



ALABAMA DIVISION

Western Region

Timetable Number

1

In Effect

At 12:01 AM

Monday, August 4, 2008

Eastern Standard Time

For The Government of Employees Only



COMMITTED
TO SAFETY

DOUBLE ZEROS

ZERO INJURIES

ZERO INCIDENTS

Communication is the Key

ALABAMA DIVISION TIMETABLE

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ALABAMA DIVISION TIMETABLE

GENERAL INFORMATION

A. STATION PAGE

Each station page will contain the following information:

1. Rules in Effect
2. Maximum Speeds
3. Checking Locomotive Speed Indicator
4. Diesel Unit Ratings
5. Locomotive and Car Restrictions
6. Switches and Derails
7. Communication Information
8. Detector Instructions
9. District Instructions

B. EXPLANATION OF CHARACTERS

Symbols:

- Ⓐ — Automatic Interlocking
- Ⓒ — Controlled Interlocking
- ⒸP — Controlled Point
- CS — Controlled Siding
- 999 — Dispatcher Radio Call-in Code
- ⒹB — Drawbridge
- Frt. — Freight Trains
- Jct. — Junction
- Ⓔ — Non-Interlocked Railroad Crossing at Grade
- N/S — Non-Signaled
- Psgr. — Passenger Trains
- Rhwy. — Rail-highway Trains
- SS — Signaled Siding
- ss — Spring Switch
- S — Stop Sign
- Y — Wye
- ⒶL — Yard Limit

Train Inspection Detectors:

- DED — Dragging Equipment Detector
- HCD — High Car Detector (includes Excessive Height Detectors)
- HBD — Hot Box Detector (includes TSA, SAD and HBD detectors)
- HWD — Hot Wheel Detector
- WCD — Wide Car Detector
- SSD — Stress State Detector
- SWD — Sliding Wheel Detector

All train inspection detectors are listed on the station pages according to milepost location. Unless otherwise indicated, train inspection detectors are Radio Alarm and operate in both directions on single or multiple track.

Detectors on Single Track — Track will not be shown.

ALABAMA DIVISION TIMETABLE

GENERAL INFORMATION (CONT.)

C. DIESEL UNIT GROUPS

GROUP 1 = B-23-7, GP-38, GP-38-2, GP-38-AC, GP-40
2 = B-30-7A, B-36-7, B-40-2, D8-32-B, GP-40X, GP-49, GP-50,
GP-59, GP-60
3 = C-30-7, SD-40, SD-40-2
4 = C-36-7, SD-50
5 = C-39-8, D8-40-C, D9-40-C, D9-40-CW, SD-60, SD-70
6 = C-44-AC, C-60-AC, C-90-AC, SD-70-MAC, SD-80, SD-80-MAC,
SD-90-MAC

D. MAIN TRACK CONTROL

Unless otherwise noted on the station pages, the Train Dispatcher/Control Operator controls all Main Tracks, Controlled Points, and Controlled Interlockings.

E. DIVISION SPECIAL INSTRUCTIONS

All Alabama Division Special Instructions have reference to a rule and are numbered or lettered as shown in the following examples:

- AL-GR-13-1 — Refers to NS Operating Rule GR-13.
- AL-L-236-1 — Refers to NS-1 Rule L-236.
- AL-1110(b)-1 — Refers to NS Safety and General Conduct Rule 1110(b).

- NOTE:**
- General Rules and General Regulations (GR) can be found in both the NS Operating Rules and the Safety and General Conduct Rule Books.
 - NS Operating Rules are Numbered 999 and below.
Safety and General Conduct Rules are numbered 1000 and up.
 - AL indicates the Special Instruction is specific to the Alabama Division.

ALABAMA DIVISION TIMETABLE

STATION PAGES

Line Segments	Milepost	Page
East End District.....	650.0 – 798.2	4–15
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Toca Branch	0.0 PT – 4.5 PT.....	150–151

EAST END DISTRICT

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
			EAST END DISPATCHER..... [802]	
		650.0	AUSTELL..... (CP)	
	SS 10950 	652.9	LITHIA SPRINGS..... (CP)	
		655.2	BEN HILL..... (CP)	
		657.3	HBD-DED (<i>Cracker</i>)	
		658.7	Douglasville	
		663.0	HBD-DED (<i>Winston</i>)	
	SS 9865 	664.6	WINSTON..... (CP)	
		666.6	CARROLL..... (CP)	
	SS 7540 	668.2	BAGGETT..... (CP)	
		669.5	VILLA RICA..... (CP)	
		671.6	HBD-DED (<i>Villa Rica</i>)	
	SS 9306 	675.5	TAYLOR..... (CP)	
		677.5	TEMPLE..... (CP)	
		680.6	HBD-DED (<i>Morgan</i>)	
	SS 11040 	682.7	SEWELL..... (CP)	
		685.0	BREMEN..... (C)	
		689.0	HBD-DED (<i>Waco</i>)	
	SS 11255 	692.7	HUBBARD..... (CP)	
		695.2	TALLAPOOSA..... (CP)	
	697.9	HBD-DED (<i>Tallapoosa</i>)		
	699.9	GA/AL State Line		
	707.4	HBD-DED (<i>Fruithurst</i>)		
SS 10230 	708.4	FOSTER..... (CP)		
	710.4	EDWARDSVILLE..... (CP)		

EAST END DISTRICT

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
			EAST END DISPATCHER..... 802	
		714.1	OWENS..... (CP)	
		716.3	HEFLIN (CP)	
		718.2	HBD-DED (<i>Cleburne</i>)	
	SS 9725 	727.1	ARDREY..... (CP)	
		729.1	DEARMANVILLE (CP)	
		730.2	HBD-DED-HWD (<i>Dearmanville</i>)	
	SS 7323 	733.4	LARDENT (CP)	
	SS / CS 9954 	735.0	ANNISTON (CP)	
	CS 	736.7	LETCHERS..... (CP)	
		741.6	HBD-DED (<i>Bynum</i>)	
		741.7	Coldwater Branch	
	SS 17525 	743.0	BYNUM..... (CP)	
		746.4	GRAY (CP)	
		751.8	HBD-DED (<i>Lincoln</i>)	
	CS 9582 	754.1	LINCOLN (CP)	
		756.1	EMBRY (CP)	
	SS 8780 	758.0	COOSA (CP)	
		762.9	HBD-DED (<i>Pell City</i>)	
	SS 9631 	767.8	HOLT (CP)	
	769.8	ROBERTS..... (CP)		
	771.6	HBD-DED (<i>Cook Springs</i>)		
SS 9428 	776.2	BROMPTON (CP)		
	778.1	COLEMAN..... (CP)		

EAST END DISTRICT

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
	CS 8190 	781.8 781.9 782.7 783.7 787.7 790.7 791.8 798.1 798.2	EAST END DISPATCHER..... 802 HBD-DED (<i>Leeds</i>) LEEDS..... CP CENTRAL..... CP HENRY ELLEN..... CP LOVICK..... CP NORRIS JUNCTION (Norris Yard) CP TERMINAL DISPATCHER..... 803 IRONDALE JUNCTION CP 32ND STREET C 27TH STREET C	

1. RULES IN EFFECT

Between	Main 1 Track	Main 2 Track
	Rules	
Austell and 27th Street	261	261

EAST END DISTRICT

2. MAXIMUM SPEEDS

Between	Psgr.	Rhwy.	Frt.
	MPH		
MP 650.0, Austell, GA, and MP 790.7, Norris Junction	79	60	50
Except:			
MP 650.0, Austell, Through Turnout	40	40	40
MP 650.0 to MP 650.5, Street Crossings*	40	40	40
MP 650.8 to MP 650.9, Curve	40	40	40
MP 651.0 to MP 651.3, Curve	45	45	45
MP 651.3 to MP 654.3, Curves	50	50	45
MP 652.9, Lithia Springs, Through Turnout	30	30	30
MP 652.9 to MP 655.2, Through Signaled Siding	30	30	30
MP 654.4 to MP 655.0, Curves	45	45	40
MP 655.2, Ben Hill, Through Turnout	30	30	30
MP 655.7 to MP 657.2, Curves	55	55	50
MP 657.4 to MP 661.2, Street Crossings*	50	50	50
MP 657.7 to MP 660.4, Curves	50	50	45
MP 661.4 to MP 663.6, Curves	35	35	35
MP 663.6 to MP 664.6, Curves	45	45	40
MP 664.6, Winston, Through Turnout	30	30	30
MP 664.6 to MP 666.6, Through Signaled Siding	30	30	30
MP 664.6 to MP 666.2, Curves	35	35	30
MP 666.6, Carroll, Through Turnout	30	30	30
MP 666.8 to MP 668.0, Curves	50	50	45
MP 668.5, Baggett, Through Turnout	30	30	30
MP 668.5 to MP 669.9, Through Signaled Siding	30	30	30
MP 668.5 to MP 669.0, Curve	45	45	40
MP 669.1 to MP 669.9, Curves	35	35	30
MP 669.9, Villa Rica, Through Turnout	30	30	30
MP 670.1 to MP 670.3, Curve	45	45	40
MP 670.9 to MP 671.6, Curves	55	55	50
MP 672.2 to MP 672.8, Curves	75	60	50
MP 673.4 to MP 673.7, Curve	50	50	50
MP 674.0 to MP 674.3, Curve	35	35	35
MP 674.3 to MP 674.6, Curve	40	40	40
MP 674.6 to MP 675.5, Curve	45	45	45
MP 675.5, Taylor, Through Turnout	30	30	30
MP 675.5 to MP 677.5, Through Signaled Siding	30	30	30
MP 675.5 to MP 677.5, Curves	45	45	45
MP 677.5, Temple, Through Turnout	30	30	30
MP 677.9 to MP 679.4, Curves	35	35	35
MP 679.4 to MP 682.6, Curves	40	40	40
MP 682.7 to MP 685.0, Through Signaled Siding	30	30	30
MP 682.7 to MP 683.9, Curves	45	45	40
MP 683.9 to MP 684.9, Curves	40	40	40
MP 684.9, Bremen, Through Turnout	30	30	30
MP 685.0, Over Central of Georgia R.R. Crossing	30	30	30
MP 685.3, On South Wye Track	15	15	15
MP 685.9 to MP 687.8, Curves	40	40	40
MP 688.2 to MP 690.3, Curves	35	35	35
MP 690.7 to MP 692.4, Curves	35	35	30
MP 692.4 to MP 692.7, Curve	40	40	40
MP 692.7, Hubbard, Through Turnout	30	30	30
MP 692.7 to MP 695.2, Through Signaled Siding	30	30	30
MP 692.7 to MP 694.2, Curves	40	40	40
MP 694.2 to MP 694.4, Curve	45	45	45
MP 694.6 to MP 695.2, Curve	50	50	45

EAST END DISTRICT

2. MAXIMUM SPEEDS (CONT.)

Between	Psg.	Rhwy.	Fr.
	MPH		
MP 695.2, Tallapoosa, Through Turnout	30	30	30
MP 695.2 to MP 695.7, Curve	50	50	45
MP 695.7 to MP 699.4, Curves	55	55	50
MP 700.8 to MP 701.5, Curves	35	35	35
MP 702.1 to MP 708.4, Curves	45	45	40
MP 708.4, Foster, Through Turnout	30	30	30
MP 708.4 to MP 710.4, Through Signaled Siding	30	30	30
MP 708.4 to MP 710.2, Curves	45	45	40
MP 710.4, Edwardsville, Through Turnout	30	30	30
MP 710.6 to MP 713.9, Curves	40	40	40
MP 714.1, Owens, Through Turnout	30	30	30
MP 714.1 to MP 716.3, Through Signaled Siding	30	30	30
MP 714.1 to MP 714.9, Curves	40	40	40
MP 715.1 to MP 716.1, Curves	45	45	40
MP 716.3, Heflin, Through Turnout	30	30	30
MP 716.3 to MP 719.2, Curves	45	45	40
MP 719.4 to MP 721.9, Curves	35	35	35
MP 722.2 to MP 723.2, Curve	55	55	50
MP 723.8 to MP 724.7, Curve	75	60	50
MP 725.8 to MP 726.7, Curves	55	55	50
MP 727.1, Ardrey, Through Turnout	30	30	30
MP 727.1 to MP 729.1, Through Signaled Siding	30	30	30
MP 728.0 to MP 729.1, Curves	55	55	50
MP 729.1, Dearmanville, Through Turnout	30	30	30
MP 729.1 to MP 731.3, Curves	55	55	50
MP 732.4 to MP 733.1, Curve	50	50	45
MP 733.2 to MP 733.4, Curve	45	45	45
MP 733.4, Lardent, Through Turnout	30	30	30
MP 733.4 to MP 735.0, Through Signaled Siding	30	30	30
MP 734.1 to MP 735.0, Curves	45	45	45
MP 735.0, Anniston, Through Crossover to Siding	20	20	20
MP 735.0 to MP 736.6, Restricted Speed Through Controlled Siding	15	15	15
MP 735.5 to MP 736.4, Curve	45	45	45
MP 736.6, Letchers, Through Turnout	30	30	30
MP 737.3 to MP 738.2, Curve	45	45	45
MP 738.4 to MP 741.9, Curves	60	60	50
MP 741.9 to MP 742.3, Curve	45	45	40
MP 742.9, Bynum, Through Turnout	30	30	30
MP 742.9 to MP 746.3, Through Signaled Siding	30	30	30
MP 743.5 to MP 746.4, Curves	50	50	45
MP 746.4, Gray, Through Turnout	30	30	30
MP 746.4 to MP 752.0, Curves	50	50	45
MP 752.0 to MP 756.1, Curves	60	60	50
MP 754.1, Lincoln, Through Turnout	25	25	25
MP 754.1 to MP 756.2, Restricted Speed Through Controlled Siding	15	15	15
MP 754.8 to MP 756.1, Restricted Speed Through Honda Setout Track	15	15	15
MP 756.1, Embry, Through Turnout to Signaled Siding	30	30	30
MP 756.1, Embry, Through Turnout to Controlled Siding	25	25	25
MP 756.1 to MP 758.0, Through Signaled Siding	30	30	30
MP 756.2 to MP 756.7, Curves	55	55	50
MP 758.0, Coosa, Through Turnout	30	30	30

EAST END DISTRICT

2. MAXIMUM SPEEDS (CONT.)

Between	Psgr.	Rhwy.	Frt.
	MPH		
MP 758.0 to MP 763.2, Curves	55	55	50
MP 764.6 to MP 764.9, Curve	50	50	50
MP 764.9 to MP 767.8, Curves	40	40	40
MP 767.8, Holt, Through Turnout	30	30	30
MP 767.8 to MP 769.8, Through Signaled Siding	30	30	30
MP 767.8 to MP 769.4, Curves	50	50	50
MP 769.5 to MP 769.8, Curve	45	45	45
MP 769.8, Roberts, Through Turnout	30	30	30
MP 769.8 to MP 770.5, Curves	35	35	35
MP 770.5 to MP 771.0, Curves	30	30	30
MP 771.2 to MP 771.5, Curve	35	35	35
MP 771.5 to MP 772.8, Curves	55	55	50
MP 772.8 to MP 774.5, Curves	55	55	50
MP 774.8 to MP 775.7, Curves	40	40	35
MP 775.9 to MP 776.2, Curve	45	45	40
MP 776.2, Brompton, Through Turnout	30	30	30
MP 776.2 to MP 778.2, Through Signaled Siding	30	30	30
MP 776.6, Road Crossing	55	55	50
MP 776.8 to MP 777.1, Curve	55	55	50
MP 778.2, Coleman, Through Turnout	30	30	30
MP 779.0 to MP 781.0, Curves	50	50	45
MP 781.9, Leeds, Through Turnout	20	20	20
MP 781.9 to MP 783.7, Through Controlled Siding	15	15	15
MP 782.2 to MP 782.6, Curve	40	40	35
MP 782.6, Central, Through Turnout	30	30	30
MP 782.7 to MP 784.1, Curves	35	35	30
MP 783.7, Henry Ellen, Through Turnout	20	20	20
MP 784.1 to MP 787.7, Curves	35	35	30
MP 787.7, Lovick, Through Turnout	35	35	30
MP 787.7 to MP 790.7, Curves	35	35	30
MP 790.7, Norris Junction, Through Turnouts and Crossover	15	15	15
MP 790.7, Norris Junction and MP 798.2, 27th Street	55	55	50
Except:			
MP 790.7 to MP 791.8, Curves	40	40	35
MP 791.8, Irondale Junction, Through Turnout	25	25	25
MP 792.9 to MP 798.1, Street Crossings*	30	30	30
MP 792.9 to MP 795.2, Curves	40	40	35
MP 795.5 to MP 798.0, Industrial Lead	15	15	15
MP 798.1 to MP 798.4, Through all Switches and Crossovers	10	10	10
MP 798.2, 27th Street, CSXT Connection Tracks (New Way)	10	10	10

*Speed restrictions over street crossings apply only until the leading end of the movement occupies the crossing.

EAST END DISTRICT

3. CHECKING LOCOMOTIVE SPEED INDICATOR

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

LOCATION OF TEST MILE SIGNS:

WESTWARD

MP 659.0 to MP 660.0
 MP 663.0 to MP 664.0
 MP 690.0 to MP 691.0

EASTWARD

MP 787.0 to MP 786.0
 MP 770.0 to MP 769.0
 MP 734.0 to MP 733.0
 MP 679.0 to MP 678.0

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

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Westward						
Atlanta to Norris Yard	1600	2150	2550	3150	3500	4130
Eastward						
Norris Yard to Bremen	1400	1850	2250	2745	3050	3600
Bremen to Atlanta	1800	2400	2850	3555	3950	4660

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

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

GROSS WEIGHT IN POUNDS				
Between	Unit		Loaded Car	
	4-Axle	6-Axle	4-Axle	6-Axle
Birmingham and Austell	291,000	420,000	286,000	394,500

EAST END DISTRICT

5. LOCOMOTIVE AND CAR RESTRICTIONS (CONT.)

B. TRAILING TONNAGE RESTRICTIONS

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

1. Empty Multi-level cars.
2. Empty Intermodal single-platform flats and such loaded with empty trailers or containers.
3. Empty 85-foot-long or longer flats and such flat cars when loaded with empty trailers or containers, or loaded with only one (1) trailer or container.
4. Empty Intermodal single-axle truck flat car or such cars loaded with empty trailers or containers.
5. Empty single or multiple-unit double-stack (well) cars, or articulated single-platform (spine) cars. Be governed by Appendix 1 in the System Timetable.

Maximum safe trailing tonnage behind Restricted Equipment between Atlanta and Birmingham is:

Westward — 6,800

Eastward — 7,400

C. HEIGHT RESTRICTIONS

Double-stack cars:

Double-stack cars exceeding 20' 3" (two (2) 9' 6" high x 8' 6" wide containers) above top of rail may only be handled on Main Tracks and sidings between:

Inman Yard and Birmingham

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

RADIO

Emergency	Code 911
CYO	Code 808
East End Dispatcher	Code 802
Terminal Dispatcher	Code 803

TELEPHONE

Dispatcher	M/W 951-4860	
CYO	404-589-5727	M/W 589-5727

8. DETECTOR INSTRUCTIONS

None.

EAST END DISTRICT

9. DISTRICT INSTRUCTIONS

A. LOCATIONS WHERE NS-1 RULE A-31 APPLIES

Reference **Rules for Equipment Operation and Handling, NS-1 Rule A-31**, dealing with two-way End-Of-Train Devices. Below is a listing of the locations that have average grades that require the use of two-way devices for freight trains operating with greater than 4,000 trailing tons.

Locations with an average grade of 1% or greater over a distance of 3 continuous miles:

Line Segment	From	To	Miles
Austell and Birmingham	MP 675.4	MP 680.0	4.6
	MP 695.5	MP 699.4	3.9
	MP 719.6	MP 725.0	5.4
	MP 786.0	MP 790.5	4.5

B. LOCATIONS WHERE NS-1 RULE L-241, SECTION 3 APPLIES

Reference **Rules for Equipment Operation and Handling, NS-1 Rule L-241, Section 3**, dealing with identification of steep grades.

Below is a listing of locations with an average grade of 1% or greater over a distance of 3 continuous miles:

Line Segment	From	To	Average Miles	% of Grade
Austell and Birmingham	MP 675.4	MP 680.0	4.6	1.15
	MP 695.5	MP 699.4	3.9	1.20
	MP 719.6	MP 725.0	5.4	1.25
	MP 786.0	MP 790.5	4.5	1.25

C. ANNISTON, AL

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

Five (5) or less cars will require 100% hand brakes, more than five (5) cars will require additional hand brakes as required at the discretion of the Conductor.

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

D. BREMEN, GA

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

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

EAST END DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

E. OWENS, AL

Eastward freight trains having a length in excess of 6,500 feet will be handled by the following method between MP 715.0 and MP 712.0:

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

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

After these conditions have been met, throttle may be advanced as necessary. These instructions do not apply to Rail-highway trains.

F. MAGNOLIA, GA

Loaded unit trains are only to be placed in the lead track at LaFarge.

When making a movement down the Magnolia Lead from Main Track No. 2, the lead track is the track on the right and the empty track is on the left. If these instructions cannot be followed for any reason, the Inman Main Tower should be contacted immediately for further instructions.

G. JOINT TRACKAGE

1. Trains and engines of the Alabama Division will use track of other divisions and foreign lines, in accordance with their Timetables, Rules and Regulations, as shown below:

Georgia Division between MP 153.0 H, Spring and MP 135.0 H,
Austell and MP 633.3, Peachtree Station and MP 635.0, Howell
Piedmont Division between MP 624.5, Chamblee and MP 633.3,
Peachtree Station

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

Between MP 650.0, Austell and MP 798.4, Birmingham
Amtrak will use tracks of the Alabama Division

EAST END DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

H. LOCATIONS WHERE RUNNING OR FLYING SWITCHES OR DROPPING CARS ARE AUTHORIZED

Milepost	Location
651.3	Austell
658.8	Douglasville
670.5	Villa Rica (Mine Track)
694.1	Tallapoosa (Hoover-Hanes)
694.6	Tallapoosa (U.S. Can)
731.6	Jenkins Industrial Park
735.0	Anniston Yard
755.8	Embry (TBA)
761.8	Pell City (Riverside Clay)
61.3 N	Coal Track

I. MUSCADINE, AL

All cars set out in Muscadine Spur, MP 702.1, must be placed 200 feet west of the inside switch to allow room for Track machinery.

J. ANNISTON, AL

Any westward train setting cars out at Anniston are to leave the cars in the Coal Track or the South Transfer Track only.

K. BYNUM, AL

Ammunition loads for the Army Depot at Bynum must be set out on the Hill Track unless otherwise instructed. 100% hand brakes are required on all cars set out on the Hill Track.

EAST END DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

L. LINCOLN, AL

Tanner Industries, MP 757.3 has an electrified perimeter fence around their facility to improve security. Crews due to work Tanner Industries are not to go near the perimeter fence or the gate to this facility until it is confirmed that the power to the fence has been turned off. This confirmation must be through an in-person conversation between a member of the crew and the guard himself. Telephone or radio relays of this information are not acceptable. Crews scheduled to switch this customer should notify CYO of the expected arrival time at Tanner Industries. If the guard notifies CYO that the power to the fence has been turned off, but fails to notify the crew in person, then no crew member should approach the fence or gate. If the guard is not available, the crew is not to switch this customer.

M. PELL CITY, AL

All trains and engines operating on the Pell City Industrial Park Lead, MP 761.7, must stop and flag Highway 78 road crossing due to rusty rail conditions.

N. COOSA, AL

Avoid blocking Lomar Dr., MP 757.4. T&E crews held between Coosa and Embry should communicate with the Train Dispatcher/Control Operator to determine the length of the delay. If the delay will exceed 20 minutes, arrangements must be made to cut the crossing.


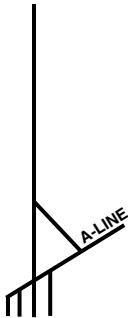
NA/WEST END DISTRICT

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE	
			TERMINAL DISPATCHER..... [803]		
		798.2	27TH STREET	ⓐ	
		798.5	CSXT CROSSING	ⓐ	
		798.6	SECOND AVENUE.....	ⓐ	
		800.4	BLOCK TWO	ⓐ	3
			NA/WEST END DISPATCHER	[801]	
		800.8	LEHIGH	Y ⓐ	
		800.9	NORTH BIRMINGHAM	ⓐ	1
		801.1	BOYLES	ⓐ	
		801.5	DED (North Birmingham)		
		807.1	HBD-DED (Coalburg)		
		812.2	BROOKSIDE	ⓐ	
		813.9	BLOSSBURG	ⓐ	
		816.6	HBD-DED (Lynn's Crossing)		
		820.6	LOCUST	ⓐ	
		822.6	BRYAN.....	ⓐ	
		826.6	HBD-DED (Doliska)		
		836.1	HBD-DED-HWD (Cordova)		
		837.5	STANDARD	ⓐ	
		839.5/ NA 95.6	PARRISH	Y ⓐ	

NA/WEST END DISTRICT

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
			NA/WEST END DISPATCHER 801	
			NA 86.6 HBD-DED (<i>Jasper</i>)	
			NA 86.5 BNSF CROSSING (A)	
			NA 86.4 Jasper	
	SS 7933 		NA 80.3 GAMBLE (CP)	
			NA 78.7 BURTON..... (CP)	
			NA 77.5 HBD-DED (<i>Saragossa</i>)	
			NA 68.5 HBD-DED (<i>Nauvoo</i>)	
	SS 8363 		NA 67.9 NAUVOO..... (CP)	
			NA 66.1 ASH (CP)	
	SS 8832 		NA 61.5 LYNN..... (CP)	
			NA 59.6 BANKHEAD (CP)	
			NA 57.2 HBD-DED (<i>Natural Bridge</i>)	
	SS 8677 		NA 50.5 YANKEE (CP)	
			NA 48.7 DELMAR..... (CP)	
			NA 47.9 HBD-DED (<i>Haleyville</i>)	
			NA 45.8 HALEYVILLE..... (CP)	
			NA 36.2 HBD-DED (<i>Bear Creek</i>)	
	SS 9172 		NA 33.8 PHILCO (CP)	
			NA 32.0 FRANKLIN..... (CP)	
		NA 23.8 HBD-DED (<i>Isbell</i>)		
SS 8103 		NA 15.9 HYDE..... (CP)		
		NA 14.2 LITTLEVILLE..... (CP)		

NA/WEST END DISTRICT

WEST 	SIDINGS IN FEET	MP	STATION	NOTE
		NA 9.9	NA/WEST END DISPATCHER [801] HBD-DED (<i>Spring Valley</i>)	2
		NA 5.1	MEMPHIS WEST DISTRICT DISPATCHER [809] LEE Y (CP)	
		NA 3.7	NORALA (CP)	
		402.8 A	WILSON (Sheffield Yard) (CP)	

STATION PAGE INFORMATION

NOTE 1: RAILROAD CROSSING AT GRADE

Hand-operated gate at North Birmingham, MP 800.9 will normally be set against Woodlawn-Bessemer Branch, and the two (2) connecting track switches normally set for Main Track.

TO OPERATE GATE:

1. Pull up to "clear" post.
2. Obtain permission from Train Dispatcher/Control Operator to operate switches or gate.
3. The Train Dispatcher/Control Operator will release the electric lock; a five (5) minute time delay may have to be run before gate will unlock.
4. Open door of electric lock box.
5. Lift lever to 45 degree position.
6. When indicator displays "UNLOCK", move lever to extreme left hand position.
7. Raise hand lever between lock box and gate to vertical position.
8. Open gate with release handle in front.

AFTER CLOSING GATE:

1. Secure handle in front.
2. Restore hand lever to horizontal position.
3. Position lock lever in box at extreme right position.
4. Latch door.

NOTE 2: Eastward trains and engines stopped at Lee, MP NA 5.1, by a signal displaying stop, must obtain verbal permission from the Memphis West District Dispatcher to pass the signal, in addition to verbal permission from the West End Dispatcher, before the signal may be passed.

NOTE 3: A push button reset is in service at Block Two, MP 800.5. When a permissive signal is not displayed, train crews will contact the Terminal Dispatcher. Upon instruction from the Terminal Dispatcher, the push button reset may be operated. The reset button is located at the BNSF Interlocking on the signal house. Follow posted instructions.

NA/WEST END DISTRICT

1. RULES IN EFFECT

	Main Track	Main 1 Track	Main 2 Track	Main 3 Track
Between	Rules			
27th Street and Norala	261	261	261	261
Lee and Wilson	261			

2. MAXIMUM SPEEDS

	RhwY.	FrT.
Between	MPH	
MP 798.2 and MP 806.7	20	20
Except:		
MP 798.2, 27th Street, CSXT Connection Tracks (New Way)	10	10
CSXT — Birmingham AMTRAK Station Tracks	10	10
MP 143.5, CSXT Tracks (14th Street) to MP 798.7, Morris Avenue — Restricted Speed not exceeding	10	10
MP 800.7, Block Two, Crossover from Single Main to Track No. 3 west of BNSF Crossing	20	20
MP 806.7 and MP 839.5	30	30
Except:		
MP 806.7 to MP 807.8, Curves	25	25
MP 811.8 to MP 812.2, Curve	25	25
MP 812.2, Brookside, Through Turnout	25	25
MP 812.2 to MP 813.9, Through Signaled Siding	25	25
MP 812.2 to MP 813.8, Curves	25	25
MP 813.9, Blossburg, Through Turnout	25	25
MP 813.8 to MP 821.0, Curves	25	25
MP 821.0, Locust, Through Turnout	25	25
MP 821.0 to MP 822.6, Curves	25	25
MP 821.0 to MP 822.6, Through Signaled Siding	25	25
MP 822.6, Bryan, Through Turnout	25	25
MP 822.6 to MP 824.1, Curves	25	25
MP 832.5 to BN Transfer Track	5	5
MP 837.5, Standard, Through Turnout	25	25
MP 837.5 to MP 838.6, Through Signaled Siding	25	25
MP 837.8 to MP 839.3, Curves	25	25
MP 838.6 to MP 839.0, Through Signaled Siding	10	10
MP 839.0 to MP 839.4, Through Signaled Siding	25	25
MP 839.4, Parrish, Through Crossovers	25	25
MP NA 95.6 and MP NA 25.2	35	35
Except:		
MP NA 95.6 to MP NA 95.3, Curve	25	25
MP NA 91.8 to MP NA 91.5, Curve	30	30
MP NA 86.6 to MP NA 86.1, Curves	20	20
MP NA 83.6, Jasper Lumber Company Spur	5	5
MP NA 80.3, Gamble, Through Turnout	30	30
MP NA 80.3 to MP NA 78.7, Through Signaled Siding	30	30
MP NA 78.7, Burton, Through Turnout	30	30
MP NA 67.9, Nauvoo, Through Turnout	30	30
MP NA 67.9 to MP NA 66.2, Through Signaled Siding	30	30
MP NA 66.2, Ash, Through Turnout	30	30
MP NA 61.5, Lynn, Through Turnout	30	30
MP NA 61.5 to MP NA 59.6, Through Signaled Siding	30	30
MP NA 59.9 to MP NA 59.3, Curves	30	30
MP NA 59.6, Bankhead, Through Turnout	30	30
MP NA 59.3 to MP NA 59.0, Curve	25	25

NA/WEST END DISTRICT

2. MAXIMUM SPEEDS (CONT.)

Between	Rhwy.	Frt.
	MPH	
MP NA 59.0 to MP NA 58.6, Curves	30	30
MP NA 50.5, Yankee, Through Turnout	30	30
MP NA 50.5 to MP NA 48.7, Through Signaled Siding	30	30
MP NA 48.7, Delmar, Through Turnout	30	30
MP NA 47.5 to MP NA 47.2, Curves	30	30
MP NA 33.8, Philco, Through Turnout	30	30
MP NA 33.8 to MP NA 32.0, Through Signaled Siding	30	30
MP NA 32.4 to MP NA 32.0, Curves	30	30
MP NA 32.0, Franklin, Through Turnout	30	30
MP NA 32.0 to MP NA 31.1, Curves	30	30
MP NA 29.1 to MP NA 27.8, Curves	25	25
MP NA 27.8 to MP NA 26.0, Curves	30	30
MP NA 25.2 and MP NA 19.2	40	40
MP NA 19.2 and MP NA 5.0	35	35
Except:		
MP NA 15.8, Hyde, Through Turnout	30	30
MP NA 15.9 to MP NA 14.2, Through Signaled Siding	30	30
MP NA 14.2, Littleville, Through Turnout	30	30
MP NA 13.8 and MP NA 12.1, Curves	30	30
MP NA 9.2 and MP NA 8.9, Curve	30	30
MP NA 5.0, Lee, Through Turnout	20	20
MP NA 5.0, Lee and MP NA 3.7, Norala	35	35
Except:		
MP NA 4.3 to MP NA 4.4, Curve	25	25
MP NA 5.0, Lee and MP 402.8 A, Wilson	20	20

3. CHECKING LOCOMOTIVE SPEED INDICATOR

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

LOCATION OF TEST MILE SIGNS:

EASTWARD

MP 835.0 to MP 834.0
 MP NA 9.0 to MP NA 10.0
 MP NA 21.0 to MP NA 22.0
 MP NA 51.0 to MP NA 52.0
 MP NA 66.0 to MP NA 67.0

WESTWARD

MP 803.0 to MP 804.0
 MP NA 90.0 to MP NA 89.0
 MP NA 77.0 to MP NA 76.0
 MP NA 43.0 to MP NA 42.0
 MP NA 26.0 to MP NA 25.0

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

NA/WEST END DISTRICT

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Westward						
Norris Yard to Parrish	1450	1950	2300	2880	3200	3775
Parrish to Spruce Pine	1600	2150	2550	3150	3500	4130
Spruce Pine to Sheffield	2250	3000	3600	4455	4950	5840
Eastward						
Sheffield to Parrish	1300	1750	2050	2565	2850	3360
Parrish to Norris Yard	1650	2200	2650	3240	3600	4250

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

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

GROSS WEIGHT IN POUNDS				
Between	Unit		Loaded Car	
	4-Axle	6-Axle	4-Axle	6-Axle
Birmingham and Sheffield	291,000	420,000	286,000	394,500

B. TRAILING TONNAGE RESTRICTIONS

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

1. Empty Multi-level cars.
2. Empty Intermodal single-platform flats and such loaded with empty trailers or containers.
3. Empty 85-foot-long or longer flats and such flat cars when loaded with empty trailers or containers, or loaded with only one (1) trailer or container.
4. Empty Intermodal single-axle truck flat car or such cars loaded with empty trailers or containers.
5. Empty single or multiple-unit double-stack (well) cars, or articulated single-platform (spine) cars. Be governed by Appendix 1 in the System Timetable.

Maximum safe trailing tonnage behind Restricted Equipment between Birmingham and Sheffield is:

- Eastward — 5,000
- Westward — 4,900

C. HEIGHT RESTRICTIONS

Double-stack cars:

Double-stack cars exceeding 20' 3" (two (2) 9' 6" high x 8' 6" wide containers) above top of rail may only be handled on Main Tracks and sidings between:

Sheffield Yard and Birmingham

NA/WEST END DISTRICT

6. SWITCHES AND DERAILS

Normal position for Wye switch located on Segco lead connecting east and west leg of Wye at Parrish, AL, approximate MP 838.8, will be lined and locked for movement on east leg of Wye. The above switch must not be left unattended unless in normal position.

7. COMMUNICATION INFORMATION

RADIO

Emergency	Code 911
CYO	Code 808
NA/West End Dispatcher	Code 801
Terminal Dispatcher	Code 803
Memphis West District Dispatcher	Code 809

TELEPHONE

NA/West End Dispatcher	205-951-4844	M/W 951-4844
CYO	404-589-5729	M/W 589-5729

8. DETECTOR INSTRUCTIONS

None.

NA/WEST END DISTRICT

9. DISTRICT INSTRUCTIONS

A. PARRISH, AL

1. Trains arriving and/or terminating at Parrish, AL:
Where it is required the EOT device be removed from rear of train, it must be determined if Mechanical Department employee is available at Parrish to remove device.
If advised Mechanical Department employee is not at Parrish, device will be removed and transported to Parrish by the train crew.
2. When spotting cars in the Segco Mine Tracks at Parrish, AL, the end of shove must be stopped at the road crossing prior to reaching the tipple. The lead end of cut being shoved must then be preceded by a trainman on the ground and cars spotted two (2) car lengths from "Barney" cars.
3. When cars are left standing at Parrish, AL, or Nauvoo Coal Track, Nauvoo, AL, the following will govern:
Five (5) cars or less will require 100% hand brakes. More than five (5) cars will require additional hand brakes as needed.
4. Locomotives left standing at Parrish will be left behind derail protection. 100% hand brakes will be tied up on all locomotives and locomotives will be coupled to a car with effective hand brake applied. Locomotives may be left in Yard Tracks 1-5.
5. All train and engine movements on the Main Track within Yard Limits must receive authorization from the designated authority prior to entering the track segments listed below:

Parrish	Parrish to West Parrish MP 839.3 to MP 840.0	NA Dispatcher
Parrish	Parrish to Segco (ES Line)	NA Dispatcher
6. Do not move 89-foot flat or TTX cars onto East or West legs of Wye at Parrish, AL.

B. HALEYVILLE, AL

All trains must stop and flag Cherry Hill road crossing, Haleyville, AL, MP IC 604.3.

NA/WEST END DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

C. DELMAR, AL

Westward freight trains having a length in excess of 6,500 feet will be handled by the following method between MP NA 50.0 and MP NA 47.0:

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

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

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

These instructions do not apply to Rail-highway trains.

D. JOINT TRACKAGE

1. Trains and engines of the Alabama Division will use track of other divisions and foreign lines in accordance with their Timetables, Rules and Regulations as shown below:

Between MP 798.7, Second Avenue and MP 143.5, 14th Street — CSXT

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

Between MP 798.6, Second Avenue and MP 800.4, Block Two — CSXT

Between MP 800.4, Block Two and MP 791.0, Norris Yard — BNSF

E. LOCATIONS WHERE RUNNING OR FLYING SWITCHES OR DROPPING CARS ARE AUTHORIZED

Milepost	Location
846.3	Marietta
838.5	Parrish
832.6	Cordova
NA 83.7	Jasper Lumber
NA 61.8	Lynn
NA 46.2	Marshall Durbin (Haleyville)

NA/WEST END DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

F. LOCATIONS WHERE NS-1 RULE A-31 APPLIES

Reference **Rules for Equipment Operation and Handling, NS-1 Rule A-31**, dealing with two-way End-Of-Train Devices. Below is a listing of the locations that have average grades that require the use of two-way devices for freight trains operating with greater than 4,000 trailing tons.

Locations with an average grade of 1% or greater over a distance of 3 continuous miles:

Line Segment	From	To	Miles
Birmingham and Sheffield	MP 852.8	MP 857.4	4.6
	MP NA 11.3	MP NA 14.6	3.3
	MP NA 24.1	MP NA 30.0	5.9
	MP NA 42.0	MP NA 45.0	3.0
	MP NA 82.1	MP NA 86.2	4.1

G. LOCATIONS WHERE NS-1 RULE L-241, SECTION 3 APPLIES

Reference **Rules for Equipment Operation and Handling, NS-1 Rule L-241, Section 3**, dealing with identification of steep grades.

Below is a listing of locations with an average grade of 1% or greater over a distance of 3 continuous miles:

Line Segment	From	To	Average Miles	% of Grade
Birmingham to Sheffield	MP 852.8	MP 857.4	4.6	1.25
	MP NA 11.3	MP NA 14.6	3.3	1.30
	MP NA 24.1	MP NA 30.0	5.9	1.55
	MP NA 42.0	MP NA 45.0	3.0	1.35
	MP NA 82.1	MP NA 86.2	4.1	1.15

H. BLOCK TWO

Westward signals at Block Two, MP 800.4 Tracks 1, 2 or 3 displaying Lunar White or Red over Lunar White are restricting signals and indicate proceed at Restricted Speed.

BERRY BRANCH

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
			NA/WEST END DISPATCHER [801]	
		839.4	PARRISH (VL) (CP)	1
		840.0	WEST PARRISH..... (VL)	1
		849.0	OAKMAN	
		862.0/ 0.0 AB	BERRY	
		3.1 AB	ALTA (P&M Mine)	

STATION PAGE INFORMATION

NOTE 1: Before entering these limits, authority must be obtained from the West End Dispatcher.

1. RULES IN EFFECT

	Main Track
Between	Rules
Parrish and West Parrish	93
West Parrish and Alta	171

2. MAXIMUM SPEEDS

	Frt. MPH
Between	
MP 839.4, Parrish, Through Crossovers	25
MP 839.4 and MP 862.0	25
Except:	
MP 855.2 to MP 855.4, Over Trestle	20
MP 861.9, Berry, Through Turnout	15
MP 0.0 AB and MP 3.1 AB	20

3. CHECKING LOCOMOTIVE SPEED INDICATOR

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

LOCATION OF TEST MILE SIGNS:

WESTWARD
MP 850.0 to MP 851.0

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

BERRY BRANCH

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Westward Berry to Parrish	1500	2000	2400	2970	3300	3895
Eastward Parrish to Berry	1500	2000	2400	2970	3300	3895

5. LOCOMOTIVE AND CAR RESTRICTIONS

WEIGHT RESTRICTIONS

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

	GROSS WEIGHT IN POUNDS			
	Unit		Loaded Car	
	4-Axle	6-Axle	4-Axle	6-Axle
Between Parrish and Berry, AL	291,000	420,000	286,000	394,500

6. SWITCHES AND DERAILS

The normal position for the non-interlocked junction switch between the Berry Branch and the Alta Lead at Berry, MP 862.0, is lined for movement from West Parrish to the Alta Lead.

7. COMMUNICATION INFORMATION

RADIO

Emergency	Code 911
CYO	Code 808
NA/West End Dispatcher	Code 801

TELEPHONE

NA/West End Dispatcher	205-951-4844	M/W 951-4844
CYO	404-589-5729	M/W 589-5729

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

A. LOCATIONS WHERE RUNNING OR FLYING SWITCHES OR DROPPING CARS ARE AUTHORIZED

None.

B. GENERAL INSTRUCTIONS

1. MP 3.1 AB and Alta Loop

Rule 137 remains in effect on the Alta Lead beyond the Alta Station sign, MP 3.1 AB and on the Alta Loop.


2. MP 862.0 and MP 862.7

Yard Limits in service on the Berry Branch between Berry, MP 862.0 and dirt mound at end of track, MP 862.7.

3-B NORTH DISTRICT

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE	
			3-B DISPATCHER [805]		
			35.0 R	BURSTALL (CP)	
	5156 ss		25.2 R	NOMEN (Spring Switch — South End Only)ss	
			20.4 R	HBD-DED (<i>Turner</i>)	
	ss 7375		11.5 R	LACEY (Spring Switch — North End Only)ss	
			5.7 R	HBD-DED (<i>Dogwood</i>)	
			1.0 R	NORTH WILTON (VL)	1
			0.0 R/ 139.3 N	WILTON Y	
			140.9 N	SOUTH WILTON (VL)	1
			146.5 N	HBD (<i>Ashby</i>)	
	ss 7697		149.3 N	BIBB MILL (Spring Switch — North End Only)ss	
			155.8 N	HBD-DED (<i>Randolph</i>)	
	5738		161.0 N	MAPLESVILLE	
			170.2 N	HBD-DED-HWD (<i>Plantersville</i>)	
	6088		178.5 N	FREMONT	
			182.5 N	HBD (<i>Burnsville</i>)	
			184.2 N	RIVERDALE	

3-B NORTH DISTRICT

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
			3-B DISPATCHER 805	
		189.5 N	NORTH SELMA..... (YL)	1
		191.4 N	SELMA	
		192.8 N		
		194.0 N	SOUTH SELMA..... (YL)	1

STATION PAGE INFORMATION

NOTE 1: Before entering these limits, authority must be obtained from the 3-B Dispatcher.

1. RULES IN EFFECT

	Main Track
Between	Rules
Burstall and North Wilton	171
North Wilton and South Wilton	93
South Wilton and North Selma	171
North Selma and South Selma	93

3-B NORTH DISTRICT

2. MAXIMUM SPEEDS

Between	Fr. MPH
MP 35.0 R, Burstall and MP 0.0 R, Wilton	40
Except:	
MP 35.0 R, Burstall, Through Turnout	30
MP 34.1 R to MP 31.6 R, Curves	25
MP 31.6 R to MP 27.4 R, Curves	35
MP 27.4 R to MP 27.2 R, Curve	30
MP 27.2 R to MP 25.9 R, Curves	25
MP 25.9 R to MP 23.7 R, Curves	30
MP 23.7 R to MP 23.3 R, Curves	25
MP 23.3 R to MP 20.9 R, Curves	30
MP 20.9 R to MP 18.0 R, Curves	25
MP 18.0 R to MP 15.7 R, Curves	30
MP 15.6 R to MP 15.5 R, Curves	20
MP 15.4 R to MP 13.6 R, Curves	25
MP 13.6 R to MP 10.5 R, Curves	30
MP 10.5 R to MP 9.7 R, Curves	35
MP 2.2 R to MP 1.1 R, Curves	35
MP 1.1 R to MP 0.0 R, Curves	20
MP 139.3 N, Wilton and MP 194.0 N, South Selma	49
Except:	
MP 145.3 N to MP 145.8 N, Curves	40
MP 148.4 N to MP 148.7 N, Curve	45
MP 152.4 N to MP 152.9 N, Curves	45
MP 160.7 N to MP 161.2 N, Street Crossings*	30
MP 184.2 N, Riverdale, Through Turnout	15
MP 184.2 N, Riverdale Lead	15
MP 191.3 N to MP 192.8 N, Curves	20

*Speed restrictions over street crossings apply only until the leading end of the movement occupies the crossing.

3. CHECKING LOCOMOTIVE SPEED INDICATOR

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

LOCATION OF TEST MILE SIGNS:

NORTHWARD

MP 12.0 R to MP 13.0 R
MP 180.0 N to MP 179.0 N

SOUTHWARD

MP 24.0 R to MP 23.0 R
MP 179.0 N to MP 180.0 N

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

3-B NORTH DISTRICT

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Southward						
Burstall to Nomen	1850	2450	2950	3645	4050	4780
Nomen to Wilton	2150	2850	3450	4230	4700	5545
Wilton to Randolph	2550	3400	4050	5040	5600	6600
Randolph to Selma	5200	6950	8300	10305	11450	13500
Northward						
Selma to Wilton	2050	2750	3250	4050	4500	5310
Wilton to Burstall	1950	2600	3100	3870	4300	5075

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

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

GROSS WEIGHT IN POUNDS				
Between	Unit		Loaded Car	
	4-Axle	6-Axle	4-Axle	6-Axle
Burstall and South Selma	291,000	420,000	286,000	394,500

B. TRAILING TONNAGE RESTRICTIONS

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

1. Empty Multi-level cars.
2. Empty Intermodal single-platform flats and such loaded with empty trailers or containers.
3. Empty 85-foot-long or longer flats and such flat cars when loaded with empty trailers or containers, or loaded with only one (1) trailer or container.
4. Empty Intermodal single-axle truck flat car or such cars loaded with empty trailers or containers.
5. Empty single or multiple-unit double-stack (well) cars, or articulated single-platform (spine) cars. Be governed by Appendix 1 in the System Timetable.

Maximum safe trailing tonnage behind Restricted Equipment between Burstall and Selma:

Southward — 7,000
Northward — 7,000

6. SWITCHES AND DERAILS

None.

3-B NORTH DISTRICT

7. COMMUNICATION INFORMATION

RADIO

Emergency	Code 911
CYO	Code 808
3-B Dispatcher	Code 805

TELEPHONE

Dispatcher	404-951-4845	M/W 951-4845
CYO	404-589-5008	M/W 589-5008

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

A. LOCATIONS WHERE RUNNING OR FLYING SWITCHES OR DROPPING CARS ARE AUTHORIZED

None.

B. GENERAL INSTRUCTIONS

1. Wilton

Street crossings at Wilton must not be blocked in excess of eight (8) minutes by standing trains. During switch moves at Wilton, either the north or south crossing must be open.

2. Boral Brick Company

When cars are left standing on runaround track at Boral Brick Company, MP 32.0 R, five (5) or less will require 100% hand brakes fully applied and more than five (5) will require additional hand brakes as required at the discretion of the Conductor. All hand brakes will be applied on the downhill end of cars. Hand brakes must not be released until locomotives are attached.

3. Placing Cars

Listed below are milepost locations, name of industry, degree of curve in tracks and maximum length of cars that can be placed at these locations:

Milepost Location	Name of Industry	Degree of Curve	Maximum Length
140.8 N	Seaman Timber	18	73 ft.

4. Eastern Valley Road

Arrangements should be made when working industries and sidings at Sparks Gap not to block Eastern Valley Road, MP 33.1 R.

Northward movements off Mobile Division (3-B) at Burstall, MP 35.0 R, encountering a stop signal must get permission from South End AGS Dispatcher before proceeding and then proceed at Restricted Speed to next signal.

5. Chemical Lime Company

Crews working Chemical Lime Company at Roberta, must not take engines past the divider switch separating the inside track from the straight track. Cars can be shoved to the clear point and coupled into at the clear point of the inside track and straight track, but engines must not travel past the clear point of each track.

3-B NORTH DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

B. GENERAL INSTRUCTIONS (CONT.)

6. National Salvage

Close clearance exists north of the crossing on the west side at National Salvage, Riverdale, AL, MP 184.3 N (International Paper Lead), account ramp located behind the cross tie grinding machine.

This structure will not clear an employee riding on the west side of a car.

7. West Frazier

Close clearance exists on chip loading track, West Frazier, Maplesville, MP 162.9 N, account cover over conveyor belt. Employees must not ride on side of car when working this track.

8. Vulcan Lead

All crews entering the Vulcan Lead, MP 133.5 N, **MUST WATCH OUT FOR AN INDUSTRY PLACED BLUE FLAG AT OR NEAR THE DERAIL TO THE ENTRANCE SWITCH OF THE VULCAN LEAD TRACK.**

All crews must apply the Norfolk Southern switch lock to the new connection track located just west of the Blue Circle Cement loading silos when using/occupying the Vulcan Lead.

All crews must remove the Norfolk Southern switch lock to the new connection track when finished using the Vulcan Lead.

The new track is a temporary track built to connect the lime side of Blue Circle to the Cement side of Blue Circle and it allows Blue Circle to move their loaded hoppers down the Vulcan Lead to Tracks 11 and 12 for Norfolk Southern pickup.

9. Precision Strip, Inc.

Precision Strip, Inc., at Talladega, AL, MP 80.1 N, has close clearance where the house track enters the building.

10. Fremont

The crossing located at Fremont, MP 178.3 N and the private crossing located at MP 178.6 N, must be cut if train will be left in the siding for an extended period of time.

11. 14th Street and Burstall

All 3B North crews between 14th Street and Burstall will contact the AGS South District Dispatcher every 30 minutes when stopped until train receives authority to proceed.

12. MP 179.0 N

The following procedure is in effect for the meeting of trains at Fremont, AL, MP 179.0 N:

Northward trains will hold the Main Line and will be responsible for restoring the north end switch at Fremont to normal position.

Southward trains will take the siding and will be responsible for restoring the south end switch at Fremont to normal position after pulling from the siding. When available, the 24-hour yard van at Selma will be dispatched to Fremont to transport the Conductor back to the head end of the train. The Conductor will notify the Selma Yard Office or 3B Dispatcher to arrange for the van.

ANNISTON DISTRICT

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE	
			3-B NORTH DISPATCHER..... [805]		
		61.0 N	ANNISTON	(YL)	1
		67.0 N	SOUTH ANNISTON.....	(YL)	1
		84.0	TALLADEGA	(A)	4
		101.8 N	COOSA PINES.....	Y	
		103.3 N	CHILDERSBURG		
		105.4 N	HBD-DED (<i>Childersburg</i>)		
		111.5 N	YELLOWLEAF	S (N)	3
		119.9 N	HBD-DED (<i>Columbiana</i>)		
		130.9 N	CALERA — CSXT.....	(A)	5
		132.8 N	HBD-DED (<i>South Calera</i>)		
		134.0 N	ROBERTA		
		138.0 N	EAST WILTON.....	(YL)	2
		139.2 N	WILTON	Y (YL)	2

ANNISTON DISTRICT

STATION PAGE INFORMATION

- NOTE 1:** Before entering these limits authority must be obtained from the East End Dispatcher.
- NOTE 2:** Before entering these limits authority must be obtained from the 3-B Dispatcher.
- NOTE 3:** Hand-operated gates at Segco Crossing is normally set against CSXT trains. Each CSXT movement must stop at clear point. After obtaining permission and Track Authority from NS Dispatcher to cross and when no conflicting movement is evident, line and lock gates across NS Track and proceed until entire movement is clear of the NS Main Track, then restore gates for NS movement. All NS movements must approach the crossover switches and railroad crossing at grade prepared to stop expecting to find hand-operated gates set against NS movements and crossovers and/or crossing occupied by CSXT trains. **Rule 97** applies.
- NOTE 4:** Crossing is controlled by Automatic Interlocking. When home signals do not clear for movement over crossing, observe indicator light located inside box near the crossing. If light in box is burning, press push button, release promptly and signals should clear within five (5) minutes. If indicator light is not burning, wait five (5) minutes and if no conflicting movement is evident, push button. If signal does not clear, be governed by **Rule 238**.
- NOTE 5:** Crossing is controlled by Automatic Interlocking. When home signals do not clear for movement over crossing, observe indicator light located inside box located on building near crossing. If light in box is burning, press push button, release promptly and signals should clear within six (6) minutes. If signal does not clear, be governed by **Rule 238**. If light in box is not burning, wait six (6) minutes and if no conflicting movement is evident, push button. If signal does not clear, be governed by **Rule 238**.

1. RULES IN EFFECT

Between	Main Track Rules
Anniston and South Anniston	93
South Anniston and East Wilton	171
East Wilton and Wilton	93

2. MAXIMUM SPEEDS

Between	Fr. MPH
MP 61.0 N, Anniston and MP 139.2, Wilton Except:	35
MP 81.2 N, Georgia Pacific Track	5
MP 84.4 N, CSXT R.R. Crossing	20
MP 108.0 N to MP 108.2 N, Coosa River Bridge	10
MP 130.9 N, CSXT Crossing	20
MP 133.7 N, Vulcan Lead, Main Line to CR16	5
MP 133.7 N, Vulcan Lead, CR16 to Vulcan Plant	10
MP 133.9 N, Blue Circle Lead	5
MP 134.3 N, Chemical Lime Lead	5

ANNISTON DISTRICT

3. CHECKING LOCOMOTIVE SPEED INDICATOR

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

LOCATION OF TEST MILE SIGNS:

NORTHWARD

MP 67.0 N to MP 66.0 N

MP 128.0 N to MP 127.0 N

SOUTHWARD

MP 66.0 N to MP 67.0 N

MP 104.0 N to MP 105.0 N

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

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Southward Anniston to Wilton	3100	3450	4600	5500	7600	8965
Northward or Wilton to Anniston	2000	2250	3000	3600	4950	5840

5. LOCOMOTIVE AND CAR RESTRICTIONS

WEIGHT RESTRICTIONS

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

GROSS WEIGHT IN POUNDS

Between	Unit		Loaded Car	
	4-Axle	6-Axle	4-Axle	6-Axle
Ft. McClellan and Wilton	291,000	420,000	286,000	394,500

6. SWITCHES AND DERAILS

None

7. COMMUNICATION INFORMATION

RADIO

Emergency

Code 911

CYO

Code 808

3-B Dispatcher

Code 805

TELEPHONE

Dispatcher

404-951-4845

M/W 951-4845

CYO

404-589-5008

M/W 589-5008

8. DETECTOR INSTRUCTIONS

None.

ANNISTON DISTRICT

9. DISTRICT INSTRUCTIONS

A. LOCATIONS WHERE RUNNING OR FLYING SWITCHES OR DROPPING CARS ARE AUTHORIZED

Milepost	Location
80.1 N	Precision Strip

B. GENERAL INSTRUCTIONS

Listed below are milepost locations, name of industry, degree of curve in tracks and maximum length of cars that can be placed at these locations:

Milepost Location	Name of Industry	Degree of Curve	Maximum Length
133.9 N	Blue Circle Lead	19	73 ft.
133.7 N	Vulcan Materials	18	73 ft.

YELLOWLEAF LOOP TRAINS

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

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

Alabama Power employees must not attempt to activate manual dump mechanism. NS employees must not operate manual push button to open or close the hopper doors.

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

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

Trains must not be backed up on the Loop Track.

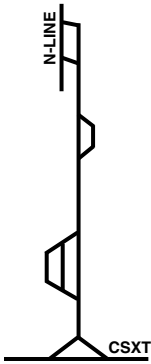

When dumping coal at Yellowleaf and car does not dump coming off trestle, stop move, lock doors and set out car. Do not shove back on trestle with loaded car.

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

C. BLUE CIRCLE

When cars are to be left standing on the Blue Circle Lead, MP 133.9 N, hand brakes must be applied on the north end of cars left standing.

AUTAUGA CREEK DISTRICT

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE	
		MA 130.0	3-B NORTH DISPATCHER..... (B05)		
			MA 150.1	MAPLESVILLE	
			MA 161.1	VIDA	
			MA 169.4	BOOTH	
			MA 171.0	AUTAUGA CREEK Y (YL)	

1. RULES IN EFFECT

Between	Main Track Rules
Maplesville and Autauga Creek	171
Autauga Creek and MP MA 171.0	93

2. MAXIMUM SPEEDS

Between	Frt. MPH
MP MA 130.0 and MP MA 171.0	25
Except: All Turnouts	10

3. CHECKING LOCOMOTIVE SPEED INDICATOR

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

LOCATION OF TEST MILE SIGNS:

NORTHWARD

MP MA 164.0 to MP MA 163.0

SOUTHWARD

MP MA 134.0 to MP MA 135.0

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

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Southward Maplesville to Montgomery	1600	2150	2650	3350	3700	4365
Northward Montgomery to Maplesville	1550	2050	2500	3100	3400	4000

AUTAUGA CREEK DISTRICT

5. LOCOMOTIVE AND CAR RESTRICTIONS

WEIGHT RESTRICTIONS

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

GROSS WEIGHT IN POUNDS				
Between	Unit		Loaded Car	
	4-Axle	6-Axle	4-Axle	6-Axle
Maplesville and Autauga Creek	291,000	420,000	286,000	394,500

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

RADIO

Emergency	Code 911
CYO	Code 808
3-B Dispatcher	Code 805

TELEPHONE

Dispatcher	404-951-4845	M/W 951-4845
CYO	404-589-5008	M/W 589-5008

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

A. LOCATIONS WHERE RUNNING OR FLYING SWITCHES OR DROPPING CARS ARE AUTHORIZED

None.

B. GENERAL INSTRUCTIONS

Autauga Creek Trains

The following instructions will govern while operating on the CSXT Main Track between Bell Street Interlocking Plant, Montgomery and Union Camp Plant, Prattville, AL, MP MD 2.8, on the M&M subdivision:

- Direction is designated as:
 - Southward — From Bell Street Interlocking Plant, Montgomery to Union Camp Plant, Prattville, AL, MP MD 2.8
 - Northward — From Union Camp Plant, Prattville, AL, MP MD 2.8, to Bell Street Interlocking Plant, Montgomery, AL
- Maximum Authorized Speed is 25 MPH.
- Maximum Authorized Speed is 10 MPH between MP MD 0.0 and MP MD 2.8 to include Mill Block to Mill Block.

AUTAUGA CREEK DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

B. GENERAL INSTRUCTIONS (CONT.)

Autauga Creek Trains (Cont.)

4. The following manual block system is established:
 Operation between Bell Street Interlocking Plant, Montgomery, AL, and Union Camp Plant, Prattville, AL, MP MD 2.8.
 A manual block system consisting of two (2) separate blocks as identified and designated below, controlled by the CSXT Dispatcher is in effect between Bell Street Interlocking Plant, Montgomery, AL, and Union Camp Plant, Prattville, AL. CSXT Yard Limits are established between Bell Street Interlocking, Montgomery, AL, and MP 179.0. Autauga block extends between Yard Limit sign Montgomery, AL, MP 179.0 and North Yard limit sign Union Camp Junction, MP 172.0.
 Mill block extends between South Yard Limit sign Union Camp Junction, MP 179.0, and North Yard limit sign Union Camp Junction, MP MD 1.3, and Union Camp Plant, MP MD 2.8.
5. When cars are left standing on Autauga Creek Siding, MP MA170.0: Five (5) or less will require 100% hand brakes fully applied and more than five (5) cars will require additional hand brakes as required at the discretion of the Conductor. All hand brakes will be applied on the downhill end of cars. Hand brakes must not be released until locomotives are attached.

C. LOCATIONS WHERE NS-1 RULE A-31 APPLIES

Reference **Rules for Equipment Operation and Handling, NS-1 Rule A-31**, dealing with two-way End-Of-Train Devices. Below is a listing of the locations that have average grades that require the use of two-way devices for freight trains operating with greater than 4,000 trailing tons.

Locations with an average grade of 1% or greater over a distance of 3 continuous miles:

Line Segment	From	To	Miles
Autauga Creek and Maplesville	MP MA 152.5	MP MA 155.92	3.42
	MP MA 155.92	MP MA 159.5	3.58

D. LOCATIONS WHERE NS-1 RULE L-241, SECTION 3 APPLIES

Reference **Rules for Equipment Operation and Handling, NS-1 Rule L-241, Section 3**, dealing with identification of steep grades.

Below is a listing of locations with an average grade of 1% or greater over a distance of 3 continuous miles:

Line Segment	From	To	Average Miles	% of Grade
Autauga Creek to Maplesville	MP MA 152.5	MP MA 155.92	3.42	1.10
	MP MA 155.92	MP MA 159.5	3.58	1.15

DEMOPOLIS DISTRICT

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
			3-B SOUTH DISPATCHER..... 805	
		206.8 N	MARION JUNCTION..... Y	
		222.3 N	UNIONTOWN	
		227.7 N	FAUNSDALE	
		234.6 N	GALION	
		240.0 N	DEMOPOLIS (YL)	
		240.5 N	SPOCARI..... (YL)	
		241.3 N	AGR EAST CONNECTION (YL)	
		242.1 N	AGR WEST CONNECTION..... (YL)	
	244.4 N	OKIE (YL)		

1. RULES IN EFFECT

	Main Track
Between	Rules
Marion Junction and Demopolis	171
Demopolis and AGR East Connection	93
AGR West Connection and Okie	93

2. MAXIMUM SPEEDS

	Frt. MPH
Between	
MP 206.8 N, Marion Junction and MP 241.3 N, AGR East Connection	25
MP 242.1 N, AGR West Connection and MP 244.4 N, Okie	10
MP GU 0.0, Okie and MP GU 7.0, Gulf States Paper Co.	10

DEMOPOLIS DISTRICT

3. CHECKING LOCOMOTIVE SPEED INDICATOR

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

LOCATION OF TEST MILE SIGNS:

NORTHWARD

MP 203.0 N to MP 202.0 N

SOUTHWARD

MP 202.0 N to MP 203.0 N

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

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Southward						
Marion Junction to Demopolis	2950	3950	4700	5850	6500	7670
Northward						
Demopolis to Uniontown	2300	3100	3650	4545	5050	5960
Uniontown to Marion Junction	2700	3600	4300	4855	5950	7020

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

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

	GROSS WEIGHT IN POUNDS			
	Unit		Loaded Car	
	4-Axle	6-Axle	4-Axle	6-Axle
Between				
Marion Junction and Demopolis	291,000	420,000	286,000	394,500

B. EXCESSIVE DIMENSION EQUIPMENT

Fully enclosed auto rack cars (exceeding Plate "F" but not exceeding 19'0" above top of rail) may not be handled at:

MP 242.4 N, Cedar Ave. Overhead Bridge, Demopolis, AL

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

RADIO

Emergency	Code 911
CYO	Code 808
3-B South Dispatcher	Code 805

TELEPHONE

3-B South Dispatcher	205-951-4845
AGR Dispatcher	866-527-3497
AGR Emergency Line	866-527-3499

DEMOPOLIS DISTRICT

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

A. GENERAL INSTRUCTIONS

1. Gulf States Paper

Yard limits are in effect on the Gulf States Paper Lead between Okie, MP GU 0.0 and the Gulf States Paper Plant, MP GU 7.0.

2. Placing Cars

Listed below are milepost locations, name of industry, degree of curve in tracks and maximum length of cars that can be placed at these locations:

Milepost Location	Name of Industry	Degree of Curve	Maximum Length
244.3 N	Borden Chemical	27	73 ft.
	Woodyard Demopolis	19	73 ft.

3. Gulf States Paper, Citadel Cement, and Borden Chemical

Trains and engines within Yard Limits, Demopolis, must have air coupled and cut in on all cars being handled at Gulf States Paper, Citadel Cement, at Borden Chemical. Air must be cut in anytime when handling hazardous material cars. No cars will be cut off in motion at the above industries.

4. AGR Main Track at Demopolis

Trains and engines may enter AGR Main Track at Demopolis, AL, without an AGR Track Warrant under **GCOR Rule 6.14** Restricted Limits. Restricted Limits are in effect on the AGR Main Track between MP 730.0 and MP 733.0. Train and engine crews must have a copy of the current AGR Daily Operating Bulletin (DOB), and must verify this Bulletin with the AGR Dispatcher prior to entering the Restricted Limits.

B. JOINT TRACKAGE

1. Trains and engines of the Alabama Division will use track of other divisions and foreign lines in accordance with these Timetables, Rules and Regulations as shown below:

Between MP 241.3 N, Demopolis and AGS MP 242.5, Boligee — AGR

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

Between MP 242.1 N, Demopolis and MP 244.4 N, Okie — AGR

Between MP GU 0.0, Okie and MP GU 7.0, Gulf States Paper Lead — AGR

C. LOCATIONS WHERE RUNNING OR FLYING SWITCHES OR DROPPING CARS ARE AUTHORIZED

None.

3-B SOUTH DISTRICT

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
		194.0 N	3-B SOUTH DISPATCHER..... [B05]	
		197.5 N	SOUTH SELMA..... (YL)	1
		206.8 N/ 00.0 MB	HBD-DED (<i>Potter, AL</i>)	
			MARION JUNCTION..... Y	
		4.7 MB	HBD-DED (<i>Bogue Chitto, AL</i>)	
		10.0 MB	WESTBROOK..... (A)	
		13.2 MB	HBD (<i>Safford, AL</i>)	
	 — 9371 — 	22.2 MB	CATHERINE	
		26.0 MB	HBD-DED (<i>Catherine, AL</i>)	
		34.0 MB	HBD (<i>Arlington, AL</i>)	
		35.7 MB	KIMBROUGH..... (A)	
	 — SS 9932 — SS 	43.9 MB	SUNNY SOUTH (Spring Switch for Both Ends)	
		47.5 MB	HBD (<i>Atkinson, AL</i>)	
		52.0 MB	THOMASVILLE	
		59.1 MB	HBD-DED (<i>Fulton, AL</i>)	
		60.6 MB	FULTON	
		69.0 MB	HBD (<i>Whatley, AL</i>)	
	 — SS 7985 — 	74.8 MB	SUGGSVILLE (Spring Switch — North End Only)	
	80.3 MB	HBD-DED (<i>Walker Springs, AL</i>)		
	87.7 MB	JACKSON		
	88.2 MB	TOMBIGBEE RIVER BRIDGE..... (DB)	3	
	91.2 MB	HBD-DED (<i>Carson, AL</i>)		
	99.3 MB	HBD (<i>Sunflower, AL</i>)		

3-B SOUTH DISTRICT

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE	
	8233	106.0 MB	3-B SOUTH DISPATCHER..... 805		
			McINTOSH		
			112.5 MB	HBD-DED (<i>Malcolm, AL</i>)	
			123.5 MB	HBD (<i>Barry, AL</i>)	
	9585	128.9 MB	LEMOYNE Y		
			135.0 MB	HBD-DED (<i>Satsuma, AL</i>)	
			142.0 MB	NORTH MOBILE (YL)	2
			143.9 MB	TERMINAL JUNCTION (A)	
			145.8 MB	MOBILE (YL)	2
			146.0 MB	NORTH YARD State Docks Lead	
			146.9 MB	CN/IC CROSSINGS	
			147.2 MB	SOUTH YARD	

STATION PAGE INFORMATION

- NOTE 1:** These Yard Limits begin at MP 187.3 N on 3-B North District.
- NOTE 2:** Before entering these limits, authority must be obtained from the 3-B Dispatcher.
- NOTE 3:** See Division Special Instructions.

1. RULES IN EFFECT

	Main Track
Between	Rules
South Selma and Marion Junction	171
Marion Junction and North Mobile	171
North Mobile and Mobile	93

3-B SOUTH DISTRICT

2. MAXIMUM SPEEDS

Between	Fr.
	MPH
MP 194.0 N, South Selma and MP 206.5 N, Marion Junction Except: MP 194.0 N to MP 194.5 N, Street Crossings*	49
MP 0.0 MB, Marion Junction and MP 30.0 MB Except: MP 0.0 MB to MP 5.0 MB	35
MP 10.0 MB, Westbrook over CSXT Crossing	25
MP 21.0 MB to MP 30.0 MB	25
MP 22.2 MB, Catherine, Through Siding and Turnouts	15
MP 30.0 MB and MP 145.8 MB, Mobile Except: MP 35.7 MB, Over AGR Crossing	49
MP 38.2 MB to MP 38.7 MB, Curve	25
MP 43.9 MB, Sunny South, Through Siding and Turnouts	40
MP 88.2 MB, Over Tombigbee River Bridge	15
MP 127.2 MB, Scale Track U.S. Amines	35
MP 144.0 MB, Over Terminal R.R. Crossing	5
MP 145.7 MB to MP 145.8 MB, Over Three Mile Creek Bridge	20
	10

*Speed restrictions over street crossings apply only until the leading end of the movement occupies the crossing.

3. CHECKING LOCOMOTIVE SPEED INDICATOR

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

LOCATION OF TEST MILE SIGNS:

NORTHWARD

MP 32.0 MB to MP 31.0 MB
 MP 50.0 MB to MP 49.0 MB
 MP 99.0 MB to MP 98.0 MB
 MP 111.0 MB to MP 110.0 MB
 MP 116.0 MB to MP 115.0 MB
 MP 141.0 MB to MP 140.0 MB

SOUTHWARD

MP 31.0 MB to MP 32.0 MB
 MP 72.0 MB to MP 73.0 MB
 MP 107.0 MB to MP 108.0 MB
 MP 115.0 MB to MP 116.0 MB

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

3-B SOUTH DISTRICT

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Southward						
Selma to Kimbrough	3550	4750	5650	7020	7800	9200
Kimbrough to Thomasville	2050	2750	3250	4050	4500	5300
Thomasville to Mobile	7800	10400	12450	15435	17150	20230
Northward						
Chickasaw to Fulton	5000	6650	8000	9900	11000	13000
Fulton to Thomasville	2750	3650	4400	5445	6050	7140
Thomasville to Kimbrough	5200	6950	8300	10305	11450	13510
Kimbrough to Marion Junction	2800	3750	4450	5335	6150	7255
Marion Junction to Selma	2550	3400	4050	4940	5600	6600

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

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

Between	GROSS WEIGHT IN POUNDS			
	Unit		Loaded Car	
	4-Axle	6-Axle	4-Axle	6-Axle
Birmingham and Mobile	291,000	420,000	286,000	394,500

B. TRAILING TONNAGE RESTRICTIONS

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

1. Empty Multi-level cars.
2. Empty Intermodal single-platform flats and such loaded with empty trailers or containers.
3. Empty 85-foot-long or longer flats and such flat cars when loaded with empty trailers or containers, or loaded with only one (1) trailer or container.
4. Empty Intermodal single-axle truck flat car or such cars loaded with empty trailers or containers.
5. Empty single or multiple-unit double-stack (well) cars, or articulated single-platform (spine) cars. Be governed by Appendix 1 in the System Timetable.

Maximum safe trailing tonnage behind Restricted Equipment between Selma and Mobile is:

- Southward — 10,200
- Northward — 10,200

6. SWITCHES AND DERAILS

KIMBROUGH, AL

Normal position for the switch at the south end of the AGR Connection Track, off Norfolk Southern's middle track, MP 35.8 MB, Kimbrough, AL, is lined and locked for the AGR Connection Track.

3-B SOUTH DISTRICT

7. COMMUNICATION INFORMATION

RADIO

Emergency	Code 911
CYO	Code 808
3-B South Dispatcher	Code 805

TELEPHONE

3-B South Dispatcher	205-951-4845	M/W 951-4845
CYO	404-589-5002	M/W 589-5002
AGR Dispatcher	866-527-3497	
AGR Emergency Line	866-527-3499	

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

A. GENERAL INSTRUCTIONS

1. AGR Main Track at Kimbrough

Trains and engines may enter AGR Main Track at Kimbrough, AL, without an AGR Track Warrant under **GCOR Rule 6.14** Restricted Limits. Restricted Limits are in effect on the AGR Main Track between MP 772.5 and MP 774.2. Train and engine crews must have a copy of the current AGR Daily Operating Bulletin (DOB), and must verify this Bulletin with the AGR Dispatcher prior to entering the Restricted Limits. To contact the AGR Dispatcher from Kimbrough, tune the radio to AGR Dispatcher Channel 82-15. Using the radio tone touch pad, dial 2*12 and the phone hookup will ring the AGR Dispatcher. After talking to the AGR Dispatcher, dial #12 and the phone will hang up. The AGR Dispatcher can also be reached via telephone at 866-527-3497.

2. Boise Cascade Track

Only two (2) engines are allowed on Boise Cascade Track inside the fence at Jackson, AL.

3. Alabama Electric Co-op

Locomotives are not to be turned at Alabama Electric Co-op, Jackson, AL, MP 88.5 MB, without authority of the Chief Dispatcher.

4. Olin Chemical Plant

Do not allow any rail equipment to pass the caustic loading ramps on either Track 5 or Track 6 in Olin Chemical Plant, McIntosh, AL, account substandard clearances at these locations.

5. Hazardous Materials Cars

Crews are prohibited from kicking cars on 3-B South line-of-road, and all switches of Hazardous Material cars must be performed with air.

6. U.S. Amines Plant

Crew members working in the U.S. Amines Plant at Lemoyne, AL, must wear a hard hat (provided in the Scale House) when walking in the plant at other than immediate proximity to the tracks.

3-B SOUTH DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

A. GENERAL INSTRUCTIONS (CONT.)

7. MP 129.0 MB

The Main Line switch located at MP 129.0 MB is designated as the north entrance switch to Lemoyne. The normal position for the south end of the cross-over will be lined and locked for the Storage Track.

8. Remote Control Zone

Remote Control Zone is established on the CN Railroad at Mobile, AL, over the CN Crossings at MP 146.9 MB. The Remote Control Zone will be active from 6:00 AM until 6:00 PM Monday through Saturday. The Zone will be activated and deactivated by the CN Remote Control Crew.

The following procedures will apply before any NS moves can cross the CN Crossings at MP 146.9 MB:

- (a) NS crews must stop prior to fouling designated Stop Signs or fouling any portion of the CN Crossing.
- (b) NS crews must obtain permission from the Remote Control Crew on Channel 72-72 to occupy the CN Crossings. If unable to reach the RCL crew, contact the CN Jackson Transportation Center at 601-592-1881 or the CN Dispatcher on 72-72, Tone 6.
- (c) Once verbal clearance is obtained, NS crews can proceed over the crossings.
- (d) NS crews must then notify the Remote Control crew, on-duty between 6:00 AM and 6:00 PM when the CN Crossing is clear.

9. CN State Docks Leads and T ASD Joint Interchange Yard

The following procedures apply to all moves over the CN State Docks Lead, MP 146.9 MB and movement within the T ASD Joint Interchange Yard at Mobile:

- (a) Switching crew will notify the T ASD Joint 15 minutes prior to going to T ASD Yard.
- (b) The switch crew must notify the CN switch crew on 72-72 prior to fouling the CN Crossover switch at MP 146.9 MB.
- (c) In the event no communication can be made with CN, movements must be preceded by the Conductor or trainman.
- (d) Air must be coupled on entire cut and brakes tested before moving interchange cuts from the Norfolk Southern to the T ASD Yard. All train and engine movements must observe Restricted Speed not to exceed 10 MPH while on the track on the T ASD Railway.
- (e) Before entering the T ASD Interchange, permission and tracks to be used, must be received from the T ASD Yardmaster on Channel 66-66.
- (f) All moves in the T ASD are controlled by the T ASD Yardmaster and a clear understanding of movements to be made must be established at all times.
- (g) NS crews must notify both the T ASD and the CN when clear of their limits.
- (h) The CN Crossover switch at MP 146.9 MB must be lined for straight track movement when not in use, and both the north and south switches must be in correspondence.

3-B SOUTH DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

A. GENERAL INSTRUCTIONS (CONT.)

10. Catherine, AL

When meeting trains at Catherine, AL, MP 22.0 MB, the southward train will be designated to hold the Main Track. The Engineer on the southward train will stop at the north end switch at Catherine and the Conductor will dismount. When the southward clears the north end switch at Catherine, the Conductor will then reverse the switch for movement off the siding for the northward train. After the northward train clears the siding, the Conductor on the southward train will restore both switches at Catherine for Main Line movement before departing.

11. Sheeter Mill

Any cars left on the lead to the Sheeter Mill at Boise Cascade, Jackson, AL, MP 86.0 MB, between the Blue flag derail and the split point Main Line derail must be secured with 100% hand brakes.

12. Placing Cars

Listed below are milepost locations, name of industry, degree of curve in tracks and maximum length of cars that can be placed at these locations:

Milepost Location	Name of Industry	Degree of Curve	Maximum Length
60.2 MB	N. End Scotch Plywood	19	73 ft.
60.8 MB	S. End Scotch Plywood	19	73 ft.
71.0 MB	Woodyard Whatley	27	56 ft.
87.6 MB	Boise Cascade	24	70 ft.
142.2 MB	Port of Chickasaw	19	56 ft.

13. Olin Chemical

When pulling cars at Olin Chemical, McIntosh, AL, MP 107.0 MB, any salt hoppers found to be leaking, **SHOULD NOT BE PULLED**. Report these car numbers to Olin for repair and notify CYO.

14. Alabama Electric Co-op

Locomotives are not to be turned at Alabama Electric Co-op, Jackson, AL, MP 88.4 MB, without authority of the Chief Dispatcher.

15. Boise Cascade Sheeter Mill

All cars spotted inside the Boise Cascade Sheeter Mill building, Jackson, AL, MP 86.0 MB, on Tracks 1, 2 and 3, must be secured by 100% hand brakes.

16. AKZO Nobel Corporation

The following procedures apply to all moves made on the Crystex Track in AKZO Nobel Corporation, MP 128.1 MB:

Before coupling to cars on the Crystex Track, a crew member must visually inspect the bottom of the track for clearance to the bumping post. If cars have been left against the bumping post, crew must not couple to the track and contact the proper authority. When leaving cars on the Crystex Track, 100% hand brakes will be required from the pedestrian crossing to the bumping post and cars must not be left any closer than 100 feet from the bumping post.

17. Cemex

100% hand brakes will be required when leaving cars outside the gate at Cemex, MP 144.8 MB.

3-B SOUTH DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

A. GENERAL INSTRUCTIONS (CONT.)

18. Delivery Notification

Train crews delivering, interchanging or terminating at the following locations must notify CYO of delivery time and track location:

- (a) Trains delivering to the Alabama State Docks (TASD) at MP 143.9 MB (Terminal Jct.)
- (b) Trains terminating in Mobile, AL, MP 149.0 MB
- (c) Trains delivered to Alabama Electric Co-op, MP 88.4 MB

B. JOINT TRACKAGE

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

Between MP 35.7 MB, Kimbrough and MP 143.9 MB, Terminal Junction — AGR

C. LOCATIONS WHERE RUNNING OR FLYING SWITCHES OR DROPPING CARS ARE AUTHORIZED

Milepost	Location
87.5 MB	Jackson, AL (North End House Track)
106.9 MB	McIntosh, AL (North End of Storage Track)
127.2 MB	Lemoyne, AL (U.S. Amines)
127.8 MB	Lemoyne, AL (Zeneca, North switch)
142.0 MB	Mobile, AL (O'Neal Steel)

D. LOCATIONS WHERE NS-1 RULE A-31 APPLIES

Reference **Rules for Equipment Operation and Handling, NS-1 Rule A-31**, dealing with two-way End-Of-Train Devices. Below is a listing of the locations that have average grades that require the use of two-way devices for freight trains operating with greater than 4,000 trailing tons.

Locations with an average grade of 1% or greater over a distance of 3 continuous miles:

Line Segment	From	To	Miles
Selma and Mobile	MP 48.4 MB	MP 51.6 MB	3.2

CENTRAL OF GEORGIA DISTRICT

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
			CENTRAL OF GEORGIA DISPATCHER..... [801]	
		O 12.0	MP 12 (VL)	1
		O 11.4	OCHILEE	
		O 9.1	HBD-DED (<i>Sand Hill</i>)	
		O 7.5	SAND HILL	
		O 2.6	MUSCOGEE JUNCTION (VL)	1
		M 287.0	NEWBY..... (VL)	1
		M 288.1	MUSCOGEE JUNCTION (VL)	
		M 291.0/ P 291.0	COLUMBUS..... Y (VL)	
		P 291.8	SECOND AVENUE..... (VL)	
		P 292.0	WEST COLUMBUS..... (VL)	1
	ss 7000 ss	P 299.5	SMITHS	
		P 301.9	HBD-DED (<i>Smiths</i>)	
	ss 6878 ss	P 305.1	BLEEKER	
		P 315.9	ROYAL CITY HBD-DED (<i>Royal City</i>)	
	4224	P 319.6	CSXT CROSSING (A)	
	7980	P 320.1	OPELIKA	
		P 327.5	HBD-DED (<i>Stonewall</i>)	

CENTRAL OF GEORGIA DISTRICT

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
	ss 6980 ss	P 329.5	GOLD RIDGE	
	ss 5384 ss	P 340.5	CAMP HILL	
		P 341.4	HBD-DED (<i>Camp Hill</i>)	
			HBD-DED (<i>Jacksons Gap</i>)	
	ss 5872 ss	P 362.1	ALEXANDER CITY	
		P 367.0	HBD-DED (<i>Kellyton</i>)	
	ss 7675 ss	P 374.2	GOODWATER	
		P 380.7	HBD-DED (<i>Parkdale</i>)	
	ss 4352 ss	P 384.5	LANHAM	
		P 384.9	TRAMMELLS (CP)	
		P 389.9	HBD-DED (<i>Sylacauga</i>)	
		P 390.7	SYLACAUGA	3
	CS / ss 4460 ss	P 391.0	KING (CP)	
		P 391.9	MIGNON (CP)	
	CS / ss 7060 ss	P 394.4	HIGHTOWER (CP)	
		P 395.8	LIPSY (CP)	
		P 398.5	BON AIR (CP)	
		P 399.8	CHILDERSBURG (CP)	
		P 404.3	HBD-DED-EHD (<i>Childersburg</i>)	2

CENTRAL OF GEORGIA DISTRICT

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE	
	CS 4496 	P 407.8	CENTRAL OF GEORGIA DISPATCHER..... [B01]		
			VINCENT	(CP)	
			P 408.7	SPRING	(CP)
			P 412.0	HBD-DED (<i>Calois</i>)	
	CS 4164 		P 414.3	BEULAH	(CP)
			P 415.4	STERRETT	(CP)
	CS 4577 		P 420.5	WINBURN.....	(CP)
			P 421.5	OAK.....	(CP)
			P 425.2	HBD-DED-EHD (<i>Leeds, AL</i>)	
			P 425.7	CENTRAL.....	(CP)

2

STATION PAGE INFORMATION

- NOTE 1:** Before entering these limits, authority must be obtained from the Yardmaster at Columbus.
- NOTE 2:** While passing detector, do not reduce speed below 10 MPH. If detector is activated, do not stop train until rear of train has cleared high-wide detector.
- NOTE 3:** Hand-operated gate at EARY Crossing, MP P 390.8 is normally set against EARY trains. Gate is electrically locked and is interconnected with signals so that restricting indication will be given when gate is not in normal position. Central of Georgia trains may proceed over crossing without stopping provided crossing gate is set in normal position.

1. RULES IN EFFECT

Between	Main 1 Track	Main Track
	Rules	
MP 12 and Muscogee Junction		93
Newby and Muscogee Junction		93
Muscogee Junction and Second Avenue		93
Second Avenue and West Columbus		93
West Columbus and Trammells		271
Trammells and Central	261	

CENTRAL OF GEORGIA DISTRICT

2. MAXIMUM SPEEDS

Between	Fr. MPH
MP O 12.0 and MP O 2.6, Muscogee Junction	15
MP M 287.0, Newby and MP M 288.1, Muscogee Junction	15
MP M 288.1, Muscogee Junction and MP P 292.0, West Columbus	15
Except: MP P 291.5 to MP P 291.7, Street Crossings* and Curves	10
MP P 292.0, West Columbus and MP P 425.7, Central	50
Except:	
MP P 292.3 to MP P 295.1, Street Crossings* and Curves	25
MP P 295.1 to MP P 296.5, Curve	40
MP P 303.8 to MP P 304.8, Curves	45
MP P 318.5 to MP P 318.9, Curve	40
MP P 318.7, Street Crossing*	30
MP P 319.2 to MP P 319.6, Street Crossings*	20
MP P 319.6 to MP P 319.8, Curve and CSXT R.R. Crossing	15
MP P 319.7 to MP P 320.2, Street Crossings*	20
MP P 325.0 to MP P 325.5, Curves	45
MP P 340.1 to MP P 340.6, Curves	35
MP P 359.1 to MP P 361.0, Curves	45
MP P 361.2 to MP P 361.5, Street Crossings*	30
MP P 361.3 to MP P 362.0, Curves	35
MP P 362.0 to MP P 362.8, Curves	30
MP P 362.3 to MP P 362.5, Street Crossings*	20
MP P 362.8 to MP P 363.5, Curves	35
MP P 362.6 to MP P 364.3, Street Crossings*	30
MP P 373.9 to MP P 374.1, Curve	45
MP P 382.5 to MP P 389.3, Curves	35
MP P 389.3 to MP P 389.9, Curves	30
MP P 390.1 to MP P 391.7, Street Crossings*	25
MP P 390.6 to MP 391.2, Over Switches†	20
MP P 390.8, EARY R.R. Crossing	25
MP P 391.0 to MP P 391.9, Through Siding	10
MP P 392.4 to MP P 393.3, Curves	45
MP P 407.8 to MP P 408.9, Through Siding	10
MP P 409.4 to MP P 409.7, Curve	45
MP P 411.6 to MP P 412.0, Curve	35
MP P 414.3 to MP P 415.4, Through Siding	10
MP P 417.7 to MP P 418.7, Curves	30
MP P 418.6 to MP P 419.1, Tunnel	25
MP P 419.2 to MP P 420.9, Curves	30
MP P 421.5 to MP P 422.4, Curves and Tunnel	25
MP P 423.8 to MP P 425.7, Curves	30

*Speed restrictions over street crossings apply only until the leading end of the movement occupies the crossing.

†Speed restrictions over hand-operated Main Track switches not equipped with electric locks apply only until the leading end of movement occupies the switch.

CENTRAL OF GEORGIA DISTRICT

3. CHECKING LOCOMOTIVE SPEED INDICATOR

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

LOCATION OF TEST MILE SIGNS:

WESTWARD

MP P 332.0 to MP P 333.0
MP P 308.0 to MP P 309.0

EASTWARD

MP P 333.0 to MP P 332.0
MP P 395.0 to MP P 394.0

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

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Westward						
Columbus to Vincent	2050	2750	3250	4000	4500	5300
Vincent to Norris Yard	1600	2150	2550	3150	3500	4130
Eastward						
Norris Yard to Winburn	1750	2350	2800	3465	3850	4540
Winburn to Sylacauga	4200	5600	6700	8316	9240	10900
Sylacauga to Trammells	1850	2450	2950	3645	4050	4780
Trammells to Columbus	3900	5200	6250	7695	8550	10090

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

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

GROSS WEIGHT IN POUNDS

Between	Unit		Loaded Car	
	4-Axle	6-Axle	4-Axle	6-Axle
MP O 12.0 and Central	291,000	420,000	286,000	394,500

B. TRAILING TONNAGE RESTRICTIONS

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

1. Empty Multi-level cars.
2. Empty Intermodal single-platform flats and such loaded with empty trailers or containers.
3. Empty 85-foot-long or longer flats and such flat cars when loaded with empty trailers or containers, or loaded with only one (1) trailer or container.
4. Empty Intermodal single-axle truck flat car or such cars loaded with empty trailers or containers.
5. Empty single or multiple-unit double-stack (well) cars, or articulated single-platform (spine) cars. Be governed by Appendix 1 in the System Timetable.

Maximum safe trailing tonnage behind Restricted Equipment between Columbus, GA and Birmingham, AL is:

Westward — 7,400
Eastward — 7,400

CENTRAL OF GEORGIA DISTRICT

5. LOCOMOTIVE AND CAR RESTRICTIONS (CONT.)

C. EXCESSIVE DIMENSION EQUIPMENT

1. Plate "E" and "F" cars must not be handled at:
MP P 418.7, Coosa Mountain Tunnel
MP P 421.9, Oak Mountain Tunnel
2. Fully enclosed auto rack cars (exceeding Plate "F" but not exceeding 19'0" above top of rail) may not be handled at:
MP P 418.7, Coosa Mountain Tunnel
MP P 421.9, Oak Mountain Tunnel
MP 96.9 M, 13th Street Overhead Bridge, Columbus, GA

6. SWITCHES AND DERAILS

DERAILS

Hand-operated derails are in service at the following siding locations:

Location	Switches
MP P 315.9, Royal City, AL	Both Ends Siding
MP P 391.0, King, AL	East End Siding
MP P 391.9, Mignon, AL	West End Siding
MP P 407.8, Vincent, AL	East End Siding
MP P 408.7, Spring, AL	West End Siding

7. COMMUNICATION INFORMATION

RADIO

Emergency	Code 911
CYO	Code 808
Central of Georgia Dispatcher	Code 801

TELEPHONE

Dispatcher	205-951-4844	M/W 951-4844
CYO	404-589-5771	M/W 589-5771

CENTRAL OF GEORGIA DISTRICT

8. DETECTOR INSTRUCTIONS

The Dragging Equipment Detector (DED) at Royal City, AL, MP P 315.8, has been reconfigured and is connected to the derail located at the east end of the passing siding.

When the derail is lined in the non-derailing position to perform switching moves, the DED is automatically switched to an inactive mode.

After switching moves are completed and the derail is lined back in the derailing position, the DED is automatically switched back to the active mode.

Attention is called to **Rule 104(i)**.

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

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

All eastward Central of Georgia trains receiving high-wide indication at the detector at Leeds, AL, are authorized to pull over the trestle east of Leeds and allow trainman to drop off on solid ground and inspect train as it is pulled slowly by. Trainman must then inspect opposite side of train. If train length permits, stop should be made short of trestle.

9. DISTRICT INSTRUCTIONS

A. GENERAL INSTRUCTIONS

1. Opelika Scrap Company

Any cars 60 feet or longer in length may not be handled on the Opelika Scrap Company Track at MP P 318.3 between Opelika and Royal City.

2. Bon Air and Childersburg

The Bon Air Track between Childersburg and Bon Air is no longer considered a siding. The west end of this track is connected directly into the P-Line/N-Line Connection Track. **Rule 137** governs on this track between Bon Air, MP P 398.5, and the N-Line Main Track at Childersburg, MP 102.9 N. Permission from the Central of Georgia Dispatcher is required before entering this track from either end. If hand-operated derail is located at the east end at Bon Air, MP P 398.5, before operating this derail at Bon Air, permission must be obtained from the Central of Georgia Dispatcher.

3. Bowater at Coosa Pines

All crews providing switching service to Bowater at Coosa Pines are required to wear hard hats while working inside buildings and areas with overhead piping systems on Bowater property and have an escape respirator on their person while on Bowater property. Hard hats and respirators are not required when switching the Southern Yard, Southern Transfer, or Central Transfer Yards, or when working north of the Tennessee Passing Track when going to the CSXT Transfer.

CENTRAL OF GEORGIA DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

B. EXCESSIVE DIMENSION EQUIPMENT

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

1. Plate "B", "C", "E" and "F" freight cars. Freight cars stenciled "C", "E" and "F", and unstenciled general service equipment having dimensions with Plate "B" may be handled on all Main Tracks and sidings of the Alabama Division except:

KCS series 123005 — 123994

Plate "E" and "F" cars must not handled at:

MP P 418.7, Coosa Mountain Tunnel

MP P 421.9, Oak Mountain Tunnel

2. Fully enclosed auto rack cars: Fully enclosed auto rack cars (exceeding Plate "F" but not exceeding 19' 0" above top of rail) may be handled on all Main Tracks and sidings on the Alabama Division

EXCEPT AT:

MP P 418.7, Coosa Mountain Tunnel

MP P 421.9, Oak Mountain Tunnel

C. COLUMBUS TERMINAL

1. Road crew must not come past clear point of any classification track and foul switching lead in Columbus Yard without permission from Yardmaster and/or Switch Foreman working that particular lead.
2. Crews of all inbound trains equipped with EOT devices that are yarded in Tracks 4 thru 25 are responsible to stop the rear just in the clear of the given track, unless instructed otherwise. It is the responsibility of the Conductor/Foreman of any train at this location to ensure EOTD is properly positioned or removed and properly stored.

D. LOCATIONS WHERE RUNNING OR FLYING SWITCHES OR DROPPING CARS ARE AUTHORIZED

None.

CENTRAL OF GEORGIA DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

E. LOCATIONS WHERE NS-1 RULE A-31 APPLIES

Reference **Rules for Equipment Operation and Handling, NS-1 Rule A-31**, dealing with two-way End-Of-Train Devices. Below is a listing of the locations that have average grades that require the use of two-way devices for freight trains operating with greater than 4,000 trailing tons.

Locations with an average grade of 1% or greater over a distance of 3 continuous miles:

Line Segment	From	To	Miles
Columbus and Norris Yard	MP P 385.0	MP P 390.0	5.1
	MP P 416.2	MP P 421.9	5.7

F. LOCATIONS WHERE NS-1 RULE L-241, SECTION 3 APPLIES

Reference **Rules for Equipment Operation and Handling, NS-1 Rule L-241, Section 3**, dealing with identification of steep grades.

Below is a listing of locations with an average grade of 1% or greater over a distance of 3 continuous miles:

Line Segment	From	To	Average Miles	% of Grade
Columbus and Norris Yard	MP P 385.0	MP P 390.0	5.1	1.16
	MP P 416.2	MP P 421.9	5.7	1.17

GREENVILLE DISTRICT

NORTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
			CENTRAL OF GEORGIA DISPATCHER..... (801)	
		R 1.2	HALL (YL)	1
	1359	R 5.8	GLENNS (YL)	1
	2139	R 9.3	BARIN (YL)	1
		R 11.0	FLORIDA ROCK	
		R 12.0	NORTH COLUMBUS (YL)	1

STATION PAGE INFORMATION

NOTE 1: Before entering these limits, authority must be obtained from the Yardmaster at Columbus.

1. RULES IN EFFECT

Between	Main Track
Hall and North Columbus	Rules 93

2. MAXIMUM SPEEDS

Between	Fr. MPH
MP R 1.2, Hall to MP R 12.0, North Columbus	15
Except: Siding at Glenns	5

3. CHECKING LOCOMOTIVE SPEED INDICATOR

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

LOCATION OF TEST MILE SIGNS:

NORTHWARD

MP R 6.0 to MP R 7.0

SOUTHWARD

MP R 7.0 to MP R 6.0

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

GREENVILLE DISTRICT

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Northward Columbus to North Columbus	1100	1500	1750	2160	2400	2830
Southward North Columbus to Columbus	1300	1750	2050	2565	2850	3360

5. LOCOMOTIVE AND CAR RESTRICTIONS

WEIGHT RESTRICTIONS

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

	GROSS WEIGHT IN POUNDS			
	Unit		Loaded Car	
	4-Axle	6-Axle	4-Axle	6-Axle
Between Columbus and North Columbus	291,000	420,000	286,000	394,500

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

RADIO

Emergency	Code 911
CYO	Code 808
Central of Georgia Dispatcher	Code 801

TELEPHONE

Dispatcher	205-951-4844	M/W 951-4844
CYO	404-589-5771	M/W 589-5771

8. DETECTOR INSTRUCTIONS

None.

GREENVILLE DISTRICT

9. DISTRICT INSTRUCTIONS

A. GENERAL INSTRUCTIONS

1. 3rd Avenue Grade Crossing

Traffic Signal indicators are located on both east and west sides of the 3rd Avenue grade crossing, MP R 1.7, North Columbus, GA. In the event of a traffic signal malfunction, they will display a Red indication. If a train or engine encounters a Red indication at this location, they are to stop short of the crossing and proceed only after providing flag protection for highway traffic over the crossing. These indicators are Dark when the traffic signals are at STOP for highway traffic when the train approaches the 3rd Avenue grade crossing.

2. Lumber Company

Columbus, GA, MP R 8.7, 84 Lumber Company. Only one (1) car is to be spotted inside the gate at any time. Due to heavy grade condition, no cars are to be left between the main line switch and the gate.

B. LOCATIONS WHERE RUNNING OR FLYING SWITCHES OR DROPPING CARS ARE AUTHORIZED

None.

M&G DISTRICT

WEST ↓ 	SIDINGS IN FEET	MP	STATION	NOTE
			CENTRAL OF GEORGIA DISPATCHER..... [801]	
		S 291.0	COLUMBUS, GA..... Y (VL)	1
		S 292.8	GIRARD..... (VL)	1
		S 296.0	BRYKE..... (VL)	1
		S 298.0	KENDRICK..... (VL)	1
		S 303.4	NUCKOLS	
		S 304.0	MP 304	

STATION PAGE INFORMATION

NOTE 1: Before entering these limits, authority must be obtained from the Yardmaster at Columbus.

1. RULES IN EFFECT

Between	Main Track
Columbus and Kendrick	93
Kendrick and MP 304	171

2. MAXIMUM SPEEDS

Between	Frt. MPH
MP S 291.0, Columbus, GA and MP S 298.0, Kendrick	30
Except:	
MP S 291.0 to S 292.2, Over Street Crossings*	15
MP S 292.2 to MP S 292.7, Chattahoochee River Bridge and Curve	10
MP S 298.0, Kendrick and MP S 304.0	30

*Speed restrictions over street crossings apply only until the leading end of the movement occupies the crossing.

3. CHECKING LOCOMOTIVE SPEED INDICATOR

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

LOCATION OF TEST MILE SIGNS:

WESTWARD

MP S 298.0 to MP S 299.0

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

M&G DISTRICT

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Westward Columbus to Nuckols	2300	3100	3650	4550	5050	5960
Eastward Nuckols to Columbus	2400	3200	3850	4700	5250	6200

5. LOCOMOTIVE AND CAR RESTRICTIONS

WEIGHT RESTRICTIONS

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

	GROSS WEIGHT IN POUNDS			
	Unit		Loaded Car	
	4-Axle	6-Axle	4-Axle	6-Axle
Between Columbus and Nuckols	291,000	420,000	286,000	394,500

6. SWITCHES AND DERAILS

The normal position for the East Yard switch at Nuckols, AL, MP S 303.2 will be lined and locked for the lead to the Mahrt Branch ("NU" Line).

7. COMMUNICATION INFORMATION

RADIO

Emergency	Code 911
CYO	Code 808
Central of Georgia Dispatcher	Code 801

TELEPHONE

Dispatcher	205-951-4844	M/W 951-4844
CYO	404-589-5771	M/W 589-5771

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

LOCATIONS WHERE RUNNING OR FLYING SWITCHES OR DROPPING CARS ARE AUTHORIZED

None.

MAHRT DISTRICT

WEST 	SIDINGS IN FEET	MP	STATION	NOTE	
			CENTRAL OF GEORGIA DISPATCHER..... [801]		
		NU 0.0	NUCKOLS		
		NU 14.4	MAHRT	(YL)	1
		NU 14.6	MAHRT YARD.....	(YL)	1

STATION PAGE INFORMATION

NOTE 1: Before entering these limits, authority must be obtained from the Footboard Yardmaster at Mahrt. Otherwise, authority will be obtained from the Yardmaster at Columbus.

1. RULES IN EFFECT

	Main Track
Between	Rules
Nuckols and Mahrt	171
Mahrt and Mahrt Yard	93

2. MAXIMUM SPEEDS

	Frt. MPH
Between	
MP NU 0.0, Nuckols and MP NU 14.4, Mahrt	30
Except: MP NU 0.0 to MP NU 0.2, Curve	10

3. CHECKING LOCOMOTIVE SPEED INDICATOR

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

LOCATION OF TEST MILE SIGNS:

EASTWARD

MP NU 12.0 to MP NU 11.0

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

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Westward Nuckols to Mahrt	2300	3100	3650	4145	5050	5960
Eastward Mahrt to Nuckols	2400	3200	3600	4725	5250	6195

MAHRT DISTRICT

5. LOCOMOTIVE AND CAR RESTRICTIONS

WEIGHT RESTRICTIONS

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

GROSS WEIGHT IN POUNDS

Between	Unit		Loaded Car	
	4-Axle	6-Axle	4-Axle	6-Axle
Nuckols and Mahrt	291,000	420,000	286,000	394,500

6. SWITCHES AND DERAILS

RADIO

Emergency	Code 911
CYO	Code 808
Central of Georgia Dispatcher	Code 801

TELEPHONE

Dispatcher	205-951-4844	M/W 951-4844
CYO	404-589-5771	M/W 589-5771

7. COMMUNICATION INFORMATION

None.

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

LOCATIONS WHERE RUNNING OR FLYING SWITCHES OR DROPPING CARS ARE AUTHORIZED

Milepost	Location
MP NU 14.6, Mahrt Yard	East End of Yard

NOTE: Dropping west toward the Marshalling Yard only. Dropping cars toward the Mahrt Mill is prohibited.

AGS NORTH DISTRICT

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
			AGS NORTH DISPATCHER..... 802	
		240.0 A/ 0.0	DEBUTTS YARD	
		5.5	WAUHATCHIE..... CP	1
		8.2	HBD-DED (<i>Wildwood, GA</i>)	
		14.6	HBD-DED (<i>New England, GA</i>)	
		17.2	TRENTON, GA	
		24.8	RISING FAWN, GA	
		28.4	HBD-DED (<i>Sulfur Springs, GA</i>)	
		33.9	BATTELLE, AL	
		40.1	VALLEY HEAD	
		42.2	HBD-DED (<i>Valley Head, AL</i>)	
		51.8	FORT PAYNE	
		55.5	HBD-DED (<i>Colbran, AL</i>)	
		64.2	HBD-DED-HWD (<i>Collinsville, AL</i>)	
		77.1	HBD-DED (<i>Kenner, AL</i>)	
	79.7	CRUDUP		

AGS NORTH DISTRICT

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE	
	9162	87.3	AGS NORTH DISPATCHER..... 802		
				ATTALLA Y (A)	3
			91.0	HBD-DED (<i>Sibert, AL</i>)	
			99.5	HBD-DED (<i>Gilbert, AL</i>)	
	SS	9343	102.5	WHITNEY	
	SS		111.6	HBD-DED (<i>Springville, AL</i>)	
			122.1	HBD-DED (<i>Argo, AL</i>)	
	CS	9242	128.2	CAHABA (CP)	2
	SS		130.1	TRUSSVILLE..... (CP)	
			132.8	WATTS JUNCTION (CP)	
			134.3	ROEBUCK JUNCTION (CP)	
			134.9	PAPE JUNCTION (CP)	
			135.1	NORRIS YARD Y	
			135.7	IRONDALE JUNCTION (CP)	

AGS NORTH DISTRICT

STATION PAGE INFORMATION

Central Division Timetable governs between Wauhatchie and DeButts Yard.

NOTE 1: Controlled by the Central Division Terminal Dispatcher. Permission to pass stop signal southward is required from both the Central Division Terminal Dispatcher and the AGS North Dispatcher.

NOTE 2: Controlled by the Terminal Dispatcher, permission to pass stop signal northward is required from both the Terminal Dispatcher and the AGS North Dispatcher.

NOTE 3: If home signal does not clear for movement on main line or siding, after stopping, and with no conflicting movement evident, push time release button on bungalow, and wait two (2) minutes.

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

1. RULES IN EFFECT

Between	Main 1 Track	Main 2 Track
	Rules	
Wauhatchie and Cahaba	271	271
Cahaba and Irondale Junction	261	261

2. MAXIMUM SPEEDS

Between	Rhwy.	Frnt.
	MPH	
MP 5.5, Wauhatchie and MP 135.7, Irondale Junction	50	50
Except:		
MP 5.5, Wauhatchie, Through Turnout	25	25
MP 10.0, Northward Trains exceeding 50 cars**	45	45
MP 7.9 to MP 13.3, Curves	45	45
MP 17.9, Northward Trains exceeding 50 cars**	45	45
MP 49.5 to MP 51.5, Street Crossings*	40	40
MP 61.0 to MP 62.3, Through Turnouts and Siding	10	10
MP 86.2 to MP 88.0, Street Crossings*	30	30
MP 87.3, Over ATN Crossing	30	30
MP 92.0 to MP 88.4, South Switch Attalla, Northward Trains exceeding 50 cars	35	35
MP 93.0 to MP 92.0, Northward Trains	40	40
MP 132.7 and MP 135.7	30	30
Except:		
MP 132.8, Watts Junction to AGS Outbound, Through Turnout	20	20
MP 134.3, Roebuck Junction, Through Turnout	10	10
MP 134.9, Pape Junction, Through Turnout	10	10
MP 135.7, Irondale Junction, Through Turnout	25	25
AG Branch		
MP 0.0 AG, Attalla and MP 1.5 AG	10	10
MP 1.5 AG and MP 5.5 AG	10	10

*Speed restrictions over street crossings apply only until the leading end of the movement occupies the crossing.

**Speed restrictions marked apply only to leading end of movement.

AGS NORTH DISTRICT

3. CHECKING LOCOMOTIVE SPEED INDICATOR

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

LOCATION OF TEST MILE SIGNS:

NORTHWARD

MP 117.0 to MP 116.0

MP 74.0 to MP 73.0

SOUTHWARD

MP 12.0 to MP 13.0

MP 72.0 to MP 73.0

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

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Southward						
DeButts Yard to Norris Yard	2400	3200	3850	4725	5250	6195
Northward						
Norris Yard to Debutts Yard	2650	3550	4250	5220	5800	6845

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

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

Between	GROSS WEIGHT IN POUNDS			
	Unit		Loaded Car	
	4-Axle	6-Axle	4-Axle	6-Axle
DeButts Yard and Norris Yard	291,000	420,000	286,000	394,500

B. TRAILING TONNAGE RESTRICTIONS

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

1. Empty Multi-level cars.
2. Empty Intermodal single-platform flats and such loaded with empty trailers or containers.
3. Empty 85-foot-long or longer flats and such flat cars when loaded with empty trailers or containers, or loaded with only one (1) trailer or container.
4. Empty Intermodal single-axle truck flat car or such cars loaded with empty trailers or containers.
5. Empty single or multiple-unit double-stack (well) cars, or articulated single-platform (spine) cars. Be governed by Appendix 1 in the System Timetable.

Maximum safe trailing tonnage behind Restricted Equipment between Birmingham and Chattanooga:

Northward — 11,900

Southward — 11,900

AGS NORTH DISTRICT

5. LOCOMOTIVE AND CAR RESTRICTIONS (CONT.)

C. HEIGHT RESTRICTIONS

Double-stack cars:

Double-stack cars exceeding 20'3" (two (2) 9'6" high x 8'6" wide containers) above top of rail may only be handled on Main Tracks and sidings between:

Chattanooga and Birmingham

6. SWITCHES AND DERAILS

MAIN TRACK SWITCHES NOT EQUIPPED WITH ELECTRIC LOCKS

MP 128.7, Trussville — No trains or engines shall clear the Main Track at this switch. While a movement is using this track, an engine or car must continuously occupy the Main Track or the Main Track switch must be kept continuously set for movement into this track.

7. COMMUNICATION INFORMATION

RADIO

Emergency	Code 911
CYO	Code 808
AGS North Dispatcher	Code 802

TELEPHONE

Dispatcher	205-951-4860	M/W 951-4860
CYO	404-589-5728	M/W 589-5728

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

A. GENERAL INSTRUCTIONS

1. Birmingham and Chattanooga

Trains operating between Birmingham and Chattanooga that are instructed to set off in the siding at Attalla must leave such cars south of the depot and south of the crossover switch leading from the siding to the No. 1 Track. The switches leading from the siding to the No. 1 Track must be left lined and locked for cross-over movement to provide derail protection for those cars left in siding.

2. Norris and DeButts Yards

Conductors on trains out of Norris Yard and DeButts Yard must check wheel report of the Attalla block and for any other destination and will notify Chief Dispatcher of such. Cars must be placed at designated places unless otherwise instructed. Conductors should leave a copy of the wheel report or switch list indicating what cars were set out and at what time.

3. Bull Moose Tube Company

Trains handling cars at Bull Moose Tube Company, Trenton, GA, MP 16.8, must have air cut in at all times.

AGS NORTH DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

A. GENERAL INSTRUCTIONS (CONT.)

4. Vulcraft Corporation, MP 44.1

Air must be coupled and cut in on all cars when switching Vulcraft. **NS-1 Rules A-18 and C-102** apply when switching this industry. The road crossing over No. 1 and No. 2 Tracks at the north end of the plant must be left clear when switching is complete. Not more than seven (7) cars are to be placed inside the building on No. 1 Track, and not more than five (5) cars are to be placed inside the building on No. 2 Track at any one time. Cars that cannot be placed inside the building will be left as follows:

No. 1 Track — No less than three (3) cars, all coupled together, will be left north of the industry road crossing on the descending grade. A minimum of three (3) hand brakes must be applied to any cut of cars left on this track.

No. 2 Track — No cars will be left north of the industry road crossing on the descending grade. Any car left on this track will be left on the level grade south of the industry road crossing with the required hand brakes.

5. AG Branch

Yard limits are in effect on the AG Branch. Before occupying the AG Branch, all train, engine and On-Track equipment movements between Attalla, MP 0.0 AG and Gadsden, MP 5.5 AG, must receive authorization from the AGS Dispatcher.

6. Siskin Yard

All tracks at Siskin Yard are marked with a White line that indicates 100 feet from end of track. No rail equipment will be permitted past this line for any reason.

Before occupying and upon clearing Siskin Yard limits, all train, engine and On-Track equipment must receive and clear authorization of limits with the AGS-North Dispatcher. All tracks at Siskin Yard are marked with a White line that indicates 100 feet from end of track. No rail equipment will be permitted past this line for any reason.

7. Attalla

Any southward train with set out cars for Attalla should leave their train at MP 86.0 to prevent blocking of road crossings.

8. Meighan Blvd., MP AG 1.6

The following instructions will govern protection of shove movements across Meighan Blvd., MP AG 1.6:

- (a) Crew members will stop movement short of Meighan Blvd. and dismount.
- (b) Once traffic has stopped, leading end will be shoved until entire crossing is occupied by rail equipment.
- (c) Crew members will then mount on north side of crossing and ride shove across Meighan Blvd.
- (d) Stop movement after clearing crossing and dismount.
- (e) Crew members will proceed to leading end of movement to protect movement.

AGS NORTH DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

A. GENERAL INSTRUCTIONS (CONT.)

9. ATN at Siskin Yard, Attalla

The following instructions will govern the interchange with ATN at Siskin Yard, Attalla, AL:

- (a) Tracks SY01, SY02, and SY03: NS crews will deliver ATN cars (crews will show cars in SY01).
- (b) Tracks SY04, SY05, and SY06: ATN crews will deliver NS cars (crews will show cars in SY04).

NS crews will notify CYO of the following:

- (a) The time when cars are spotted in interchange.
- (b) The time when cars are pulled from interchange.
- (c) If Tracks SY01, SY02, and SY03 are full, notify CYO of the time that cars could not be delivered so cars can be reclaimed.

Any time cars are pulled from SY04, SY05, or SY06, they will not be switched in Attalla, but sent to Birmingham to be humped and routed back to Attalla.

ATN crews will notify proper authority of the following:

- (a) The time when cars are spotted in interchange.
- (b) The time when cars are pulled from interchange.
- (c) If Tracks SY04, SY05, and SY06 are full, crew will notify proper authority that cars could not be delivered to file reclaim.

Any time cars are pulled from SY01, SY02, or SY03, they will not be switched in Siskin Yard, but will be switched and routed as any other car pulled in interchange.

10. High & Wide Shipments

The Conductor of trains carrying high & wide shipments must contact the Central Division Terminal Dispatcher to verify correct High & Wide file number and advise of any restrictions prior to passing Wauhatchie, MP 5.5, northward or originating at Chattanooga Terminal.

B. JOINT TRACKAGE

Trains and engines of the Alabama Division will use tracks of other divisions and foreign lines in accordance with their Timetables, Rules and Regulations as shown below:

MP 0.0, DeButts Yard to MP 5.5, Wauhatchie Central Division

C. LOCATIONS WHERE RUNNING OR FLYING SWITCHES OR DROPPING CARS ARE AUTHORIZED

Milepost	Location
44.1	Vulcraft
52.6	So. Switch Ft. Payne
81.1	Gaint Resource Recovery
125.4	Amerex Corp.
125.5	McPherson
128.8	Empire Pipe

AGS SOUTH DISTRICT

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
			AGS SOUTH DISPATCHER..... 803	
		136.7	IRONDALE (Norris Yard)..... Y (YL)	1
		137.5	BRUSSEL..... (YL) (CP)	1
		139.9	WOODLAWN JUNCTION..... (CP)	
		141.8	32ND STREET..... (C)	2
		142.0	27TH STREET..... (CP)	2
		143.0	BIRMINGHAM (CSXT-Amtrak)	
		143.5	14TH STREET..... (YL) (C)	2
		147.1	HBD-DED (<i>Mims</i>)	
		155.3	HBD-DED (<i>Burstall</i>)	
		156.0	BURSTALL..... (YL) (CP)	
		163.0	McCALLA..... (CP)	
		165.4	KIMBRELL..... (CP)	
		167.3	HBD-DED-HWD (<i>Tannehill</i>)	
		171.8	WOODSTOCK..... (CP)	
		174.8	VANCE..... (CP)	
		177.8	HBD (<i>Vance</i>)	
		178.3	MERCEDES..... (CP)	

AGS SOUTH DISTRICT

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
	SS 9333	185.4	AGS SOUTH DISPATCHER..... [803]	
			COALING..... (CP)	
		187.3	FLEMING..... (CP)	
		192.5	HBD-DED (<i>Wilcut</i>)	
	ss	197.5	BRYANT..... (CP)	
		198.4	TUSCALOOSA PSGR. STA..... Y	
		198.9	ABS CROSSING (A)	
	SS	199.1	TUSCALOOSA..... (CP)	
	10549			
		201.2	CRABTREE..... (CP)	
		202.3	HBD-DED (<i>Hardy</i>)	
		212.7	HBD-DED (<i>Moundville</i>)	
	CS	213.2	MOUNDVILLE (CP)	
	6204			
		214.5	POWERS (CP)	
		222.1	HBD-DED (<i>Stewart</i>)	
	CS	223.0	STEWART (CP)	
	8358			
		224.5	AKRON..... (CP)	
		229.6	WARRIOR RIVER BRIDGE (DB)	3
SS	230.0	McCLURE..... (CP)		
12508				
	232.5	EUTAW (CP)		
	233.3	HBD-DED (<i>Eutaw</i>)		
CS	242.0	BERMUL..... (CP)		
11546				
	242.5	AGR CROSSING (A)		
	242.7	BOLIGEE		
	244.2	MILLER..... (CP)		
	245.5	HBD-DED (<i>Miller</i>)		

AGS SOUTH DISTRICT

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE	
<p>The diagram shows a vertical track line with several sidings branching off to the right. From top to bottom, the sidings are labeled: SS (at 11495), CS (at 6260), CS (at 7253), SB and NB (at 292.7), and two KCS crossings (at 294.8 and 295.0). At the bottom, a siding labeled 'ss' is shown at MP 295.4. A diagonal line labeled 'AT&N' crosses the main track from the top-left. A 'ss' label with an arrow points to a siding between the 6260 and 7150 CS sidings.</p>	SS 11495	254.7	AGS SOUTH DISPATCHER..... [803]		
				PARKER (CP)	
			257.0	LIVINGSTON (CP)	
			260.4	HBD-DED (<i>Hixon</i>)	
		CS 6260	266.9	McGREGOR (CP)	
			268.2	YORK..... (CP)	
		7150	269.7	McCONNELL..... (CP)	
			275.3	HBD-DED (<i>Cuba</i>)	
		CS 7253	280.7	SMITH, MS (CP)	
			282.2	TOOMSUBA (CP)	
			284.5	HBD-DED (<i>Toomsuba</i>)	
			292.7	BREYER..... (YL) (CP)	4
			294.8	KCS INTERLOCKING..... (A)	
			295.0	MERIDIAN PSGR. STA.	
		ss	295.4	27TH AVENUE (YL)	4

STATION PAGE INFORMATION

- NOTE 1:** Before entering these limits authority must be obtained from the Trainmaster in the Main Tower at Norris Yard. The Trainmaster in the Main Tower at Norris Yard is the designated authority to authorize passing stop signals at Irondale, southward. The Terminal Dispatcher, under the direction of the Trainmaster in the Main Tower at Norris Yard, is the designated authority to authorize passing stop signals at Brussel, northward.
- NOTE 2:** Birmingham, AL (32nd Street, 27th Street, 14th Street) CSXT railroad crossings, MP 141.8, MP 142.1, MP 143.5, Interlocking signals and switches are controlled by the AGS South Dispatcher.
- NOTE 3:** See Division Special Instructions.
- NOTE 4:** Before entering these limits authority must be obtained from the Yardmaster at Meridian. In the absence of the Yardmaster, contact the AGS South Dispatcher for instructions prior to entering these limits. The Meridian Yardmaster is the designated authority to authorize passing stop signals at 27th Avenue.

AGS SOUTH DISTRICT

1. RULES IN EFFECT

Between	Main 1 Track	Main 2 Track
	Rules	
20th Street (Norris Yard) and Brussel	93	93
Brussel and 14th Street	261	261
14th Street and Burstall	251/93	251/93
Burstall and Breyer	261	
Breyer and 27th Avenue	93	93

2. MAXIMUM SPEEDS

Between	Psgr.	Rhwy.	Frt.
	MPH		
MP 136.7, Irondale (Norris Yard) and MP 143.5, 14th Street	30	30	30
MP 143.5, 14th Street and MP 156.40	79	60	50
Except:			
MP 143.5, Over CSXT Crossings	25	25	25
MP 143.5 to MP 150.0, Street Crossings*	30	30	30
MP 145.1 to MP 152.0, Curves	70	60	50
MP 153.1 to MP 156.4, Street Crossings*	30	30	30
All Yard Tracks at Bessemer and Phoenixville	10	10	10
MP 156.1, Through Turnout, End of Double Track	45	40	40
MP 156.2, Through 3-B Turnout to Mobile District	30	30	30
MP 156.0 and MP 190.9	79	60	50
Except:			
MP 162.9, McCalla, Through Turnout	25	25	25
MP 162.9 to MP 165.3, Through Signaled Siding	25	25	25
MP 165.3, Kimbrell, Through Turnout	25	25	25
MP 166.6 to MP 166.9, Curve	70	60	50
MP 168.3 to MP 168.5, Curve	60	60	50
MP 169.0 to MP 175.6, Curves	70	60	50
MP 171.8, Woodstock, Through Turnout	20	20	20
MP 171.8 to MP 174.8, Through Siding	15	15	15
MP 0.0 WB, Woodstock to MP 3.1 WB, Vulco, on Blocton Branch	10	10	10
MP 174.8, Vance, Through Turnout	15	15	15
MP 175.9 to MP 176.3, Curve	65	60	50
MP 176.0, Freight Trains of 51 cars or more (until engine passes)	N/A	N/A	45
MP 176.7 to MP 177.0, Curve	60	60	50
MP 177.3 to MP 182.0, Curves	65	60	50
MP 182.1 to MP 191.9, Curves	60	60	50
MP 185.4 to MP 187.3, Through Signaled Siding	25	25	25
MP 187.3, Fleming, Through Turnout	25	25	25

AGS SOUTH DISTRICT

2. MAXIMUM SPEEDS (CONT.)

Between	Psgr.	Rhwy.	Frnt.
	MPH		
MP 190.9 and MP 199.5	79	60	50
Except:			
MP 190.9 to MP 192.9, Curve	55	55	50
MP 193.2 to MP 196.4, Curves	50	50	45
MP 194.9 to MP 199.5, Over Street Crossings*	25	25	25
MP 197.6 to MP 198.4, Curves	40	40	40
MP 198.9 to MP 199.1, Curve	45	45	40
MP 198.9, Over ABS R.R. Crossing	30	30	30
Tuscaloosa, Wye Track	5	5	5
MP 199.1, Tuscaloosa, Through Turnout	25	25	25
MP 199.1 to MP 201.3, Through Signaled Siding	25	25	25
MP 199.5 and MP 228.50	79	60	50
Except:			
MP 201.3, Crabtree, Through Turnout	25	25	25
MP 204.2 to MP 204.4, Curve	70	60	50
MP 204.9 to MP 212.3, Curves	60	60	50
MP 213.2, Moundville, Through Turnout	20	20	20
MP 213.2 to MP 214.5, Through Siding	15	15	15
MP 214.5, Powers, Through Turnout	20	20	20
MP 214.8 to MP 217.2, Curves	75	60	50
MP 217.9 to MP 218.4, Curve	65	60	50
MP 219.0 to MP 226.2, Curves	75	60	50
MP 222.9, Stewart, Through Turnout	15	15	15
MP 222.9 to MP 224.6, Through Siding	15	15	15
MP 224.6, Akron, Through Turnout	15	15	15
MP 228.5 and MP 243.0	79	60	50
Except:			
MP 229.0 to MP 229.8, Curves	40	40	40
MP 229.5 to MP 229.6, Drawspan	25	25	25
MP 230.0, McClure, Through Turnout	25	25	25
MP 230.0 to MP 232.5, Through Signaled Siding	25	25	25
MP 231.3 to MP 231.5, Curve	60	60	50
MP 232.3 to MP 233.0, Street Crossings*	55	55	50
MP 232.5, Eutaw, Through Turnout	25	25	25
MP 234.0 to MP 242.0	60	60	50
MP 242.0, Bermul, Through Turnout	15	15	15
MP 242.0 to MP 244.3, Through Siding	15	15	15
MP 242.5, Over BNSF Crossing	40	40	40
MP 243.0 and MP 249.0	79	60	50
Except:			
MP 244.3, Miller, Through Turnout	15	15	15
MP 248.2 to MP 248.6, Curve	70	60	50
MP 249.0 and MP 254.8	79	60	50
Except:			
MP 249.2 to MP 250.3, Curves	55	55	50
MP 249.2 to MP 249.7, Tombigbee River Bridge	55	55	50
MP 251.1 to MP 251.4, Curve	65	60	50
MP 251.9 to MP 252.8, Curves	70	60	50
MP 252.8 to MP 254.4, Curves	50	50	45
MP 254.4 to MP 254.7, Curve	60	60	50

AGS SOUTH DISTRICT

2. MAXIMUM SPEEDS (CONT.)

Between	Psg.	Rhwy.	Frt.
	MPH		
MP 254.8 and MP 267.8	79	60	50
Except:			
MP 254.7, Parker, Through Turnout	25	25	25
MP 254.7 to MP 257.0, Through Signaled siding	25	25	25
MP 255.2 to MP 259.3, Curves	60	60	50
MP 257.0, Livingston, Through Turnout	25	25	25
MP 263.0, Northward Freight Trains exceeding 50 cars (until engine passes)	N/A	N/A	45
MP 265.1 to MP 266.8, Curves	75	60	50
MP 266.9, Southward Rhwy/Freight Trains (until engine passes)	N/A	40	40
MP 266.9, McGregor, Through Turnout	15	15	15
MP 266.9 to MP 268.2, Through Siding	15	15	15
MP 267.8 and MP 278.0	79	60	50
Except:			
MP 267.9 to MP 268.2, Curve	55	55	50
MP 268.2, York, Through Turnouts*	15	15	15
MP 268.2 to MP 269.7, Through Siding	15	15	15
MP 269.7, McConnell, Through Turnout	15	15	15
MP 269.7, Northward Rail-highway and Freight Trains (until engine passes)	N/A	40	40
MP 269.8 to MP 270.2, Curve	65	60	50
MP 271.7 to MP 277.9, Curves	55	55	50
MP 278.0 and MP 293.6	79	60	50
Except:			
MP 278.8 to MP 282.1, Curves	75	60	50
MP 280.7, Smith, Through Turnout	15	15	15
MP 280.7 to MP 282.2, Through Siding	15	15	15
MP 282.2, Toomsaba, Through Turnout	15	15	15
MP 283.9 to MP 293.6, Curves	70	60	50
MP 292.7, Breyer, Through Turnout	45	40	40
MP 293.6 and MP 295.4, 27th Avenue, Meridian	79	60	50
Except:			
MP 293.6 to MP 293.8	60	60	50
MP 294.6 to MP 295.4, Curves	25	25	25
MP 294.8, Over KCS R.R. Crossing	25	25	25

*Speed restrictions over street crossings apply only until the leading end of the movement occupies the crossing.

3. CHECKING LOCOMOTIVE SPEED INDICATOR

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

LOCATION OF TEST MILE SIGNS:

NORTHWARD

MP 291.0 to MP 290.0

MP 280.0 to MP 279.0

SOUTHWARD

MP 149.0 to MP 150.0

MP 160.0 to MP 161.0

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

AGS SOUTH DISTRICT

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Southward						
Norris Yard to Meridian	2400	3200	3850	4725	5250	6195
Northward						
Meridian to Boligee	2350	3150	3750	4635	5150	6075
Boligee to Woodstock	2150	2850	3450	4260	4700	5545
Woodstock to Norris Yard	2900	3850	4650	5715	6350	7490

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

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

GROSS WEIGHT IN POUNDS				
Between	Unit		Loaded Car	
	4-Axle	6-Axle	4-Axle	6-Axle
Birmingham and Meridian	291,000	420,000	286,000	394,500

B. TRAILING TONNAGE RESTRICTIONS

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

1. Empty Multi-level cars.
2. Empty Intermodal single-platform flats and such loaded with empty trailers or containers.
3. Empty 85-foot-long or longer flats and such flat cars when loaded with empty trailers or containers, or loaded with only one (1) trailer or container.
4. Empty Intermodal single-axle truck flat car or such cars loaded with empty trailers or containers.
5. Empty single or multiple-unit double-stack (well) cars, or articulated single-platform (spine) cars. Be governed by Appendix 1 in the System Timetable.

Maximum safe trailing tonnage behind Restricted Equipment between Meridian and Birmingham is:

- Northward — 11,900
- Southward — 11,900

C. HEIGHT RESTRICTIONS

Double-stack cars:

Double-stack cars exceeding 20' 3" (two (2) 9' 6" high x 8' 6" wide containers) above top of rail may only be handled on Main Tracks and sidings between:

Birmingham and New Orleans

AGS SOUTH DISTRICT

6. SWITCHES AND DERAILS

A. MAIN TRACK SWITCHES NOT EQUIPPED WITH ELECTRIC LOCKS

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

Birmingham Terminal

- MP 140.1
- MP 140.7
- MP 141.1
- MP 141.8

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

B. DERAILS

Power operated derails on No. 1 and No. 2 Main Track at Brussel, MP 137.5, are to be set in the derailing position unless changed to permit the movement of a train, engine, or On-Track equipment.

7. COMMUNICATION INFORMATION

RADIO

Emergency	Code 911
CYO	Code 808
AGS South Dispatcher	Code 803

TELEPHONE

Dispatcher	205-951-4842	M/W 951-4842
CYO	404-589-5006	M/W 589-5006

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

A. GENERAL INSTRUCTIONS

1. Potter Track

Cars are not to be left standing between the Orange rail marks on Potter Track on either side of 32nd Avenue crossing at Bessemer, AL, MP 153.3.

2. Mercedes Plant

When spotting auto loading tracks 1 through 5 inside Mercedes Plant at Vance, AL, MP 179.0, the following procedures must be used:

Prior to spotting each track, burst the air on two (2) rear cars and then apply the hand brakes.

If you have any questions concerning these instructions, contact Trainmaster for clarifications.

AGS SOUTH DISTRICT

9. DISTRICT INSTRUCTIONS

A. GENERAL INSTRUCTIONS

3. KCS Main Track

Northward trains and engines may not operate from the KCS Main Track to the NS Southward Main Track at Meridian, MS, MP 295.4, unless authorized by the NS Division Superintendent or NS Assistant Division Superintendent.

If the northward movement is authorized, the movement will be made under observation with an employee suitably equipped with a radio to stop the movement, positioned to observe all engines and cars moving from the KCS Main Track switch to the NS Southward Main Track and at a speed not to exceed 5 MPH. Should the observing employee detect any unsafe condition, the employee will immediately stop the movement.

4. M&B Interchange Track

All movements across 17th Avenue crossing on the M&B Interchange Track, Meridian, MS, MP 295.0, must be protected by a flagman on the ground at the crossing.

5. Tamko Asphalt Company

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

6. Mercedes Benz Plant

Crews switching Mercedes Benz Plant at Vance, AL, will contact Mercedes Benz security department to let Mercedes know that they will arrive and to have the gates open. The number to call is 205-507-2177. Employees are not permitted to crawl underneath the security gate or fence at Mercedes to open the gate.

7. Mercedes Loading Yard

When pulling loaded multi-levels from Mercedes Benz at Vance, AL, crews must not release any hand brakes until after being coupled to by a locomotive.

When operating at the Mercedes Loading Yard, no more than one (1) track (20 bi-levels or 12 articulated bi-level cars) can be pulled and spotted at a time. No hand brakes should be released on Pad C until engine is coupled and cars have been stretched to ensure that a good coupling was made. All movements should be handled with air.

8. MP 179.5

At MP 179.5, there is a hand-throw switch equipped with an electric lock. It is equipped with quick release for Main Line movement into the side track. When requesting the switch to unlock (removing of the switch lock) to leave the side track, time will run for approximately 9 minutes and 45 seconds. It is equipped with an emergency release located on the right hand side of the mechanism toward the switch stand. It is a small button to be pushed two (2) notches toward the track for emergency release. After using the emergency release, notify the Train Dispatcher/Control Operator for a signal maintainer to reset.

AGS SOUTH DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

A. GENERAL INSTRUCTIONS (CONT.)

9. Delivering Interchange Cars to AGR at Boligee, AL

Procedure and information for delivering interchange cars to AGR at Boligee, AL:

All Norfolk Southern trains must obtain permission from the AGR Dispatcher before entering restricted limits at Boligee, AGR, MP 705.5 to MP 709.0. The Radio Channel is 82-15, tone is 2*15 and disconnect tone is #15 (AGR Dispatcher phone: 866-527-3497). Once the AGR Dispatcher is contacted, all NS trains must verify their AGR Daily Operating Bulletins, provide their engine number and train symbol and request permission to enter restricted limits at Boligee. Once permission is obtained, all NS trains must announce their engine number, train symbol and that they are entering restricted limits at Boligee on Radio Channel 82-15. All deliveries will be made in the AGR Boligee siding located on the south side of the AGR Main Line. There is a derail located 406 feet from the south siding switch and derail located 292 feet from the north siding switch. All switch and derail locks are equipped with NS and AGR locks. The speed limit for AGR siding is 10 MPH and all moves will be made at Restricted Speed. Normal procedure for all NS trains will be to cut off north of the AGR Interchange Track on the NS Main Line with the AGR block and pull through the AGR Interchange, across the AGR Main Line and into the siding on the south end. Once the delivery is made, all NS trains will come down the AGR Main Line with their engines and back out onto the NS Main Line through the AGR Interchange Track.

10. Filler Products Track

100% hand brakes are required at Filler Products Track, Dudley, AL, MP 181.8–MP 182.5.

11. Tamko Industry

In operating Train Dispatcher/Control Operator controlled electric lock switch serving Tamko Industry, to operate A-54 electric lock between home signals at Tuscaloosa, AL, MP 199.0, train crew must ask Train Dispatcher/Control Operator to unlock switch before entering the OS circuit between the home signal and trainman must unlock and line switch and derail. Train Dispatcher/Control Operator should then be able to clear 53-R southward home signal, **Rule 309(a)** for movement over the switch. For a movement out of the industry to the Main Track, Train Dispatcher/Control Operator will clear signal 53-LD, **Rules 309(c) and 309(f)** govern.

12. Alabama Feed Mill

TTX cars cannot be handled in Hill Track, MP 198.8 (Alabama Feed Mill).

AGS SOUTH DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

A. GENERAL INSTRUCTIONS (CONT.)

13. Hardy Sand

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

14. Hand Brake Requirements

100% hand brakes are required at the following locations:

Mercedes Yard Ramp — Tracks 1–5	MP 178.6
Mercedes Yard Frame pad	MP 178.6
Synchronous Industries	MP 188.0
Tamko — All Tracks	MP 199.3
Hull International Paper	MP 207.8
South Industrial Park	MP 260.0

15. AGS MP 156.2

Northward movements off 3-B North District at Burstall, AGS MP 156.2, encountering stop signal trains, crew must get permission from South End Dispatcher before proceeding and then proceed at Restricted Speed to next signal.

16. U.S. Pipe at Bessemer

When switching U.S. Pipe at Bessemer, do not exceed walking speed.

17. Pocket Track at Bessemer

Do not set cars out in the Pocket Track at Bessemer, AL, MP 153.8.

18. Woodstock and Blocton Railway Company

Yard limits are in effect on the Woodstock and Blocton Railway Company between MP 0.0 WB, Woodstock and MP 3.1 WB, Vulco.

19. Synchronous Industries

Train crews switching Synchronous Industries must stop in clear of road crossing at MP 188.0 while performing switching duties.

20. CSXT and Amtrak Trains

Trains operating on CSXT southward Main Track between Morris Avenue and 13th Street, Birmingham, must receive a CSXT Dispatcher's Bulletin before leaving on-duty location. Amtrak trains operating on CSXT into Birmingham Amtrak Station must receive CSXT Dispatcher's Bulletin.

AGS SOUTH DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

A. GENERAL INSTRUCTIONS (CONT.)

21. 14th Street to Burstall

Yard Limits are established on both Main Tracks between:

14th Street, MP 143.5 and Burstall, MP 156.0

Yard Limit signs are posted at the:

- South end of the interlocking limits at 14th Street
- North end of the interlocking limits at Burstall

NOTE: Yard Limit signs apply to both Main Tracks.

Trains and engines will operate in accordance with **Rules 93 and 251**.

No train or engine may enter either Main Track or cross from one Main Track to the other through hand-operated switches without first securing permission from the AGS South Dispatcher.

MOVEMENT AGAINST THE CURRENT OF TRAFFIC

Trains and engines moving against the current of traffic:

- (a) Must receive verbal authority from the AGS South Dispatcher.
- (b) After receiving authorization from the AGS South Dispatcher, may accept an interlocking signal at either end point that directs them to run against the current of traffic.
- (c) Must operate at Restricted Speed.

PROTECTION OF ON-TRACK EQUIPMENT AND/OR MEN PERFORMING MAINTENANCE

Movement of On-Track equipment or men performing maintenance within these limits will be under the jurisdiction and direction of the AGS South Dispatcher.

Until full protection has been provided by the AGS South Dispatcher, On-Track equipment or men performing maintenance must not:

- (a) Perform any work that would interfere with the safe passage of trains and engines.
- (b) Occupy either Main Track.

Before granting permission, the Dispatcher must:

- (a) Know that the track section to be entered is clear of both opposing and following trains and engines.
- (b) Advise the Operator or employee in direct charge of the men or On-Track equipment.
- (c) Provide Block Protection against both opposing and following trains and engines by use of a Controlled Signal:
 - AGS South Dispatcher will apply protective blocking at Burstall and 14th Street.
 - AGS South Dispatcher will record on Track Tag Permit the employee's name and request track time, location, time, track involved and limits of protection.

AGS SOUTH DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

A. GENERAL INSTRUCTIONS (CONT.)

21. 14th Street to Burstall (Cont.)

PROTECTION OF ON-TRACK EQUIPMENT AND/OR MEN PERFORMING MAINTENANCE (CONT.)

- (d) Advise the employee in direct charge of the work or On-Track equipment that his/her intended movement has been entered on the Track Tag and that protective blocking has been applied to the control machines.

NOTE: The Control Station may permit movement of On-Track equipment or employees to perform track maintenance behind a train authorized to move in one direction only, specifying in Restrictions: "Behind Train No. (identification), engine (number)."

The Operator or employee in direct charge of the men or On-Track equipment must repeat all instructions received to ensure correctness.

22. SA-Line Main Track

Before occupying the SA-Line Main Track, all trains, engines and On-Track equipment movements between Bessemer Yard, MP 153.7/19.3 SA and the end of track at Valley Creek, MP 16.6 SA, must receive authorization from the South End Dispatcher.

B. JOINT TRACKAGE

1. Trains and engines of the Alabama Division will use track of other divisions, and foreign lines, in accordance with their Timetables, Rules and Regulations as shown below:

Between MP 142.0, 27th Street and MP 143.54, 14th Street — CSXT

Between MP 242.5, Boligee, and Columbus, MS — AGR

Columbus, MS — BNSF

NOTE: When required to operate over CSXT between 27th Street and 14th Street, crews must be CSXT qualified, have CSXT Dispatcher's Bulletin, and operate at Restricted Speed not exceeding 10 MPH.

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

Between MP 136.0, Irondale and MP 142.0, 27th Street — BNSF

C. LOCATIONS WHERE RUNNING OR FLYING SWITCHES OR DROPPING CARS ARE AUTHORIZED

None.

N.O. & N.E. DISTRICT

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
	ss	NO 0.4	N.O. & N.E. DISPATCHER 804	
			27TH AVENUE (VL)	1
		NO 0.9	MERIDIAN YARD	
		NO 5.0	SHOPS (VL)	1
		NO 9.9	HBD-DED (<i>Savoy</i>)	
	ss 11500	NO 13.3	BASIC	
	ss 6056	NO 24.3	HBD-DED (<i>Pachuta</i>)	
	ss	NO 30.5	BARNETT	
	ss	NO 35.9	HBD-DED (<i>Vossburg</i>)	
	ss	NO 48.0	HBD-DED (<i>Sandersville</i>)	
	ss 11943	NO 50.8	HAWKES	
	ss	NO 54.3	HBD-DED (<i>Kingston</i>)	
		NO 56.4	LAUREL	
	ss 11450	NO 59.3	SHOWS FIELD	
	ss	NO 63.0	HBD-DED (<i>Ellisville</i>)	
	ss	NO 77.0	HBD-DED (<i>Eastabuchie</i>)	
	ss 10790	NO 80.3	DRAGON	
	ss	NO 85.3	HATTIESBURG (A)	3, 4
	ss	NO 90.9	HBD-DED (<i>Richburg</i>)	
	ss 11650	NO 94.5	RICHBURG	
ss 2087	NO 101.6	PURVIS		
ss	NO 104.3	HBD-DED (<i>Purvis</i>)		
ss 6198	NO 112.4	LUMBERTON		
ss	NO 115.3	HBD-DED (<i>Red Top</i>)		
ss 4400	NO 123.0	HBD-DED-HWD (<i>Poplarville</i>)		
	NO 125.0	POPLARVILLE		

N.O. & N.E. DISTRICT

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
	SS 11790 SS	NO 131.6 NO 135.7 NO 146.0 NO 149.0	DERBY HBD-DED (<i>Tyler, MS</i>) HBD-DED (<i>Richardson</i>) PICAYUNE	N.O. & N.E. DISPATCHER 804
	SS 8520 SS	NO 152.0 NO 156.7	NICHOLSON HBD/DED (<i>Honey Island, LA</i>)	
	SS 5900 SS	NO 159.4 NO 160.1	PEARL RIVER BRIDGE (DB) PEARL RIVER, LA	2
	SS 8144 SS	NO 165.6 NO 167.3 NO 169.0	HBD-DED (<i>Slidell</i>) SLIDELL WOODS	
	SS	NO 173.4 NO 179.3 NO 181.9	NORTH DRAW (DB) DED (<i>Southpoint</i>) X-TOWER	2
	SS	NO 190.6 NO 190.8 NO 193.5	SEABROOK BRIDGE (DB) HBD-DED (<i>Seabrook</i>) NE-TOWER (CSXT) (C)	2 5
	SS	NO 194.1 NO 195.6	OLIVER JUNCTION (C) OLIVER YARD (YL)	5 6

N.O. & N.E. DISTRICT

STATION PAGE INFORMATION

- NOTE 1:** Before entering these limits authority must be obtained from the Yardmaster at Meridian. In the absence of the Yardmaster, contact the South End Dispatcher for instructions prior to entering these limits. The Meridian Yardmaster is the designated authority to authorize passing stop signals at 27th Avenue and at 49th Avenue.
- NOTE 2:** See Division Special Instructions.
- NOTE 3:** Hattiesburg, MS, CN/IC Railroad, MP NO 85.4.
 When home signal does not clear for movement over crossing be governed by **Rule 238(b)**. There are no push button switches at this crossing for Norfolk Southern operation. If the signals on the CN/IC indicate Stop, burning fuses must be placed on the CN/IC tracks on each side of the crossing. Train or engine may then proceed through the interlocking on a hand signal.
 If a train or engine is on the conflicting route, hand signal must not be given until such movement is stopped. If signals on the conflicting route do not indicate Stop, proper flag protection must be provided before moving through the interlocking.
 NS crews moving over CN/IC interlocking to CN/IC's Bell Yard will be governed by CN/IC Timetable and CN/IC instructions posted at the crossing.
- NOTE 4:** When approaching the CN/IC non-interlocked crossing at grade at Hattiesburg, MS (Old Main Line), trains and engines must stop short of the stop sign. If there are no approaching CN/IC movements observed, trains and engines should sound a "proceed" whistle signal (**Rule 14(b)**) before proceeding across the crossing. If approaching movements are observed on the CN/IC Main Track, movements across the crossing will not be made until there is a clear understanding between the crews of both railroads.
- NOTE 5:** New Orleans, LA, NE-Tower, MP NO 193.5; and Oliver Junction, MP NO 194.1.
 Interlocking signals are controlled by the N.O. & N.E. Dispatcher.
- NOTE 6:** Before entering these limits, authority must be obtained from the Yardmaster at Oliver Yard.

1. RULES IN EFFECT

Between	Main 1 Track	Main 2 Track
	Rules	
27th Avenue and Shops	93	
Shops and X-Tower	271	
X-Tower and NE-Tower	271/251	271/251
NE-Tower and Oliver Junction	261	261

N.O. & N.E. DISTRICT

2. MAXIMUM SPEEDS

	Psgr.	Rhwy.	Frt.
Between	MPH		
MP NO 0.4, Meridian and MP NO 3.2	79	60	50
Except:			
MP NO 0.4, Through Turnout, S. End Double Track	15	15	15
MP NO 0.4 to MP NO 0.6, Curves	25	25	25
MP NO 0.6 to MP NO 2.3	30	30	30
MP NO 0.5 to MP NO 3.2, No. 1 Scale Track, No. 1 Train Yard	15	15	15
MP NO 3.2 and MP NO 19.8	79	60	50
Except:			
MP NO 6.6 to MP NO 11.1, Curves	65	60	50
MP NO 11.2 to MP NO 12.2, Curves	60	60	50
MP NO 12.2, N. End Basic, Through Turnout	15	15	15
MP NO 13.2 to MP NO 14.1, Curves	70	60	50
MP NO 14.5, S. End Basic, Through Turnout	15	15	15
MP NO 15.9 to MP NO 19.2, Curves	70	60	50
MP NO 19.8 and MP NO 21.0	79	60	50
Except:			
MP NO 19.9 to MP NO 20.8, Curves	45	45	45
MP NO 21.0 and MP NO 33.3	79	60	50
Except:			
MP NO 21.0 to MP NO 21.7, Curves	60	60	50
MP NO 21.9 to MP NO 22.5, Curves	70	60	50
MP NO 22.9 to MP NO 23.2, Curve	65	60	50
MP NO 26.3 to MP NO 26.5, Curve	70	60	50
MP NO 29.4, N. End Barnett, Through Turnout	20	20	20
MP NO 29.4 to MP NO 30.7, Barnett, Through Siding	15	15	15
MP NO 30.7, S. End Barnett, Through Turnout	20	20	20
MP NO 32.2 to MP NO 32.4, Curves	70	60	50
MP NO 33.3 and MP NO 36.3	79	60	50
Except:			
MP NO 33.3 to MP NO 33.9, Curves	55	55	50
MP NO 33.9 to MP NO 35.2, Curves	40	40	40
MP NO 35.4 to MP NO 36.2, Curves	45	45	45
MP NO 36.3 and MP NO 55.7	79	60	50
Except:			
MP NO 36.5 to MP NO 36.7, Curves	70	60	50
MP NO 40.6 to MP NO 49.9, Curves	70	60	50
MP NO 49.6, N. End Hawkes, Through Turnout	20	20	20
MP NO 49.6 to MP NO 51.9, Hawkes, Through Siding	15	15	15
MP NO 51.9, S. End Hawkes, Through Turnout	20	20	20
MP NO 53.7 to MP NO 54.6, Curve	75	60	50
MP NO 54.0 to MP NO 58.0, Street Crossings*	40	40	40

N.O. & N.E. DISTRICT

2. MAXIMUM SPEEDS (CONT.)

	Psg.	Rhw.	Frt.
Between	MPH		
MP NO 55.7 and MP NO 72.5	79	60	50
Except:			
MP NO 55.8 to MP NO 56.1, Curve	55	55	50
MP NO 56.0, on Brickyard Lead Laurel	10	10	10
MP NO 58.2, N. End Shows Field, Through Turnout	20	20	20
MP NO 58.2 to MP NO 60.4, Shows Field, Through Siding	15	15	15
MP NO 59.3, on Airport Lead Laurel	10	10	10
MP NO 60.4, S. End Shows Field, Through Turnout	20	20	20
MP NO 63.1 to MP NO 63.3, Curve	70	60	50
MP NO 63.6 to MP NO 64.3, Curves	60	60	50
MP NO 64.9 to MP NO 68.5, Curves	50	50	50
MP NO 68.5 to MP NO 69.7, Curves	55	55	50
MP NO 70.0 to MP NO 70.6, Curves	45	45	45
MP NO 71.3 to MP NO 71.5, Curve	50	50	50
MP NO 72.0 to MP NO 72.4, Curve	55	55	50
MP NO 72.5 and MP NO 85.0	79	60	50
Except:			
MP NO 76.6 to MP NO 77.0, Curve	70	60	50
MP NO 80.2, N. End Dragon, Through Turnout	15	15	15
MP NO 80.2 to MP NO 82.5, Dragon, Through Siding	15	15	15
MP NO 80.2 to MP NO 82.4, Dragon, Through Back Track	10	10	10
MP NO 83.9 to MP NO 84.9, Curves	70	60	50
MP NO 85.0 and MP NO 90.8	79	60	50
Except:			
MP NO 85.1 to MP NO 85.7, Curves	25	25	25
MP NO 85.4, Over CN/IC R.R. Crossing	25	25	25
MP NO 87.7 to MP NO 89.5, Curves	60	60	50
MP NO 89.5 to MP NO 89.9, Curve	40	35	35
MP NO 90.3 to MP NO 90.7, Curve	40	40	40
MP NO 90.8 and MP NO 112.1	79	60	50
Except:			
MP NO 91.3 to MP NO 93.1, Curves	60	60	50
MP NO 93.4, N. End Richburg, Through Turnout			
N. End Richburg	15	15	15
MP NO 93.4 to MP NO 95.7, Richburg, Through Siding	15	15	15
MP NO 95.7, S. End Richburg, Through Turnout	15	15	15
MP NO 95.5, in Steam Plant S.M.E.P.A.	10	10	10
MP NO 97.5 to MP NO 101.6, Curves	65	60	50
MP NO 98.3, on Lead in Plant Kaiser, MS	10	10	10
MP NO 99.4, on Lead in Plant Pontiac, MS	10	10	10
MP NO 101.2, N. End Purvis, Through Turnout	15	15	15
MP NO 101.2 to MP NO 101.6, Purvis, Through Siding	15	15	15
MP NO 101.6, S. End Purvis, Through Turnout	15	15	15
MP NO 109.7 to MP NO 111.8, Curves	65	60	50

N.O. & N.E. DISTRICT

2. MAXIMUM SPEEDS (CONT.)

Between	Psgr.	Rhwy.	Frt.
	MPH		
MP NO 112.1 and MP NO 128.2	79	60	50
Except:			
MP NO 112.1, N. End Lumberton, Through Turnout	15	15	15
MP NO 112.2 to MP NO 113.4, Lumberton, Through Siding	15	15	15
MP NO 112.2 to MP NO 112.5, Curve	55	55	50
MP NO 112.8 to MP NO 113.0, Curve	60	60	50
MP NO 113.4, S. End Lumberton, Through Turnout	15	15	15
MP NO 114.8 to MP NO 116.4, Curves	55	55	50
MP NO 116.5 to MP NO 117.2, Curves	65	60	50
MP NO 118.8 to MP NO 119.8, Curves	60	60	50
MP NO 119.8 to MP NO 121.0, Curves	45	45	45
MP NO 123.3 to MP NO 123.9, Curves	45	45	45
MP NO 124.0 to MP NO 128.0, Curves	50	50	50
MP NO 124.4, N. End Poplarville, Through Turnout	10	10	10
MP NO 124.4 to MP NO 125.3, Poplarville, Through Siding	10	10	10
MP NO 125.3, S. End Poplarville, Through Turnout	10	10	10
MP NO 128.2 and MP NO 190.5	79	60	50
Except:			
MP NO 129.7, N. End Derby, Through Turnout	15	15	15
MP NO 129.7 to MP NO 131.9, Derby, Through Siding	15	15	15
MP NO 131.9, S. End Derby, Through Turnout	15	15	15
MP NO 133.3 to MP NO 134.4, Curves	60	60	50
MP NO 138.3 to MP NO 138.6, Curve	65	60	50
MP NO 141.3 to MP NO 141.7, Curve	65	60	50
MP NO 142.7 to MP NO 144.2, Curves	65	60	50
MP NO 148.9, N. End Picayune, Through Turnout	15	15	15
MP NO 148.9 to MP NO 150.7, Picayune, Through Siding	15	15	15
MP NO 159.7, S. End Picayune, Through Turnout	15	15	15
MP NO 152.5, NASA Branch Nicholson to NASA	10	10	10
MP NO 159.0 to MP NO 160.2, Curves	45	45	45
MP NO 159.4, Over West Pearl Drawbridge	40	40	40
MP NO 160.2 to MP NO 161.4, Street Crossings*	35	35	35
MP NO 160.2, N. End Pearl River, Through Turnout	15	15	15
MP NO 160.2 to MP NO 161.4, Pearl River, Through Siding	15	15	15
MP NO 161.4, S. End Pearl River, Through Turnout	15	15	15
MP NO 164.9 to MP NO 168.1, Street Crossings*	35	35	35
MP NO 167.3 to MP NO 167.5, Curve	50	50	50
MP NO 168.1, N. End Woods, Through Turnout	15	15	15
MP NO 168.1 to MP NO 169.9, Woods, Through Siding	15	15	15
MP NO 169.9, S. End Woods, Through Turnout	15	15	15
MP NO 172.3 to MP NO 173.3, Over Lake Ponchartrain Trestle	60	50	50
MP NO 173.4, Over Drawspan Lake Ponchartrain	40	40	40
MP NO 173.4 to MP NO 178.0, Over Lake Ponchartrain Trestle	60	50	50
MP NO 178.1 to MP NO 178.3, Curves	60	50	50
MP NO 181.9, X-Tower, Through Turnout	25	25	25
MP NO 190.5 and MP NO 195.6, Oliver Yard	79	60	50
Except:			
MP NO 190.6, Over Industrial Canal Drawbridge	40	40	40
MP NO 191.0 to MP NO 191.7, Curves	50	50	50
MP NO 191.1, on Radiator Track (Airport)	5	5	5
MP NO 193.5, Over CSXT R.R. Crossings	40	40	40

*Speed restrictions over street crossings apply only until the leading end of the movement occupies the crossing.

N.O. & N.E. DISTRICT

3. CHECKING LOCOMOTIVE SPEED INDICATOR

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

LOCATION OF TEST MILE SIGNS:

NORTHWARD

MP NO 4.0 to MP NO 5.0
 MP NO 38.0 to MP NO 39.0
 MP NO 44.0 to MP NO 45.0
 MP NO 56.0 to MP NO 57.0
 MP NO 78.0 to MP NO 79.0

SOUTHWARD

MP NO 96.0 to MP NO 97.0
 MP NO 149.0 to MP NO 150.0
 MP NO 155.0 to MP NO 156.0
 MP NO 156.0 to MP NO 157.0
 MP NO 167.0 to MP NO 168.0

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

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Southward						
Meridian to Oliver Yard	2250	3000	3600	4455	4950	5840
Northward						
Oliver Yard to Meridian	2350	3150	3750	4635	5150	6075

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

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

GROSS WEIGHT IN POUNDS				
Between	Unit		Loaded Car	
	4-Axle	6-Axle	4-Axle	6-Axle
Meridian and New Orleans	291,000	420,000	286,000	394,500

N.O. & N.E. DISTRICT

5. LOCOMOTIVE AND CAR RESTRICTIONS (CONT.)

B. TRAILING TONNAGE RESTRICTIONS

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

1. Empty Multi-level cars.
2. Empty Intermodal single-platform flats and such loaded with empty trailers or containers.
3. Empty 85-foot-long or longer flats and such flat cars when loaded with empty trailers or containers, or loaded with only one (1) trailer or container.
4. Empty Intermodal single-axle truck flat car or such cars loaded with empty trailers or containers.
5. Empty single or multiple-unit double-stack (well) cars, or articulated single-platform (spine) cars. Be governed by Appendix 1 in the System Timetable.

Maximum safe trailing tonnage behind Restricted Equipment between Meridian and New Orleans is:

Northward — 11,000

Southward — 11,000

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

RADIO

Emergency	Code 911
CYO	Code 808
N.O. & N.E. Dispatcher	Code 804

TELEPHONE

Dispatcher	205-951-4843	M/W 951-4843
CYO	404-589-5007	M/W 589-5007

8. DETECTOR INSTRUCTIONS

None.

N.O. & N.E. DISTRICT

9. DISTRICT INSTRUCTIONS

A. MERIDIAN YARD

1. When setting off or yarding train in Meridian, three (3) or more hand brakes must be applied. When set off is left in Class Track No. 1 through Class Track No. 15, hand brakes must be left on south end of cut and two (2) car lengths of room left North of the clearance point. Utility man at Meridian Yard will check all tracks in yard to assure proper hand brakes are applied at the beginning of each shift.
2. Cars must not be kicked into Tracks No. 13 through No. 15. Pulpwood loads must not be placed in Tracks No. 13 through No. 15 in Meridian Yard.
3. Employees are not permitted to ride the side of equipment located in Class Tracks No. 6 through No. 15.
4. When approaching the KCS crossover switches north of 27th Avenue, Meridian MP NO 0.2, regardless of the type signal you receive crossing this area, either northward or southward, arrange to approach all switches prepared to stop and expecting these switches to be lined against your movement. Empty automobile flats and TTX equipment 89 feet in length are not to be shoved south into the north end of Track 2 in Meridian Yard, MP NO 1.0.
5. Movement over 11th and 17th Avenues on the M&B Interchange Track must be preceded by a member of the crew flagging vehicle traffic.
6. Northward trains and engines may not operate from the KCS Main Track to the NS southward Main Track at Meridian, MP 295.4, unless authorized by the NS Division Superintendent or the NS Assistant Division Superintendent.
Northward movements routed to the NS southward Main from the spring switch at 27th Avenue, MP NO 0.4, and any northward movements off the KCS AV Main to the NS southward Main authorized in the above paragraph must be made under observation by an employee suitably equipped with a radio to stop the movement. That employee must be in a position to observe all wheels moving over the KCS crossover switch and the movement will not exceed 5 MPH while passing over this switch. Should the observing employee detect any unsafe condition, the employee will immediately stop the movement.

B. BARNETT

Train crews are prohibited from blocking the south road crossing at Barnett, MP NO 30.5, unnecessarily. If delayed for an extended period of time, the crossing must be cut.

C. DRAGON, MS

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

Due to close clearance conditions at Nexen Industry, MP NO 80.8, employees must not ride on side or end of equipment beyond the gate into this industry.

N.O. & N.E. DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

D. HATTIESBURG, MS

Northward trains finding the holdout light illuminated at MP NO 85.9, and to not observe an CN/IC movement, will send a crew member to the interlocking. After establishing that the interlocking is clear, the crew will proceed with Timetable instructions concerning movement over the interlocking. It will not be necessary to obtain the Train Dispatcher/Control Operator's permission to move past the illuminated light.

All crews working Hattiesburg Yard must tie two (2) hand brakes on south end of each track and one (1) hand brake on the north end of each track.

All Hattiesburg Local crews must contact a supervisor or CYO prior to putting off duty daily.

Prior to shoving cars across the Main Street Crossing on the Old Main Line Track at Hattiesburg, MS, MP NO 85.5, burning fusees will be placed on each side of the crossing to assist the train crew member in warning approaching vehicles.

E. RICHBURG, MS

After unloading Purvis Coal trains at the S.M.E.P.A. Power Plant at Richburg, MS, MP NO 95.4; when required to set out maintenance cars off of train, crews **WILL BE REQUIRED** to set out up to two (2) different blocks off of train.

F. PONTIAC, MS

Crews switching Hess Oil Company and Calciners must observe the following:

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

G. LUMBERTON, MS

Engines must not be operated over scales in track serving S.F. Services.

Only tank cars to be spotted at Cooper Power, Lumberton, MS, MP 113.2, will be permitted to pass the loading racks at this industry. Other cars and locomotives must not be allowed to pass these structures account of sub-standard clearances.

H. LAKE PONTCHARTRAIN LAKEFRONT

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

N.O. & N.E. DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

I. DRAWBRIDGES

Flood gates are located at MP NO 190.4 and MP NO 190.7 at the Industrial Canal Drawbridge at Seabrook, across both Main Tracks.

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

Northward — Signal NO 190.8

Southward — Signal NO 190.5

All movement of trains, engines, and On-Track equipment must confirm with the Bridge Tender on-duty that the drawbridge is down and lined for their movement before proceeding over drawbridges located at North Draw, MP NO 173.4 and Seabrook Drawbridge, MP NO 190.6.

J. NE-TOWER TO X-TOWER

The following instructions govern a movement running against the current of traffic between NE-Tower, MP NO 193.6 and X-Tower, MP NO 181.9:

All northward trains and engines must stop in the clear of the switch at X-Tower. Trains and engines holding a valid Track Authority may proceed at Restricted Speed onto the single track only after determining from the Train Dispatcher/Control Operator that there are no conflicting movements at X-Tower, and observing that the spring switch is lined for their movement.

K. POPLARVILLE, MS AND MOSELLE, MS

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

Poplarville, MS

Moselle, MS

L. PICAYUNE, MS

Do not exceed 8 MPH while weighing cars on in-motion scale at Heritage Plastics, MP NO 149.7.

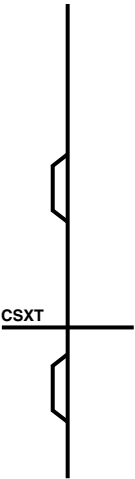
M. LOCATIONS WHERE RUNNING OR FLYING SWITCHES OR DROPPING CARS ARE AUTHORIZED

None.

CEDARTOWN DISTRICT

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
			C-LINE DISPATCHER 802	
		C 361.4/ 92.1 H	GREEN CP	
		C 355.0	HBD-DED (<i>Cedartown</i>)	
	6522	C 352.5	CEDARTOWN	
		C 352.1	CSXT CROSSING A	
		C 341.2	HBD (<i>Dugdown</i>)	
		C 327.5	HBD-DED (<i>West Bremen</i>)	
	1713	C 324.0	BREMEN CP	1
		C 323.7/ 685.2	BREMEN, EAST END DISTRICT	
		C 323.5	BREMEN CONNECTION TRACK	
		C 314.0	HBD-DED (<i>Carrollton</i>)	
		C 306.2	HBD-DED (<i>Clem</i>)	
	6279	C 305.0	CLEM	
		C 302.0	WANSLEY JUNCTION	
		WANSLEY BRANCH		
	WA 0.0	WANSLEY JUNCTION		
	WA 7.0	WANSLEY		

CEDARTOWN DISTRICT

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
			C-LINE DISPATCHER [802]	
	8537	C 295.0	YATES	
		C 286.6	CSXT CROSSING (N)	2
	1756	C 270.1	SENOIA	

STATION PAGE INFORMATION

- NOTE 1:** Interlocking signals and switches are controlled by Division Dispatcher, Birmingham, AL.
- NOTE 2:** CSXT at Newnan, GA is protected with derails with electric locking devices. Movements over this crossing are governed as follows:
- (a) Operate push button box and push NSPB button and hold for two (2) seconds.
 - (b) If LED light illuminates, remove padlock from electric locks. When locks show unlocked, operate derail to the non-derailing position. After movement is made, restore both derails and replace padlocks on the electric locks.
 - (c) If LED light fails to illuminate, wait 10 minutes or until conflicting movement over diamond is completed. Operate NSPB button again. Push and hold for two (2) seconds.
 - (d) If LED light illuminates, proceed per Step 2 above.
 - (e) If LED light still fails to illuminate, contact the CSXT Dispatcher at 800-445-5512 to receive permission to remove padlocks from both electric locks. After 15 minutes or when electric lock indicates unlocked, proceed to operate derails for movement across diamond.
 - (f) After movement across diamond, restore derails to derailing position and replace padlocks in the electric locks.

CEDARTOWN DISTRICT

1. RULES IN EFFECT

Between	Main Track Rules
Green and Senoia	171
Wansley Junction and Wansley	171

2. MAXIMUM SPEEDS

Between	Frnt. MPH
MP C 361.4, Green and MP C 355.9	40
MP C 355.9 and MP C 348.2	35
Except: MP C 352.8 to MP C 352.7, Curve	25
MP C 348.2 to MP C 309.0	30
Except: MP C 324.0, North Wye Track	10
MP C 323.7, Over NS Railroad Crossing	25
MP C 323.5, South Wye Track	15
MP C 312.2 to MP C 310.3, Curves	25
MP C 312.1 to MP C 309.0, Street Crossings*	25
MP C 309.0 to MP C 294.0	35
Except: MP C 305.7 to MP C 304.4, Clem, Through Turnouts and Siding	15
MP C 300.0 to MP C 299.6, Curves	30
MP C 295.6 to MP C 294.5, Yates, Through Turnouts and Siding	15
MP C 294.0, Yates to MP C 270.1, Senoia	25
MP WA 0.0, Wansley Junction to MP WA 7.0, Wansley	30
Except: MP WA 7.0 to Loop Switch Wansley	20
Loop Track Wansley	10
On Coal Unloading Trestle, Plant Wansley	5

*Speed restrictions over street crossings apply only until the leading end of the movement occupies the crossing.

CEDARTOWN DISTRICT

3. CHECKING LOCOMOTIVE SPEED INDICATOR

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

LOCATION OF TEST MILE SIGNS:

NORTHWARD AND SOUTHWARD

MP C 298.0 to MP C 299.0
 MP C 326.0 to MP C 327.0
 MP C 357.0 to MP C 358.0
 MP C 347.0 to MP C 346.0
 MP C 321.0 to MP C 320.0

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

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Southward						
Green to Cedartown	2600	3450	4150	5130	5700	6725
Cedartown to Bremen	1650	2200	2650	3285	3650	4300
Bremen to Senoia	2100	2800	3350	4140	4600	5425
Northward						
Senoia to Yates	2250	3000	3600	4455	4950	5840
Yates to Bremen	1600	2150	2550	3150	3500	4130
Bremen to Cedartown	2050	2750	3250	4050	4500	5300
Cedartown to Green	2300	3100	3650	4545	5050	5960

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

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

Between	GROSS WEIGHT IN POUNDS			
	Unit		Loaded Car	
	4-Axle	6-Axle	4-Axle	6-Axle
Green and Senoia	291,000	420,000	286,000	394,500

B. EXCESSIVE DIMENSION EQUIPMENT

1. Plate "F" cars must not be handled at:
 - MP C 331.7, Van West Street Overhead Bridge, Buchanan, GA
2. Fully enclosed auto rack cars (exceeding Plate "F" but not exceeding 19' 0" above top of rail) may not be handled at:
 - MP C 270.5, Bridge Street Overhead Bridge, Senoia, GA
 - MP C 287.1, 2nd Avenue Overhead Bridge, Newman, GA
 - MP C 331.7, Van West Street Overhead Bridge, Buchanan, GA
 - MP C 352.6, U.S. 278 Overhead Bridge, American Oil Track, Cedartown, GA

CEDARTOWN DISTRICT

6. SWITCHES AND DERAILS

Switch at junction of C-Line and WA-Line at Wansley Junction, MP C 302.1, may be left as last used.

7. COMMUNICATION INFORMATION

RADIO

Emergency	Code 911
CYO	Code 808
C-Line Dispatcher	Code 802

TELEPHONE

Dispatcher	205-951-4860	M/W 951-4860
CYO	404-589-5009	M/W 589-5009

8. DETECTOR INSTRUCTIONS

None.

CEDARTOWN DISTRICT

9. DISTRICT INSTRUCTIONS

A. CEDARTOWN DISTRICT

1. Southward trains will contact the Train Dispatcher/Control Operator in Birmingham at MP C 333.0 and advise him that the train is approaching Bremen. To prevent blocking of street crossings, the signal at MP C 324.4 must not be passed unless signal is displaying a clear indication or crew has received advice that the train will be able to proceed through the interlocking.
2. When working transfer or industries at Bremen and it is necessary to cut away from the train, crews must not foul interlocking limits of the crossing at grade causing unnecessary delay to East End District trains. The insulated joints governing this interlocking are painted silver.
3. Cars must not be left standing outside gate at Southwire No. 1, and no cars may be left standing with locomotive power detached on No. 3 and No. 4 Lead between west road crossing on lead and Main Line at Southwire, Carrollton, GA.
4. Crews handling unit coal trains into Georgia Power Plant Wansley must be governed by the following:
 - (a) Unless otherwise instructed, trains will alternate direction of travel (clockwise and counter-clockwise) for unloading on the Loop Track at Wansley, GA, MP WA 7.0.
 - (b) Main reservoir pressure must be between 120 and 145 pounds before and during unloading.
 - (c) Conductor will see that (a) crew member with radio is in control room or on trestle walkway to direct movement during unloading process; (b) crew member inspects entire train to see that all hopper doors are closed after being loaded.

Any rapid dump type car that fails to open or close after being activated by hot rail at Georgia Power Plant, Wansley, must be set out and Chief Dispatcher and C.Y.O. must be notified and furnished car numbers. The manual push button must not be used to open or close the hopper doors by NS employees.
 - (d) The waybill traveling with the train is usually in three (3) parts:
 1. The arrival notice is to be left with employees of Georgia Power at Wansley.
 2. The empty waybill is to be utilized for return of the empties.
 - (e) **ABSOLUTELY NO REVERSE MOVEMENTS WILL BE MADE AT ANY TIME WHILE THE TRAIN IS ON THE UNLOADING TRESTLE.**
 - (f) Crews arriving Wansley Junction, from Wansley and leaving their train on the "WA" line while going to and returning from Yates must apply a minimum of 10 hand brakes on the train.
5. Account rusty rail condition, all trains approaching road crossings at grade equipped with automatic warning devices between MP C 279.3 and MP C 298.3 must be prepared to stop until crossing signals are seen to be operating and gates are down if so equipped.

CEDARTOWN DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

A. CEDARTOWN DISTRICT (CONT.)

6. When cars are left standing at Carroll Wood Yard, MP C 305.1, or any track within Southwire Corporation, Carrollton, GA, the following will govern:
Cuts of five (5) cars or less will require 100% hand brakes. Cuts of more than five (5) cars will require additional hand brakes as required at the discretion of the Conductor.
7. All empty coal trains returning north to Cedartown, GA, will stop south of Highway 27 crossing, MP C 350.9, until it is known that the Georgia Division relief crew is in place and will protect the train.
8. All trains requiring pusher service will pull south of the Highway 27 crossing, MP C 350.9, to receive the pusher.
9. All times shown on Georgia Division Train Clearances are Eastern Time, NOT Central Time as shown on Alabama Division Train Clearances.
10. Conductors on all coal trains destined to Wansley and/or Yates must furnish CYO in Atlanta, GA, the following information:
 - (a) Departure time from Cedartown
 - (b) Time train is spotted at plant for unloading
 - (c) Time unloading complete (unnecessary if train left in plant loaded)
 - (d) Departure time from plant
 - (e) Any cars set out and location
 - (f) Arrival time at Cedartown

Items (a) through (e) must be furnished as soon as possible by tone call in or telephone. **Item (f)** can be furnished by telephone on arrival Cedartown.
11. Unloading Instructions — Plant Yates:
 - (a) On arrival Plant Yates train will be stopped north of the unloading facility.
 - (b) Conductor will go to control room and notify Georgia Power personnel they are ready to unload. This constitutes begin of unloading time.
 - (c) When Georgia Power is ready to unload they will turn on Green light and unloading will begin. Conductor will remain in control room entire time of unloading.
 - (d) If any cars fail to unload the train will be stopped, the bad order car will be carried to crossover and set out.
 - (e) Once train is unloaded E.O.T. will be removed and Conductor and E.O.T. will be transported by Georgia Power to the south end of the yard. The locomotives cut off and E.O.T. replaced.
 - (f) Locomotives will be brought to north end of train and once Georgia Power advises hot rails have been pinned away from train the train will be pulled to the Main Line.
 - (g) After switch and derail is lined for Main Line shove south to a point where Georgia Power can get Conductor in vehicle and transport to Whitesburg.

CEDARTOWN DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

A. CEDARTOWN DISTRICT (CONT.)

11. Unloading Instructions — Plant Yates (Cont.):

Speeds

- (1) Unloading speed will be 3/10 to 4/10 MPH.
- (2) Speed over pit with empty train will be 10 MPH once the hot rails are pinned away from train.
- (3) **Rule 137** governs other movements.

Georgia Power has agreed to assist Conductor with transportation. This is not a requirement on their part.

Breakdowns

In the event of a Georgia Power breakdown, the train will be pulled clear of the unloading pit and Dwyer Road cut. The locomotives will be brought to the north end of the train for unloading once repairs have been effected.

Loaded trains will not be backed up once unloading starts.

Conductor must furnish CYO arrival time, begin unloading time, completion of unloading time, and departure time.

Unloading route should be through Track 1 Yates Yard. This route should remain lined at all times.

No stored cars will be left in Track 1.

12. A crosstie located approximately 50 feet south of the north derail in the Pig Track at Carrollton, GA, MP C 311.7, has been painted with White paint. Equipment will not be left standing between this location and the north derail.

B. JOINT TRACKAGE

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

Georgia Division between MP C 361.0, Green and MP C 352.0, Cedartown

CEDARTOWN DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

C. LOCATIONS WHERE NS-1 RULE A-31 APPLIES

Reference **Rules for Equipment Operation and Handling, NS-1 Rule A-31**, dealing with two-way End-Of-Train Devices. Below is a listing of the locations that have average grades that require the use of two-way devices for freight trains operating with greater than 4,000 trailing tons.

Locations with an average grade of 1% or greater over a distance of 3 continuous miles:

Line Segment	From	To	Miles
Green and Senoia	MP C 341.1	MP C 345.7	4.6
	MP C 333.6	MP C 336.7	3.1
	MP C 315.1	MP C 322.0	6.9
	MP C 296.4	MP C 303.9	7.5

D. LOCATIONS WHERE NS-1 RULE L-241, SECTION 3 APPLIES

Reference **Rules for Equipment Operation and Handling, NS-1 Rule L-241, Section 3**, dealing with identification of steep grades.

Below is a listing of locations with an average grade of 1% or greater over a distance of 3 continuous miles:

Line Segment	From	To	Average Miles	% of Grade
Green to Senoia	MP C 341.1	MP C 345.7	4.6	1.21
	MP C 333.6	MP C 336.7	3.1	1.15
	MP C 315.1	MP C 322.0	6.9	1.50
	MP C 296.4	MP C 303.9	7.5	1.20

E. LOCATIONS WHERE RUNNING OR FLYING SWITCHES OR DROPPING CARS ARE AUTHORIZED

Milepost	Location
C 351.1	Cedartown Hat D Enterprises
C 310.7	Carrollton N.E. House Track
C 310.2	Carrollton Dixie Converting
C 309.4	Carrollton Refinery #1 Southwire
C 308.6	Carrollton Southwire Wood Products
C 308.5	Carrollton Masonry Products
C 307.8	Carrollton Dixie Converting
C 305.8	Clem north end of Siding
C 270.8	Senoia both W/W Pak Tracks

MEMPHIS DISTRICT — EAST END

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
			MEMPHIS EAST DISTRICT DISPATCHER..... 811	
		AGS 5.3/ 248.1 A	WAUHATCHIE	(CP)
	ss	280.0 A	STEVENSON.....	Y
	7830	281.1 A	STEVENSON SIDING	
	ss			
	ss	304.2 A	MIDWAY	
	8198			
	ss			
	ss	324.5 A	ASA	(CP)
	10400			
		326.5 A	BROCK.....	(CP)
		338.9 A	HUNTSVILLE	
	ss	343.1 A	ELKO	
10188				
ss				
	348.5 A	MADISON		
ss	358.7 A	IRVINGTON	(CP)	
10100				
	360.8 A	HAUBER.....	(CP)	

MEMPHIS DISTRICT — EAST END

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE	
			MEMPHIS EAST DISTRICT DISPATCHER 811		
		362.1 A	DECATUR JUNCTION	CP	
		362.6 A	TENNESSEE RIVER BRIDGE	DB	1
		363.0 A	RIVER JUNCTION	CP	
		363.3 A	DECATUR.....	CP	
	ss	364.2 A	DECATUR SIDING		
	9607				
	ss				
	ss	379.4 A	WHEELER		
	7804				
ss					
	398.5 A	SHEFFIELD YARD	Y YL		
	399.8 A	EMCO JUNCTION.....	YL		
	402.9 A	WILSON.....	CP		

MEMPHIS DISTRICT — EAST END

STATION PAGE INFORMATION

Central Division Timetable governs between DeButts, MP 240.0 A and Wauhatchie, AGS 5.3.
 **CSXT Timetable and Rules govern between Wauhatchie, AGS 5.3 and Stevenson, MP 279.8.
NOTE 1: See Division Special Instructions.

1. RULES IN EFFECT

Between	Main 1 Track	Main Track
	Rules	
Stevenson and Asa		271
Asa and Brock	261	
Brock and Irvington		271
Irvington and Decatur	261	
Decatur and Sheffield		271
Sheffield and Wilson	93	

2. MAXIMUM SPEEDS

Between	Rhwy.	Fr.
	MPH	
MP 279.8 A, Stevenson and MP 402.9 A, Wilson	60	50
Except:		
MP 279.9 A to MP 280.4 A, Curves	30	30
MP 281.1 A to MP 282.6 A, Through Stevenson Siding	10	10
MP 296.5 A to MP 296.9 A, Curves	50	45
MP 296.8 A to MP 298.5 A, Over Street Crossings*	45	45
MP 297.6 A to MP 298.2 A, Through Scottsboro Storage Track	10	10
MP 298.3 A to MP 298.5 A, Curves	45	45
MP 305.4 A to MP 305.7 A, Curves	50	50
MP 308.5 A to MP 309.2 A, Curves	45	45
MP 313.4 A to MP 314.3 A, Curves	50	50
MP 314.3 A to MP 314.6 A, Curves	45	45
MP 315.4 A to MP 315.7 A, Curves	50	50
MP 319.3 A to MP 319.6 A, Curves	50	50
MP 324.5 A, Asa, Through Turnout	25	25
MP 324.5 A to MP 326.5 A, Through Signaled Siding	25	25
MP 326.5 A, Brock, Through Turnout	25	25
MP 332.5 A to MP 332.8 A, Curves	50	50
MP 332.8 A to MP 333.5 A, Curves	55	50
MP 334.8 A to MP 335.3 A, Curves	40	40
MP 335.7 A to MP 336.9 A, Curves	55	50
MP 337.2 A to MP 339.9 A, Over Street Crossings*	40	40
MP 338.3 A to MP 339.8 A, Curves	40	40
MP 358.7 A, Irvington, Through Turnout	25	25
MP 358.7 A to MP 360.8 A, Through Signaled Siding	25	25
MP 360.8 A, Hauber, Through Turnout	25	25
MP 361.8 A to MP 362.1 A, Curves	35	30
MP 362.1 A, Through Turnout to CSXT — Decatur Junction	30	30
MP 362.6 A to MP 363.3 A	20	20
MP 363.0 A, Through Turnout to Upriver Lead	10	10
MP 363.2 A, Through Turnout to CSXT Signaled Siding	20	20
MP 363.3 A, Through Turnout to CSXT Main Track	15	15

MEMPHIS DISTRICT — EAST END

2. MAXIMUM SPEEDS (CONT.)

Between	Rhwy.	Frnt.
	MPH	
MP 363.1 A to MP 363.9 A, Curves	20	20
MP 364.3 A to MP 366.5 A, Curves	40	40
MP 367.7 A to MP 368.1 A, Curves	50	50
MP 368.4 A to MP 368.8 A, Curves	45	45
MP 382.9 A to MP 383.3 A, Curves	55	50
MP 383.5 A to MP 383.8 A, Curves	50	50
MP 383.8 A to MP 384.1 A, Curves	55	50
MP 385.6 A to MP 385.8 A, Curves	50	45
MP 385.9 A to MP 386.2 A, Curves	45	45
MP 386.2 A to MP 386.4 A, Curves	50	45
MP 386.7 A to MP 386.9 A, Curves	55	50
MP 389.4 A to MP 389.6 A, Curves	45	45
MP 389.9 A to MP 390.0 A, Curves	55	50
MP 391.7 A to MP 391.9 A, Curves	50	50
MP 396.7 A to MP 397.6 A, Curves	55	50
MP 398.1 A to MP 398.3 A, Curves	50	45
MP 399.9 A to MP 401.3 A, Curves	30	30

*Speed restrictions over street crossings apply only until the leading end of the movement occupies the crossing.

3. CHECKING LOCOMOTIVE SPEED INDICATOR

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

LOCATION OF TEST MILE SIGNS:

WESTWARD

MP AGS 4.0 to MP AGS 5.0
 MP 333.0 A to MP 334.0 A
 MP 286.0 A to MP 287.0 A

EASTWARD

MP 396.0 A to MP 395.0 A
 MP 360.0 A to MP 359.0 A

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

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Eastward						
Sheffield to Decatur	4000	5350	6400	7920	8800	—
Decatur to Huntsville	2950	3950	4700	5850	6500	—
Huntsville to Chase	2250	3000	3600	4455	4950	—
Chase to Stevenson	4850	6450	7750	9585	10650	—
Stevenson to DeButts	1950	2600	3100	3870	4300	5070
Westward						
DeButts to Stevenson	2050	2750	3250	4050	4500	—
Stevenson to Huntsville	2900	3850	4650	5715	6350	—
Huntsville to Decatur	3200	4250	5110	6345	7050	—
Decatur to Sheffield	4650	6200	7450	9180	10200	—

MEMPHIS DISTRICT — EAST END

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

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

GROSS WEIGHT IN POUNDS

Between	Unit		Loaded Car	
	4-Axle	6-Axle	4-Axle	6-Axle
Chattanooga and Sheffield	291,000	420,000	286,000	394,500

B. TRAILING TONNAGE RESTRICTIONS

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

1. Empty Multi-level cars.
2. Empty Intermodal single-platform flats and such loaded with empty trailers or containers.
3. Empty 85-foot-long or longer flats and such flat cars when loaded with empty trailers or containers, or loaded with only one (1) trailer or container.
4. Empty Intermodal single-axle truck flat car or such cars loaded with empty trailers or containers.
5. Empty single or multiple-unit double-stack (well) cars, or articulated single-platform (spine) cars. Be governed by Appendix 1 in the System Timetable.

Maximum safe trailing tonnage behind Restricted Equipment between Chattanooga and Sheffield is:

Westward — 8,600

Eastward — 8,600

EXCEPT: Trailing tonnage behind empty TTOX series cars will not exceed 4,500 tons.

C. EXCESSIVE DIMENSION EQUIPMENT

Fully enclosed auto rack cars (exceeding Plate "F" but not exceeding 19'0" above top of rail) may not be handled under U.S. 31 Southbound Overhead Bridge on the UP River Lead at Decatur, AL, MP UR 0.6.

D. HEIGHT RESTRICTIONS

Double-stack cars not exceeding 20'3" (two 9'6" high x 8'6" wide containers) above top of rail may only be handled on Main Tracks and sidings between Chattanooga and Memphis.

Movement of double-stack cars on tracks other than those listed above, including yard, terminal and industry tracks, must not be made unless it is known that there is proper clearance and such movement must be properly protected.

6. SWITCHES AND DERAILS

None.

MEMPHIS DISTRICT — EAST END

7. COMMUNICATION INFORMATION

RADIO

Emergency		Code 911
CYO		Code 808
Memphis East District Dispatcher		Code 811

TELEPHONE

Dispatcher	205-951-5726	M/W 951-5726
CYO	404-589-5783	M/W 589-5783

OTHER INFORMATION

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

Frequency	AAR (TX) Transmit Channel	AAR (RX) Receive Channel
SOU 1 — Road	56	56
SOU 2 — Dispatcher	48	9
CSXT 1 — Road	84	84
CSXT 2 — Dispatcher	66	66

When operating on other railroads, it will be necessary to consult the governing foreign line Timetable or Special Instructions to ascertain the AAR transmit and receive channels for that road. Transmitting on unauthorized channels is a violation of Federal Law, and is prohibited.

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

A. STEVENSON, AL

Norfolk Southern crews operating over the CSXT Railroad between Stevenson, AL, and Wauhatchie, TN, are to be equipped with radios that are fixed on the CSXT Road Channel 84-84 when operating on their trackage. A crew receiving engines not equipped with such multi-channel radios should report this fact to Shop Personnel and the Chief Dispatcher.

B. SCOTTSBORO, AL

The following instructions apply to train and engine crews switching Performance Fibers at Scottsboro:

1. When switching cars in Tracks 1 and 2, no portion of equipment will be allowed to make contact with the sodded earth mounds at the rear of each track.
2. When working Tracks 3 and 4, only the cars to be spotted will be taken around to the rear of these tracks. All excess equipment on No. 3 Lead will be set over prior to shoving to a spot.

MEMPHIS DISTRICT — EAST END

9. DISTRICT INSTRUCTIONS (CONT.)

C. HUNTSVILLE, AL

Fusees must be placed on crossing on team track prior to moving over Church Street Crossing, MP 339.0 A, Huntsville, AL.

D. MADISON, AL

1. When securing cars on the Box Company Runaround on the Madison Branch, a minimum of two (2) hand brakes must be applied on each end of the cut of cars.
2. Do not allow long cars (73 feet or longer) to enter the curve on the Dunlop Lead at Madison, AL, MP 347.9 A, located approximately 1,600 feet south of the south switch to the box company runaround track.
3. Crews operating beyond Wall-Triana Highway on the International Intermodal Facility Lead at Madison, AL will contact CYO to obtain clearance from Intermodal personnel prior to passing this crossing. This applies between 7:00 AM and 9:00 PM, Monday through Friday.
4. The Gold Star Lead on the Madison Branch, Madison, AL, MP 347.9 A is not to be used beyond the overhead bridge. The bridge is located 3,470 feet from the Gold Star Lead Switch. The track ends 495 feet beyond the overhead bridge with wheel stops located at the end.
5. When switching the Huntsville International Intermodal Center on the Madison Branch, do not couple to cars at the end of tracks until it is determined that cars are clear of the end of track. Cars will be spotted one (1) car length north of the car stops.
6. Crews are prohibited from shoving from the Main Line at Madison to the Intermodal Center with more than 5,000 feet of cars.
7. Prior to departing Madison, all intermodal trains will verify with CYO whether there is a pick-up at Madison.

E. DECATUR, AL

All yard jobs working in Decatur Yard must operate using the NS Yard Radio Channel; receive Channel 92 and transmit Channel 92.

1. Account plant personnel changing shifts, avoid switching BP Amoco Chemical Company, Decatur, AL, between the hours of 6:30 PM and 7:15 PM, daily. If necessary to work this plant during this time period, do not block Finley Island Road crossing for longer than five (5) minutes.
2. Tracks belonging to Minnesota Mining and Manufacturing Company (3-M), Decatur, AL, are to be used solely for cars destined to or released by 3-M. Cars to/from other industries must neither be transported nor switched on their tracks.
3. Do not cut cars off in motion or kick cars inside the fence limits of Solutia, Inc., Decatur, AL, MP 364.8 A, and close clearance exists on the No. 2 Lead where the overhead pipe crossing was constructed.

MEMPHIS DISTRICT — EAST END

9. DISTRICT INSTRUCTIONS (CONT.)

E. DECATUR, AL (CONT.)

4. Before switching Cargill at Decatur, AL, a crew member must check the rear of each track to determine that all cars are clear of the end of track dirt mounds. Cars found in contact with these dirt mounds that are deemed safe to pull may be pulled, but only under observation of a crew member. Any car deemed unsafe to pull must be left as found, and a report made to CYO by the Yard Foreman.
5. When spotting the Hot Band Track at Nucor Coil Mill, cars must be left clear of the concrete pad at the entrance to the shed. When spotting the load track at Worthington Steel Industry, cars must not foul the concrete crossings at either end of the building.
6. Crews switching Union Camp Corporation, MP 366.6 A, must do so with air lined on all cars. Close clearance exists on both sides of the track.
7. Arrange to place all cars ordered into Daiken America as indicated on the crew work order or as otherwise instructed. This will afford the opportunity for Daiken personnel to sample the products of cars not on spot. There must be a minimum separation of 50 feet between the cars spotted for unloading on Track 2 and the cars placed for sampling. All cars left standing on Daiken America tracks must have 100% hand brakes applied.
8. Yard crews lining up cuts of cars to be picked up by any trains at Decatur, AL, must ensure that the cars are coupled, air hoses are coupled between cars and that all angle cocks are properly positioned on the cars that are to be picked up.
9. A sufficient amount of hand brakes, with a minimum of three (3) are required to be applied on all equipment left in the New Yard at Decatur, AL. The hand brakes must be applied on the East End of each track.

At the beginning of each shift, a member of each yard assignment will verify that each track is secured with a minimum of three (3) hand brakes, and/or additional hand brakes, if necessary, before beginning any switching operations with the New Yard. Other crew members must ascertain this information before switching commences.

Before shoving equipment, after a coupling has been made, the cut of cars in the track must be stretched out to determine that all involved equipment is coupled. If the track is not fully coupled, all couplings will be made and checked prior to shoving the equipment in the track.

Do not allow more than five (5) cars at a time to be cut off and allowed to roll free while switching at the New Yard in Decatur, AL.
10. The following tracks are out of service and cannot be used: (1) Liquid Air Track, MP 364.3 A, Decatur, AL and (2) TVA Track, MP 367.6 A, Decatur, AL.
11. Account rusty rail conditions the following crossing must be protected by live flag: Old Yard, Decatur, AL — Vine Street, MP 363.3 A.

MEMPHIS DISTRICT — EAST END

9. DISTRICT INSTRUCTIONS (CONT.)

E. DECATUR, AL (CONT.)

12. Hazardous Material SPILL PAN locations are listed below. If a leaking HazMat car is detected, it will be spotted over the pan at the direction of the Terminal Trainmaster or Yardmaster after the Mechanical Department has opened the pan. Except: Spill Pan at Decatur will be opened by train crew prior to spotting car over pan. Instructions for opening are posted on spill pan. Decatur — spill pan located at New Decatur Yard, MP 364.7 A.
13. When working Kinder Morgan Terminal in Decatur, AL, the train line must be completely charged and the Engineer must control cars with automatic brake during switching.

F. QUIET ZONES

A quiet zone under Federal Regulation (49 CFR 222.39(a)) is in effect restricting the sounding of locomotive horns within the city of Decatur, AL, at the following locations:

MP 347.0 A, Shelton Road

MP 363.3 A, Vine Street

Except where required by another rule, federal regulations or an emergency situation exists, the locomotive horn will not be sounded.

Rule 15 concerning use of the engine bell remains in effect.

G. ROBERTSON JUNCTION

1. To all crews switching International Paper Company, MP 381.6 A, the track layout at International Paper, South Yard, is as follows:
Tracks are numbered from the left as you enter the South Yard from Norfolk Southern Main Line 1, 2, 3, 4, 5, 6, 7, 8, and 9.
2. Prior to leaving the Norfolk Southern Main Line, Conductors must call International Paper Company on the telephone (Ext. 2034) provided for this purpose and located on a pole near the Norfolk Southern Main Line switch at Robertson Junction.
3. Contact International to determine that the International Yard Engine is clear of the South Yard. Any time the International Yard Engine is found switching in the South Yard after arrival, and International has previously verified that he is clear of the South Yard, this incident must be reported to the Trainmaster.
4. Crews will not be required to classify inbound cars when arriving at International Paper Company. Inbound cars will be placed on Track No. 8. If needed, any other track can be used for inbound overflow.
5. Outbound cars to be picked up will be on Track No. 9. If there is any overflow of outbound cars, International personnel will leave a message in the waybill box to that effect.

MEMPHIS DISTRICT — EAST END

9. DISTRICT INSTRUCTIONS (CONT.)

G. ROBERTSON JUNCTION (CONT.)

6. The crossing at MP 382.2 A must not be blocked unnecessarily. If necessary for eastward train to work International Paper at Robertson Junction, train must be left at Wheeler or in clear of crossings west of MP 383.1 A. It will be permissible to block the crossing only for the length of time necessary to set out.
7. The following instructions will govern protection of shove movements across Highway 20 on the Champion Lead, MP 381.65 A:
 - (a) Crew members will stop movement south of Highway 20 and dismount.
 - (b) Once traffic has stopped, leading end will be shoved until entire crossing is occupied by rail equipment.
 - (c) Crew members will then mount on south side of crossing and ride shove across Highway 20.
 - (d) Stop movement on north side and dismount.
 - (e) Crew members will proceed to leading end of movement to protect movement to industries on Champion Lead.

H. JOINT TRACKAGE

1. Trains and engines of the Central Division will use track of other divisions and foreign lines, in accordance with their Timetables, Rules, and Regulations as shown below:
 - Between MP 240.0 A, DeButts Yard and MP 248.1 A, Wauhatchie, Alabama Division
 - Between MP 248.1 A, Wauhatchie and MP 279.8 A, Stevenson — CSXT
2. Trains and engines of other divisions and foreign lines will use Alabama Division tracks as shown below:
 - Between MP 362.0 A, Decatur Junction and MP 363.3 A, Decatur — CSXT

I. LOCATIONS WHERE RUNNING OR FLYING SWITCHES OR DROPPING CARS ARE AUTHORIZED

None.

MEMPHIS DISTRICT — WEST END

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
			MEMPHIS WEST DISTRICT DISPATCHER 809	
		401.0 A	SHEFFIELD YARD	Y (VL)
		402.9 A	WILSON.....	CP
		NA 3.7/ 404.1 A	NORALA.....	CP
		NA 3.1/ 404.6 A	EAST END TWO TRACKS	
		0.5 MF/ 406.7 A	TUSCUMBIA	CP
		412.8 A	SCOTT.....	CP
		413.9 A	CARLIN	CP
	SS 7276 SS	415.3 A	PRIDE	
		430.0 A	OLDHAM	CP
	SS 17400 SS	433.6 A	GRAVEL	CP
		448.8 A	GLENS	
	SS 10217 SS	457.3 A	RUDY	CP
		CONNECTION TRACK		
	457.3 A	RUDY	CP	
	IC 528.3	CANTRELL.....	CP	
KCS 	458.8 A	CORINTH.....	Y (A)	

MEMPHIS DISTRICT — WEST END

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE	
	ss 8962 ss	466.3 A	MEMPHIS WEST DISTRICT DISPATCHER 809		
			CHEWALLA		
	ss 8937 ss	480.6 A	MIDDLETON		
	SS 10900 	494.1 A	SAULSBURY	Ⓞ CP	
			496.6 A	SMYTH	Ⓞ CP
			499.9 A	GRAND JUNCTION	Y
	ss 10301 ss ss 8620 ss	505.4 A	RATHER		
			521.1 A	ROSSVILLE	
	ss 7609 ss	540.1 A	WHITE SIDING		
			545.0 A	MP 545	Ⓞ VL
			546.3 A	BUNTYN	Ⓞ VL Ⓞ CP
			547.0 A	FORREST YARD	Ⓞ VL
		549.9 A	K.C. JUNCTION	Y Ⓞ VL	
		551.7 A	TOWER 17 (Memphis).....	Ⓞ VL	

1, 2

MEMPHIS DISTRICT — WEST END

STATION PAGE INFORMATION

NOTE 1: Hand-operated gate at UP crossing, MP 550.0 A, have no set position. Trains using NS westward Main Line in either direction must approach crossing prepared to stop and must not proceed over crossing until way is known to be clear.

NOTE 2: Trains crossing CSXT crossing in either direction must approach crossing prepared to stop and must not proceed over crossing until way is known to be clear.

1. RULES IN EFFECT

Between	Main 1 Track	Main Track
	Rules	
Wilson and E. End Two Tracks	261	
E. End Two Tracks and Tuscumbia	251/93	
Tuscumbia and Carlin	261	
Carlin and Oldham		271
Oldham and Gravel	261	
Gravel and Rudy		271
Rudy and Cantrell	261	
Rudy and Saulsbury		271
Saulsbury and Smyth	261	
Smyth and MP 545.0 A		271
MP 545.0 A and Tower 17 (Memphis)	93	

2. MAXIMUM SPEEDS

Between	Rhwy.	Fr.
	MPH	
MP 402.9 A, Wilson and MP 551.7 A, Memphis Except:	60	50
MP NA 5.0, Lee, Through Turnout	20	20
MP NA 3.7, Norala, Through Turnout	25	25
MP NA 3.1, E. End Two Tracks, Through Turnout	25	25
MP 402.9 A to MP 403.0 A, Curve	15	15
MP 403.0 A to MP 0.4 MF, Curves	25	25
MP 403.2 A to MP 406.9 A, Over Street Crossings*	25	25
MP 0.6 MF, Tuscumbia, Through Turnout	20	20
MP 0.4 MF to MP 407.0 A, Curves	20	20
MP 407.0 A to MP 407.3 A, Curves	25	25
MP 407.8 A to MP 408.5 A, Curves	45	45
MP 409.3 A to MP 411.7 A, Curves	50	50
MP 421.4 A to MP 422.6 A, Through Storage Track	10	10
MP 421.9 A to MP 422.9 A, Over Street Crossings*	50	50
MP 430.0 A, Oldham, Through Turnout	25	25
MP 430.0 A to MP 433.6 A, Through Signaled Siding	25	25
MP 433.6 A, Gravel, Through Turnout	25	25
MP 434.3 A to MP 434.5 A, Curves	55	50
MP 435.8 A to MP 436.2 A, Curves	50	50
MP 436.5 A to MP 437.5 A, Through Siding	10	10
MP 438.4 A to MP 438.9 A, Curves	50	50
MP 441.1 A to MP 441.4 A, Curves	55	50
MP 443.3 A to MP 445.8 A, Curves	50	50
MP 446.4 A to MP 447.5 A, Curves	45	45

MEMPHIS DISTRICT — WEST END

2. MAXIMUM SPEEDS (CONT.)

Between	Rhwy.	Frnt.
	MPH	
MP 452.5 A to MP 455.4 A, Curves	55	50
MP 455.4 A to MP 455.9 A, Curves	45	45
MP 455.9 A to MP 456.6 A, Curves	50	50
MP 457.3 A, Rudy, Through Turnout	20	20
MP 457.3 A to MP IC 528.3, Over Connection Track	15	15
MP IC 528.3, Cantrell, Through Turnout	20	20
MP 457.7 A to MP 459.5 A, Over Street Crossings*	35	35
MP 458.8 A, Corinth, KCS Crossing	25	25
MP 461.2 A to MP 461.8 A, Curves	40	40
MP 464.8 A to MP 465.1 A, Curves	50	50
MP 472.8 A to MP 474.4 A, Curves	50	50
MP 482.6 A, Over Street Crossings	45	45
MP 489.1 A to MP 490.1 A, Curves	40	40
MP 490.3 A to MP 490.6 A, Curves	50	50
MP 494.1 A, Saulsbury, Through Turnout	25	25
MP 494.1 A to MP 496.6 A, Through Signaled Siding	25	25
MP 496.6 A, Smyth, Through Turnout	25	25
MP 499.8 A to MP 500.2 A, Over Street Crossings*	45	45
MP 504.8 A to MP 507.8 A, Curves	50	50
MP 508.4 A to MP 510.1 A, Curves	40	40
MP 511.6 A to MP 513.9 A, Curves	45	45
MP 527.1 A to MP 534.6 A, Curves	50	50
MP 527.6 A to MP 532.5 A, Over Street Crossings*	50	50
MP 527.8 A to MP 528.2 A, Through Siding	10	10
MP 534.8 A to MP 535.2 A, Curves	45	45
MP 535.4 A to MP 538.0 A, Curves	50	50
MP 535.9 A to MP 539.6 A, Over Street Crossings*	35	35
MP 540.8 A to MP 541.1 A, Curves	40	40
MP 542.2 A to MP 546.0 A, Over Street Crossings*	30	30
MP 542.3 A to MP 545.6 A, Curves	30	30
MP 546.1 A to MP 551.7 A — Westward Main	20	20
MP 547.4 A to MP 551.7 A — Eastward Main	20	20
MP 550.0 A, KC Junction, Over UP Crossing — Westward Main	10	10

*Speed restrictions over street crossings apply only until the leading end of the movement occupies the crossing.

MEMPHIS DISTRICT — WEST END

3. CHECKING LOCOMOTIVE SPEED INDICATOR

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

LOCATION OF TEST MILE SIGNS:

WESTWARD	EASTWARD
MP 408.0 A	MP 411.0 A
MP 415.0 A	MP 417.0 A
MP 426.0 A	MP 427.0 A
MP 461.0 A	MP 462.0 A
MP 479.0 A	MP 480.0 A
MP 527.0 A	MP 529.0 A
MP 534.0 A	MP 535.0 A
MP 538.0 A	MP 539.0 A

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

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Westward						
Sheffield to Margerum	3050	4050	4850	6030	6700	—
Margerum to Corinth	2350	3150	3750	4635	5150	6080
Corinth to Grand Junction	3100	4150	4950	6120	6800	—
Grand Junction to Forrest Yd.	5100	6800	8150	10080	11200	—
Eastward						
Forrest Yd. to Grand Junction	2600	3450	4150	5130	5700	—
Grand Junction to Corinth	3400	4550	5450	6705	7450	—
Corinth to Margerum	2600	3450	4150	5130	5700	—
Margerum to Sheffield	3500	4650	5600	6930	7700	—

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

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

GROSS WEIGHT IN POUNDS				
Between	Unit		Loaded Car	
	4-Axle	6-Axle	4-Axle	6-Axle
Sheffield and Memphis	291,000	420,000	286,000	394,500

MEMPHIS DISTRICT — WEST END

5. LOCOMOTIVE AND CAR RESTRICTIONS (CONT.)

B. TRAILING TONNAGE RESTRICTIONS

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

1. Empty Multi-level cars.
2. Empty Intermodal single-platform flats and such loaded with empty trailers or containers.
3. Empty 85-foot-long or longer flats and such flat cars when loaded with empty trailers or containers, or loaded with only one (1) trailer or container.
4. Empty Intermodal single-axle truck flat car or such cars loaded with empty trailers or containers.
5. Empty single or multiple-unit double-stack (well) cars, or articulated single-platform (spine) cars. Be governed by Appendix 1 in the System Timetable.

Maximum safe trailing tonnage behind Restricted Equipment between Sheffield and Memphis is:

Westward — 11,900

Eastward — 11,900

C. HEIGHT RESTRICTIONS

Double-stack cars not exceeding 20' 3" (two 9' 6" high x 8' 6" wide containers) above top of rail may only be handled on Main Tracks and sidings between Chattanooga and Memphis.

Movement of double-stack cars on tracks other than those listed above, including yard, terminal and industry tracks, must not be made unless it is known that there is proper clearance and such movement must be properly protected.

6. SWITCHES AND DERAILS

MAIN TRACK SWITCHES NOT EQUIPPED WITH ELECTRIC LOCKS

MP 494.2 A, Saulsbury Old House Track — No trains or engines shall clear the Main Track at this switch. While a movement is using this track, an engine or car must continuously occupy the Main Track or the Main Track switch must be kept continuously set for movement into this track.

MEMPHIS DISTRICT — WEST END

7. COMMUNICATION INFORMATION

RADIO

Emergency		Code 911
CYO		Code 808
Memphis West District Dispatcher		Code 809

TELEPHONE

Dispatcher	205-951-6445	M/W 951-6445
CYO	404-589-5785	M/W 589-5785
	800-898-4296	

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

A. GENERAL INSTRUCTIONS

1. Carlin

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

Take siding indicator referred to is equipped with "Light Out" protection. This means when a bulb is out on Take Siding Indicator, signal will indicate STOP. Memphis West End District Dispatcher may authorize trains to pass signal indicating STOP to enter siding. Other movements will be made in accordance with **Rule 238**.

2. Memphis Terminal

Trains and engines operating on all track segments from MP 545.0 A to MP 552.6 A, will operate on authority of the Yardmaster, Forrest Yard, who will specify track to be used after determining that there are no conflicting movements. All movements are to be made at Restricted Speed.

3. KC Junction

Two or more cuts of cars must not be doubled together west of KC Junction, the cut must be pulled east of KC Junction to a location where there is sufficient clearance between tracks to allow an employee to safely position himself to perform a brake test. A brake test in accordance with **NS-1 Rules A-17, A-12, A-13 or A-16** whichever is applicable, must be performed before the cut of cars is moved to Forrest Yard.

MEMPHIS DISTRICT — WEST END

9. DISTRICT INSTRUCTIONS (CONT.)

A. GENERAL INSTRUCTIONS (CONT.)

4. Train Handling

(a) Saulsbury, TN — Eastward

Eastward trains with 75 cars or more not equipped with dynamic brakes or with inoperative dynamic brakes will make a complete stop between MP 494.0 A and MP 493.0 A and restart train.

(b) Saulsbury, TN — Westward

Westward freight trains having a length in excess of 6,500 feet will be handled by the following method between MP 492.0 A and MP 495.0 A:

1. As the locomotive consist crests grade at MP 492.4 A, 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 MP 492.4 A and slack is completely in.
2. Dynamic brake may be used to control train speed, as necessary on descending grades; however, it must be released as locomotives ascend grade at MP 493.6 A, and throttle placed in No. 1 position until rear of train crests grade at MP 492.4 A and slack is completely in.
3. After these conditions have been met, throttle may be advanced as necessary.

(c) Burnsville, MS — Eastward

Freight trains having a length in excess of 6,500 feet will be handled by the following method between MP 447.0 A and MP 445.0 A:

1. As the locomotive consist crests grade at MP 446.9 A, throttle will be gradually reduced to throttle No. 1, as dictated by proper cresting procedure (**NS-1 Rule L-241**), and remain in throttle No. 1 until rear of train crests grade at MP 446.9 A and slack is completely in.
2. Dynamic brake may be used to control train speed, as necessary on descending grades; however, it must be released as locomotives ascend grade at MP 446.2 A and throttle placed in No. 1 position until rear of train crests grade and slack is completely in.
3. After these conditions have been met, throttle may be advanced as necessary.

(d) Burnsville, MS — Westward

Freight trains having a length in excess of 6,500 feet will be handled by the following method between MP 445.0 A and MP 447.0 A:

1. As the locomotive consist crests grade at MP 445.2 A, 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 MP 445.2 A and slack is completely in.
2. Dynamic brake may be used to control train speed, as necessary on descending grades; however, it must be released as locomotives ascend grade at MP 446.2 A and throttle placed in No. 1 position until rear of train crests grade and slack is completely in.
3. After these conditions have been met, throttle may be advanced as necessary.

THE ABOVE INSTRUCTIONS DO NOT APPLY TO RAIL-HIGHWAY OR RADIO CONTROLLED TRAINS.

MEMPHIS DISTRICT — WEST END

9. DISTRICT INSTRUCTIONS (CONT.)

A. GENERAL INSTRUCTIONS (CONT.)

5. Grand Junction, TN

TTX cars measuring 89 feet and longer must not be operated on the west leg of Wye at Grand Junction, TN.

6. Rusty Rail Conditions

Account rusty rail conditions, the following crossing must be protected by live flag:

House Track Collierville, TN — Center Street, MP 527.8 A
Main Street, MP 527.7 A

7. Rip Track No. 2

Rip Track No. 2, Forrest Yard, Memphis, TN, is spiked and cannot be used.

8. TVA Spur

The normal position for the inside switch at TVA Spur, Pride, MP 414.7 A, is lined toward TVA Spur, Pride, MP 414.7 A, is lined toward TVA. No cars may be left standing between the switch and the derail.

9. HazMat Spill Pan

Hazardous Material SPILL PAN locations are listed below. If a leaking HazMat car is detected, it will be spotted over the pan at the direction of the Terminal Trainmaster or Yardmaster after the Mechanical Department has opened the pan. Except: Spill Pan at Decatur will be opened by train crew prior to spotting car over pan. Instructions for opening are posted on spill pan.

Memphis — spill pan located at the east end of Forrest Yard on the Old Ice House Lead.

10. Joint Trackage

(a) Trains and engines of the Alabama Division will use track of other divisions and foreign line in accordance with their Timetables, Rules, and Regulations as shown below:

None

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

Between:

MP 499.0 A and MP 501.0 A, Grand Junction — MSC

MP 546.0 A, Buntyn and MP 551.7 A, Tower 17 — CSXT, UP, IC, and BNSF

11. Pride Loop Track

All tracks on the Pride Loop Track on the west side of new loading shoot at MP 412.7 A and all tracks on the east side beginning at the second curve are out of service account poor track conditions.

12. KC Junction

Movements will be made as indicated below at Control Point (CP) KC Junction, MP 550.0 A:

MEMPHIS DISTRICT — IC DISTRICT

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
			MEMPHIS WEST DISTRICT DISPATCHER 809	
		IC 529.5	CORINTH RRC	
		IC 528.3	CANTRELL..... CP	1
		IC 528.2	CCR JUNCTION	
		IC 526.0	RUSLOR JUNCTION	
		IC 525.0	MP 525 WTNN R.R.	

STATION PAGE INFORMATION

NOTE 1: Rudy is a Control Point on the A-Line.

1. RULES IN EFFECT

	Main Track Rules
Between	
Corinth and Cantrell	171
Cantrell and Ruslor Junction	271
Ruslor Junction and MP 525	171

2. MAXIMUM SPEEDS

	Frt. MPH
Between	
MP IC 529.5, Corinth and MP IC 525.0	10
Except:	
MP 457.3 A, Rudy to MP IC 528.3, Cantrell, Over Connection Track	15
Over Scale Track, Kendrick Yard, KCS Railroad	5

MEMPHIS DISTRICT — IC DISTRICT

3. CHECKING LOCOMOTIVE SPEED INDICATOR

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

LOCATION OF TEST MILE SIGNS:

None.

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Westward Corinth to MP IC 525.0	3500	4650	5600	6930	7700	—
Eastward MP IC 525.0 to Corinth	3200	4250	5100	6345	7050	—

5. LOCOMOTIVE AND CAR RESTRICTIONS

WEIGHT RESTRICTIONS

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

	GROSS WEIGHT IN POUNDS			
	Unit		Loaded Car	
	4-Axle	6-Axle	4-Axle	6-Axle
Between MP IC 525.0 and Corinth	291,000	420,000	286,000	394,500

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

None.

8. DETECTOR INSTRUCTIONS

None.

MEMPHIS DISTRICT — IC DISTRICT

9. DISTRICT INSTRUCTIONS

A. JOINT TRACKAGE

Trains and engines of the Alabama Division will use tracks of other divisions and foreign lines in accordance with their Timetables, Rules, and Regulations as shown below:

None

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

Between:

MP IC 525.0 and MP IC 528.3, Cantrell — KCS

MP IC 526.0, Ruslor Junction and MP IC 529.5, Corinth — RRC

MP IC 525.0 and MP IC 528.3, Cantrell — WTNN

B. ROCK SIDING

Equipment left on the West End of Rock Siding, Corinth, MS, must be placed a minimum of 50 feet from the derail. The Yellow painted tie will indicate 50 feet from the derail.

C. WEST TENNESSEE RAILROAD CORPORATION

The following segments of track are leased to the West Tennessee Railroad Corporation:

1. Jackson District from MP IC 525.0, north of Ruslor Junction to Fulton Junction, MP IC 406.1.
2. Poplar Corner Branch from Jackson, MP GW 0.0 to Poplar Corner, MP GW 15.0.
3. Bemis Connection Track from Iselin Junction, MP GH 0.0 to Bemis, MP GH 2.2.

D. LOCATIONS WHERE RUNNING OR FLYING SWITCHES OR DROPPING CARS ARE AUTHORIZED

None.

SHEFFIELD TERMINAL

SPECIAL INSTRUCTIONS

SHEFFIELD YARD

1. Westward trains must have permission from the Sheffield Main Tower before entering Yard Limits at MP 398.5 A.
2. All movements must contact Main Tower before using Main Track within Yard Limits, Sheffield, AL. In addition, permission must be obtained from the Memphis West District Dispatcher to occupy Main Track between Tuscumbia and Norala.

B-8 Fuel Facility Track — Sheffield Yard

- (a) A spring switch is located at MP 2.6 MF on west end of West Crossover from West End B-8 Fuel Facility Track to the Westward Main Track. The following instructions apply: Normal position of east (Inside) switch of West Crossover on B-8 Track is changed to REVERSE to allow movements through crossover. Trains and engines operating this switch will leave it lined REVERSE for the crossover after use. West Crossover is redesignated as B-8 Fuel Facility Connection Switch.
- (b) Movement west from B-8 Fuel Facility Track and through the spring switch to westward Main Track will be protected by dwarf signal and governed by **Rules 304(d), 308(c), 309(e), and 310(f)**.
- (c) ON AUTHORITY OF MEMPHIS WEST DISTRICT DISPATCHER, dwarf signal is operated by a push button box located on west end of Signal Case on south side of tracks across from dwarf signal. To get a signal for movement through crossover, PUSH start button in box and HOLD for approximately five (5) seconds. (This will start time {7 minutes} running.) If for some reason you do not want signal PUSH CANCEL button in box. If unable to receive a proceed signal, permission to pass the signal must be obtained from the MEMPHIS WEST DISTRICT DISPATCHER. PERMISSION FROM MEMPHIS WEST DISTRICT DISPATCHER MUST BE OBTAINED BEFORE OPERATING START BUTTON.
- (d) Blue signal derails remain in place at each end of B-8 Fuel Rack and at East End of B-8 Fuel Facility Track and are to be operated by Mechanical Department employees only.

SHEFFIELD TERMINAL

SPECIAL INSTRUCTIONS (CONT.)

SHEFFIELD YARD (CONT.)

3. Sheffield Yard — Diesel and Car Shop: Operation of Blue Signal Derails
Mechanical Department Blue Signal derails and locking devices are located at entrance switches to tracks in Sheffield Yard Diesel and Car Shops. The following instructions will govern operation of transportation movements to and from Mechanical Facilities, and indication of installed Blue Signals:

Sheffield Car Shop — Trains and engines will operate on Rip Track 1 and 2 only on permission of Car Shop or Yardmaster and only after removal of Blue Signal protection as prescribed by **Rule 26(a)**. Blue Signal lights on Car Shop Rip Tracks operate as continuously-burning Blue or Amber.

RIP TRACKS:

- (a) No. 1 and No. 2 West End — Blue derails and continuously burning Blue or Amber light remotely operated by Mechanical Department.
 - (b) No. 1 and No. 2 East End — Continuously burning Blue or Amber light and remotely locked switches operated by Mechanical Department.
 - (c) Sheffield Diesel Shop — Trains and engines will operate on all Diesel Track only on permission of Diesel Shop and only after removal of Blue Signal protection as prescribed by **Rule 26(a)**. Remotely-operated Blue Signal derails and lights are located at entrance to each end of Diesel Shop facility and on Ready Track and Diesel Tracks 1 and 2 to allow Mechanical Department employees to partition their work within mechanical facility. Trains and engines must not move from Diesel Shop tracks until Blue Signal protection is removed from entire route.
 - (d) Blue Signal lights in Diesel Shop facility operated as continuously flashing or continuously oscillating Blue or Amber.
 - (e) Ready Track — Blue derails and continuously flashing Blue Signal lights remotely operated by Mechanical Department. Diesel Tracks No. 1 and No. 2 — Blue derails and continuously oscillating Blue Signal lights remotely operated by Mechanical Department. As information, find track diagram showing derails and Blue Signal locations within Sheffield Yard Mechanical Facilities as described above.
4. Switching Operations at B-8 Fuel Facility and Downtown Sheffield:
- (a) We receive complaints about blocking of crossings at Montgomery and Atlanta Avenue. You are reminded to take every effort to clear both crossings if any vehicular traffic is stopped at either crossing.
 - (b) During switching operations at B-8, Scale Yard and House Tracks, all crew members must be observant to traffic buildup and clear crossing after each switch, if necessary.
 - (c) If mechanical difficulty occurs that prevents timely clearing of Montgomery or Atlanta Avenues, crew members must notify Sheffield Main Tower immediately.

SHEFFIELD TERMINAL

SPECIAL INSTRUCTIONS (CONT.)

SHEFFIELD YARD (CONT.)

5. All trains and yard cuts arriving and leaving cars in the Receiving Yard at Sheffield Yard will be governed by the following:

Before cutting away from cars:

- (a) Brake pipe pressure shall be reduced to 20 PSI above zero as indicated by the equalizing reservoir gauge.
- (b) Wait until all air has exhausted from the reduction.
- (c) Close angle cock on locomotive and uncouple from the cars.

6. Spring switches are located as follows:

Sheffield, MP 399.3 A	Chattanooga Outbound
Sheffield, MP 399.9 A	Emco Branch Junction
East End Two Tracks, MP NA 3.2	East End Two Tracks
Westward Track, MP 2.6 MFB-8	Fuel Facility
Tuscumbia, MP 0.6 MF	End Two Tracks

- 7. (a) Loyall Track, MP 1.7 MF out of service.
- (b) Denbo Track, MP 2.1 MF out of service from the Tie Yard to Denbo.

8. Main Track switches not equipped with electric locks:

MP NA 4.8	Elixir Corporation
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Main Track switches, not equipped with electric locks, must not, at anytime, be used to clear Main Track. No trains or engines shall clear the Main Line at any of these tracks. While using such tracks, an engine or car must continuously occupy the Main Track or Main Track switch must be continuously set for movement into such track.

9. The following instructions apply to all road crews at the following locations:

Sheffield

- (a) Engineers will report time train first moves from the tracks where the train is built, to the Terminal Trainmaster and/or Yardmaster in charge.
- (b) All trains entering Sheffield Yard must have oral permission from the Tower and also the correct tracking indicator light before entering receiving tracks.
- (c) Engines using thoroughfares will not foul tracks until permission is received from Central Authority, where they exist.

10. Hazardous Material SPILL PAN locations are listed below. If a leaking HazMat car is detected, it will be spotted over the pan at the direction of the Terminal Trainmaster or Yardmaster after the Mechanical Department has opened the pan.

EXCEPTION: Spill Pan at Decatur will be opened by train crew prior to spotting car over pan. Instructions for opening are posted on spill pan.

Sheffield — Spill pan located on the east end of Sheffield Yard on the Lanfair Track.

SHEFFIELD TERMINAL

SPECIAL INSTRUCTIONS (CONT.)

SHEFFIELD YARD (CONT.)

11. Trains and engines are not permitted to occupy the Scale Track at Wise Industries, Listerhill, AL, MP 4.5 ME. Trains are not allowed east of the second road crossing on the east end of the interchange yard. The following exception only applies to running around a cut:

If there is a need to run around the pick-up at Wise, one (1) engine may be allowed east of the second crossing. The engine must be on the Can Platform Track and must stop short of the first curve leading towards the building.

Maps of this area are available on the second floor of the Yard Office at Sheffield.

12. 6-axle locomotives are restricted from operating into and out of the south switch of the long runaround track at Listerhill, AL, MP 4.2 ME.
13. The Conductor on all inbound unit coal trains, loaded or empty, yarded at Sheffield Yard is to notify the Tower by radio or other means as soon as all crew members are clear of the locomotive consist. This will allow the Tower personnel to notify the fueling contractor to begin fueling operations.

Train crews of outbound unit coal trains, loaded or empty, must check with the Tower prior to boarding the locomotive consist to determine if the fueling contractor and the Mechanical Department employees have finished their work and are clear of the train.
14. Do not exceed 10 MPH on the Emco Branch from MP 0.0 ME to MP 6.0 ME.
15. The speed limit from Emco Branch to Occidental including the Occidental Lead is 5 MPH.
16. A split point derail has been installed at the east end of the pullback tracks.

BIRMINGHAM TERMINAL — ENSLEY BRANCH

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
			TERMINAL DISPATCHER..... 803	
		0.0 SA	WOODLAWN JUNCTION (YL) (CP)	1
		1.6 SA	EAST BIRMINGHAM (YL)	
		2.5 SA	LEHIGH BRANCH JUNCTION (YL)	
		2.6 SA	BNSF CROSSING S (N) (YL)	
		3.1 SA	LEHIGH (N) (YL)	2
		4.5 SA	FINLEY YARD (YL)	
		5.1 SA	ACIPCO LEAD (N) (YL)	3
		6.6 SA	THOMAS S (N) (YL)	
		7.9 SA	PRATT CITY (A) (YL)	
		9.2 SA	ENSLEY JUNCTION S (N) (YL)	
		9.4 SA	ENSLEY YARD (YL)	
		10.2 SA	TIME SAVER CROSSOVERS (YL)	
		10.8 SA	END OF TRACK (YL)	1

BIRMINGHAM TERMINAL — ENSLEY BRANCH

STATION PAGE INFORMATION

NOTE 1: Before entering these limits authority must be obtained from the Yardmaster in the Main Tower at Norris Yard.

NOTE 2: The NA/West End railroad crossing at grade is protected by a hand-operated gate which will normally be set against Ensley Branch movements.

TO OPERATE GATE:

- (a) Pull up to "clear" post.
- (b) Obtain permission from Train Dispatcher/Control Operator to operate gate.
- (c) The Train Dispatcher/Control Operator will release the electric lock; a five (5) minute time delay may have to be run before gate is unlocked.
- (d) Open door of electric lock box.
- (e) Lift lever to 45 position.
- (f) When indicator displays "UNLOCK" move lever to extreme left hand position.
- (g) Raise hand lever between lock box and gate to vertical position.
- (h) Open gate with release handle in front.

AFTER CLOSING GATE:

- (a) Secure with handle in front.
- (b) Restore hand lever to horizontal position.
- (c) Position lock lever in box at extreme right position.
- (d) Latch door.

NOTE 3: Hand-operated gate at CSXT crossing (ACIPCO Lead) is normally set against NS trains. Each movement must stop at clear point and when no conflicting movement is evident, line and lock gate across CSXT track and proceed until entire movement is clear of the interlocking and then restore gate for CSXT movements.

1. RULES IN EFFECT

Between	Main Track
	Rules
Woodlawn Junction and End of Track	93

2. MAXIMUM SPEEDS

Between	Fr.
	MPH
MP 0.0 SA, Woodlawn Junction and MP 3.3 SA	10
MP 3.3 SA and MP 10.8 SA	15

3. CHECKING LOCOMOTIVE SPEED INDICATOR

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

LOCATION OF TEST MILE SIGNS:

None.

4. DIESEL UNIT RATINGS

None.

BIRMINGHAM TERMINAL — ENSLEY BRANCH

5. LOCOMOTIVE AND CAR RESTRICTIONS

WEIGHT RESTRICTIONS

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

GROSS WEIGHT IN POUNDS				
Between	Unit		Loaded Car	
	4-Axle	6-Axle	4-Axle	6-Axle
Woodlawn Junction and End of Track	291,000	420,000	286,000	394,500

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

None.

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

A. GENERAL INSTRUCTIONS

All movements off SA Line onto the NA/West End Main Line at Lehigh, MP 800.7, must be coordinated through the Norris Yard Main Tower Yardmaster. A permissive signal at Block Two must be given before movement enters the NA/WE main. If signals cannot be given, permission to pass Block Two signal from the NS Birmingham Terminal Dispatcher must be obtained first, then permission from the West End Dispatcher to pass signal and/or take power off switch and hand-line switch for movement off Lehigh Branch.

Birmingham Terminal

1. All train and engine movements made in the vicinity of 27th Street are to be made under the direction of the 27th Street Yardmaster or Main Tower Yardmaster when no 27th Street Yardmaster is on duty.
2. All train and engine movements made within the East and West forwarding yards and the North End of the classification yard are to be made under the direct supervision of the North Tower Yardmaster.

BIRMINGHAM TERMINAL — ENSLEY BRANCH

9. DISTRICT INSTRUCTIONS (CONT.)

A. GENERAL INSTRUCTIONS (CONT.)

Birmingham Terminal (Cont.)

3. Before using the crossover switches leading from the West Thoroughfare in the West Forwarding Yard to Tracks 2 and 3 and the crossover switches from the Southern Inbound in the East Forwarding Yard to the outbound, EF5, and EF6, permission must be obtained from the Main Tower Trainmaster or the North Tower Yardmaster, Norris Yard. It is imperative that all concerned understand that crossover switches, after having been used, will be restored to normal position unless otherwise instructed by Main Tower or North Tower.
4. All other train and engine movements made within Norris Yard are to be made under the supervision and direction of the supervisor in the Main Tower. This includes any movements made by the Hostler/Hostler Helper which will proceed beyond the North End of the service ramp derails and the clear points of the South End of the engine storage track and movement which will require use of the Shop Thoroughfare will first obtain permission from the Main Tower.
5. All trains and yard engines moving Northward on Track No. 1 or Track No. 2 en route to Norris Yard must not pass Oporto Avenue Overhead Bridge at MP 137.3 until authority is received from Norris Yard Main Tower.
6. The use of the road Radio Channel (56-56 or 169.950 MHz.) is discontinued in the Birmingham Terminal area. Inbound and outbound radio frequencies are in service to be used in the terminal limits, the limits of the new frequency coverage area are as follows:

AGS South	MP 144.4
AGS North	MP 130.1
NA/West End	MP 801.6
East End	MP 790.0
Ensley Branch	MP 7.2 SA

Signs are placed alongside the Main Track at these locations to serve as a reminder.

Trains traveling toward Norris Yard must change from the road channel to the inbound channel at the above points. Such crews will continue to operate on the inbound channel until they go off duty. Crews coming on duty in the terminal will operate on the outbound channel until such time as they leave the above limits. At that time, radios will be switched to the road channel. Through trains swapping crews in the terminal area will operate on the inbound channel until they reach the crew change point. The outbound crew will change Radio Channels to the outbound frequency when they take control of the train.

The channels are as follows:

INBOUND	OUTBOUND
TX 26	TX 36
RX 65	RX 93

Norris Yard Main Tower will monitor both the inbound and outbound channels. The Train Dispatcher/Control Operators can be contacted on either the inbound or the outbound channel using the tone call-in system with the assigned tones. Work trains within these limits will remain on the inbound channel during their entire tour of duty.

BIRMINGHAM TERMINAL — ENSLEY BRANCH

9. DISTRICT INSTRUCTIONS (CONT.)

A. GENERAL INSTRUCTIONS (CONT.)

Birmingham Terminal (Cont.)

Employees who are more than four (4) miles from the Norris Yard Main Tower repeater and who are using portable radios and who wish to contact the engine of a train on the inbound or outbound channel should switch their portable radios to the reverse inbound or the reverse outbound channel. This will allow them to talk directly to the engine of such a train. This frequency change is necessitated by the portable radio's power limitation to activate the repeater.

Roadway work groups will monitor both the inbound and the outbound channel.

7. Train and engine movements before entering the receiving yard at Norris Yard, must have permission from the Main Tower and will not proceed into the yard until a specific track number has been transmitted and acknowledged by the Engineer. The train must not proceed until the Main Tower confirms the specific track number to be used.
8. Due to carmen inspecting cars in both forwarding yard as well as the receiving yard, Norris Yard, Engineers must ring the locomotive bell while operating through those yards when adjacent track's contain rail cars. This will provide additional awareness to the carmen who may have their attention diverted while performing their inspections. Crossovers on North end of Receiving Yard from 2 to 3 to 4 and from 7 to 8, Norris Yard, after having been used, must be restored to normal position.
9. All outbound trains at Norris Yard, including run-through trains, must secure permission from Norris Yard Main Tower before proceeding. Trains originating and departing from Birmingham, 27th Street must secure permission from Yardmaster at Main Tower before proceeding.
10. Blue Signals are installed on each end of the inside Ramp Tracks at Norris Yard. The Blue Signal is located on the left hand side of the track as you approach the Ramp. Derails on each of the tracks are located adjacent to the Blue signal. When the Blue signal is lighted, **Rule 96** governs. All movements on and off the Diesel Shop Fuel Ramp must be preceded on foot past the electric Blue flag derails. This includes hostler helpers, road trainmen and yard switchmen.

B. LEHIGH LEAD

All movements on the Lehigh Lead (MP 2.5 SA to Lehigh Yard) are to be made at Restricted Speed, not to exceed 10 MPH. Railroad crossings at grade with BNSF at Shredders crossing and the east end of Lehigh Yard are to be governed by **Rule 137**. Railroad crossing at grade with CSXT at Benita Junction is protected by a hand-operated gate that should be left as last used. Each movement must stop at clear point, and when no conflicting movement is evident, line and lock gate across CSXT track and proceed.

NEW ORLEANS TERMINAL — BACK BELT LINE

NORTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
			N.O. & N.E. DISPATCHER 804	
		0.0 A	CN/IC CONNECTION..... (VL) ©	1, 2
		0.6 A	SHREWSBURY	
		2.2 A	METAIRIE ROAD..... (VL) ©	1, 3
		2.7 A	17TH STREET CANAL ©	3
		3.5 A/ 3.8 NT	EAST CITY JUNCTION..... ©	3
		6.7 NT	FRENCHMEN STREET..... ©	3
		7.0 NT	ELYSIAN FIELDS..... ©	3
		7.7 NT	TERMINAL JUNCTION..... ©	1, 3
		7.9 NT	OLIVER JUNCTION..... Y ©	3

STATION PAGE INFORMATION

- NOTE 1:** Before entering these limits, authority must be obtained from the Yardmaster at Oliver Yard.
- NOTE 2:** Interlocking controlled by East Bridge Operator.
- NOTE 3:** Interlocking controlled by N.O. & N.E. Dispatcher.

1. RULES IN EFFECT

	Main 1 Track
Between	Rules
CN/IC Connection and Metairie Road	93
Metairie Road and Oliver Junction	261

NEW ORLEANS TERMINAL — BACK BELT LINE

2. MAXIMUM SPEEDS

	Psgr.	Rhwy.	Fr.
Between	MPH		
MP 0.0 A, CN/IC Connection and MP 2.7 A, 17th Street Canal Except: MP 0.0 A to MP 0.1 A, Curve	15	15	15
MP 2.7 A, 17th Street Canal and MP 3.5 A/MP 3.8 NT, East City Junction Except: MP 2.7 NT, Through Turnout 17th Street Canal	10	10	10
MP 2.7 A, 17th Street Canal and MP 3.5 A/MP 3.8 NT, East City Junction Except: MP 2.7 NT, Through Turnout 17th Street Canal	30	30	30
MP 2.7 A, 17th Street Canal and MP 3.5 A/MP 3.8 NT, East City Junction Except: MP 2.7 NT, Through Turnout 17th Street Canal	20	20	20
MP 3.8 NT, East City Junction and MP 7.9 NT, Oliver Junction Except: MP 3.8 NT, Through Crossover Between No. 1 and No. 2 Main Tracks	40	30	30
MP 3.8 NT, East City Junction and MP 7.9 NT, Oliver Junction Except: MP 3.8 NT, Through Crossover Between No. 1 and No. 2 Main Tracks	20	20	20
MP 2.2 NT to MP 3.8 NT, Bernadotte Line	10	10	10
MP 5.7 NT to MP 7.0 NT, Curves	35	30	30
MP 6.8 NT, Through Crossover Between No. 1 and No. 2 Main Tracks	20	20	20
MP 7.1 NT, Elysian Fields, Through All Turnouts and Crossovers	20	20	20
MP 7.7 NT to MP 7.9 NT, Curve	10	10	10

3. CHECKING LOCOMOTIVE SPEED INDICATOR

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

LOCATION OF TEST MILE SIGNS:

EASTWARD
MP 4.0 NT

NORTHWARD
MP 5.0 NT

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

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Northward New Orleans to Meridian	2350	3150	3750	4635	5150	6070
Southward Meridian to New Orleans	2250	3000	3600	4455	4950	5840

NOTE: SP R.R. Model B30-7A locomotives are given a tonnage rating of 2,500.

5. LOCOMOTIVE AND CAR RESTRICTIONS

WEIGHT RESTRICTIONS

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

	GROSS WEIGHT IN POUNDS			
	Unit		Loaded Car	
	4-Axle	6-Axle	4-Axle	6-Axle
Meridian and New Orleans	291,000	420,000	286,000	394,500

NEW ORLEANS TERMINAL — BACK BELT LINE

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

RADIO

Emergency	Code 911
CYO	Code 808
N.O. & N.E. Dispatcher	Code 804

TELEPHONE

N.O. & N.E. Dispatcher	205-951-4843	951-4843
CYO	404-589-5772	589-5772

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

A. GENERAL INSTRUCTIONS

1. Central Avenue

Trains stopped at Central Avenue must fully apply the dynamic track (when equipped) and independent brake while standing. When ready to proceed, release the automatic brake. When the entire train moves, release the independent brake.

The dynamic brake amperage must not exceed 400 AMPS while negotiating turnouts or crossovers. Light automatic brake applications may be made, if needed, in conjunction with the dynamic brake in controlling train speed. The dynamic brake is to be released gradually in the vicinity of the IC crossing to the spring switch signal. Light air brake application and low throttle must be used to control the train on non-dynamic brake equipped trains.

A constant speed must be maintained using very light power when necessary (not exceeding 500 AMPS) and/or light automatic brake application until the train is stopped stretched clearing Central Avenue. The train must be started at low throttle and controlled at a constant speed until the rear of the train has cleared the IC crossing.

Trains received at Central Avenue with the air brakes in emergency will be secured with sufficient hand brakes and recharge the train for five (5) minutes. A sufficient service brake pipe reduction will then be made to secure the train and hand brakes will be released.

NEW ORLEANS TERMINAL — BACK BELT LINE

9. DISTRICT INSTRUCTIONS (CONT.)

A. GENERAL INSTRUCTIONS (CONT.)

2. N.O.P.B. Interchange

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

3. Speed Restrictions

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

Trains or engines originating at NOUPT must contact Oliver Yard Tower by radio before entering the NOT Main Track at East City Junction to determine if any slow orders are in effect between East City and NE Tower. Trains or engines operating off the Huey P. Long Bridge must contact Oliver Yard Tower by radio before entering the NOT Main Track at Shrewsbury to determine the location of any slow orders that may be in effect between Shrewsbury and NE Tower. Northward trains operating out of Oliver Yard or on the NOT Main Line must contact Oliver Yard Tower prior to departing to determine the location of any slow orders that may be in effect with New Orleans Terminal.

4. Jefferson Parish

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

5. Old Metairie Railroad Corridor

Pursuant to the code of Federal Regulations, Title 49, Part 222, Use of Locomotive Horns at Highway-Rail Grade Crossings, authorizing Continuation of a Quiet Zone:

Metairie, LA, MP 0.7 A to MP 2.6 A

The following crossings are affected by this Regulation and are equipped with automatic crossing protection:

Labarre Road	MP 0.8 A
Atherton Drive	MP 1.5 A
Hollywood Drive	MP 1.6 A
Farham Place	MP 1.9 A
Oak Ridge (Cuddihy).....	MP 2.1 A
Metairie Road.....	MP 2.3 A
Carrollton Avenue.....	MP 2.5 A

Except where required by another Rule, Federal Regulation or an emergency situation exists, the locomotive horn or bell will not be sounded.

6. Oliver Yard

Within Oliver Yard, New Orleans, LA, movements of 25 cars or more (whether pulling or shoving) will have the air cut in and operative on a minimum of five (5) head cars next to the engine(s) to assist the Engineer in controlling the movement.

NEW ORLEANS TERMINAL — BACK BELT LINE

9. DISTRICT INSTRUCTIONS (CONT.)

A. GENERAL INSTRUCTIONS (CONT.)

7. London Avenue Canal

Flood gates are located at MP 6.3 NT and MP 6.4 NT at the London Avenue Canal across both Main Tracks. These gates will be closed in case of severe flooding conditions in this area. These gates could also be closed across both Main Tracks at any time. The following signal aspects apply:

- (a) Northward protecting signals:
MP 5.2 NT Track 1 Intermediate
MP 5.4 NT Track 2 Intermediate
Rules 301(f), 307(f) and 309(e) will apply.
- (b) Southward protecting signals:
Frenchman Street, MP 6.7 NT Southward Track 1
Rules 301(b), 304(c), 307(b), 308(b), and 310(b) will apply.
Frenchmen Street, MP 6.7 NT Southward Track 2
Rules 301(c), 307(c), 310(c) and 309(b) will apply.
Frenchmen Street, MP 6.7 NT Southward Dwarf Signal
Rules 304(d), 308(d), and 310(e) will apply.

8. Radio Channels

Assigned Radio Channels are to be used when operating in the New Orleans Terminal area. These instructions apply to all movements including On-Track equipment and foreign carriers.

Yard Channel 1 —

All operations entering or departing Oliver Yard from NE Tower, MP NO 193.6 and the floodwall, MP NO 195.6, and will be used by yard engines switching in Oliver Yard. All road trains working in Oliver Yard will use this channel.

Yard Channel 2 —

Will be used by yard engines switching in Oliver Yard.

Back Belt Channel —

All operations that operate on any track or tracks on the Back Belt from the IC Connection, MP 0.0 A to Oliver Junction, MP 8.1 NT.

NS Road Channel —

All operations north of NE Tower, MP NO 193.6.

Chalmette Channel —

All operations that operate on the Chalmette Branch, MP 8.1 NT to MP 13.9 NT, Louisiana Southern Branch, MP 3.1 LS to MP 16.0 LS and Toca Branch, MP 0.0 PT to MP 4.5 PT.

Signs are placed alongside the Main Tracks at these locations to serve as a reminder.

The Radio Channels are as follows:

Yard Channel 1	TX 28	RX 28
Yard Channel 2	TX 92	RX 92
Back Belt Channel	TX 8	RX 8
NS Road Channel	TX 56	RX 56
Chalmette Channel	TX 34	RX 34

NEW ORLEANS TERMINAL — BACK BELT LINE

9. DISTRICT INSTRUCTIONS (CONT.)

A. GENERAL INSTRUCTIONS (CONT.)

9. Trestles and Bridges

Engines should not be left standing on trestles and bridges over water at the following locations:

London Avenue Canal	MP 6.3 NT
Bayou Street John	MP 5.2 NT
Marconi Drive Canal	MP 4.3 NT

10. 17th Street Canal

Flood gates are located at MP 2.5 A and MP 2.6 A at the 17th Street Canal across single track. These gates will be closed in case of sever flooding conditions in this area. These gates could be closed across single track at any time. The following signal aspects apply:

(a) NORTHBOUND PROTECTING SIGNALS

MP 2.7 A Track 1
MP 2.7 A Track 2

(b) MP 2.2 A Main Track
MP 2.2 A Passing Track

11. MP NO 195.6

Long (73 ft. or more) cars must not be handled on the curve at MP NO 195.6 (The Flood Wall going toward the NOPB Tracks) with the exception of multiple unit double-stack (well) cars and articulated single platform (SPINE) cars, where each unit or well is not over 73 feet.

Locations with 17 degrees curves:

Main Line at the Flood Wall, MP NO 195.6
S&WB Track, MP 10.8 NT

B. JOINT TRACKAGE

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

MP 7.0 NT, Elysian Fields to
MP 0.0 A, IC Connection Track — CSXT, UP, & BNSF R.R.

NEW ORLEANS TERMINAL — CHALMETTE BRANCH LOUISIANA SOUTHERN BRANCH

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
		8.1 NT	OLIVER YARD Y (YL)	1
		8.8 NT	FRANCE ROAD S (N)	3
		9.3 NT	FLORIDA AVENUE BRIDGE (DB)	2
		12.2 NT	CHALMETTE	
		13.9 NT/ 3.1 LS	ROSIN JUNCTION (YL)	1
		10.7 LS	POYDRAS JUNCTION	
		14.3 LS	BRAITHWAITE	
		16.0 LS	PORT NICKEL (YL)	1

NEW ORLEANS TERMINAL — CHALMETTE BRANCH LOUISIANA SOUTHERN BRANCH

STATION PAGE INFORMATION

- NOTE 1:** Before entering these limits, authority must be obtained from the Yardmaster at Oliver Tower.
- NOTE 2:** See District Instruction.
- NOTE 3:** All trains and movements must stop and not proceed until there are no conflicting movements evident.

1. RULES IN EFFECT

	Main 1 Track
Between	Rules
Oliver Yard and Rosin Junction	93
Rosin Junction and Port Nickel	93

2. MAXIMUM SPEEDS

	Fr. MPH
Between	
MP 8.1 NT, Oliver Yard and MP 13.9 NT, Rosin Junction — Restricted Speed	15
Except:	
MP 8.2 NT, Over Law Six Extension	10
MP 9.2 NT, Over Florida Avenue Drawbridge	10
MP 13.9 NT, Over Rosin Junction Switch	10
MP 3.1 LS, Rosin Junction and MP 16.0 LS, Port Nickel	15
Except:	
MP 3.1 LS to MP 3.3 LS, Curve	10
MP 10.4 LS to MP 12.2 LS, Curves	10

3. CHECKING LOCOMOTIVE SPEED INDICATOR

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

LOCATION OF TEST MILE SIGNS:

EASTWARD
MP 6.0 LS

NORTHWARD
MP 7.0 LS

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

4. DIESEL UNIT RATINGS

None.

**NEW ORLEANS TERMINAL — CHALMETTE BRANCH
LOUISIANA SOUTHERN BRANCH**

5. LOCOMOTIVE AND CAR RESTRICTIONS

EXCESSIVE DIMENSION EQUIPMENT

1. Plate "F" cars must be handled at:
MP 12.87 NT, past structure, Chalmette Slip Dock #1, Chalmette, LA
2. Fully enclosed auto rack cars (exceeding Plate "F" but not exceeding 19' 0" above top of rail) may be handled at:
MP 12.87 NT, past structure, Chalmette Slip Dock #1, Chalmette, LA

6. SWITCHES AND DERAILS

The junction switch at MP 10.7 LS, Poydras Junction may be left as last used.
The normal position for the Junction Switch at MP 13.9 NT, Rosin Junction, is to be lined and locked for the Louisiana Southern Main Line.

7. COMMUNICATION INFORMATION

RADIO

Emergency	Code 911
CYO	Code 808

TELEPHONE

CYO	404-589-5772	M/W 589-5772
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8. DETECTOR INSTRUCTIONS

None.

NEW ORLEANS TERMINAL — CHALMETTE BRANCH LOUISIANA SOUTHERN BRANCH

9. DISTRICT INSTRUCTIONS

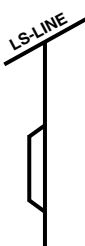
DRAWBRIDGES

Milepost	Location
9.2 NT	Florida Avenue — Industrial Canal

Operating instructions for train passage at Florida Avenue Drawbridge:

1. This bridge is operated by employees of the Port of New Orleans. Train, engine and On-Track equipment movements will approach this bridge prepared to stop and proceed across the bridge only on proper signal indication. If signal fails to clear, movement must come to a complete stop at the signal and proceed at Restricted Speed only on proper hand signal indication from the bridgetender.
2. Normal Electric Signals are Operating:
 - (a) Train desiring passage over the bridge will sound one (1) long whistle (-----) as it makes its approach.
 - (b) Bridge Tender will give the train a clear (Green) wayside signal if the bridge can be kept in the down position for train passage.
 - (c) Upon receiving the clear (Green) wayside signal, the train will sound two (2) short whistles (oo) and then proceed across the bridge.
3. Normal Electric Signals are NOT Operating:
 - (a) Train desiring passage will signal as in (1) above.
 - (b) Bridge Tender will leave control house and make a visual inspection of the bridge locking bars. If the locking device is properly engaged, he will give the train a proceed signal by raising and lowering a Red flag by day and a White lamp by night, as prescribed by **Rule 12(c)**.
 - (c) Trainman will get off the train and make a visual inspection of the bridge locking device.
 1. During times of high water, trains or engines must approach MP 9.2 NT and MP 9.3 NT (Florida Avenue-Industrial Canal) expecting to find flood gates closed.
4. Special Instructions:
 - (a) If the bridge must be raised after the Bridge Tender has given a proceed signal to the train either by wayside or hand signal, the Bridge Tender must immediately stop the train by putting the wayside in STOP (red) position, signal with the use of a Red flag or White lamp, as prescribed by **Rule 12(a)**, or by radio communication. The bridge must not be raised until the Bridge Tender is certain that the train has stopped and that the train is in the clear of the counter balance. The above procedure is to be used only in cases of an emergency.

NEW ORLEANS TERMINAL — TOCA BRANCH

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
		0.0 PT	POYDRAS JUNCTION..... (VL)	1
		4.5 PT	TOCA..... (VL)	1

STATION PAGE INFORMATION

NOTE 1: Before entering these limits, authority must be obtained from the Yardmaster at Oliver Tower.

1. RULES IN EFFECT

	Main Track
Between Poydras Junction and Toca	Rules 93

2. MAXIMUM SPEEDS

	Frt.
Between MP 0.0 PT, Poydras Junction and MP 4.5 PT, Toca	MPH 15
Except: Poydras Junction, Through Turnout	10
MP 0.0 PT to MP 0.2 PT, Curves	10

3. CHECKING LOCOMOTIVE SPEED INDICATOR

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

LOCATION OF TEST MILE SIGNS:

None.

4. DIESEL UNIT RATINGS

None.

NEW ORLEANS TERMINAL — TOCA BRANCH

5. LOCOMOTIVE AND CAR RESTRICTIONS

None.

6. SWITCHES AND DERAILS

The junction switch at MP 10.7 LS, Poydras Junction may be left as last used.

7. COMMUNICATION INFORMATION

RADIO

Emergency

Code 911

CYO

Code 808

TELEPHONE

CYO

404-589-5772

M/W 589-5772

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

None.

ALABAMA DIVISION SPECIAL INSTRUCTIONS

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ALABAMA DIVISION

SPECIAL INSTRUCTIONS

AL-G-1. PART 240 QUALIFICATION

The FRA made changes to Part 240 — Qualification and Certification of Locomotive Engineers. One of these changes requires certified locomotive Engineers or persons seeking initial certification, to report any vehicle incidents where their driver's license has been canceled, revoked, suspended or denied for operating under the influence of alcohol or a controlled substance, to the employing railroad, within 48 hours of the state action.

AL-GR-6-1. EMPLOYEE MARK UP

All employees must mark up and/or report for service at the expiration of authorized personal leave days and/or expiration of assigned vacations.

AL-GR-6-2. CREW TRANSPORTATION

Crew(s) scheduled to be transported, via Company provided transportation, that have not been picked up within 30 minutes of scheduled pick-up time, must call the Chief Dispatcher to apprise him/her of the situation. In addition, crew(s) should continue to call at 30 minute intervals if still awaiting Company provided transportation.

AL-GR-8-1. CREW TIE-UP

All crews at the away from home terminal where a mainframe computer is provided, **MUST** tie-up before being transported to lodging facility.

ALABAMA DIVISION

SPECIAL INSTRUCTIONS (CONT.)

AL-GR-8-2. HOURS OF SERVICE

"An employee subject to the Hours of Service Act must give the proper office sufficient advance notice if it becomes apparent that he cannot complete the trip or tour of duty within the lawful period."

"Sufficient advance notice" is defined as not less than two (2) hours.

Employees will relieve themselves of all operating responsibility no later than 11 hours 59 minutes unless otherwise instructed by the Chief Dispatcher. The Chief Dispatcher will not authorize such without permission of the Division Superintendent or his designee.

Any reporting which shows on duty in excess of the Hours of Service Law must be updated the next time service is performed and must include the name of the person who authorized the excess time.

When a crew has been relieved of all operating responsibilities, both the time spent awaiting the arrival of transportation and deadheading to the point of final release will be considered as "limbo" time (i.e., neither work nor rest) for Hours of Service purposes.

Relieved of responsibility is the time that you were relieved of all operating responsibility and you stopped performing covered or commingled service.

If, at the conclusion of any administrative duties, your total on duty time is less than 12 hours, your relieved of responsibility time should be the same as your off duty time. If you do not perform administrative duties, then your relieved of responsibility time is when you were relieved of all operating responsibilities.

If you are on duty 12 hours or more, you are not allowed to perform administrative duties, but you may perform incidental service relative to tie up (a quick phone call or fax to the Crew Management Center). Your relieved of responsibility time is when you were relieved of all operating responsibilities.

AL-GR-13(a)-1. CLOSE CLEARANCES

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

AL-GR-13(a)-2. CLOSE CLEARANCES

Your attention is directed to the portions of **Safety and General Conduct Rule GR-13(a) and Rule 1070** concerning "Close Clearance" between On-Track equipment and adjacent structures.

Railroad employees will report any knowledge of fixed structural variances in clearances that may jeopardize an employee riding on, or getting on or off, equipment. This report must be made to their immediate supervisor as soon as practicable after the changes are noted. Each report should contain the name of the district, milepost, customer and/or facility, and a brief description of the change. If the report cannot be made to the immediate supervisor, it should be forwarded to the Chief Dispatcher's Office.

ALABAMA DIVISION

SPECIAL INSTRUCTIONS (CONT.)

AL-GR-13(e)-1. INTERMODAL CARS

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

Flat car loaded with trailers that overhang end sill of car, and are equipped with refrigeration unit, must not be coupled to another flat car with trailer that overhangs end sill of car, that is also equipped with refrigeration unit, account potential damage to refrigeration units where the two (2) cars are coupled together.

AL-GR-13(g)-1. AUTOMOBILE RACKS

When spotting multi-level auto racks for loading or unloading, the following procedure must be observed to ensure proper positioning of bridge plates if one (1) or more of the auto racks is equipped with M-921-D end-of-car cushion unit (can be identified by stencil on side sill near end of car).

1. Because of a 50,000 pound pre-load, M-921-D cushion units require a sustained push over a period of time of up to two (2) minutes to compress the units sufficiently to achieve proper spacing between cars. The distance between each car should be 38" to 46" (measured between back of bridge plate support on one (1) car to the deck of the next car.)
2. After the auto racks are properly spotted, air brakes must be applied and hand brake set on each car. Any local requirements for hand brake securement that are more restrictive must be observed.

AL-GR-13(l)-1. CROSSING/RIDING EQUIPMENT

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

AL-GR-13(p)-1. FTTX FLAT CARS

When operating the cut lever on the brake end (B end) on FTTX frame flat cars, exercise caution to avoid the pinch point created between the cut lever and the hand hold on the bottom of the brake step when the cut lever is pulled completely upward.

ALABAMA DIVISION

SPECIAL INSTRUCTIONS (CONT.)

AL-GR-31-1. EXCESSIVE DIMENSION EQUIPMENT

1. Plate "B", "C", "E", and "F" freight cars.
Freight cars stenciled "C", "E", and "F", and unstenciled general service equipment having dimensions within Plate "B" may be handled on all Main Track and sidings of the Alabama Division.
Except: KCS Series 123005-123994
2. Plate "F+" or Exceeds Plate "F" freight cars.
Movement of cars exceeding 17'0" or stenciled "F+" or Exceeds Plate "F" must be cleared by Chief Dispatcher.

AL-95-1. FRA EXCEPTED TRACKS

The following line segments are designated as "Excepted Track" according to FRA Track Safety Standards Part 213.4:

The Woodstock and Blocton Railway Company between Woodstock, AL, MP 0.0 WB, and Vulco, AL, MP 3.1 WB.

On a track designated as "FRA Excepted Track", the following will govern:

- (a) Maximum speed must not exceed 10 MPH.
- (b) No Revenue passenger train will be operated.
- (c) No movement will be operated that contains more than five (5) cars placarded according to Hazardous Materials Regulations.

Laurel, Ms And Slidell, La

The following line segments are designated as "Excepted Track" according to FRA Track Safety Standards Part 213.4:

1. KCS (former GM&O) line at Laurel, MS, between the connection with the N.O. & N.E. Main Track, MP GG 110.7, and the end of track, MP GG 115.2.
2. Former GM&O Bogalusa Branch at Slidell, LA, between the connection with the N.O. & N.E. siding, MP NN 35.31, and the end of track at North Slidell, LA, MP NN 36.66.
3. Former GM&O Covington Branch between North Slidell, LA, MP 36.0 NA, and the end of track, MP 38.25 NA.

On a track designated as "FRA Excepted Track", the following will govern:

1. Maximum speed must not exceed 10 MPH.
2. No Revenue passenger train will be operated.
3. No movement will be operated that contains more than five (5) cars placarded according to Hazardous Materials Regulations.

ALABAMA DIVISION

SPECIAL INSTRUCTIONS (CONT.)

AL-97-1. DRAWBRIDGES

The following instruction govern movement over drawbridges:

MP	LOCATION
MP 88.2 MB	Tombigbee River
MP 229.6	Warrior River
MP NO 159.4	West Pearl River
MP NO 173.4	North Draw (Lake Pontchartrain)
MP NO 190.6	Industrial Canal (Seabrook)
MP 362.6 A	Tennessee River

BRIDGETENDER ON DUTY

- (a) Regardless of the aspect displayed on signals in approach to drawbridges, before a train or locomotive enters the drawbridge, Engineers must be notified by the bridgetender that the bridge is down and locked in place.
- (b) If communication with the bridgetender fails, then train or locomotives must:
 - 1. Approach the drawbridge prepared to stop.
 - 2. See that the drawbridge is properly positioned.
 - 3. See the signal at the drawbridge indicates Proceed.
 - 4. Sound whistle signal **Rule 14(m)**.
 - 5. Then proceed in accordance with the last signal passed.
- (c) If the signal at a drawbridge displays a Stop indication or an indication not indicated by the preceding signal, then a crew member must contact the Train Dispatcher/Control Operator for instructions.
- (d) The Train Dispatcher/Control Operator must contact the bridgetender who:
 - 1. Will physically examine the route and locking devices.
 - 2. Must know that it is safe for the passage of a train; and
 - 3. Will notify the Train Dispatcher/Control Operator that the route is secure.
- (e) The Train Dispatcher/Control Operator can then authorize the train, by use of the radio, to pass the signal in the following form:

“This is the Norfolk Southern Dispatcher at Birmingham calling the Engineer on Train No. 453. The bridge is down and in the locked position. After stopping, you have permission to pass the signal at Restricted Speed and in accordance with **Rule 238**.”
- (f) After receiving the above instructions, the train must:
 - 1. Come to a complete stop at the signal governing movement over the drawbridge, and
 - 2. Proceed at Restricted Speed until the leading end of the movement has passed the opposing signal at the opposite end of the bridge in Non-Signaled Territory, or until the leading end of the movement reaches the next signal in Automatic Block Signal Territory.

ALABAMA DIVISION

SPECIAL INSTRUCTIONS (CONT.)

AL-97-1. DRAWBRIDGES (CONT.)

UNATTENDED

If the drawbridge is unattended a crew must:

1. Stop before passing the signal displaying STOP.
2. Inform the Train Dispatcher/Control Operator of the STOP signal and request permission to inspect the locking devices for proper position.
3. Acknowledge inspection to the Train Dispatcher/Control Operator and obtain permission to pass the STOP signal, and
4. After receiving permission to pass the STOP signal, proceed at Restricted Speed until the leading end of the movement has passed the opposing signal at the opposite end of the bridge in Non-Signaled Territory or, until the leading end of the movement reaches the next signal in Automatic Block Signal Territory.

AL-102-1. EMERGENCY STOPS

When a train makes an emergency stop on the line-of-road, in addition to compliance with **Rule 102**, the crew must contact the Train Dispatcher/Control Operator and furnish him the following information:

1. Length of train.
2. Milepost location where engines stopped.
3. Milepost location where rear of train stopped.
4. Location of the separated air hose, uncoupling, broken knuckle or coupler, if there is one.
5. Where the lead locomotive was, when emergency originally occurred.
6. Speed, throttle, amps power or dynamic and slack condition.

AL-102(b)-1. ARTICULATED EQUIPMENT

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

1. Advise Train Dispatcher/Control Operator or proper terminal authority.
2. Emergency application of the air brakes must be initiated on the car being set out.
3. While car is in emergency, tighten the hand brake securely (or both hand brakes if so equipped.)
4. If the grade exceeds 1% a buffer car (other than a double-stack or articulated container car) must be coupled to the car being set out and the hand brake on the buffer car must also be applied. If there is doubt as to the percent of grade, it must be determined from the Chief Dispatcher or other division or terminal officer.
5. If grade exceeds 1% 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.

ALABAMA DIVISION

SPECIAL INSTRUCTIONS (CONT.)

AL-104(i)-1. STANDING EQUIPMENT — DERAILS

Equipment must not be left standing within 50 feet of a derail when applied in the derailing position, unless necessary to spot equipment for customer loading or unloading. Should you have any questions concerning these instructions, contact your immediate supervisor.

AL-135-1. EXCESSIVE SPEED

ALL LOCOMOTIVE ENGINEERS:

Previous instructions regarding excessive speed are cancelled and replaced by the following:

As you know, speed restrictions are necessarily imposed to protect the safety interests of the public and our employees. All of you are aware of the past incidents in the railroad industry, which have involved loss of life, injury and damage to private property and equipment and service interruption attributable to speed.

Speeding is unacceptable in any degree over the authorized operating limit(s).

However, in order to establish a uniform administration for **Rule 135** violations and to accommodate the variances in train operations and geography, these instructions are intended to define excessive speed. Excessive speed is:

IF THE SPEED LIMIT IS:

From 5 MPH to 20 MPH
From 21 MPH to 35 MPH
From 36 MPH to 50 MPH
Above 50 MPH

EXCESS SPEED IS IN EXCESS OF:

25% (2.0 to 5.0 MPH) above posted limit
15% (3.0 to 5.0 MPH) above posted limit
10% (4.0 to 5.0 MPH) above posted limit
5% above posted limit

The establishing of two (2) categories of speed violation is not intended to condone operation above the posted authorized speed. Excessive speed is considered a major rule violation. The purpose of these instructions is to save lives and prevent injury.

AL-179(c)-1. RADIO COMMUNICATION — MANDATORY DIRECTIVES

Whenever Mandatory Directives are issued by the Train Dispatcher/Control Operator "via" radio transmission on Channel 2, and the Conductor is not on the controlling engine with the Engineer, after complete time or "OK" time is given, Conductor and Engineer must go to Channel 1 to discuss numbers, limits, restrictions, etc.

AL-184-1. CREWS RELIEVED

Crews relieved on line-of-road must leave wheel report in possession of relief crew or on the lead locomotive advising the Chief Dispatcher where wheel report is left. Chief Dispatcher will advise where to leave the wheel report for car(s) set out on line-of-road account tonnage reduction or bad order.

ALABAMA DIVISION

SPECIAL INSTRUCTIONS (CONT.)

AL-509-1. RADIO COMMUNICATION

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, who will acknowledge the information, will advise the employee directing the movement to double check the alignment of the switches and/or derails. Until notified again that the switches and derails are properly lined, the Engineer must not make a movement. Additionally, in compliance with **Rule 509**, the Engineer must not move until he is given a direction of move and distance seen or known to be clear.

AL-580-1. END-OF-TRIP INFORMATION

Recently, Norfolk Southern was advised that there have been cases where Train and Engine Service Employees have been reporting erroneous End-of-Trip information. As a result of these discoveries, the following procedure is immediately placed into effect:

All End-of-Trip information **MUST** be entered into the mainframe computer system by a member of the crew.

The **ONLY** exceptions for a crew member not entering the required End-of-Trip information into the computer are as follows:

1. No mainframe computer terminal at the off-duty location.
2. Mainframe computer outage.
3. Hours-of-Service limitation (The mainframe terminal at the off-duty location is in use and the Tie-up process cannot be promptly accessed.)
4. Deadheading home without going to an off-duty point.
5. Deadheading or working to an away from home terminal without going to an off-duty point.
6. Work trains tied up on line-of-road.

Crew Management has been instructed not to accept End-of-Trip information by telephone or fax unless supported by one of the exceptions listed above.

Unless employees are relieved of responsibility due to the Hours of Service, the End-of-Trip information when faxed (or telephoned), must include the applicable exception that explains why a computer was not used to tie-up.

To comply with Federal Regulations and Norfolk Southern Policy, accurate reporting of on/off duty and deadhead times is required.

ALABAMA DIVISION

SPECIAL INSTRUCTIONS (CONT.)

AL-580-2. Q384T EOTD INSTRUCTIONS

Q3484T — NS Application Instruction

1. Turn the crank handle counter clockwise to open the claw fully.
2. Place the stationary claw in the coupler coring holes away from the car. Be sure to engage both coring holes.
3. Move the EOT to fully engage the claw.
4. Position the movable claw in the other coupler coring holes. Be sure to engage both holes.
5. Turn the crank handle clockwise to tighten. Tighten until snug.
6. Position the crank handle to engage the locking latch and lock in place.

AL-584-1. TRAIN SUPPLIES

The unauthorized removal of radios or supplies from outbound locomotive consists at Terminals is prohibited. Any such removal must be authorized in advance by the Supervisor at the Diesel Shop, Trainmaster or Yardmaster.

AL-585-1. WORK ORDERS

Conductors of trains that are issued work orders must pull all cars that are marked on their "Release and Special Instructions (Work Order)". Conductors must either list each car as pulled or show a full explanation why a car was not pulled.

Conductors must show on the "Car Handling Report" the date, time and location where cars were placed. If cars were not placed, the location where the cars were left, along with the reason the cars were not placed, must be shown.

ALABAMA DIVISION

SPECIAL INSTRUCTIONS (CONT.)

AL-586-1. MOVEMENT OF DEFECTIVE EQUIPMENT

Federal Regulation 49 CFR Part 232.15, Movement of Defective Equipment, requires that at the place where a railroad first discovers a car or locomotive with defective or inoperative air brakes, a tag or card must be placed on both sides of the defective equipment. **NOTE:** A defective locomotive may have the tag or card placed in the cab of the locomotive.

The tag must contain the following information concerning the defective air brake equipment:

- Initial and Number
- Name of the inspecting railroad
- Name and occupation of the inspection person
- Inspection location
- Nature of each defect
- Description of any movement restrictions
- Location where necessary repairs will be made
- Signature of the reporting person

To assist you in recording the required information when it becomes necessary for you to tag equipment with defective or inoperative air brakes, Form ME-569, which can be found in the document holder on NS locomotives, has been revised to provide spaces for entering the necessary data. Except for cars or locomotives with brakes cut out en route, which do not require tagging, two (2) ME-569 tags must be completed for each car and must be attached to the bleed rod on each side of the defective car.

If a Class I brake test and inspection is performed by a train crew and the determination is made that the air brakes are inoperative on a car, apply ME-569 tags to both sides of the car and set the car(s) out.

If a Class II brake test and inspection is performed on either a car or a solid block of cars on line-of-road and the determination is made that the air brakes on a car are inoperative, the car must have the ME-569 tags applied as described above and the car may be moved to the nearest location where necessary repairs can be made.

When it becomes necessary to cut the air brakes out on a car in a train en route, the locomotive or car may continue in the train to the nearest location where necessary repairs can be performed provided the train:

- Is NOT required to receive a Class I brake test at that location
- Will NOT have less than 85% of the cars with operative and effective brakes

The Conductor (Engineer for locomotives) must promptly notify the Train Dispatcher/Control Operator when ME-569 tags are applied to a car or when necessary to cut out the brakes on a car or locomotive. The appropriate notation must be entered on the Form 1043-BT.

If an NS ME-569 tag is not available, a similar foreign line tag may be used and applied to the equipment.

ALABAMA DIVISION

SPECIAL INSTRUCTIONS (CONT.)

AL-600-1. MECHANICAL OPERATIONS CENTER

A Mechanical Desk staffed by personnel 24 hours a day, seven (7) days a week within the Control Center, Atlanta, GA, is available to assist Train and Engine Service employees who may require assistance and/or instructions concerning a locomotive malfunction. The Mechanical Desk replaced all previous means of requesting assistance regarding locomotive problems.

The Mechanical Desk may be accessed by radio on Road Channel No. 1 (AAR 56-56) by entering "124" on a radio's touch-tone pad. After the access code is entered, a confirmation tone will be heard indicating that the Mechanical Desk has received the incoming call. After positive radio communication has been established between the Mechanical Desk and the train, the employee will be instructed to tune to Road Channel No. 2 (AAR 48-09) to address the problem. While communicating with the Mechanical Desk, a crew member on the train must continue to monitor Channel No. 1. The Mechanical Desk may also be contacted by telephone at microwave number 7-582-6842 or outside line at 404-582-6842.

Train crews are still required to promptly report any locomotive defect to the Train Dispatcher/Control Operator, Yardmaster, or designated authority. Locomotive troubles must continue to be recorded in LCDI. The LCDI call-in code for "defect en route" is "126" for the LCDI South Desk. They may also be reached at 866-632-1097 or 404-529-1143.

When communication is necessary with the Mechanical Desk, safety of operations must be the NUMBER 1 priority. Crew members on a moving train must not attempt to communicate with the Mechanical Desk if the safety of the train and/or operations may be impaired. If necessary to ensure the safety of the train, the crew, after advising the Train Dispatcher/Control Operator, must stop the movement before addressing any locomotive problem. At no time should a train crew allow their attention to duty be distracted from the operation of the train while communicating with the Mechanical Desk or while attempting to correct a locomotive malfunction.

Employees are governed by the applicable radio rules when communicating with the Mechanical Desk by radio.

It is "**MANDATORY**" that at anytime during a tour of duty, if a locomotive fails, or has any type of defect, including damage to the exterior, that would prevent the locomotive from departing the next station, a crew member is required to contact the Mechanical Desk to report the problem.

This is in addition to promptly reporting the trouble to the Train Dispatcher/Control Operator, Yardmaster, or designated authority.

Failure to report locomotive defects to the Mechanical Desk may result in disciplinary handling.

ALABAMA DIVISION

SPECIAL INSTRUCTIONS (CONT.)

AL-600-2. ME-60 INFORMATION

To enhance the reporting of locomotive defects, a new electronic ME-60 has been implemented. This electronic reporting system will be phased in to replace Form ME-60 presently found on the locomotive. This new system, found in CREWCALL, will require an Engineer to tie themselves up separately from the crew using his/her RACFD (USERID) and a password.

Each locomotive in use by an Engineer during his/her tour of duty will require a daily inspection once each calendar day. The Engineer who performs the daily inspection will be required to record the Calendar Day Inspection electronically prior to tie-up. This process will replace Part A on Form ME-60, the "Record of Calendar Day Inspection". All defects identified during the trip will also be reported electronically prior to tie-up. This process replaces Part B on Form ME-60, the "Trip Report". This new process now requires the employee who performs the Calendar Day Inspection to complete Form ME-65 noting on the appropriate line the date, time, location, and signature of the employee making the inspection and indicate whether the locomotive was found to be in compliance.

At locations where Mechanical Forces are on-duty, defects found during the Calendar Day Inspection are to be reported first to the local Mechanical Forces. Defects corrected by local Mechanical Forces will not be required in the LCDI system or to the Mechanical Operations Center.

At locations where Mechanical Forces are not on-duty, the proper procedure for reporting locomotive defects found during the Calendar Day Inspections or for defects found en route will be comparable to reporting locomotive troubles now. The Mechanical Operations Center (MOC) will be notified by either pressing 1-2-4 on your locomotive radio or by telephone toll free at 866-632-1097 or local number 404-582-6842. Once notified by the Engineer or identified defects, the Mechanical Operation Center will enter the reported defect(s) into the LCDI system.

Safety of operations is always our first priority. Locomotive defects should be reported at the first opportunity when safe to do so. Be advised that after notifying the Mechanical Operations Center of defects found en route, unless otherwise notified by MOC, it will be permissible to continue en route to the next forward repair facility capable of making repairs.

At tie-up you will be required to verify reported defects or may at this time enter any additional defects not previously reported to MOC. If it is apparent that you are going to exceed the Hours of Service and you have additional defects not previously reported, you must make every effort to safely report them to MOC before expiring under the Hours of Service Law. If relieved under the Hours of Service Law, Engineers will be required to complete outstanding LCDI reports at the beginning of their next tour of duty. Outstanding locomotive inspections will be displayed in CREWCALL and are required to be completed before starting the next tour of duty. This new system does not change the current NS-1 Rules concerning daily locomotive inspections.

ALABAMA DIVISION

SPECIAL INSTRUCTIONS (CONT.)

AL-600-2. ME-60 INFORMATION (CONT.)

Locomotive Engineers and Remote Control Operators will now be required to enter a time that locomotives are inspected on the LCDI Locomotive Inspection Screen. This time should reflect the actual time locomotives are inspected and match the time recorded on Form ME-65 found on each locomotive. The inspection time will be pre-populated with the on-duty time of the crew and must be modified to reflect the actual inspection time of the locomotive(s).

Locomotive Engineers and Remote Control Operators reporting an inspection time from a previous inspection that was conducted by another employee on the same calendar day will continue to do so by using the F2-ME65 key at the bottom of the LCDI Locomotive Inspection Screen.

AL-602-1. REMOTE CONTROL LOCOMOTIVE INSTRUCTIONS

A number of Norfolk Southern locomotives are being equipped with specialized on-board components in the cab of the units to allow them to be utilized in Remote Control Operations. To prevent possible tampering with Remote Control Locomotives when left unattended, ranking crew members on Remote Control assignments must ensure that the locomotives are properly secured, locked, and when practicable, left in areas of high visibility.

When taking charge of a locomotive assigned in Remote Control Operations, the Conductor or Yard Foreman must inspect the unit for signs of vandalism. If any exception is taken, the proper authority must be informed promptly.

If you observe any unauthorized individual(s) or questionable activity on or about a Remote Control Locomotive, immediately notify the Chief Dispatcher, Yardmaster, or other designated employee.

Tampering with a Remote Control Locomotive, including the on-board Remote Control components, is prohibited.

AL-609-1. TRACKSIDE ANALYZER INSTRUCTIONS

When stopped by a Hot Box Detector, the Conductor is required to notify the Train Dispatcher/Control Operator that the given axle(s) were checked with a templestick and counted with a counter.

In addition, employees not equipped with a counter or templestick should contact their immediate supervisor prior to going on-duty.

ALABAMA DIVISION

SPECIAL INSTRUCTIONS (CONT.)

AL-635-1. DISPATCHER TURNOVER

Rule 635 requires a Train Dispatcher/Control Operator, who is being relieved, to make a written transfer to the relieving Train Dispatcher/Control Operator. The relieving Train Dispatcher/Control Operator must thoroughly familiarize himself with the outstanding orders and Track Authority with the location of trains before commencing work.

The transfer process takes place from 10 minutes before the hour until 10 minutes after the hour at 2:00 PM, 10:00 PM and 6:00 AM.

Persons needing to copy or release a Track Authority or other type transactions should contact the Train Dispatcher/Control Operator, who is being relieved, before the transfer period begins, or the relieving Train Dispatcher/Control Operator after the transfer period ends. Radio, telephone and other types of communication with the Train Dispatcher/Control Operators during the transfer period should be avoided, when possible.

These instructions are not intended to allow delay to train movement, On-Track equipment movement or track work; but those needing to communicate with Train Dispatcher/Control Operators should use good judgment during the three (3) daily Train Dispatcher/Control Operator transfer periods.

AL-835-1. GEOMETRY CAR INSTRUCTIONS

The NS-1 Track Geometry Car, when operating or deadheading between Terminals, will not be handled on other than the Main Track or sidings unless authorized by the Division Engineer or Assistant Division Engineer.

AL-1013-1. TRESPASSERS

If a trespasser is seen on, in, or in the immediate vicinity of a bridge, trestle or tunnel, the Train Dispatcher/Control Operator, Yardmaster or other proper authority, shall be notified by the quickest means of communication and they in turn will promptly notify the Railroad Police Department.

ALABAMA DIVISION

SPECIAL INSTRUCTIONS (CONT.)

AL-1040-1. HARD HAT AREAS

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

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

Listed below are designated "hard hat" areas:

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

AL-1040-2. SAFETY GLASSES

The use of slip-on or clip-on side shields on personal prescription glasses and also the use of Crews Engineer safety glasses, with either clear or Gray lens, is prohibited for employees and visitors.

AL-1040-3. GLOVES

Gloves **MUST** be worn when your duties may expose your hands to injuries due to cuts, bruises, punctures, etc.

Gloves **MUST** be of a construction that **DOES NOT** present a safety hazard and is suitable for the intended purpose, potential hazards or duties to be performed.

AL-1041-1. RADIO MICROPHONES

Employees are prohibited from wearing "shoestring" (leather, cord, etc.) type strap around neck to hold their walkie talkie microphones. This type of microphone holder presents a safety hazard while working around material and equipment.

An approved "Velcro" type holder is available and employees may secure them from their supervisors.

ALABAMA DIVISION

SPECIAL INSTRUCTIONS (CONT.)

AL-1170-1. EOT DEVICES

All employees will be governed by the following instructions when lifting and carrying the new two-way End-Of-Train Devices (EOTD):

1. Only the two (2) handles provided on the EOTD should be used to lift and carry the device:
 - (a) One (1) handle is a rubber hand grip located around the bottom part of the antenna, and
 - (b) The other handle is located in front of the device below the light lens.
2. Never use the device staff as a handle.
3. Avoid sudden movement or twisted position.
4. Have secure footing, bend knees and keep back erect.
5. Use both hands:
 - (a) Place either hand on the rubber hand grip at the base of the antenna.
 - (b) Place the opposite hand on the brake in front of the EOTD below the light lens.
6. Lift, maintaining a firm grip on the EOTD, keeping the load as close to the body as possible.

AL-1170-2. LOCOMOTIVE SEATS

All employees are cautioned that before attempting to adjust any locomotive seat the following, in addition to current safeguards, are to be done:

You must be familiar with the operation of the locomotive seat and safeguard against injury.

Assure that there is no obstruction, welds, brackets, etc., that will interfere with your intended adjustment(s).

Avoid awkward position(s), twisting or turning actions when attempting adjustment(s).

If you have any questions as to the proper operation of locomotive seats, contact your immediate supervisor or mechanical employee before you attempt to adjust the seat.

AL-1251-1. AMTRAK EQUIPMENT

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

NOTES





State Line

Wauhatchie

Chattanooga

Norala Emco

Huntsville

Stevenson

Sheffield

Decatur

Scottsboro
Fort Payne

Haleyville

Birmingham

Attalla

Gadsden

Rome

Green

Cedartown

Jasper

Pell City

Bynum

Ft. McClellan

Bremen

Austell

Atlanta

Parrish

Berry

Enslay

Leeds

Anniston

Carrollton

Newnan
Senola

Tuscaloosa

Woodstock

Bessemer

Childersburg

Talladega
Sylacauga

Wansley

Allie

Vance

Wilton

Alexander City

Demopolis

Marion Jct.

Seima

Opelika

Montgomery

Phenix City

Nuckols

Columbus
Ochilree
Fort Benning

Kimbrough

Mahrt

son

McIntosh

Tallahassee



ALABAMA DIVISION

0 10 20 40 60 80 100 120 Miles

JDS
Printed: March 24, 2003

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Our NS Goal-No Damage