length, Maximum	77
Train Registers	13
Two or More Tracks	21 - 26
Watches, Authorized	95, 96
Yard Limits	
Additional	53
First Class Trains Observing	53

SOUTHERN RAILWAY

Automatic Block, Interlocking, TC and Remote Control Signals



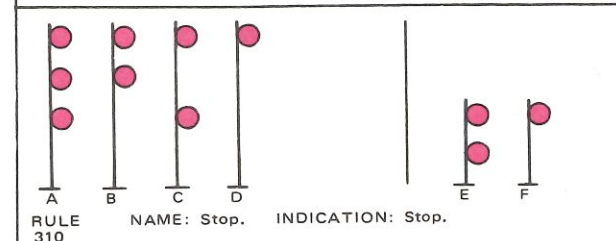
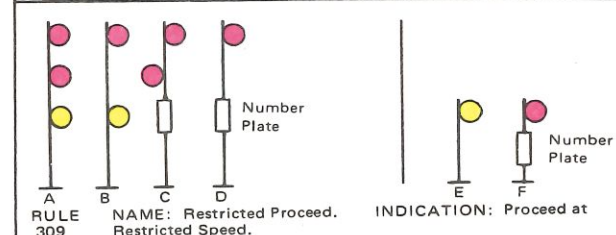
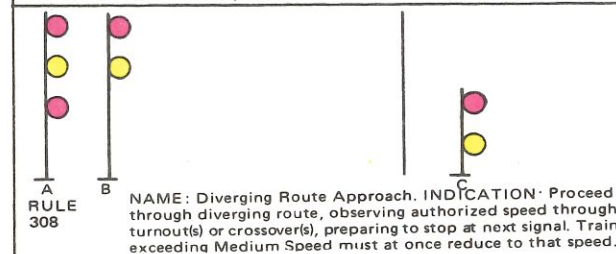
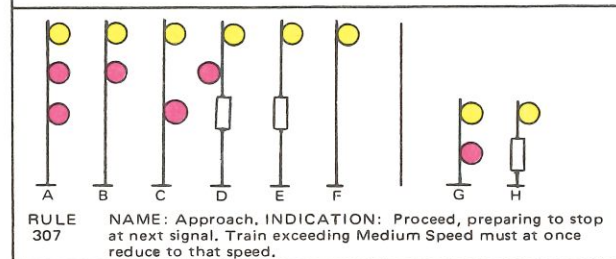
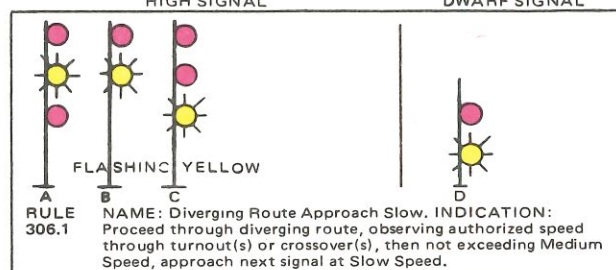
SPEED:

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 824.**

Miles	10 MPH	15 MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	75 MPH	79 MPH
1	6	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2	12	8	6	7	6	5	—	—	—	—	—	—	—	—	—
3	18	12	9	7	6	5	—	—	—	—	—	—	—	—	—
4	24	16	12	9	8	6	6	5	—	—	—	—	—	—	—
5	30	20	15	12	10	8	7	6	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	18	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	7
10	60	40	30	24	20	17	15	13	12	10	10	9	8	8	7
11	66	44	33	26	22	18	16	14	13	12	11	10	9	8	8
12	72	48	36	28	24	20	18	16	14	13	12	11	10	9	9
13	78	52	39	31	26	22	19	17	15	14	13	12	11	10	9
14	84	56	42	33	28	24	21	18	16	15	14	13	12	11	10
15	90	60	45	36	30	25	22	20	18	16	15	14	13	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	16	15
22	132	88	66	52	44	37	33	29	26	24	22	20	18	17	16
23	138	92	69	55	46	39	34	30	27	25	23	21	19	18	17
24	144	96	72	57	48	41	36	32	28	26	24	22	20	19	18
25	150	100	75	60	50	42	37	33	30	27	25	23	21	20	18
26	156	104	78	62	52	44	39	34	31	28	26	24	22	20	19
27	162	108	81	64	54	46	40	35	32	29	27	24	22	20	20
28	168	112	84	67	56	48	42	37	33	30	28	25	24	21	21
29	174	116	87	69	58	49	43	38	34	31	28	26	24	23	22
30	180	120	90	72	60	51	45	40	36	32	30	27	25	24	22