



GEORGIA 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



THOROUGHbred
SAFETY —
A CONSTANT
STATE OF MIND

GEORGIA DIVISION TIMETABLE

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GEORGIA 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
- - - - — Foreign R.R.
- Frt. — Freight Trains
- Jct. — Junction
- Ⓔ — Non-Interlocked Railroad Crossing at Grade
- N/S — Non-Signaled
- Psgr. — Passenger Trains
- Ⓔ — Radio Channel
- 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.

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

- GA-GR-13-1 — Refers to NS Operating Rule GR-13.
- GA-L-236-1 — Refers to NS-1 Rule L-236.
- GA-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.
 - GA indicates the Special Instruction is specific to the Georgia Division.

GEORGIA DIVISION TIMETABLE

STATION PAGES

Line Segments	Milepost	Page
Albany District.....	5.6 G – J 302.3.....	4–9
Atlanta North District	240.0 A – 149.0 H	10–33
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Camak District	SA 94.8 – SA 142.3.....	59–61
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Columbus District	M 220.0 – M 291.0	64–66
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Eatonton District	A 170.3 – A 208.0.....	73–75
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Thomaston District	B 233.6 – B 249.4.....	126–127
Valdosta District.....	152.5 G – 260.7 G.....	128–134

ALBANY DISTRICT

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
<p style="text-align: center;">M-LINE</p> <p style="text-align: center;">CSXT R.R.</p> <p style="text-align: center;">O-LINE</p>			SOUTHWEST DISTRICT DISPATCHER [445]	
		5.6 G/ GH 0.0	CENTRAL OF GEORGIA JCT. (CP)	
		H 197.0/ GH 0.6	RUTLAND JCT. (CP)	1
		H 200.3	WALDEN	
	3643	H 203.1	HBD-DED (<i>Echeconnee</i>)	
		H 203.3	ECHECONNEE	
		H 212.0	HBD-DED (<i>Powerville</i>)	
		H 217.6	CARMAN (YL)	
		H 219.7	FORT VALLEY	5
		H 220.1	FORT VALLEY SOUTH (A) (YL)	2
		H 225.3	HBD (<i>Marshallville</i>)	
		H 227.5	MARSHALLVILLE	
		H 238.4	HBD (<i>Montezuma</i>)	
	4214	H 241.6	NORTH OGLETHORPE (A)	3
		H 241.9	OGLETHORPE	
		H 245.0	BUCKEYE	
		H 254.5	HBD-DED (<i>Weaver's Crossing</i>)	
		H 251.0	ANDERSONVILLE	
	3306	H 258.2	ARLES	
		H 260.5	BV&E JCT. (A)	2, 4
		H 261.4	AMERICUS	
		H 267.5	HBD-DED (<i>Maddox</i>)	
	7920	J 274.0	SMITHVILLE Y	
	J 282.0	HBD-DED (<i>Neyami</i>)		
	J 295.0	ALBANY NORTH (YL)		
	J 297.0	ALBANY		
	J 302.3	ALBANY WEST (YL)		

ALBANY DISTRICT

STATION PAGE INFORMATION

- NOTE 1:** Southward trains or engines encountering a Stop Signal at Rutland Jct. must contact the Atlanta South End Dispatcher for permission to proceed through the Jct. In addition, the Southwest Dispatcher must be contacted before proceeding south on the Albany District.
- NOTE 2:** Interlocked junction switches at BV&E Jct. and Columbus Jct. are controlled by automatic "train approach" circuits. Southward Albany District trains or engines approaching Columbus Jct. and desiring to continue toward Albany must activate "push button" in control box which is located at MP H 219.3; trains desiring to go up GSWR on O-Line must activate the "push button" in control box at MP H 261.5; trains or engines encountering a "STOP" signal at either Columbus Jct. or BV&E Jct. must contact the Southwest District Dispatcher and operate the dual-control switch(es) by hand.
- NOTE 3:** If home signal should fail to indicate proceed on approach, the following steps should be taken:
1. Check the CSX indicator to see if it is burning. If there is no evidence of a CSX train approaching, the time release button may be fully depressed and released. After releasing the push button, the indicator to the right of the push button will illuminate. If push button indicator fails to illuminate, the push button may be fully depressed and released again. After indicator is illuminated, wait nine (9) minutes and 10 seconds, the signal should indicate proceed.
 2. If CSX indicator is not burning, wait five (5) minutes. After five (5) minutes, check both CSX home signals, verifying both signals are at stop. If both CSX signals are at stop and there is no evidence of a CSX train approaching, operate the time release as described in step #1.
 3. If signal fails to display proceed after using the time release, movements over the crossing must be made in accordance with **Operating Rules**.
- NOTE 4:** Yard limits govern operation on the NS portion of the O-Line.
- NOTE 5:** Junction switch is normally lined and locked for movement on the Columbus District.

1. RULES IN EFFECT

	Main Track	Main 1 Track	Main 2 Track
Between	Rules		
Central of Georgia Jct. and Rutland Jct.	261		
Rutland Jct. and Carman	271		
Carman and Columbus Jct.		93	93
Columbus Jct. and Albany	271		
MP J 295.0 and MP J 302.3	93		

ALBANY DISTRICT

2. MAXIMUM SPEEDS

	Main Tracks
Between	MPH
MP 5.6 G, Central of Georgia Jct. and MP H 197.0, Rutland Jct. Except: MP H 197.0, Rutland Jct., Through Turnout	35 25
MP H 197.0, Rutland Jct. and MP H 220.0, Columbus Jct. Except: MP H 197.0 to MP H 198.0 MP H 198.0 to MP H 198.9, Curve MP H 217.5, Carman, Through Turnout MP H 219.5 to MP H 220.0	50 40 40 20 15
MP H 220.0, Columbus Jct. and MP H 260.3, BV&E Jct. Except: MP H 220.0 to MP H 220.8 MP H 239.8, Over Street Crossings MP H 241.5, CSXT Crossing MP H 260.3, BV&E Jct., Through Turnout MP H 260.3 to MP J 297.1, CSXT Coal Trains	40 15 20 20 25 40
MP H 260.5, BV&E Jct. and MP J 294.9, Albany Except: MP H 261.9 to MP H 262.4, Curve	50 40

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:

SOUTHWARD

MP H 198.0 to MP H 199.0
MP H 202.0 to MP H 203.0
MP H 211.0 to MP H 212.0
MP H 255.0 to MP H 256.0

NORTHWARD

MP J 285.0 to MP J 284.0
MP H 256.0 to MP H 255.0

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Southward						
Central of Georgia Jct. to Americus	2300	3100	3650	4545	5050	5960
Americus to Albany	6450	8600	10300	12780	14200	16760
Northward						
Albany to Smithville	3550	4750	5650	7020	7800	9200
Smithville to Columbus Jct.	2300	3100	3650	4545	5050	5960
Columbus Jct. to Rutland Jct.	2800	3750	4450	5535	6150	7260
Rutland Jct. to Central of Georgia Jct.	2150	2850	3450	4230	4700	5550

ALBANY DISTRICT

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
Central of Georgia Jct. and Albany	291,000	420,000	286,000	394,500

B. EQUIPMENT RESTRICTIONS

The use of 6-axle locomotives on the curves is restricted at the following location:

MP H 263.3 — Americus, GA: IMC #4 Lead

When necessary to switch or place cars on the restricted tracks listed above, you will have to hold to a sufficient number of cars to ensure that 6-axle locomotives do not enter Restricted Track.

6. SWITCHES AND DERAILS

SPRING SWITCHES

Milepost	Location	Normal Position
H 217.6	Carman	Main Line
H 220.6	Columbus Jct.	Main Line

7. COMMUNICATION INFORMATION

RADIO

Emergency	Code 911
CYO	Code 448
Southwest District Dispatcher	Code 445
Mechanical Desk	Code 124

TELEPHONE

CSXT Dispatcher	800-356-9582 — Ext. 2737 or 2788
Dispatching Center	800-435-4389
CYO	404-589-5985 M/W 589-5985
	800-898-4296
	Fax: 800-476-0179 M/W 589-5129

8. DETECTOR INSTRUCTIONS

None.

ALBANY DISTRICT

9. DISTRICT INSTRUCTIONS

A. GENERAL INSTRUCTIONS

1. MP H 200.4, Walden — Close Clearance

Close clearance exists between the fence and switching lead to the Industrial Tracks which serve Swift and Company, at Walden, MP H 200.4.

2. MP H 245.0, Buckeye

CSXT trains or engines may use Georgia Division and P&G Cellulose trackage, including the Marshalling Yard, at Buckeye, MP H 245.0. Before entering these tracks, Georgia Division crews must ascertain that there is no conflicting movement.

3. C&E Minerals, Andersonville, GA

Plant 1 and 2, has warning lights at their loading chute. Flashing lights will indicate that chute is down and must be raised prior to switching.

4. Mullite Plant No. 2 — Close Clearance

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

5. Americus and Albany Yards

Due to close track centers, employees must not ride equipment when cars are on adjacent tracks at Americus Yard and Albany Yard.

6. MP J 294.7 and MP J 302.5

All train movements must contact the Albany Yardmaster for permission to enter Albany Yard Limits between MP J 294.7 and MP J 302.5, Monday through Saturday, 7:00AM to 11:00PM. All other times contact CYO.

7. Ogeechee Back Yard Lead and Back Yard

Ogeechee Back Yard Lead and Back Yard cannot be used without permission of Trainmaster.

8. MP H 263.3, IMC Track No. 4 — Close Clearance

Account of close clearance IMC Track No. 4, MP H 263.3 excessive height equipment is prohibited in track.

9. MP J 286.7, Leesburg, GA — Gravity Switching

Motive power cannot be used to start the movement. No more than seven (7) cars can be rolled by at any one time. The cars must be placed on the Main Line, hand brakes tested to ensure proper operation of the hand brake and the employee that will control the movement with the hand brake will be on the equipment prior to the movement starting.

10. 51 or More Cars

All freight trains with 51 or more cars will not exceed 25 MPH at the following locations:

Between MP H 199.0 and MP H 201.0

Between MP J 288.0 and MP J 291.0

These restrictions do not apply to loaded or empty unit trains.

ALBANY DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

A. GENERAL INSTRUCTIONS (CONT.)

11. Albany District

When cars are set off, a minimum of eight (8) hand brakes are to be applied to the following tracks on the Albany District:

- Echeconnee Siding
- Ft. Valley Passing Track — North End

B. TRAIN HANDLING

MP H 196.4 to MP H 217.7, all trains handling more than 9800 tons are restricted to: 45 MPH.

C. JOINT TRACKAGE

Trains and engines of other Division and Foreign lines will use tracks as shown below:

- Ogeechee R.R. between MP H 217.6, Carman and MP H 220.2, Columbus Jct.
- CSXT R.R. between MP H 241.6, North Oglethorpe and MP J 297.0, Albany
- GSWR R.R. between MP H 260.5, Americus and MP J 297.0, Albany

D. ALBANY DISTRICT SPEED RESTRICTIONS

- MP H 245.0, Scale Track in Weyerhaeuser Plant 5 MPH
- MP H 262.3, IMC Industry Tracks 5 MPH

At Americus, trains or engines switching south of North Lee Street, or making a northward movement through crossover at MP H 261.2 must approach North Lee Street, MP H 261.1, at a speed not exceeding 4 MPH and must not foul crossing until gates are down.

E. CROSSING SIGNALS

Rule 125(b) is in effect at the following crossings equipped with automatic warning devices:

ALBANY DISTRICT

Milepost	Location	City	AAR
H 227.5	Main St.	Marshallville, GA	733481V*
H 241.8	Main St.	Oglethorpe, GA	733499F*
H 251.1	CR-175	Andersonville, GA	733511K*
H 262.0	Spring St.	Americus, GA	733526A*
J 273.8	Stanton St.	Smithville, GA	733541C*
J 274.2	McAfee St.	Smithville, GA	733542J*
J 286.8	4th Avenue	Leesburg, GA	733560G*
J 290.7	Century Rd.	Albany, GA	7335647*

*All Tracks other than the Main Line

ATLANTA NORTH DISTRICT

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
		240.0 A	CT DISPATCHER [774] DeButts Yard	
			DEBUTTS OPERATOR [1]	
		239.8 A	WEBB (CP)	
		238.7 A	PIERCE (CP)	
		238.2 A	CITICO JCT. Y (CP)	
		237.3 A	BROWN Y (CP)	
		236.6 A	SPELL (CP)	
		236.0 A	WILLIAMS (CP)	
		235.0 A	JERSEY (CP)	
			GA DIV—ATLANTA NORTH END DISPATCHER [442]	
		230.6 A	HBD-DED (<i>Summit</i>)	
		230.5 A	SUMMIT (CP)	
		226.6 A/ 15.2 H	OLTEWAH (CP)	
		18.1 H	HBD-DED (<i>Collegedale</i>)	
		21.7 H	LONG (CP)	
		23.6 H	GA/TN State Line	
		25.0 H	HBD-DED (<i>Cohutta</i>)	
		27.0 H	COHUTTA (CP)	
		31.5 H	VARNELL (CP)	
		36.0 H	WARING (CP)	
		36.2 H	HBD-DED-HWD (<i>Waring</i>)	
		37.7 H	NORTON (CP)	
		39.9 H	N. DALTON (C)	1
		40.1 H	HAIR (C)	2
		42.4 H	WALNUT (CP)	

ATLANTA NORTH DISTRICT

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
	SS	45.1 H	ATLANTA NORTH END DISPATCHER 442	
	14843	45.2 H	HBD-DED (<i>Phelps</i>) PHELPS..... (CP)	
	SS	47.9 H	FREEMAN (CP)	
	10212	53.3 H	DAVIS (CP)	
	SS	55.3 H	SUGAR VALLEY (CP)	
	12584	58.2 H	TALLEY (CP)	
	SS	60.7 H	HALL (CP)	
	SS	55.4 H	HBD-DED	
	9445	66.2 H	HBD-DED (<i>Plainville</i>)	
	SS	67.8 H	REEVES (CP)	
	SS	69.6 H	PINSON (CP)	
	15418	75.1 H	BERWIN..... (CP)	
	SS	75.1 H	HBD-DED	
	SS	77.0 H	Forrestville Yard	
	12457	78.1 H	FOX..... Y (CP)	
	SS	81.2 H	SMITH..... (CP)	
	SS	83.9 H	LINDALE..... (CP)	
	8328	85.4 H	HBD-DED (<i>Silvercreek</i>)	
	SS	90.1 H	BRICE..... (CP)	
	SS	92.0 H	GREEN (CP)	
14025	95.2 H	HBD-DED (<i>Seney</i>)		
SS	98.5 H	ARAGON (CP)		
SS	101.4 H	OLLIE (CP)		

ATLANTA NORTH DISTRICT

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE	
			ATLANTA NORTH END DISPATCHER 442		
	102.0 H	ROCKMART			
	105.7 H	HBD-DED (<i>Finch</i>)			
	106.9 H	FINCH CP			
	112.0 H	ROGERS CP			
	114.5 H	McPHERSON CP			
	118.2 H	HBD-DED-HWD (<i>Dallas</i>)			
	121.4 H	OAK CP			
	123.5 H	HIRAM CP			
	125.4 H	CLARK CP			
	128.2 H	HBD-DED (<i>Powder Springs</i>)			
	130.3 H	FOSS CP			
	131.3 H	COWART CP			
	131.6 H	SHIPP CP			
	132.8 H	Whitaker Yard			
	132.9 H	HBD-DED (<i>Whitaker Yard</i>)			
	133.0 H	ENGLAND CP			
				INMAN DISPATCHER 444	
	134.7 H	AUSTELL CP			
	137.2 H	LOWE CP			
	140.0 H	NICKAJACK CP			
	140.7 H	HBD-DED (<i>Nickajack</i>)			
	143.1 H	JACKMAC CP			
	145.5 H	BOLTON CP			
	146.7 H	FIELDS CP			
	146.8 H	NORTH INMAN CP			
	148.0 H	Inman Yard			
	149.0 H	ROCKDALE CP			

ATLANTA NORTH DISTRICT

STATION PAGE INFORMATION

NOTE 1: Southward controlled by CSXT Dispatcher. Northward controlled by NS Dispatcher.

NOTE 2: Southward controlled by NS Dispatcher. Northward controlled by CSXT Dispatcher.

1. RULES IN EFFECT

	Main Track	Main 1 Track	Main 2 Track	Other Tracks
Between	Rules			
DeButts Yard and Waring		261	261	
Waring and Finch	261			
Finch and Rockdale		261	261	
Signaled Siding				

2. MAXIMUM SPEEDS

Between	Psg.	Rhwy.	Fr.
	MPH		
MP 235.1 A and MP 134.7 H	60	60	50
Except:			
MP 235.0 A, Jersey Crossover		40	
MP 235.1 A to MP 227.4 A, Curves	55		50
MP 235.0 A, DeButts, Street Crossings		20	
MP 230.5 A, Summit Crossovers		40	
MP 227.2 A to MP 226.9 A, Curve		40	
MP 15.2 H, Ooltewah Crossover		40	
MP 15.2 H to MP 15.5 H, Curve		40	
MP 15.5 H to MP 16.9 H, Curve		45	
MP 16.9 H to MP 17.1 H, Curve		40	
MP 17.1 H to MP 18.2 H, Curve		45	
MP 18.2 H to MP 19.8 H, Curve	55		50
MP 19.8 H to MP 20.7 H, Curve	50		50
MP 20.7 H to MP 23.7 H, Curve	55		50
MP 21.7 H, Long Turnout		40	
MP 23.7 H to MP 30.1 H, Curve		45	
MP 27.0 H to MP 30.3 H, Track No. 1 and 2	55	55	50
MP 27.0 H, Cohutta Crossovers		40	
MP 32.0 H, Varnell Crossovers		40	
MP 36.0 H, Waring Turnout		40	
MP 36.1 H to MP 37.7 H, Curves	55	55	50
MP 37.7 H to MP 38.5 H, Curve		45	
MP 38.5 H to MP 39.6 H, Curve		35	
MP 39.6 H to MP 39.8 H, Curve		30	
MP 39.8 H to MP 40.2 H		25	
MP 40.1 H, Hair to MP 42.4 H, Hair Siding		20	
MP 40.2 H to MP 40.4 H		30	
MP 40.4 H to MP 42.2 H, Curve		35	
MP 40.1 H, Hair Turnout		20	
MP 42.2 H to MP 45.0 H, Curve	55	55	50
MP 42.4 H, Walnut Turnout		20	
MP 45.0 H to MP 50.2 H, Curves	50	50	50
MP 45.2 H, Phelps Turnout		40	
MP 45.2 H, Phelps to MP 47.9 H, Freeman Siding		40	

ATLANTA NORTH DISTRICT

2. MAXIMUM SPEEDS (CONT.)

Between	Psg.	Rhw.	Frt.
	MPH		
MP 47.9 H, Freeman Turnout		40	
MP 50.2 H to MP 51.2 H, Curves	55		50
MP 51.2 H to MP 52.9 H, Curve		50	
MP 52.9 H to MP 63.1 H, Curve	55		50
MP 53.3 H, Davis Turnout		25	
MP 53.3 H, Davis to MP 55.3 H, Sugar Valley Siding		25	
MP 55.3 H, Sugar Valley Turnout		25	
MP 58.3 H, Talley Turnout		40	
MP 58.3 H, Talley to MP 60.6 H, Hall Siding		40	
MP 60.6 H, Hall Turnout		40	
MP 63.1 H to MP 64.6 H, Curves		50	
MP 64.6 H to MP 64.8 H, Curves	55		50
MP 67.8 H, Reeves Turnout		25	
MP 67.8 H, Reeves to MP 69.6 H, Pinson Siding		25	
MP 69.6 H, Pinson Turnout		25	
MP 74.6 H to MP 78.3 H, Curves	55		50
MP 75.1 H, Berwin Turnout		40	
MP 75.1 H, Berwin to MP 78.0 H, Fox Siding		40	
MP 78.0 H, Fox Turnout		45	
MP 78.0 H to MP 81.0 H, Rome Street Crossings		40	
MP 78.3 H to MP 80.1 H, Curves		40	
MP 81.0 H to MP 83.2 H, Curves		45	
MP 81.2 H, Smith Turnout		35	
MP 81.2 H, Smith to MP 83.9 H, Lindale Siding		35	
MP 83.9 H, Lindale Turnout		35	
MP 83.2 H to MP 85.5 H, Curves		40	
MP 85.5 H to MP 86.8 H, Curves		45	
MP 86.8 H to MP 88.0 H, Curves		40	
MP 88.0 H to MP 89.2 H, Curves		35	
MP 89.2 H to MP 89.9 H, Curves		40	
MP 89.9 H to MP 91.7 H, Curves		50	
MP 90.1 H, Brice Turnout		40	
MP 90.1 H, Brice to MP 92.0 H, Green Siding		40	
MP 92.0 H, Green Turnout		40	
MP 92.0 H, Green Crossovers		40	
MP 91.8 H to MP 92.6 H, Curve		40	
MP 92.6 H to MP 93.1 H, Curves		35	
MP 93.1 H to MP 93.3 H, Curve		45	
MP 93.3 H to MP 98.4 H, Curves		50	
MP 98.5 H, Aragon to MP 101.4 H, Ollie, Through Siding		35	
MP 100.0 H to MP 101.7 H, Curve		40	
MP 101.7 H to MP 107.9 H, Curves		45	
MP 106.9 H, Finch Turnout		40	
MP 107.9 H to MP 109.2 H, Curves		40	
MP 109.2 H to MP 118.2 H, Curves		30	
MP 112.0 H, Rogers Crossover		30	
MP 114.5 H, McPherson Turnout		30	
MP 118.2 H to MP 129.3 H, Curves		50	
MP 121.4 H, Oak Turnout		40	
MP 121.4 H, Oak to MP 125.6 H, Clark Siding		40	
MP 125.6 H, Clark Turnout		40	
MP 129.3 H to MP 131.9 H, Curves		45	

ATLANTA NORTH DISTRICT

2. MAXIMUM SPEEDS (CONT.)

Between	Psgr.	Rhwy.	Frt.
	MPH		
MP 131.9 H to MP 134.4 H, Curves	55		50
MP 130.5 H to MP 133.2 H, Runaround Track		25	
MP 130.5 H, Foss Turnout		25	
MP 131.3 H, Cowart Crossovers		25	
MP 131.6 H, Shipp Crossovers		15	
MP 133.2 H, England Crossovers		25	
MP 133.2 H to MP 134.8 H, Runaround Track		40	
MP 134.4 H to MP 134.8 H, Curves		40	
MP 134.8 H, Austell Turnout		40	
MP 134.8 H, Austell to MP 145.5 H, Bolton	79	60	50
Except:			
MP 134.7 H to MP 137.8 H, Curves	60		50
MP 137.2 H, Lowe Crossovers		40	
MP 137.8 H to MP 138.2 H, Curve		50	
MP 138.2 H to MP 144.0 H, Curves	60		50
MP 140.0 H, Crossovers Nickajack		40	
MP 143.1 H, JackMac Crossover		40	
MP 144.0 H to MP 144.4 H, Curve		50	
MP 144.4 H to MP 145.5 H, Curve	50		45
MP 145.5 H, Bolton to MP 150.4 H on ML #1	40	40	25
MP 145.5 H, Bolton Crossover		40	
MP 145.5 H, Bolton Turnout		40	
MP 145.5 H to MP 150.4 H on ML #2		30	

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/SOUTHWARD

MP 233.0 A to MP 232.0 A
 MP 26.0 H to MP 27.0 H
 MP 31.0 H to MP 32.0 H
 MP 82.0 H to MP 83.0 H

EASTWARD/NORTHWARD

MP 142.0 H to MP 141.0 H
 MP 131.0 H to MP 130.0 H
 MP 73.0 H to MP 72.0 H
 MP 29.0 H to MP 28.0 H

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Southward						
Chattanooga to Cohutta	2200	2950	3500	4365	4850	5720
Cohutta to Forrestville	3950	5250	6300	7830	8700	10270
Forrestville to Atlanta	1850	2450	2950	3645	4050	4780
Northward						
Atlanta to Forrestville	1950	2600	3100	3870	4300	5070
Forrestville to Cohutta	3050	4050	4850	6030	6700	7910
Cohutta to Chattanooga	2250	3000	3600	4455	4950	5840

ATLANTA NORTH DISTRICT

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 to Atlanta	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.

Line Segments	Between	Maximum Safe Trailing Tonnage	
		Southward/ Westward	Northward/ Eastward
Atlanta North District	Chattanooga and Atlanta	9,000	9,000

These instructions do not apply to radio trains or to a flat car loaded with more than one (1) trailer or container, one of which is loaded. Any district or segment not listed is unrestricted except that safe trailing tonnage will not exceed the unit tonnage rating for five (5) GP38 type units as shown in Section 4 — Diesel Unit Ratings.

C. TRAILING TONNAGE RESTRICTIONS — *RAILRUNNER* EQUIPMENT*

Line Segments	Between	Maximum Safe Trailing Tonnage		
		Empty Less than 18 Tons	Light Load 18–27 Tons	Loaded 28 Tons or More
Atlanta North District	Chattanooga (Jersey) and Spring	4,400	4,400	5,200

NOTE: *RailRunner Block MUST TRAIL RoadRailers.

ATLANTA NORTH DISTRICT

5. LOCOMOTIVE AND CAR RESTRICTIONS (CONT.)

D. EXCESSIVE DIMENSION EQUIPMENT

Plate "B", "C", "E" and "F" cars must not be handled at:

MP 152.7 H, East and West Office Car Tracks, Atlanta, GA

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

MP 143.8 H, JackMac Lead, State Rte. 280 Overhead Bridge, All Tracks,
Plant JackMac, Atlanta, GA

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:

Citico Jct. & Inman Yard

6. SWITCHES AND DERAILS

SPRING SWITCHES

North end of the Lead under the hump at Inman Yard, MP 148.0 H.

7. COMMUNICATION INFORMATION

RADIO

Emergency		Code 911
CYO		Code 448
Atlanta North End Dispatcher		Code 442
Inman Dispatcher		Code 444
Spring to Lee	AAR CH 15-15	
Knoxville West End Dispatcher		Code 773
Birmingham Dispatcher		Code 802
Mechanical Desk		Code 124

TELEPHONE

Dispatching Center	800-435-4389	
CYO	404-589-5768	M/W 589-5768
	Fax: 800-476-0179	M/W 589-5129

ATLANTA NORTH DISTRICT

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

A. TRAIN HANDLING INSTRUCTIONS AND SPECIAL INSTRUCTIONS

Northward

1. A train will be considered "Tail Heavy" if there are five (5) or more loaded cars totaling 500 tons or more located within the rear 10 cars of the train. Tail heavy trains must approach Sweetwater Creek, MP 133.5 H, not exceeding 30 MPH. After engines pass MP 133.5 H, the throttle may be advanced and speed allowed to increase. Prior to slack adjusting on rear of train at the storage track MP 134.1 H, the throttle must be reduced to No. 5 or less. Prior to rear end slack adjusting at Sweetwater Creek, the throttle must be reduced to No. 2 or less. The Above listed throttle notch restrictions for rear end slack adjustment applies to all trains except Rail-highway, Triple Crown, locals, rail trains and empty unit trains.
2. Tail heavy trains must approach MP 64.5 H not exceeding 40 MPH. After engines pass MP 64.5 H, throttle may be increased and speed allowed to increase. Prior to the slack adjusting on the rear of the train at MP 64.5 H, the locomotives must be placed in dynamic braking and not less that 400 amps applied. All other trains must reduce throttle to No. 4 or less for the slack to adjust on the rear at MP 64.5 H.
3. Northward trains exceeding 5500 tons must not exceed 20 MPH when cresting the grade at Braswell, MP 108.6 H. Dynamic brake must be used as the first priority brake. Train speed must be controlled to 25 MPH as the engines approach the signal at MP 104.1 H. If the signal indicates Approach Diverging, the dynamic brake must be used to the fullest extent so as to enter the siding at Ollie, MP 101.3 H without unnecessary use of the automatic brake. If the signal at MP 104.2 H indicated Clear, train speed may be allowed to increase gradually so as to reach the bottom of the grade without unnecessary use of the automatic brake.

ATLANTA NORTH DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

A. TRAIN HANDLING INSTRUCTIONS AND SPECIAL INSTRUCTIONS (CONT.)

Southward

1. All southward trains passing MP 233.0 A in excess of 35 MPH must reduce the throttle a sufficient amount to cushion rear end slack adjustment at MP 233.7 A. Southward mid train powered radio trains passing MP 233.0 A in excess of 35 MPH must reduce the throttle to No. 5, or less, prior to rear end slack adjustment at MP 233.7 A. These instructions do not apply to Rail-highway Trains, rail trains or locals having less than 75 cars.
2. All southward trains must reduce the throttle to No. 4 or less for the rear end slack to adjust at MP 63.0 H. The throttle must also be reduced to No. 4 or less for rear end slack to adjust at MP 64.5 H. These instructions do not apply to Rail-highway, locals, triple Crown, or rail trains.
3. Trains which lose speed to 12 MPH or less on the grade at Brice must notify the Train Dispatcher/Control Operator prior to passing Green. Plans should be made to stop at Ollie until the pusher can be moved in place, or any engine trouble can be corrected.
4. All southward trains with more than 18 powered axles on the head end must reduce the throttle to No. 7 at MP 108.25 H. Normal cresting procedures will be followed at the crest of the grade at MP 109.0 H.
5. All loaded Unit Grain, Sulphur trains in excess of 75 cars must be shoved from Ollie to Oak. All loaded unit coal trains are to be shoved from Ollie to Oak.
EXCEPTIONS: If pusher crew cannot make it back to Rockmart for hours of service, pusher crew can cut away at Rogers.
6. All loaded coal and grain trains operating with all power on the head end must be held at Chattahoochee Road Crossing until lined either into the yard or by North Inman on No. 2 Main Line.
Terminal and Yardmasters should have the train lined into a yard track if the train is to be yarded.
7. All crews handling cuts of cars north on Old Way Track at North Inman must have air coupled on at least 20% of the cars or not less than 10 cars. Brakes must be charged, tested for application and released before proceeding. Northward movements must not exceed 5 MPH.
8. The following are the train handling instructions for loaded Distributive Power Coal Trains:

Between Varnell and Waring:

Do not exceed 30 MPH at MP 36.0 H with both head end and remote unit in dynamic, or operate at track speed with head end in dynamic and remote unit in #2 power between Collins and Waring.

Between Davis and Sugar Valley:

Do not exceed 30 MPH at MP 53.3. H

Between Nickajack and Chattahoochee Road:

Do not exceed 30 MPH between MP 140.3 H and MP 145.3 H

ATLANTA NORTH DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

B. GENERAL INSTRUCTIONS

ATLANTA NORTH DISTRICT

1. All southward trains out of Debutts Yard stopping at Ooltewah must stop north of Bootlegger Crossing, MP 227.3 A, clearing the clear post. Trains switching Ooltewah Storage Track must cut this crossing.
2. All trains having high cars or high and wide cars advise the Train Dispatcher/Control Operator and DeButts Yard before passing Summit or Bolton.
3. Trains setting out at Dalton, GA, will set out in Storage Yard unless otherwise instructed. When instructed to set out in south end of siding at Walnut, cars must be left south of the north entrance switch to yard.
4. Northward trains working the woodyard at Sugar Valley, MP 54.7 H, will not allow their train to block the main crossing at MP 55.2 H.
5. Trains stopping between Green and Brice must not block crossing at MP 90.7 H longer than 15 minutes without clearing or cutting.
6. Engines must not be left running at Rockmart depot on Goodyear track.
7. When stopped at McPherson, trains or engine must not block crossing at MP 113.2 H. If length of train requires, crossing must be cut.
8. Train Dispatcher/Control Operator must verify trains operating to the Cedartown District as having Track Authority prior to initiating signal at Green.
9. Coal trains operating with longhood out of Cedartown must notify Train Dispatcher/Control Operator prior to passing Brice in order to wye power or switch power at Rome.
10. Coupled engines must not be operated over the trestle on the Thread Mill Track at Hair.
11. Northward trains in excess of 7,500 feet must verify with North End Dispatcher that they have cleared Fox before beginning work at Rome.
12. All loaded coal trains and unit grain trains in excess of 75 cars should be held at Norton until they can get a clear signal at North Dalton.
13. The Conductor of the unloading train at Krannert (708, Q08, etc.) is responsible for calling CYO and the Train Dispatcher/Control Operator when train arrives, begins dumping, completes dumping and departs. When crews are relieved prior to completion of dumping, the relieving Conductor is responsible for furnishing this information after train departs.
14. All northward trains in excess of 7,500 feet that are going to work at Rome must verify with the Atlanta North End Dispatcher that they have cleared Fox before beginning work at Rome.
15. All trains entering Atlanta Terminal Area will be required to change from the Road Channel to Atlanta Terminal Channel 42-42 and remain on and stay on that Channel until they depart the Atlanta area. All communications with any Atlanta Terminal locations and the Georgia Dispatch Center, will be on Channel 42-42. Signs are erected at Austell, MP 134.7 H as reminder to switch to Channel 42-42.

ATLANTA NORTH DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

B. GENERAL INSTRUCTIONS (CONT.)

ATLANTA NORTH DISTRICT (CONT.)

Gravity Roll By Location

1. The following location is an approved gravity roll by location:
Atlanta North District, MP 41.9 H, North End Dalton Yard
Motive Power cannot be used to start the movement. No more than 10 cars can be rolled by at any time. Hand brakes must be tested to ensure proper operation of the hand brake and the employee that will control the movement with the hand brake will be on the equipment prior to the movement starting.
2. The following location is an approved gravity roll by location:
Atlanta North District, MP 66.0 H, Plainville Brick
Motive Power cannot be used to start the movement. No more than five (5) cars can be rolled by at any time. Hand brakes must be tested to ensure proper operation of the hand brake and the employee that will control the movement with the hand brake will be on the equipment prior to the movement starting.

INMAN YARD

1. Use of Inbound Leads and Thoroughfare Tracks:
 - (a) Crews using the Inbound Leads to Inman Yard between Bolton and the Receiving Yard must know Inbound Lead number to be used before entering and use only designated lead in making their move.
 - (b) Terminal Trainmaster, Yardmasters and Operators must designate Inbound Lead to be used when issuing their instructions and crews are to acknowledge by repeating the designated Inbound Lead before occupancy.
2. Four (4) indicators govern movement over the crossover between the No. 1 Inbound and the Local Thoroughfare at the north end of the Ramp Track. Two (2) indicators govern movements (one for each direction) on the Local Thoroughfare under the hump Bridge. Three (3) additional indicators together with the southward indicator located under the hump Bridge govern movement connecting the Local Thoroughfare with the Engine Thoroughfare just north of the engine terminal. All indicators display either YELLOW (for proceed) or RED (for Stop). When indicator displays Stop or light is not burning, authority to proceed must be obtained from the Terminal Trainmaster on duty in the Main Tower.
3. Northward movements from North End Inman Receiving Yard and No. 3 Thoroughfare to No. 1 on Old Inbound must stop short to "Clear this Post" sign. Operate desired switch and, when switch indicator light is lighted and switch and derail are in the desired position, movement may proceed. **Rule 81** must be complied with when switch indicator light is properly lighted.
4. Due to unstable ballast conditions located on the west side of the new Inbound between the Ice house spring switch and south end of the bridge, employees are prohibited from dismounting from the west side of all trains and engines, except in case of emergency. Also, employees are prohibited from walking up or down the bank between these locations.

ATLANTA NORTH DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

B. GENERAL INSTRUCTIONS (CONT.)

INMAN YARD (Cont.)

5. Hydraulic operated switch at north end of No. 3 Thoroughfare, controls movement from No. 1 Inbound to No. 3 Thoroughfare or to the Receiving Yard.

The following will apply to the operation of the “Hydra-Switch”:

- (a) Unlock and open door protecting the push buttons. (Push button box is located on post adjacent to switch that also supports the Solar Panels.)
 - (b) Red light on same post blinks when switch points are not engaged.
 - (c) For movements to or from the Receiving Yard onto the Local Thoroughfare push the “NORMAL” button and release. When the machine moves switch points in place, check the points to verify a good closure was made.
 - (d) For movement to or from No. 3 Thoroughfare to the Local Thoroughfare push the “REVERSE” button and release. When the machine moves switch points in place, check the points to verify a good closure was made.
 - (e) Employees MUST check the switch points for proper fit.
 - (f) When placing cars in Receiving Yard for the purpose of building outbound trains, ensure that the cars are spotted on the “ground air” for Mechanical Department.
6. Loaded coal trains operating with four (4) units on the head end should be held at Rockdale until it is known they will be able to proceed beyond Howell Interlocking southward. Radio coal trains are exempt from these instructions.
7. Trains handling cuts of cars, using the Local Thoroughfare under the hump must not exceed a speed of 5 MPH from the road crossing in front of the Main Tower until the rear of the cut clears the “Bat Pole”. In addition, southward movements handling cuts of cars must line the Spring Switch at the north end of the shop for their movement and contact the Main Tower for direction as to how it will be restored.
8. All movement operating on the Inman Yard Engine Thoroughfare and Local Thoroughfare are controlled by the Terminal Trainmaster at Inman Yard Main Tower. Permission must be obtained from the Terminal Trainmaster to occupy these tracks prior to fouling entrance or connecting switches.
9. All movements operating on the Engine Thoroughfare and/or Class Track No. 1 must stop short of the Class Track No. 1 electric cross-over switches, ascertain that the switches are in corresponding position for the movement and receive permission from the Terminal Trainmaster to proceed. All movements operating on the Local Thoroughfare and/or Class Track No. 65 must stop short of the Class Track No. 65 electric crossover switches, ascertain that the switches are in corresponding position for the movement and receive permission from the Terminal Trainmaster to proceed.

ATLANTA NORTH DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

B. GENERAL INSTRUCTIONS (CONT.)

INMAN YARD (Cont.)

Receiving Yard

1. Before trains or engines enter yard tracks from either end of the Receiving Yard, permission must be received from the Main Tower. Main Tower must be contacted to verify track before proceeding.
2. When shoving tracks from the Receiving Yard north toward the hump, including No. 3 Thoroughfare, all switches must be lined for the hump prior to beginning the shove move.
3. Trains yarding part or all of their train from the Receiving Yard to the Class Yard or through the Stock Pen track must comply with the following instruction.
 - (a) When exiting the Receiving Yard, all switches must be lined for the designated class track.
 - (b) Not more than eight (8) axles of high adhesion or 12 conventional axles of locomotive power can be on line in the consist.
 - (c) Trains will not exceed No. 4 throttle while making these moves.
 - (d) Automatic brake applications will be used to control speed at or below 10 MPH keeping slack stretched.
 - (e) If brake application becomes too great to maintain speed in No. 4 throttle, movement must be stopped, brakes released, and then re-applied immediately after starting movement. (At no time will a train or cut be started with the brakes applied.)
 - (f) When placing cars in Receiving Yard for the purpose of building outbound trains, ensure that the cars are spotted on the "ground air" for Mechanical Department.

Forwarding Yard

1. When a car or cut of cars is shoved into a track in the Forwarding Yard, Yardmaster in North Tower must be advised the number and location of hand brakes applied. When coupling additional car(s), Yardmaster will instruct crew the number of cars, plus one (1), to check for and release hand brakes.
2. When building a train in the Forwarding Yard and it is known that cars are to be added to the south end of track, north end crew must be instructed to leave a minimum of five (5) hand brakes applied to the north end of cut of cars left in the track.
3. When pulling trains or yard cuts in Forwarding Yard, at least two (2) car lengths of room must be left on north end of track.
4. Hand brakes on tracks in the Forwarding Yard **MUST NOT** be released when track is protected by Blue signal(s).
5. Trains or engines coupling to tracks on the south end of the Forwarding Yard must not move after coupling until authorized by the Yardmaster, North Tower.
6. Trains and locomotives operating on Main Line No. 2 between Rockdale, MP 148.9 H and North Inman, MP 146.7 H, must ring the engine bell until the leading end of the movement has passed through this area, and inform the North Tower if operating on Main Line No. 2.

ATLANTA NORTH DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

B. GENERAL INSTRUCTIONS (CONT.)

NORTH INMAN

1. The following are instructions concerning operation through the power switches at the north end of Inman Yard, within the NX Plant, using the Train-Track system. This system is administered by the North Tower Yardmaster and he has control of the 18 power switches at the north end of the Class Yard.

All Yardmasters must be qualified on the Train-Track system before working the North Tower Yardmaster position. Training may be conducted on the job with another qualified Yardmaster.

North Tower Yardmaster will verify that the requested route is lined and locked before allowing movement via the power switches. No movement will be permitted to enter the limits of the NX Plant unless the desired route is established and indicated locked. Reverse movement may be made within the NX Plant only with the permission of the North Tower Yardmaster.

The Train-Track system has shove light indications for 15 tracks in the Forwarding Yard. The shove light indications in the field have not changed. When these shove light indications are out, this is a STOP signal and the shove movement in that track must stop.

All jobs must get permission from the North Tower Yardmaster before pulling out of the north end of the Class Yard, Local Yard, or north end of the Forwarding Yard. The North Tower Yardmaster will verify that their route is lined and locked through the NX Plant, and each route must be communicated and double checked between Yardmaster and crew member before the movement starts.

2. The North Tower Yardmasters are considered Hours of Service covered employees. It is required that the North Tower Yardmaster fill out the furnished report and sign it to serve as FRA Hours of Service recording keeping. Completed forms should be faxed to the Superintendent of Terminals, Inman Yard by 9:00AM daily. Originals should be retained until receipt is confirmed and for seven (7) days thereafter. Each Yardmaster is responsible for filling out their information on the daily form and signing it in the appropriate space. The North Tower Yardmaster now falls under the same regulations as train and engine employees (i.e., 12 hour Rule). This also puts the North Tower Yardmasters under the random testing and drug testing provisions applicable to covered employees.
3. All jobs working the north end of the Class Yard at Inman Yard must be aware of the following condition. It is possible for the North Tower Yardmaster to line a route through the Train-Track controlled power switches even though a fouling condition exists just beyond the limits of the circuit. The North Tower Yardmaster should take care to ensure any prior movements are well clear of the plant before granting routes. Likewise, all switch foreman should be aware of the location of other jobs and be positive of their intended route before directing their moves.
 - (a) Request route from the North Tower Yardmaster.
 - (b) The trackside "P" switch indicators located at each switch in the requested route must flash GREEN if switch is normal, or flash YELLOW if switch is reverse.
 - (c) The flashing "P" switch indicators will change to steady when train enters route.

ATLANTA NORTH DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

B. GENERAL INSTRUCTIONS (CONT.)

NORTH INMAN (CONT.)

- (d) The North Tower Yardmaster must ensure the proper route is lined and that it does not conflict with the other movements already lined before authorizing engine to proceed.
 - (e) Before any movement enters the NX Plant, the North Tower Yardmaster will inform the crew member controlling the movement of the route to be used and the crew member will repeat the route and authorized movement.
 - (f) No reverse movements can be made without permission from the North Tower Yardmaster.
 - (g) All class tracks must be blocked out through the North Tower Yardmaster. All crew members must know the number of the track they are to use, and know the track is blocked out before attempting to couple cars.
 - (h) Yard Foreman must be aware of all moves being made and protect their crews from any conflicting movement.
 - (i) Initial shove movements from or to Forwarding Yard is being made from Old Way or New Way inbounds, unless there is a proper understanding of the route to be used.
- 4. Engine movements must not enter the East or West Pullback Tracks at North Inman without permission from the Yardmaster on duty in the North Tower.
 - 5. The following signs are installed for northward movement to the right and adjacent to the West Pullback, East Pullback and Local Pullback tracks indicating the track will end in 500 feet.



- 6. When the #5 crossover from the Local Yard Lead to the East Pull Back Track is lined for crossover movement, the East Pull Back must be blocked out by the North Tower Yardmaster until the crossover switches are restored for the straight track.

ATLANTA NORTH DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

B. GENERAL INSTRUCTIONS (CONT.)

CLASSIFICATION YARD

1.
 - (a) North Tower Yardmaster will request Switchtender to block out track.
 - (b) Switchtender will align switch away from blocked track and open car stops.
 - (c) Switchtender will inform North Tower Yardmaster track is blocked out.
 - (d) The reverse procedure will be used to clear a track.
 - (e) Retarder Tower must repeat the request and verify that the track is blocked out.
 - (f) Written records must be kept by Yardmaster of tracks blocked and time cleared.
2. The position (open-closed) of the car stop retarders on the north end of each Class Track is controlled by the Switchtender in the Retarder Tower. Each retarder is equipped with a light indicator, indicating the position of the retarder. The light burns when the retarder is open and the light is out when the retarder is closed. The car stop retarders are in the closed position except when a Class Track is blocked out for a yard crew to couple and/or pull the track. (In addition to the Yard Foreman blocking the Class Track out through the Yardmaster before a crew enters a Class Track from the north end, a member of the crew must check the light indication of the car stop retarder and convey the indication to the other crew members.) If the light indicates the retarder is in a closed position, the crew entering the Class Track must stop and not enter the track until the retarder is opened or reason for it not being opened is determined.
3. Engine movements must not enter or foul the Classification Yard lead tracks at North Inman at anytime without permission from the Yardmaster on duty in the North Tower.
4. Close clearance exists between Class Tracks 13 and 14 at the south end of the Classification Yard. Employees must not ride the close clearance side of moving equipment when cars are left standing on either track at the south end of the Class Yard.
5. When instructed by the Main Tower to make a move over the power switches at the south end of the Class Yard, a member of the crew must communicate by radio with the car Retarder Switchtender and request that the switches be lined for the intended movement. The Retarder Tower must then repeat the request and verify that the route is lined. Movement must not be made until the Retarder Tower verifies that all switches are lined, stating specific track numbers. In the event communication fails with the Retarder Tower, the Main Tower must be contacted for further instructions.

ATLANTA NORTH DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

B. GENERAL INSTRUCTIONS (CONT.)

CLASSIFICATION YARD (CONT.)

Engine Terminal

1. All movements entering or leaving the Inman Yard Engine Terminal, must stop short of derails and not proceed until a crew member on the ground ensures the derail is in the off position. Additionally, movements must be stopped short of coupling, and inspection made to see that fueling and sanding hoses are disconnected before coupling.
2. Engines will not enter any track until Engine Terminal Foreman has been contacted and instructions received for placement of engines.
3. Trash receptacles marked **TRASH** are located between the tracks in the Engine Terminal. These receptacles are for the disposal of trash and every employee is required to use these receptacles in the Engine Terminal.

INMAN INTERMODAL YARD

1. Mechanical Department representative must contact the Hump Supervisor in the Main Tower for authorization to apply the power derails. Trains or engines must not enter Intermodal Yard Rail-highway Tracks 1-8 without permission from the Main Tower. After obtaining permission, train must not enter Rail -highway tracks until it is seen that both Red and Blue warning lights are not flashing and the power derail is off.
2. Intermodal Yard Rail-highway Tracks 1–8 are equipped with shove lights. Employees must not ride shove moves through the Intermodal Yard. If necessary, contact the proper authority for assistance.
3. When the employees operate company vehicles in the Intermodal Yard and satellite lots, the vehicle driver must ensure that the vehicle headlights and emergency flashers are in use at all times, both day and night. Furthermore, the driver must also ensure that the roof beacon light is in use on vehicles so equipped. Company vehicles must be kept clear of Intermodal crane pathways.
4. Florescent orange safety vests are available at the Inman Yard utility shack and must be used by all utility switchpersons assisting road or yard crews in the Intermodal Yard. These vests are to be worn on the outside of all clothing to provide maximum visibility.
5. Employees must use good judgment when spotting cars in the Intermodal Yard. Intermodal cars should be left on tangent track and not left in curves whenever practicable. Unless otherwise instructed, cars being spotted from the north end of Rail-highway Tracks 1–8 should be left at the north spot lines to avoid unnecessarily placing car in curves.

ATLANTA NORTH DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

B. GENERAL INSTRUCTIONS (CONT.)

ATLANTA TERMINAL

1. All train and yard movements approaching Inman Yard must notify Inman Main Tower when they have Hi-Wides in their trains and give the location of these cars.
2. Do not spot more than two (2) cars at McPherson Oil (A0153), MP 149.2 H, due to length of track. The north car should be spotted no closer than 15 feet from the End of Track.
3. When an End-Of-Train Device (EOTD) is removed from a train, it is to be placed in an approved EOTD rack. If this cannot be done, the employee removing the EOTD should inform the Mechanical Department Car Foremen on duty where the EOTD has been placed, so arrangements can be made to pick it up. If an EOTD is removed and placed on a train by other than Mechanical Department employees, the car Foreman on duty is to be given the EOTD number and train symbol so that an accurate account of EOTD's can be maintained.

OUTLYING POINTS

North Avenue Yard

1. Two (2) tracks at North Avenue are in service for Triple Crown use. Both tracks are located adjacent to Main Track No. 4. North Avenue Yard Track No. 1 measures 450 feet to clear point and opens on #4 Main on both ends. North Avenue Yard Track No. 2 measures 415 feet to clear point and opens on North Yard No. 1 on both ends.
2. A hand-held air gauge has been placed in a telephone box located at the north end of the North Avenue Yard to assist with air tests at this location. After use, the hand-held air gauge should be placed back in the telephone box and the box secured with the attached switch lock.

ATLANTA NORTH DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

B. GENERAL INSTRUCTIONS (CONT.)

OUTLYING POINTS (CONT.)

South Yard

1. Cars left standing in tracks at South Yard must be secured with hand brakes on the north end of the cut.
2. Shove lights at south end of South Yard are equipped with an "ON" and "OFF" switch. Switch is located at the south end signal case near No. 1 Lead. When necessary for crews to use shove lights, switch must be turned on and when movements are complete switch must be returned to the "off" position before crew leaves this area to help avoid vandalism. Shove lights have been installed on Tracks No. 1 through No. 19, South Yard, to protect shove moves from south to north and are in service, except No. 2 to No. 5 inclusive are out of service account excessive rust on the rail. Protect shove movement from south to north. The lights are located on the south end of South Yard to the left and adjacent of the track they govern. In Tracks No. 6 through No. 19, it will be necessary for a crew member on the ground to observe the indication of the shove light until shoving move is stopped. If light goes out before shoving move is complete, movement must be stopped immediately.
3. The A&F Lead south of Henderson, MP 155.4 H, is out of service below Paper Stock Dealers, MP 155.6 H.
4. Cars are not to be spotted north of the Yellow Pier on Track No. 1, Regional Recycling (G04), MP 153.1 H. Due to close clearance, employees are not permitted to ride the side of moving rail equipment in Tracks 1, 2, 3 and 4.
5. Yard crews cannot have more than two (2) locomotives in the consist while switching in South Yard. All unattached locomotives at South Yard must be properly secured and locked.
6. Standing trains must not block Fortress Avenue, MP 154.9 H between the hours of 7:30AM to 8:30AM and 3:00PM to 4:00PM on Monday through Friday. When setting off or picking up at the South Yard during these hours, Fortress Avenue must be cut, if necessary. Exercise caution while working in this area when school children are present. Crews must also make every effort not to block Capital Avenue, MP 155.4 H, while working at the South Yard.
7. When cars are allowed to roll free during switching operation at the south end of the South Yard Tracks 15–19 and couple within five (5) car lengths of the clear point, it must be determined that the same car or cars coupled to are secure before switching other cars into adjacent tracks.

ATLANTA NORTH DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

B. GENERAL INSTRUCTIONS (CONT.)

OUTLYING POINTS (CONT.)

Industry Yard

1. While switching on the south end of Industry Yard:
 - (a) No loaded cars may be cut off in motion and allowed to roll free at any time.
 - (b) No empty cars may be cut off in motion and allowed to roll free when going to coupling against car(s) standing in curve.
2. Movements within the limits of Triple Crown facilities located at East Point, GA, must be made with engine bell ringing to warn persons working in area.
3. While working on the following tracks at Industry Yard, BEWARE of close clearances account Triple Crown® Trailers parked adjacent to both sides of tracks.

C&S Lead	No. 2 Coach Yard
No. 3 Rip	No. 1 Coach Yard
No. 4 Rip	Shanty Track
No. 3 Coach Yard	South Leg of Wye
IY16–IY18	Water Hole Lead
4. Close clearance exists at Metro Alloys (J07) at the entrance gate and at the dock. Close clearance signs have been erected on the fence adjacent to the gate and on the dock. Employees must use caution when working this industry.
5. All equipment handled on the Colonial Lead and Kroger Leads at East Point must have the brake system fully charged and operational. Equipment left standing on these leads must be properly secured with hand brakes.
6. Prior to flat switching on the north end of the Industry Yard, crews must positively ascertain that a minimum of four (4) hand brakes are applied to the extreme south cars in the track. If less than four (4) cars are in the track, equipment must be shoved to rest until the track contains four (4) cars with operative hand brakes. Crews adding equipment to the south end of tracks must ascertain these cars are coupled and secured prior to departure.
7. Crews must not ride the east side of equipment (next to building) north of Hamilton Blvd. when spotting Treasure Chest (N3550) account of CLOSE CLEARANCE.
8. Locomotives will not clear inside the Lipton unloading building. A two-foot wide Red warning line has been painted 25 feet north of the unloading building. Locomotives must not move south of this line. If necessary, spacer cars must be used to ensure that locomotives remain north of the warning line at all times. T&E employees must not ride rail cars south of the Red warning line. Close Clearance Signs have been erected.
9. Cars longer than 60 feet are prohibited on the Stevens Graphics Track (K50) at MP S 293.0.

ATLANTA NORTH DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

B. GENERAL INSTRUCTIONS (CONT.)

HAPEVILLE

1. A security gate has been installed at the Hapeville Auto Terminal (HAT) immediately behind the perimeter gate. Crews switching this facility must close and lock BOTH gates when departing HAT.
2. When switching the Hapeville Automobile Terminal (HAT) at Poole Creek when coupling to a cut of cars with the rear car spotted against butting block, slack must be stretched to prevent cut from rolling toward bumping post before the air is cut in. In addition, hand brakes on rear car will not be released until air is throughout the cut.
3. TTQX, excessive height auto racks, are not to be placed against bumping post, Track No. 6, at Poole Creek Auto Ramp, account overhead unloading device will not clear this type rail car.

WHITAKER YARD

1. There are currently eight (8) tracks in service in the Whitaker Intermodal Facility Storage Yard. These tracks are designated from west to east as: AU1 through AU7 and AU12. AU1 is adjacent to the Runaround Track. AU12 is currently a stub end track.
2. All Storage Yard tracks are equipped with a power derail at the clear point on each end of each track. A Blue strobe light will flash when the derails are applied by NS Mechanical Department and will continuously burn when the derails are off. Trains and engines may enter the Storage Yard tracks when the derails are off and the Green lights are burning. Contact the Yardmaster for instructions if the warning lights are observed to be inoperative.
3. Green shove lights are located at each end of each Storage Yard track.
4. There are currently four (4) ramp tracks in service in the Intermodal Yard. These tracks are designated from west to east as AI1, AI2, AI3, AI4.
5. The ramp tracks at Whitaker are protected by a total of 16 derails. Each end of each ramp track is equipped with a power derail at the clear point. A Blue strobe light will flash when the derails are applied and NS Mechanical Department forces are working on the tracks. A Green light will burn when the derails are off. Trains and engines may enter the ramp tracks when the power derails are off and the Green warning lights are displayed. Contact the Yardmaster if the warning lights are observed to be inoperative.
6. All four (4) ramp tracks are bisected by a road crossing in the middle of the Intermodal Yard. EACH ramp track is equipped with a HAND-THROW derail on each side of the center road crossing. These hand-throw derails are under the exclusive control of the Mechanical Department.
7. Orange reflectorized safety vests are provided for the utility switch employees working at Whitaker Yard. Utility employees must wear the safety vests whenever they work in the Intermodal facility, Tracks AI1–AI4.
8. Trains expecting to do work at Whitaker Yard must contact Whitaker Tower before passing Austell northward or Foss southward.
9. All radio communication will take place on the Main Line Channel.

ATLANTA NORTH DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

C. ATLANTA DISTRICT NORTH SPEED RESTRICTIONS

All Industry Tracks Restricted Speed not exceeding 10 MPH except:

1. MP 76.8 H, 2nd Avenue to and including City Yard, Rome 5 MPH
2. MP 80.4 H, Central of Georgia Load Track to End of Track..... 5 MPH
3. MP 82.1 H, Old "N" Line to End of Track 5 MPH
4. MP 124.9 H, House Track Hiram 5 MPH
5. MP 132.0 H, All Tracks Whitaker Yard at Austell..... 15 MPH
6. MP 145.0 H, Chattahoochee Brick Tracks 5 MPH
7. MP 146.4 H, Former Mindas Recycling..... 5 MPH
8. MP 155.0 H, Regional Recycling 5 MPH
9. Restricted Speed not exceeding 15 MPH applies to the following tracks:
 - (a) Local Thoroughfare
 - (b) Engine Thoroughfare
 - (c) Local Yard Outbound Lead
 - (d) #1, 2, and 3 Inbound
 - (e) #1, 2, and 3 Thoroughfare
 - (f) Freight Lead
 - (g) All other Inman Yard Tracks..... 10 MPH
10. Restricted Speed not exceeding 5 MPH applies to the following tracks:
 - (a) North Inman Minute Track
 - (b) North Inman Cab Tracks 1 and 2
11. Atlanta Terminal Satellite Yard Tracks are Restricted Speed not to exceed 10 MPH:
 - (a) Armour Yard Tracks 1–6 and the remaining portion of the Decatur Belt, MP 632.5
 - (b) All North Yard Tracks, MP 151.4 H
 - (c) South Yard Tracks 1–19, MP 155.0 H
 - (d) A&F Tracks 1 and 2 from South Yard — Henderson, MP 155.0 H
 - (e) Oleo Track, South Yard, MP 155.0 H
 - (f) All Collier Metals (G06) Tracks, MP 154.3 H
 - (g) Chevrolet Lead, South Yard, MP 155.7 H
 - (h) Industry Yard Tracks 1–19 and the Water Hole Lead, MP S 289.0
 - (i) Brewery Lead, MP S 284.5
 - (j) Farmers Market Lead, MP S 283.0
 - (k) American Can Lead, MP S 283.0
 - (l) Forest Park Yard Tracks 1–22, MP S 282.6
 - (m) All Fort Gillem Tracks, MP S 280.2

ATLANTA NORTH DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

D. CROSSING SIGNALS

Rule 125(b) is in effect at the following crossings equipped with automatic warning devices:

ATLANTA NORTH DISTRICT

Milepost	Location	City	AAR
C 373.2	John Davenport	Rome, GA	718182E
C 374.3	Lavender Dr.	Rome, GA	719190W
C 375.3	Redmond Dr.	Rome, GA	719182K

ATLANTA SOUTH DISTRICT

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE	
			INMAN DISPATCHER 444		
		148.2 H	Inman Yard		
		148.9 H	ROCKDALE.....	Ⓢ	
		149.9 H	HOWELL.....	Y Ⓢ	
		150.1 H	KING PLOW	Ⓢ	
		152.4 H	SPRING	Ⓢ	
			ATLANTA SOUTH END DISPATCHER	443	
		154.2 H	WELLS	Ⓢ	
		154.6 H	SOUTH YARD		
		155.4 H	HENDERSON.....	Ⓢ	
		158.8 H	CONSTITUTION	Ⓢ	
		158.8 H	HBD-DED		
		SS 9867	162.5 H	NORTH CONLEY.....	Ⓢ
			164.5 H	PLESS.....	Ⓢ
			165.7 H	HBD-DED (<i>Ellenwood</i>)	
		SS 10782	171.5 H	STOCKBRIDGE.....	Ⓢ
			173.7 H	TUNIS	
			177.0 H	HBD-DED (<i>Flippen</i>)	
		SS 10160	181.5 H	McDONOUGH	Ⓢ
			183.5 H	GROVE.....	Ⓢ
		187.4 H	HBD-DED-HWD (<i>Locust Grove</i>)		

ATLANTA SOUTH DISTRICT

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
	SS 10763	193.0 H	ATLANTA SOUTH END DISPATCHER 443	
		195.0 H	JENKINSBURG..... CP	
		198.0 H	BUNCH..... CP	
			HBD-DED (<i>Jackson</i>)	
	SS 11041	203.0 H	FLOVILLA..... CP	
		205.2 H	SANDY..... CP	
		208.0 H	HBD-DED (<i>Cork</i>)	
	SS 6125	215.0 H	BERNER..... CP	
		216.8 H	JULIETTE..... CP	
		218.8 H	SCHERER..... CP	
		222.5 H	HBD-DED (<i>Dames Ferry</i>)	
		225.0 H	GRUBBS..... CP	
	SS 11140	230.1 H	DAMES..... CP	
		232.3 H	ARKWRIGHT..... CP	
		233.7 H	HBD-DED-HCD	
	239.1 H	NORTH MACON..... CP		
	240.5 H	MACON JCT. CP		
	242.0 H	BROSNAN YARD		

1. RULES IN EFFECT

Between	Main Track	Main 1 Track	Main 2 Track	Main 3 Track	Other Tracks
	Rules				
Rockdale and Howell		261	261		
Howell and Wells		261	261	261	
Wells and Constitution		261	261		
Constitution and North Macon	261				
North Macon and Brosnan Yard		261	261		
Signaled Siding					261

ATLANTA SOUTH DISTRICT

2. MAXIMUM SPEEDS

	Psg.	Rhwy.	Frt.
Between	MPH		
MP 148.2 H, Inman Yard and MP 150.4 H, Howell Main Line No. 1	40	25	25
MP 148.2 H, Inman Yard and MP 150.4 H on Main Line No. 2		30	
MP 150.4 H, Howell and MP 239.2 H, North Macon	60	60	50
MP 150.4 H, Howell and MP 239.2 H, North Macon, Siding Speed		25	
Except:			
MP 215.0 H, Berner to MP 218.8 H, Scherer		40	
MP 239.2 H, North Macon and MP 240.5 H, Macon Jct., Tracks 1 and 2		20	
Except:			
MP 150.4 H, Howell to MP 152.4 H, Spring, No. 3 Main Track		25	
MP 150.4 H, Howell to MP 153.8 H, No. 1 and 2 Main Track		25	
MP 148.9 H, Rockdale, Through Turnouts		15	
MP 149.7 H, Howell, Through Turnouts and Crossovers		15	
MP 150.3 H, King Plow, Through Turnouts		15	
MP 153.8 H to MP 154.0 H, Curve		25	
MP 152.4 H, Spring, Through Turnouts and Crossovers		25	
MP 154.2 H, Wells, Through Turnouts		15	
MP 154.2 H to MP 157.3 H, Curves		35	
MP 155.4 H to Henderson, Through Crossovers		40	
MP 157.3 H to MP 161.4 H, Curves		40	
MP 158.8 H, Constitution, Through Turnouts		40	
MP 161.4 H to MP 161.8 H, Curves		35	
MP 161.8 H to MP 162.5 H, Curves		40	
MP 162.5 H, North Conley, Through Turnouts		25	
MP 162.5 H to MP 163.1 H, Curve		45	
MP 163.1 H to MP 164.8 H, Curves.		50	
MP 164.5 H, Pless, Through Turnouts		25	
MP 164.8 H to MP 167.0 H, Curves		50	
MP 167.0 H to MP 167.2 H, Curve		40	
MP 167.2 H to MP 171.6 H, Curves		45	
MP 171.4 H, Stockbridge, Through Turnouts		25	
MP 171.6 H to MP 171.9 H, Curve		40	
MP 171.9 H to MP 173.7 H, Curves		40	
MP 173.5 H, Tunis, Through Turnout		25	
MP 173.7 H to MP 177.3 H, Curves		45	
MP 177.3 H to MP 180.3 H, Curves		50	
MP 180.3 H to MP 180.6 H, Curve		40	
MP 180.6 H to MP 181.3 H, Curves		45	
MP 181.3 H to MP 188.2 H, Curves		50	
MP 181.4 H, McDonough, Through Turnout		25	
MP 183.5 H, Grove, Through Turnout		25	
MP 188.2 H to MP 188.4 H, Curve		40	
MP 188.4 H to MP 191.7 H, Curves		50	
MP 191.7 H to MP 193.5 H, Curves		45	
MP 193.0 H, Jenkinsburg, Through Turnout		25	
MP 193.5 H to MP 197.6 H, Curves		50	
MP 195.0 H, Bunch, Through Turnout		25	
MP 197.6 H to MP 197.9 H, Curve		45	
MP 197.9 H to MP 202.5 H, Curves		40	

ATLANTA SOUTH DISTRICT

2. MAXIMUM SPEEDS (CONT.)

Between	Psg.	Rhwy.	Frt.
	MPH		
MP 202.5 H to MP 204.8 H, Curves		45	
MP 203.0 H, Flovilla, Through Turnout		25	
MP 204.8 H to MP 206.2 H, Curves		40	
MP 205.3 H, Sandy, Through Turnout		25	
MP 206.2 H to MP 206.4 H, Curve		35	
MP 206.4 H to MP 206.8 H, Curves		40	
MP 206.8 H to MP 211.9 H, Curves		45	
MP 211.9 H to MP 212.4 H, Curve		40	
MP 212.4 H to MP 214.4 H, curves		45	
MP 214.4 H to MP 214.8 H, Curve		35	
MP 215.0 H, Berner, Through Turnout		40	
MP 215.0 H to MP 216.9 H, Curves		40	
MP 216.9 H, Juliette, Through Turnout		40	
MP 216.9 H to MP 217.5 H, Curves		35	
MP 217.5 H to MP 219.3 H, Curves		40	
MP 218.6 H, Scherer, Through Turnout to Plant		20	
MP 218.6 H, Scherer, Turnout to Main Line		40	
MP 219.3 H to MP 219.6 H, Curve		35	
MP 219.6 H to MP 222.3 H, Curves		40	
MP 222.3 H to MP 230.8 H, Curves		35	
MP 230.1 H, Dames, Through Turnout		25	
MP 230.8 H to MP 233.1 H, Curves	40	40	35
MP 232.3 H Arkwright, Through Turnout		25	
MP 233.1 H to MP 235.6 H, Curves		45	
MP 235.6 H to MP 235.9 H, Curve		40	
MP 235.9 H to MP 238.9 H, Curves		45	
MP 238.9 H to MP 239.1 H, Curve		35	
MP 239.1 H to North Macon, Through Turnout		20	
MP 239.1 H, Macon Jct. to MP 240.5 H, Track 1 and 2		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:

SOUTHWARD

MP 159.0 H to MP 160.0 H
 MP 167.0 H to MP 168.0 H
 MP 188.0 H to MP 189.0 H

NORTHWARD

MP 236.0 H to MP 235.0 H
 MP 228.0 H to MP 227.0 H
 MP 189.0 H to MP 188.0 H

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Southward						
Atlanta to McDonough	2800	3750	4450	5535	6150	7260
McDonough to Macon	3550	4750	5650	7020	7800	9200
Northward						
Macon to Atlanta	1950	2600	3100	3870	4300	5070

ATLANTA SOUTH DISTRICT

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
Inman Yard to Brosnan 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.

Line Segments	Between	Maximum Safe Trailing Tonnage	
		Southward/ Westward	Northward/ Eastward
Atlanta South District	Atlanta and Macon	9,200	9,200

These instructions do not apply to radio trains or to a flat car loaded with more than one (1) trailer or container, one of which is loaded. Any district or segment not listed is unrestricted except that safe trailing tonnage will not exceed the unit tonnage rating for five (5) GP38 type units as shown in Section 4 — Diesel Unit Ratings.

C. TRAILING TONNAGE RESTRICTIONS — RAILRUNNER* EQUIPMENT

Line Segments	Between	Maximum Safe Trailing Tonnage		
		Empty Less than 18 Tons	Light Load 18–27 Tons	Loaded 28 Tons or More
Atlanta South District	Spring and North Macon	4,700	4,700	5,200

NOTE: *RailRunner Block MUST TRAIL RoadRailers.

D. EXCESSIVE DIMENSION EQUIPMENT

Plate “B”, “C”, “E” and “F” cars must not be handled at:
MP 152.7 H, East and West Office Car Tracks, Atlanta, GA

Double-stack cars:

1. 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 & Brosnan Yard
2. Do not handle double-stack cars:
MP 196.1 H, Rocky Creek through Truss, Macon, GA
3. No 6-axle locomotives on the Arch Chemical Track and Bonsal Track, MP 161.2 H (Curves).

ATLANTA SOUTH DISTRICT

6. SWITCHES AND DERAILS

MAIN TRACK SWITCHES NOT EQUIPPED WITH ELECTRIC LOCKS

Between MP 148.0 H, Atlanta to MP 240.5 H, Macon Jct.

- MP 162.75 H — Tindeil Concrete
- MP 164.8 H — Whirlpool
- MP 173.75 H — Dunlop Tire
- MP 182.0 H — Toys "R" Us
- MP 183.6 H — Goodyear
- MP 184.1 H — Millard
- MP 186.5 H — Smead

7. COMMUNICATION INFORMATION

RADIO

Emergency	Code 911
CYO	Code 448
Atlanta South End Dispatcher	Code 443
Inman Dispatcher	Code 444
Mechanical Desk	Code 124

TELEPHONE

Dispatching Center	800-435-4389	
CYO	404-589-5768	M/W 589-5768
	Fax: 800-476-0179	M/W 589-5129

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

A. TRAIN HANDLING INSTRUCTIONS

Northward

1. After cresting grade at MP 177.0 H, trains exceeding 6,000 tons must not exceed 30 MPH until engines have passed field signal at MP 176.0 H.
2. Do not exceed 5 MPH in dynamic braking from MP 149.9 H, Howell until at least one half (1/2) of the train is by Howell.

ATLANTA SOUTH DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

A. TRAIN HANDLING INSTRUCTIONS (CONT.)

Southward

1. Trains exceeding 6,000 tons must not exceed 25 MPH until engines pass signal at Federal Pen, MP 156.9 H.
2. When locomotives pass signal at Grove, throttle will be reduced gradually until slack adjusts at MP 182.8 H. When engine is on ascending grade approaching MP 185.0 H, throttle may be advanced as needed to handle train and control train speed.
3. As engines crest at MP 185.2 H throttle must be reduced to No. 5. Throttle may be advanced to No. 6 at MP 186.0 H to avoid run in. Dynamic brake will be applied to not less than 400 amps to allow for slack adjustment at MP 186.5 H. After final slack adjustment, dynamic brake amps may be used as necessary to control train speed on descending grade through Locust Grove.
4. As engines crest at MP 192.7 H, throttle will be gradually reduced to idle before passing MP 194.0 H. As engines approach MP 195.0 H dynamic brake will be increased to allow for slack adjustments and maintain until engines pass trestle at MP 197.2 H. Does not apply to Rail-highway, locals, Triple Crown or coal trains.
5. Dynamic brake will be applied at MP 206.2 H not exceeding 25 MPH with 6,000 tons or more. Dynamic brakes are to be used in this manner to control train speed on grade between MP 206.2 H and MP 210.3 H to avoid use of automatic brake unnecessarily.
6. All loaded Distributive Power coal trains should not exceed 30 MPH between MP 164.0 H and MP 165.0 H.

B. GENERAL INSTRUCTIONS

1. Conley, GA, MP 161.2 H

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

2. Stockbridge

Trains setting off at Stockbridge must use the Storage Track if space is available. Set off will be made on Quarry Tracks only if Storage Track is full.

3. MP 203.2 H

When northward trains meet a train at Flovilla, do not block crossing at MP 203.2 H account this blocks Fire Department.

4. MP 232.3 H, Arkwright

Do not block the Georgia Power road crossing and crossing at MP 232.3 H, Arkwright.

ATLANTA SOUTH DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

B. GENERAL INSTRUCTIONS (CONT.)

5. Scherer Staging Yard

The GPL switch and the SW1 (the first switch of the lead) will be controlled by the Atlanta South End Dispatcher. Scherer Staging Yard consists of five (5) tracks named SY1 through SY5.

Track SY1, the first track south of the Scherer Lead, is 7,488 feet. This track has a crossover that re-enters the Scherer Lead 346 feet north of the Loop Track switch. Track SY2 is 7,478 feet, Track SY3 is 7,468 feet, Track SY4 is 7,458 feet and Track SY5 is 7,447 feet. All switches and derails are controlled by Georgia Power personnel. Each switch and split point derail is equipped with a switch indicator light.

A GREEN light indicates operation over the switch down the lead.

A YELLOW light indicates operation diverts movement to the corresponding track.

A RED light indicates the switch is open.

Trains entering the north end of the staging yard will enter one of two leads. The first lead enters Tracks SY1 or SY2. The second lead enters Tracks SY3 through SY5.

The south end of the staging yard consists of a signal lead with a five (5) track ladder. The same switch indicator lights apply.

Remotely controlled switch point derails are located at the north end of each track. The derail in SY1 is 420 feet south of the northeast switch; in SY2, it is 470 feet south; in SY3, it is 490 feet south; in SY4, it is 520 feet south and in SY5, it is 590 feet south.

When these derails are in the off position, a continuously burning Blue light will be displayed. When derails are in the derailing position, a strobe Blue light will be displayed. The south end of the yard is protected by hand throw derails. These derails are located at the north end on Track SY1, 709 feet; on SY2, 722 feet; on SY3, 731 feet; on SY4, 740 feet and on SY5, 753 feet from the corresponding switch on the south end of the yard. The normal position for these derails is in the off position. They will be locked in the off position with private southern company locks.

NS personnel will not handle these derails.

Train crews must communicate with the Atlanta South End Dispatcher prior to passing Berner to ascertain their route into the plant. If a route other than the lead is necessary, Georgia Power will have the proper route lined prior to the train's arrival at GPL.

6. McDonough

Locomotives must not be left unattended at McDonough on the Old Pass Track north of Depot St. crossing at MP 181.2 H. Locomotives must be left either on the Old Pass Track south of the Depot St. crossing or the County Wood Yard Track.

7. Millard Track, MP 184.1 H

Crews stopping to either pick up or set off on Nestle Lead or Millard Track, MP 184.1 H, must cut away from their train far enough back so that when they couple back to their train, they will clear the interlocking at Grove, MP 183.5 H.

ATLANTA SOUTH DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

B. GENERAL INSTRUCTIONS (CONT.)

8. Block Protection at Scherer

For Block Protection at Scherer: Limits must include Main 1 and Siding Track.

9. Gravity Roll By Location

The following location is an approved gravity roll by location:

Atlanta South District, MP 173.7 —Tunis, GA

Motive Power cannot be used to start the movement. No more than eight (8) cars can be rolled by at any time. The crew will confer with the Atlanta South End Dispatcher prior to beginning the move and confirm that they have a favorable northward signal at Tunis, MP 173.7 H prior to beginning the move. The cars must be placed on the Main Line. Hand brakes must be tested to ensure proper operation of the hand brake and the employee that will control the movement with the hand brake will be on the equipment prior to the movement starting.

10. Scherer Arrival and Departure

All Georgia Division crews must contact CYO with arrival and departure times from Scherer.

11. Atlanta Terminal

All trains entering Atlanta Terminal Area will be required to change from the Road Channel to Atlanta Terminal Channel 42-42 and remain on and stay on that Channel until they depart the Atlanta area. All communications with any Atlanta Terminal locations and the Georgia Dispatch Center, will be on Channel 42-42. Signs are erected at Constitution, MP 158.8 H as a reminder to switch to Channel 42-42.

C. ATLANTA SOUTH SPEED RESTRICTIONS

1. MP 163.8 H, Conley, All Tracks Ft. Gillem 5 MPH
2. MP 218.8 H, Scherer, Main Line to Maintenance Limit Sign..... 20 MPH
 - (a) From Maintenance Limit Sign including Switch to Loop Switch 10 MPH
 - (b) Scherer Trestle 5 MPH
3. MP 231.8 H to MP 232.8 H, Arkwright, GBU Lead Track,
Locomotives in Plant and Storage Tracks..... 5 MPH
4. MP 172.4 H to MP 172.9 H, All Quarry Tracks Stockbridge 5 MPH

D. CROSSING SIGNALS

Rule 125(b) is in effect at the following crossings equipped with automatic warning devices:

ATLANTA SOUTH DISTRICT

Milepost	Location	City	AAR
154.35 H	McDaniel St.	Atlanta	718058V

AUGUSTA DISTRICT

NORTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
			SAVANNAH DISTRICT DISPATCHER..... 445	
		D 78.5	AUGUSTA JCT.	1
		D 78.8	MILLEN WYE	1
		D 79.5	..... (YL)	
		D 82.3	HBD-DED (<i>Wasden</i>)	
		D 95.0	HBD-DED (<i>Waynesboro</i>)	
		D 99.3	WAYNESBORO	
		D 99.4	S&A JCT. Y	2
		D 108.0	HBD-DED (<i>Greens Cut</i>)	
		D 112.0	MCBEAN	
		D 120.6	..... (YL)	
		D 123.3	NIXON YARD	
		D 125.0	..... (YL)	
		D 125.4	WESTOVER	
		D 129.0	..... (YL)	3
		D 130.3	..... (N)	
		D 131.5	AUGUSTA YARD	
		D 132.3/ R 191.0	AUGUSTA	4
	R 191.4	PIEDMONT DIVISION		

AUGUSTA DISTRICT

STATION PAGE INFORMATION

- NOTE 1:** Junction switch is left as last used.
- NOTE 2:** Junction switch is normally lined and locked for movement on the Augusta District Main Track.
- NOTE 3:** Trains and engines must approach crossing prepared to stop unless the gate is set across conflicting route and the track is clear.
- NOTE 4:** Junction switches with CSXT may be left as last used.

1. RULES IN EFFECT

	Main Track
Between	Rules
Augusta Jct. and Augusta	171

2. MAXIMUM SPEEDS

	Main Track
Between	MPH
MP D 78.5 and MP D 79.0	15
MP D 79.0 and MP D 120.8	49
MP D 120.0 and MP D 130.5	40
MP D 130.5 and MP D 131.8, Augusta, Over All Street Crossings	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:

SOUTHWARD

MP D 115.0 to MP D 114.0

NORTHWARD

MP D 87.0 to MP D 88.0

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Northward Millen to Augusta	4550	6050	7250	9000	10000	11800
Southward Augusta to Millen	3200	4250	5100	6345	7050	8320

AUGUSTA DISTRICT

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
August Jct. and Augusta	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.

Line Segments	Between	Maximum Safe Trailing Tonnage	
		Southward/ Westward	Northward/ Eastward
Augusta District	Augusta and Millen	16,000	16,000

These instructions do not apply to radio trains or to a flat car loaded with more than one (1) trailer or container, one of which is loaded. Any district or segment not listed is unrestricted except that safe trailing tonnage will not exceed the unit tonnage rating for five (5) GP38 type units as shown in Section 4 — Diesel Unit Ratings.

6. SWITCHES AND DERAILS

SPRING SWITCHES

Milepost	Location	Normal Position
D 78.5	East End Wye Augusta Jct.	Left as last used
D 79.0	Winthorpe North End Wye Switch	Left as last used
D 99.4	Junction Switch at S&A Jct.	Main Line

AUGUSTA DISTRICT

7. COMMUNICATION INFORMATION

RADIO

Emergency	Code 911
CYO	Code 448
Savannah District Dispatcher	Code 445
Mechanical Desk	Code 124

TELEPHONE

Dispatching Center	800-435-4389	
CYO	404-589-5769	M/W 589-5769
	Fax: 800-476-0179	M/W 589-5129

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

A. GENERAL INSTRUCTIONS

1. MP D 132.0 and MP R 191.0

Movement of NS trains and engines over CSXT trackage between MP D 132.0 (North Wye Switch, Augusta) and Reynolds Street MP R 191.0 must be authorized by the CSXT Yardmaster. Such authorization will be secured and relayed by the NS Yard Clerk. All movements on this track section will be made at Restricted Speed not exceeding 15 MPH.

2. Olin Corporation or Federal Paperboard Chemical

Train or engine crews switching Olin Corporation or Federal Paperboard Chemical area at Nixon must use individual respirators which may be obtained from the cabinet adjacent to the flashing light switch located at Olin's railroad entrance, or from the Trainmaster. Crew members must not enter the plant without a respirator and must notify the Trainmaster promptly if sufficient respirators are not available.

3. MP R 191.0 and MP D 132.0

In lieu of sounding the whistle as prescribed by **Rule 14(l)**, a member of the train crew will flag the grade crossings indicated below between MP R 191.0 (Savannah River Bridge) and MP D 132.0 (North Wye Switch, Augusta Yard), Augusta, GA on Sundays only between the hours of 10:00AM to 1:00PM and 8:00PM to 10:00PM.

From North to South:
Reynolds Street
Broad Street
Ellis Street
Green Street
Telfair Street
Walker Street

AUGUSTA DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

A. GENERAL INSTRUCTIONS (CONT.)

4. Nixon and Augusta

While classifying equipment at Nixon and Augusta, the following practices must be observed.

- (a) Cars must not be allowed to roll free to an open track.
- (b) No cars must be allowed to roll free in a track unless it is ascertained that the track is secured by standing equipment to prevent a rollout.
- (c) Not more than two (2) loaded cars are to be allowed to roll into standing equipment and speed must be controlled to prevent damage.
- (d) All loaded cars placarded "DO NOT HUMP" must be shoved to a coupling.
- (e) Loaded pulpwood cars must not be allowed to roll free to a coupling and all must be placed at industry on the next possible switch.

5. Proctor & Gamble, Olin or Huron

Do not allow equipment to roll free in the industries of Proctor & Gamble, Olin or Huron.

6. Gravity Roll By Location

Motive Power cannot be used to start the movement. No more than five (5) cars can be rolled by at any time. Hand brakes must be tested to ensure proper operation of the hand brake and the employee that will control the movement with the hand brake will be on the equipment prior to the movement starting.

7. Augusta and Nixon Yards

All movements approaching Augusta or Nixon Yards must call Train Dispatcher/Control Operator for permission to pass yard limit boards. Yard boards are located as follows: Southward: MP R 191.4, Augusta and MP D 125.0 at Nixon. Northward: MP D 120.8 at Nixon.

8. Radio Controlled hydro switches

Radio Controlled hydro switches have been installed and are in operation at MP D 132.5 (Sixth and Walton Way) and at MP D 132.3 (Central Jct.). These switches are operated by radio tone. #33 to line switch at MP D 132.5 and #22 to line switch at MP D 132.3.

B. JOINT TRACKAGE

Trains and engines of Georgia Division will use track of other Divisions and Foreign lines as shown below:

- CSXT R.R. at Augusta
- Piedmont Division beginning at MP R 191.4

BRUNSWICK DISTRICT

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
			GS&F DISPATCHER [446]	
		242.2 H	BROSNAN YARD (YL)	
		243.5 H	MEAD (CP)	
		245.4 H	BROSNAN YARD SOUTH (YL)	
		251.3 H	HUBER	
		254.9 H	HBD-DED (<i>Bullard</i>)	
		262.6 H	HBD-DED (<i>Adams Park</i>)	
		266.6 H	WEST LAKE	
		276.1 H	HBD (<i>Cochran</i>)	
		279.2 H	COCHRAN	
		290.1 H	HBD-DED (<i>Gresston</i>)	
		297.8 H	EASTMAN	
		304.9 H	HBD (<i>Chauncey</i>)	
		316.9 H	HELENA (N)	1, 2
		317.8 H	MCRAE	
	318.5 H	HBD-DED (<i>McRae</i>)		

BRUNSWICK DISTRICT

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE	
		327.8 H	GS&F DISPATCHER 446		
			TOWNS		
			333.3 H	HBD (<i>Lumber City</i>)	
			334.5 H	LUMBER CITY	
			341.9 H	HAZELHURST (N)	1
			346.5 H	HBD (<i>Graham</i>)	
			355.4 H	HBD (<i>Hatch</i>)	
			357.8 H	BAXLEY	
			367.2 H	HBD-DED (<i>Surrency</i>)	
			380.5 H	HBD-DED (<i>Odum</i>)	
			385.8 H	ROSSER	
			387.8 H	JESUP	
			388.2 H	MURPHY	
			394.6 H	HBD (<i>Gardi</i>)	
			409.1 H	HBD-DED (<i>Everett</i>)	
			417.0 H	EVANS (VL)	
			421.7 H	SOUTHERN JCT. (N)	1
			424.2 H	DOCK JCT. (N)	1

BRUNSWICK DISTRICT

STATION PAGE INFORMATION

NOTE 1: All movements must approach railroad crossing prepared to stop unless gate is seen to be blocking conflicting route.

NOTE 2: Railroad crossing at grade is installed on Brunswick District at Helena, GA, MP 316.8 H.

- (a) Stop signs govern Foreign Line movements crossing the NS Main Line at this location.
- (b) After the Foreign Line movements have stopped, they must communicate with the NS GS&F Dispatcher for permission to cross the NS Main Line and, in addition, must report when clear of the crossing to the Atlanta Dispatcher.

1. RULES IN EFFECT

Between	Main Track Rules
Brosnan Yard and Brosnan Yard South	93
Brosnan Yard South and Evans	171
Evans and Dock Jct.	93

2. MAXIMUM SPEEDS

Between	Main Track MPH
MP 242.2 H, Brosnan Yard, Through Turnout	10
MP 243.5 H, Turnout Mead	15
MP 243.5 H to MP 244.5 H	25
MP 244.5 H to MP 245.1 H	30
MP 245.1 H to MP 245.5 H, Curve	30
MP 245.5 H and MP 423.8 H, Dock Jct.	49
Except:	
MP 335.5 H, Over Ocmulgee River Bridge (Handling Pulpwood)	30
MP 341.7 H to MP 342.8 H, Over Street Crossing	40
MP 387.8 H, Bridge	25
MP 421.6 H, Over CSXT Interlocking	20
MP 423.8 H to MP 425.0 H	10

NOTE: Between MP 243.5 H and MP 425.7 H other than main tracks: 10 MPH.

BRUNSWICK 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/SOUTHWARD

MP 247.0 H to MP 248.0 H
MP 390.0 H to MP 391.0 H

EASTWARD/NORTHWARD

MP 348.0 H to MP 349.0 H
MP 381.0 H to MP 382.0 H
MP 412.0 H to MP 413.0 H

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Southward						
Macon to Hazelhurst	3050	4050	4850	6030	6700	7910
Hazelhurst to Jesup	9000	12000	12330	14400	17820	19800
Jesup to Brunswick	4600	6150	7350	9090	10100	11920
Northward						
Brunswick to MP 244.0 H	3350	4450	5350	6615	7350	8670
MP 244.0 H to Macon	2150	2850	3450	4230	4700	5550

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
Macon Jct. and Brunswick	291,000	420,000	286,000	394,500

B. TRAILING TONNAGE RESTRICTIONS — RAILRUNNER* EQUIPMENT

Line Segments	Between	Maximum Safe Trailing Tonnage		
		Empty Less than 18 Tons	Light Load 18–27 Tons	Loaded 28 Tons or More
Brunswick District	North Macon and Macon Jct.	4,700	4,700	5,200

NOTE: *RailRunner Block MUST TRAIL RoadRailers.

6. SWITCHES AND DERAILS

None.

BRUNSWICK DISTRICT

7. COMMUNICATION INFORMATION

RADIO

Emergency	Code 911
CYO	Code 448
GS&F Dispatcher	Code 446
Mechanical Desk	Code 124

TELEPHONE

Dispatching Center	800-435-4389	
CYO	404-589-5768	M/W 589-5768
	Fax: 800-476-0179	M/W 589-5129

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

A. GENERAL INSTRUCTIONS

- 1. MP 251.3 H, J. M. Huber Corporation**
J. M. Huber Corporation, MP 251.3 H, operates engines on the Industrial Tracks which serve this plant. Before entering these tracks, Norfolk Southern crews must ascertain that there is no conflicting movement.
- 2. MP 251.0 H, at Huber, GA**
Under no circumstances are standing cars or engines to block the road crossing at MP 251.0 H, at Huber, GA.
- 3. MP 341.0 H and MP 343.0 H**
No trains are to block road crossings in Hazelhurst between MP 341.0 H and MP 343.0 H between the hours of 7:30AM and 8:30AM and between 3:00PM and 4:30PM.
- 4. Scale Runaround**
At Rosser, the normal position of the switches to the scale runaround, MP 2.0 on the Rayonier Lead, is lined and locked (will be unlocked by Rayonier personnel when weighing service is to be performed. Any accident, personal injury, or derailment involving or discovered by a Georgia Division train, engine, or crew member within the Rayonier Plant must be reported to the guard station (telephone: 912-427-2061, extensions 225, 226, 373) as soon as practical.

BRUNSWICK DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

A. GENERAL INSTRUCTIONS (CONT.)

5. CSXT Interchange

Georgia Division trains or engines using the CSXT interchange track at Jesup, between Cherry and Pine Streets (adjacent to CSXT/AMTRAK Passenger Station) must apply **Rule 114**.

6. CSXT Trackage

Movements over CSXT trackage at Brunswick between Southern Jct., MP 421.7 H, and Anguilla Jct., and over CSXT Newcastle Lead between Turtle River Lead and Georgia Ports Authority are governed by CSXT manual blocks, and CSXT Timetable, Rules and Timetable can be obtained at the Brunswick Yard Office, MP 424.0 H.

Train crews making movements over CSXT trackage at Brunswick, GA between Southern Jct., MP 421.7 H and Anguilla Jct. must monitor the CSXT Road/Main Line Radio Channel 66-66. In addition, one (1) hand-held radio must remain on the NS channel in order to stay in communication with NS.

Calls to the CSXT Dispatcher on Telephone Number (800) 618-5315 may be answered by a computerized recording. If recording is received, stay on the line, the Train Dispatcher/Control Operator will answer.

(a) Block permission for movement on CSXT trackage between Southern Jct. and Anguilla must be obtained from CSXT Dispatcher, and the Train Dispatcher/Control Operator notified when movement has cleared the Anguilla Block. A CSXT telephone is located at Southern Jct. for this purpose. All bulletin train orders for Georgia Division trains or engines using CSXT telephone are located at Southern Jct. and will be delivered to the Brunswick Yard Office via FAX machine. All trains or engines receiving bulletin orders must repeat these orders to the CSXT Dispatcher when obtaining block permission for the Anguilla Block.

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

7. Gravity Roll By Locations

Brunswick District, MP GF 124.5, Beasley Timber Products

Motive Power cannot be used to start the movement. No more than 12 cars can be rolled by at any time. Hand brakes must be tested to ensure proper operation of the hand brake and the employee that will control the movement with the hand brake will be on the equipment prior to the equipment starting.

Brunswick District, MP 301.1 H, Smurfit Stone Container

Motive Power cannot be used to start the movement. No more than eight (8) cars can be rolled by at any time. Hand brakes must be tested to ensure proper operation of the hand brake and the employee that will control the movement with the hand brake will be on the equipment prior to the equipment starting.

Brunswick District, MP 307.0 H, Langdale Company

Motive Power cannot be used to start the movement. No more than five (5) cars can be rolled by at any time. Hand brakes must be tested to ensure proper operation of the hand brake and the employee that will control the movement with the hand brake will be on the equipment prior to the equipment starting.

BRUNSWICK DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

A. GENERAL INSTRUCTIONS (CONT.)

8. NS Turtle River Lead, Brunswick, GA

CSXT movements over the Norfolk Southern Turtle River Lead, Brunswick, GA, are authorized by the yard crew on duty at Brunswick.

9. MP 418.0 H and MP 417.5 H

Trains or engines must not place locomotives over unloading pit at Seaboard Construction Industrial Track, MP 418.0 H, or over the unloading pit at Jasper Construction, MP 417.5 H.

10. MP 424.2 H, Dock Jct.

While classifying at Dock Jct., MP 424.2 H, the following practice must be observed:

- (a) Cars must not be kicked or allowed to roll freely into clear tracks.
- (b) Cars must not be kicked or allowed to roll freely into standing equipment unless a "minimum" of 5 hand brakes have been tightly applied to loaded cars. More hand brakes may be required as the number of cars increases in the track.
- (c) Cars standing in tracks must be kept close to the work being performed and not placed at the far end of the track.
- (d) TOFC or COFC cars exceeding 60 feet must not be kicked or allowed to roll freely into standing equipment.

11. General Electric Hydro Switch

A new General Electric Hydro (Remote Controlled) switch is placed in service at Overton Junction on the Brunswick District Main Line, MP 419.6 H. This switch replaces the previous spring switch at this location.

This new switch can be remotely operated by using the key pad on your radio and toning #13 (pound...one...three). Once keyed the switch will throw immediately. You will notice a strobe begin to flash on the indication mast to indicate that the switch is lining. Once lined the switch indication will change and an automatic radio transmission will indicate the position of the switch. Normal position for this switch is lined to the Main Line which will give a Green indication for normal switch position coming from either the north or south. When the switch is lined to the connection track, a Yellow indication will be displayed for trains coming from the north (going to the connection track) and a Red indication will be displayed for trains coming from the south (approaching improperly lined switch).

This switch is equipped with wheel detectors north and south of the switch on the Main Line and also on the connection track. If you desire to line the switch, it must be toned prior to your train passing over these wheel detectors. The north detector on the Main Line is 50 feet north of the switch points. The south detectors is located 245 feet south of the switch points. The wheel detector on the connection track is located 248 feet south of the switch points. The switch will not throw when your train is between these circuits.

BRUNSWICK DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

A. GENERAL INSTRUCTIONS (CONT.)

11. General Electric Hydro Switch (Cont.)

This switch has self restore capability and works as follows:

For movements going onto the connection track, the switch will self restore after five (5) seconds when an equal number of wheels passes over the north wheel detector on the Main Line and the detector on the connection track. Likewise, for movements coming off of the connection track, when an equal number of wheels passes over the connection track detector and the north Main Line detector, the switch will restore itself in five (5) seconds. Crews are cautioned to be aware of this feature during multiple moves over this switch. Clearing the circuit will cause the switch to restore behind you requiring you to either tone or manually line the switch again for a subsequent move.

Crews are required to listen for the automatic radio transmission indication that switch has restored itself. If this transmission is not heard, arrangements must be made to visually observe switch is restored. This switch is equipped with two (2) back up modes in the event of radio and/or power failure.

For radio failure, the switch can be operated by means of a push button located on the signal mast. Just look for the NS switch lock. Remove and lift up the metal flap covering the black push button. Push the button and the switch will operate the same as if it were toned. The switch will self restore the same as when lined remotely.

For power failure situations, there is a third backup mode which enables manual lining of the switch. Just look for the other NS switch lock located at the base of the switch signal box. At this same location you will find posted instructions on how to line the switch manually. These instructions read:

Remove pump handle from storage loops. Move directional control valve in direction you require the connection rod to move. Insert handle into pump receiver and move handle back and forth until switch machine completes its throw.

You will find that it takes approximately 12–14 strokes to cause the switch to throw. Each time you pump the switch, the points will move just a little in the direction you are lining the switch. After one (1) or two (2) strokes you will hear a radio transmission indicating “switch out of correspondence”. This is a warning that the points are gapped and that the switch was not completely lined. Once the lining is complete you will hear the normal announcement indicating that the switch is lined either to the main track or to Overton Connection. The self restore feature will not work during manual lining and therefore the switch must be manually restored after your train has cleared.

This is not a spring switch. Trailing through this switch when not properly lined will result in damage to the switch and possible derailment during reverse movement.

BRUNSWICK DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

A. GENERAL INSTRUCTIONS (CONT.)

Macon Terminal

1. All movements between Macon Junction and Mead interlocking on other than the GS&F Main Track are controlled by Brosnan Yard Yardmasters as follows: The North Tower Yardmaster has jurisdiction over the Outbound Lead between Macon Junction and the North Tower, all Forwarding Yard tracks and leads, after handling the track block-out procedure with the Main Tower, the north entrances to the Classification Yard, including the pullback tracks; the Main Tower has jurisdiction over the remaining Brosnan Yard trackage. All inbound trains or engines approaching Brosnan Yard must receive permission from the Main Tower prior to accepting a signal to proceed beyond Macon Junction: northward Brunswick District movements must contact the Main Tower prior to entering the yard limits at MP 245.5 H; northward GS&F District movements must contact the Main Tower prior to passing MP 7.0 G; northward Southwest District movement must contact the Main Tower prior to passing MP H 196.0. GCRR trains or engines may use the Brosnan Yard trackage south of Macon Junction on other than the GS&F District Main Track.
2. Engines going to the Engine Terminal at Brosnan Yard will contact Main Tower for a route to the Engine Terminal. Engine crews must contact Engine Terminal Foreman for instructions on where to place engines within the engine Terminal and for permission to enter Engine Terminal Tracks. Permission must be received before entering the switch at either end of the Engine Terminal. Electro-pneumatic controlled Blue derails are installed in the Engine Terminal. All movements entering or leaving the Engine Terminal must stop short of hand-operated derails and not proceed until crew member on ground at such derail has properly lined derail and gives signal to Engineer to proceed. The Mechanical Department (Blue) derail must also be observed by a member of the crew to see that it is in the off position before entering or leaving any track in the Engine Terminal. All movements within the limits of the Engine Terminal must be made with engine bell ringing. No couplings are to be made to any engine standing in the Engine Terminal unless so instructed by Mechanical Foreman. Engines departing Engine Terminal must secure permission from Engine Terminal Foreman and Yardmaster or Terminal Trainmaster, if it is necessary to run around the Engine Terminal via the Runaround Track. If necessary to use Tunnel Track, permission must also be granted from Main Tower.

BRUNSWICK DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

A. GENERAL INSTRUCTIONS (CONT.)

Macon Terminal (Cont.)

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

SOUTH END OF RECEIVING YARD

- (a) South end of Thoroughfare 2 Pocket Track
- (b) North end of Thoroughfare 2 Pocket Track

NORTH END OF RECEIVING YARD

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

NOTE: When crews are instructed to remove EOT Devices from trains at Brosnan Yard, the crew member handling the device will ensure that it is placed on one of these tables for later pick up by Mechanical Department personnel. In addition, the crew member must ensure the battery is removed from the EOT. If a situation arises where an employee would have to carry an EOT device for a long distance, the employee should call the Main Tower and state where the EOT is located. The EOT can then be picked up by a set of light engines moving through the yard.

- 4. When yarding trains at Brosnan Yard and it is necessary to remove an EOT device, either from cars being coupled to or from the train being yarded, place the EOT on the EAST SIDE of the train so that it can be removed on the hump. Do not leave EOT's on the ground in the walkways between tracks, nor on the west side of cuts in the Receiving Yard. Close Clearance conditions exist between Receiving Tracks No. 1 and No. 2, Brosnan Yard, in the vicinity of the turnaround on the West Levee. This condition will not clear a man riding on a car. Employees working in this area must exercise extreme caution.
- 5. The track between the Divider Switch and the Pocket Switch located in the Forwarding Yard on the north end of Brosnan Yard, for operating purposes, is a designated crossover. Both switches are secured with locks. The normal position of the Divider Switch will be lined and locked for movement to or from Forwarding Tracks 1 through 4. The normal position for the Pocket Switch will be lined and locked for movement to or from the Pocket. Unless otherwise instructed, the switches will be restored to the normal position after use.
- 6. The crossover between the north end of No. 1 Receiving Yard Switch and No. 1 Thoroughfare Switch and the crossover between No. 8 Receiving Yard Switch and No. 2 Thoroughfare Switch have been assigned normal positions. The normal position for above switches is lined and locked for movement on straight track.
- 7. When operating trains around the loop, trains must not block the crossings at Cherokee Brick and old A.P. Green Company. If an outbound or inbound train must be stopped while negotiating the loop, it must be stopped south of the buildings at Cherokee Brick to avoid blocking these crossings.
- 8. Trains and/or engines operating on Dooley Hill Track, Brosnan Yard, must stop clear of the insulated joints (painted orange for identification) unless permission has already been granted to enter the GS&F Main Line. Must stop short of 7th St. crossing and flag before proceeding.

BRUNSWICK DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

A. GENERAL INSTRUCTIONS (CONT.)

Macon Terminal (CONT.)

9. The normal position for the Thoroughfare 2 and back porch divide switch is lined for the back porch.
10. Cars yarded in the Receiving Yard or Thoroughfare tracks in Brosnan Yard, must be secured with a minimum of five (5) hand brakes for cuts of 100 cars or less, six (6) hand brakes for 101–120 cars, seven (7) hand brakes for 121–140 cars, eight (8) hand brakes for 141–160 cars and 12 hand brakes for any amount above 161 cars.

The Main Tower will direct crews as to which end of the track must receive the hand brake application. The minimum number of hand brakes applies to the total number of cars which are left standing in the Receiving Yard track after some cars are removed or additional cars are yarded in that track. It is the responsibility of the employee securing the track to ascertain the total number of cars and the hand brakes required by asking the Main Tower for combined total number of cars left in track.

B. CROSSING SIGNALS

Rule 125(b) is in effect at the following crossings equipped with automatic warning devices:

BRUNSWICK DISTRICT

Milepost	Location	City	AAR
297.6 H	5th Ave.	Eastman, GA	729329E*
297.85 H	4th Ave.	Eastman, GA	729330Y*
297.93 H	3rd Ave.	Eastman, GA	729334B*
298.06 H	1st Ave.	Eastman, GA	729335H*
358.87 H	N. City Circle Rd.	Baxley, GA	729047N*
425.65 H	4th St.	Brunswick, GA	729346R

HESTER INDUSTRIAL LEAD — HAZELHURST

Milepost	Location	City	AAR
GF 120.3	Alma Hwy.	Hazelhurst	732583K
GF 121.7	US 341	Hazelhurst	732589B
GF 124.7	SR 135	Hazelhurst	732593R

*All Tracks other than the Main Line

CAMAK DISTRICT						
WEST ↓	SIDINGS IN FEET	MP	STATION			NOTE
			SAVANNAH DISTRICT DISPATCHER..... [445]			1
		SA 94.8	S&A JCT.			
		SA 95.4	WAYNESBORO WYE			
		SA 116.8	ZEBINA			
		SA 120.1	WRENS			
		SA 124.2	STAPLETON			
		SA 126.1	HUBER LEAD			
		SA 131.6	BASTONVILLE			
		SA 141.3	EAST WARRENTON			
SA 142.3	WARRENTON					
STATION PAGE INFORMATION						
NOTE 1: Junction switch is normally lined and locked for movement on the Augusta District Main Track.						
1. RULES IN EFFECT						
Between					Main Track	
S&A Jct. and Warrenton					Rules	171
2. MAXIMUM SPEEDS						
Between					Main Track	
MP SA 95.4 and MP SA 142.4					MPH	40
Except:						
MP SA 95.4, S&A Jct.						20
MP SA 95.4, South Leg of Waynesboro Wye Track						15
MP SA 126.1, Huber Lead						15
MP SA 127.0 to MP SA 142.4						25
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/WESTWARD						
MP SA 109.0 to MP SA 110.0						
4. DIESEL UNIT RATINGS						
	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Southward						
S&A Jct. to Warrenton	3200	4250	5100	6345	7050	8320
Northward						
Warrenton to S&A Jct.	3200	4250	5100	6345	7050	8320

CAMAK 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
S&A Jct. and East Warrenton	291,000	420,000	286,000	394,500

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

RADIO

Emergency	Code 911
CYO	Code 448
Savannah District Dispatcher	Code 445
Mechanical Desk	Code 124

TELEPHONE

Dispatching Center	800-435-4389	
CYO	404-589-5769	M/W 589-5769
	Fax: 800-476-0179	M/W 589-5129

8. DETECTOR INSTRUCTIONS

None.

CAMAK DISTRICT

9. DISTRICT INSTRUCTIONS

A. GENERAL INSTRUCTIONS

1. MP SA 126.1

J. M. Huber, Corp. operates an engine with trackage rights on the Huber Lead, MP SA 126.1. Before any train crew or track personnel proceed past Highway 17 crossing into J. M. Huber Corp., they must contact CYO for permission to proceed past Highway 17 into the plant. CYO must contact J. M. Huber Corp. to ascertain that their engine is in the clear and will stay in the clear until our personnel leave the plant.

2. Gravity Roll By Location

Motive Power cannot be used to start the movement. No more than five (5) cars can be rolled by at any time. Hand brakes must be tested to ensure proper operation of the hand brake and the employee that will control the movement with the hand brake will be on the equipment prior to the movement starting.

B. CAMAK DISTRICT SPEED RESTRICTIONS

MP SA 120.1, All Industry Tracks..... 5 MPH

C. CROSSING SIGNALS

Rule 125(b) is in effect at the following crossings equipped with automatic warning devices:

CAMAK DISTRICT

Milepost	Location	City	AAR
MP SA 116.8	Siding	Zebina, GA	

COHUTTA DISTRICT

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
			KNOXVILLE WEST END DISPATCHER [773]	
		0.1 I	CLEVELAND, TN..... (VL)	
		0.6 I	BRADLEY JCT. (CP)	
			ATLANTA NORTH END DISPATCHER [442]	
		1.2 I	SOUTH BRADLEY (VL)	
		4.8 I	WEDDINGTON	
		8.2 I	HBD (<i>Blue Springs</i>)	
		12.5 I	TN/GA State Line	
	14.5 I	COHUTTA JCT., GA..... (CP)		

1. RULES IN EFFECT

	Main Track Rules
Between	
Cleveland, TN and Bradley	261
Bradley, TN and South Bradley	93
South Bradley and Cohutta Jct., GA	271

2. MAXIMUM SPEEDS

	Main Track MPH
Between	
MP 0.6 I and MP 14.5 I	35
Except:	
MP 0.6 I, Bradley, Through Turnout	25
Wye at Cleveland	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/SOUTHWARD

MP 4.0 I to MP 5.0 I

MP 11.0 I to MP 12.0 I

WESTWARD/NORTHWARD

MP 5.0 I to MP 4.0 I

MP 12.0 I to MP 11.0 I

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Southward						
Cleveland to Cohutta	3950	5250	6300	7830	8700	10270
Northward						
Cohutta to Cleveland	3050	4050	4850	6030	6700	7910

COHUTTA 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
Cohutta and Bradley	291,000	420,000	286,000	394,500

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

RADIO

Emergency	Code 911
CYO	Code 778
Atlanta North End Dispatcher	Code 442
Knoxville West End Dispatcher	Code 773
Mechanical Desk	Code 124

TELEPHONE

Dispatching Center	800-435-4389	
CYO	404-589-5769	M/W 589-5769
	Fax: 800-476-0179	M/W 589-5129

8. DETECTOR INSTRUCTIONS

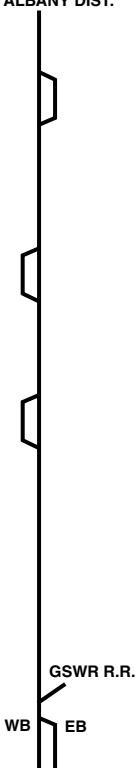
None.

9. DISTRICT INSTRUCTIONS

GENERAL INSTRUCTIONS

- Cleveland, TN**
Conductors on trains originating Cleveland, TN, must determine that they have the proper cars for the destination of their train and notify Chief Dispatcher how train is blocked. Conductor will also prepare list of all cars set off on line-of-road giving copy of list to a CYO clerk.
- Georgia Division Crews**
All Georgia Division crews contact CYO with arrival or departure times from Cleveland.

COLUMBUS DISTRICT

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE	
ALBANY DIST. 			SOUTHWEST DISTRICT DISPATCHER [445]		
			M 220.0 COLUMBUS JCT. (A) (YL)	1	
		|-----| 3187	M 225.4 HBD (<i>Nakomis</i>)		
			M 233.2 REYNOLDS		
			M 240.3 HBD-DED (<i>Butler</i>)		
			M 241.4 BUTLER		
		|-----| 10706	M 250.7 HOWARD		
			M 254.6 HBD-DED (<i>Junction City</i>)		
			M 261.5 GENEVA		
		|-----| 3316	M 268.5 HBD-DED (<i>Box Springs</i>)		
			M 273.0 UPATOI		
			M 278.8 HBD-DED (<i>Lake Pines</i>)		
			M 287.0 NEWBY (YL)	2	
		M 288.1 MUSCOGEE JCT.			
		M 291.0 COLUMBUS	2		

STATION PAGE INFORMATION

- NOTE 1:** Columbus Jct. is controlled by Automatic Train Approach Circuit.
- NOTE 2:** The Alabama Division Timetable governs movement between Newby and Columbus.

1. RULES IN EFFECT

	Main Track	Main 1 Track	Main 2 Track
Between	Rules		
Columbus Jct. and Newby	171		
Newby and Columbus		93	93

COLUMBUS DISTRICT

2. MAXIMUM SPEEDS

Between	Main Tracks MPH
MP M 220.0, Columbus Jct. and MP M 281.3	49
Except:	
MP M 220.2 to MP M 220.7, Including Turnouts and Over Street Crossing	15
MP M 220.7 to MP M 228.0, Curves	35
MP M 258.7 to MP M 258.9, Curves	45
MP M 269.1 to MP M 281.3, Curves	40
MP M 281.3 to MP M 288.5	40
Except:	
MP M 286.9 to MP M 287.0	25
MP M 287.0 to MP M 288.5, Curves	30
MP M 288.1, Muscogee Jct.	10
MP M 288.5 to MP M 290.8, Columbus	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:

WESTWARD/EASTWARD

MP M 285.0 to MP M 284.0

MP M 257.0 to MP M 256.0

MP M 252.0 to MP M 251.0

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Southward						
Columbus Jct. to Columbus	2400	3200	3850	4725	5250	6200
Northward						
Columbus to Columbus Jct.	2200	2950	3500	4365	4850	5720

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
Columbus Jct. and Columbus	291,000	420,000	286,000	394,500

6. SWITCHES AND DERAILS

SPRING SWITCHES

Milepost	Location	Normal Position
M 249.1	North End Howard	Main Line
M 251.1	South End Howard	Main Line

COLUMBUS DISTRICT

7. COMMUNICATION INFORMATION

RADIO

Emergency	Code 911
CYO	Code 448
Southwest District Dispatcher	Code 445
Mechanical Desk	Code 124

TELEPHONE

Dispatching Center	800-435-4389	
CYO	404-589-5769	M/W 589-5769
	Fax: 800-476-0179	M/W 589-5129

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

A. GENERAL INSTRUCTIONS

1. Newby and Columbus

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

2. Columbus

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

3. MP M 254.0, Moree Sand Co.

Apply 100% hand brakes at Moree Sand Co., MP M 254.0.

4. Geneva Siding

When cars are set off on Geneva Siding, a minimum of eight (8) hand brakes are to be applied.

B. CROSSING SIGNALS

Rule 125(b) is in effect at the following crossings equipped with automatic warning devices:


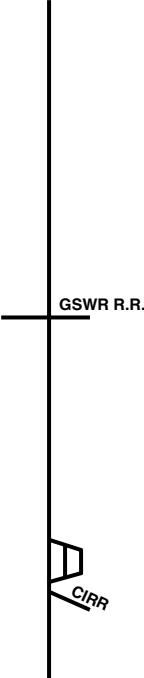
COLUMBUS DISTRICT

Milepost	Location	City	AAR
M 233.4	CR 141	Reynolds, GA	734037T*
M 281.9	Schatulga Rd.	Columbus, GA	733977D†

* All Tracks other than the Main Line

† 3 Industry Track only

DOTHAN DISTRICT

SOUTH 	SIDINGS IN FEET	MP	STATION	NOTE
		J 302.3	SOUTHWEST DISTRICT DISPATCHER 445 ALBANY EAST (YL)	1
		J 311.7	HBD (<i>Ducker</i>)	
		J 319.7	LEARY	
		J 325.0	HBD (<i>Williamsburg</i>)	
		J 331.2	LONG SIDING	
		J 332.0	..... (N)
		J 332.7	ARLINGTON	
		J 335.8	SINGLETARY	
		J 339.4	HBD (<i>Bancroft</i>)	
		J 345.7	BLAKELY	
		J 353.6	HBD (<i>Luke</i>)	
		J 355.9	HILTON WEST (YL)	

STATION PAGE INFORMATION

NOTE 1: Crossing is controlled by gate displaying "STOP". Normal position for the gate will be lined and locked for Norfolk Southern Main Line. All movements must approach the crossing prepared to stop.

1. RULES IN EFFECT

Between	Main Track Rules
Albany and Dothan	171

2. MAXIMUM SPEEDS

Between	Main Track MPH
MP J 297.0, Albany and MP J 355.9, Hilton	35
Except: MP J 297.0 to MP J 301.8, Over Street Crossings	20
MP J 355.9 and MP J 382.0	10

DOTHAN 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:

SOUTHWARD

MP J 304.0 to MP J 305.0

NORTHWARDMP J 350.0 to MP J 351.0
MP J 374.0 to MP J 373.0

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Southward Albany to Dothan	2500	3350	4000	4950	5500	6490
Northward Dothan to Albany	2500	3350	4000	4950	5500	6490

5. LOCOMOTIVE AND CAR RESTRICTIONS

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
Albany and Dothan	291,000	420,000	286,000	394,500

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

RADIO

Emergency	Code 911
CYO	Code 448
Southwest District Dispatcher	Code 445
Mechanical Desk	Code 124

TELEPHONE

Dispatching Center	800-435-4389	
CYO	404-589-5769	M/W 589-5769
	Fax: 800-476-0179	M/W 589-5129

DOTHAN DISTRICT

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

A. GENERAL INSTRUCTIONS

1. MP J 332.0, Arlington, GA

At Arlington, GA, MP J 332.0, a swing gate stop sign has been installed and will govern movements over interlocking. The normal position for swing gate stop sign will be lined and locked for movement on Norfolk Southern Main Line. All movements approaching Arlington interlocking should be prepared to stop short of interlocking.

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

2. Gravity Roll By Location

The following is an approval gravity roll by location on the Albany District:

MP J 302.5 — Reeves Construction

MP J 344.8 — Oxford Construction

MP J 356.2 — CIRR Lead Hilton

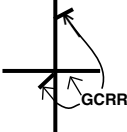
Motive power can not be used to start the movement. No more than 12 cars can be rolled by at any time. Hand brakes must be tested to ensure proper operation of the hand brake and the employee that will control the movement with the hand brake will be on the equipment prior to the movement starting.

B. JOINT TRACKAGE

Trains and engines of other divisions and Foreign Lines will use tracks as shown below:

CIRR between MP J 355.0 and MP J 356.6

DUBLIN DISTRICT

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
			SAVANNAH DISTRICT DISPATCHER..... [445]	
		0.0 WT	TENNILLE	(VL) 1
		1.0 WT	.....	(VL)
		9.5 WT	HARRISON	
		16.5 WT	WRIGHTVILLE	
		33.9 WT	EAST DUBLIN	
		35.2 WT	EAST SBD JCT.	2
		35.9 WT	WEST SBD JCT.	(N) 2
	36.3 WT	DUBLIN		

STATION PAGE INFORMATION

- NOTE 1:** Junction switch is normally lined and locked for movement on the Savannah District Main Track.
- NOTE 2:** Georgia Division trains and engines will use the GCRR Main Track between East SBD Jct., MP 35.2 WT and West SBD Jct., MP 35.9 WT. The normal position of both junction switches is lined and locked for movement on the GCRR Main Track. GCRR and Georgia Division trains and engines will operate at Restricted Speed between the two (2) junction switches.

1. RULES IN EFFECT

	Main Track
Between	Rules
Tennille and and East SBD Jct.	93
East SBD Jct. and Dublin	171
	93

2. MAXIMUM SPEEDS

	Main Track
Between	MPH
MP 0.0 WT and MP 0.2 WT, Tennille, GA	15
MP 0.2 WT, Tennille and MP 17.0 WT, Wrightville, GA	25
Except: MP 0.2 WT to MP 36.3 WT, All Tracks other than Main Track or Siding, unless otherwise provided	5
MP 17.0 WT, Wrightville and MP 36.3 WT, Dublin	10

DUBLIN DISTRICT

3. CHECKING LOCOMOTIVE SPEED INDICATOR

None.

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Southward						
Tennille to Dublin	1900	2550	*	*	*	—
Northward						
Dublin to Tennille	1450	1950	*	*	*	—

5. LOCOMOTIVE AND CAR RESTRICTIONS

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
Tennille and Dublin	291,000	Restricted	263,000	394,500

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

RADIO

Emergency	Code 911
CYO	Code 448
Savannah District Dispatcher	Code 445
Mechanical Desk	Code 124

TELEPHONE

Dispatching Center	800-435-4389	
CYO	404-589-5769	M/W 589-5769
	Fax: 800-476-0179	M/W 589-5129

DUBLIN DISTRICT

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

CROSSING SIGNALS

Rule 125(b) is in effect at the following crossings equipped with automatic warning devices:

DUBLIN DISTRICT

Milepost	Location	City	AAR
9.5 WT	Main St.	Harrison	732852A
13.3 WT	CR 97	Donovan	732845P
16.4 WT	Elm St. / SR 78	Wrightsville	732840F
16.9 WT	Marcus St.	Wrightsville	732834C
30.4 WT	E. Laurens High School	East Dublin	916966Y
30.7 WT	US 80 / SR 26	East Dublin	732805S
34.0 WT	Soperton Ave.	East Dublin	732798S
35.3 WT	Nathaniel Dr.	Dublin	732796V
36.1 WT	S. Washington St.	Dublin	732787W
36.3 WT	Jefferson St.	Dublin	732781F

EATONTON DISTRICT

NORTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
		A 170.3	SAVANNAH DISTRICT DISPATCHER..... [445] M&E JCT.	1, 2
		A 187.4	MILLEDGEVILLE	
		A 188.5	GA R.R. JCT. (N)	
		A 189.0	NORTH MILLEDGEVILLE JCT.	
		A 197.0	HARLEE JCT.	
		A 208.0	EATONTON	

STATION PAGE INFORMATION

NOTE 1: Junction switch is normally lined and locked for movement on the Eatonton District. CSXT trains must secure authority to enter from NS Savannah District Dispatcher.

NOTE 2: Crossing is controlled by Automatic Interlocking signals.

1. RULES IN EFFECT

Between	Main Track Rules
M&E Jct. and MP A 210.0	171

2. MAXIMUM SPEEDS

Between	Main Track MPH
MP A 170.3, M&E Jct., GA and MP A 197.0, Harlee Jct. Except: MP A 188.5, Over CSXT Crossing	25 15
MP A 197.0, Harlee Jct. and MP A 208.0, Eatonton, GA	25
MP A 208.0, Eatonton, GA and MP A 210.0, End of Line	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:

WESTWARD/SOUTHWARD

MP A 173.0 to MP A 174.0

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Northward M&E Jct. to Eatonton	1950	2600	3100	3870	4300	5070
Southward Eatonton to M&E Jct.	2050	2750	3250	4050	4500	5310

EATONTON 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
M&E Jct. and MP A 208.5	291,000	420,000	286,000	394,500
MP A 208.5 to End of Line	291,000	420,000	263,000	394,500

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

RADIO

Emergency	Code 911
CYO	Code 448
Savannah District Dispatcher	Code 445
Mechanical Desk	Code 124

TELEPHONE

Dispatching Center	800-435-4389	
CYO	404-589-5769	M/W 589-5769
	Fax: 800-476-0179	M/W 589-5129

8. DETECTOR INSTRUCTIONS

None.

EATONTON DISTRICT

9. DISTRICT INSTRUCTIONS

A. GENERAL INSTRUCTIONS

1. MP A 197.0, Harlee Jct.

CSXT and Georgia Power trains or engines may use the Harlee Lead between Harlee Jct., MP A 197.0 and Harlee Plant operating at Restricted Speed.

2. Unit Coal Trains

Only unit coal trains performing weighing service may use Track No. 1 at Harlee unless an exception is made by the Georgia Power Coal Handling Foreman.

3. Loop Track at Harlee

Georgia Division crews will not place locomotives in the Loop Track at Harlee during unloading operation of any unit train unless a crew member is located at the unloading shed to control the movement of all trains or engines. To couple air hoses on equipment in the Loop Track, an employee must not step between cars until both the Engineer and a fellow crew member, located at the unloading shed to control all movements, have communicated that the cars are protected against any movement and/or couplings.

4. MP A 171.5, Wilco

When spotting cars at Wilco, MP A 171.5, do not go past shed account walking conditions.

B. EATONTON DISTRICT SPEED RESTRICTIONS

MP A 197.0, Through all yard tracks other than Scale Track,
 Plant Harlee 8 MPH
 MP A 197.0, Through Scale Track, Plant Harlee 3 MPH
 MP A 197.0, Harlee Lead 15 MPH

C. JOINT TRACKAGE

CSXT, MP A 189.0 to Harlee, MP 197.0.

D. CROSSING SIGNALS

Rule 125(b) is in effect at the following crossings equipped with automatic warning devices:

EATONTON DISTRICT

Milepost	Location	City	AAR
A 209.8	Hwy. 41	Eatonton, GA	North Main Line
A 209.6	Phillips Dr.	Eatonton, GA	733065T
A 209.4	Magnolia St.	Eatonton, GA	733064L

FAIRBANKS DISTRICT

NORTH 	SIDINGS IN FEET	MP	STATION	NOTE
K-LINE		C 372.9 C 381.3	ATLANTA NORTH END DISPATCHER 442 FAIRBANKS JCT. KRANNERT JCT.	

1. RULES IN EFFECT

Between	Main Track
Fairbanks Jct. and Krannert Jct.	Rules
	171

2. MAXIMUM SPEEDS

Between	Main Track
MP C 372.9 and MP C 381.3	MPH
	10

3. CHECKING LOCOMOTIVE SPEED INDICATOR

None.

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Northward Fairbanks Jct. to Krannert Jct.	2850	3800	4550	5625	6250	7380
Southward Krannert Jct. to Fairbanks Jct.	2200	2950	3500	4365	4850	5720

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 Fairbanks Jct. and Krannert	291,000	420,000	286,000	394,500

FAIRBANKS DISTRICT

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

RADIO

Emergency	Code 911
CYO	Code 448
Atlanta North End Dispatcher	Code 442
Mechanical Desk	Code 124

TELEPHONE

Dispatching Center	800-435-4389	
CYO	404-589-5769	M/W 589-5769
	Fax: 800-476-0179	M/W 589-5129

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

A. GENERAL INSTRUCTIONS

All train movements must contact Krannert Yard job prior to entering Howard Yard.

B. CROSSING SIGNALS

Rule 125(b) is in effect at the following crossings equipped with automatic warning devices:

EATONTON DISTRICT

Milepost	Location	City	AAR
373.4 C	John Davenport	Rome, GA	719182E
373.7 C	Division St.	Rome, GA	719185A
374.2 C	Lavender Dr.	Rome, GA	719190W
375.3 C	Red Circle Rd.	Rome, GA	719192K

GREENWOOD DISTRICT

NORTH 	SIDINGS IN FEET	MP	STATION	NOTE
|		M 3.5 M 4.8	ATLANTA SOUTH END DISPATCHER [443] GREENWOOD	

1. RULES IN EFFECT

Between	Main Track
Greenwood and MP M 4.8	Rules
	171

2. MAXIMUM SPEEDS

Between	Main Track
MP M 3.5 and MP M 4.8	MPH
	10

3. CHECKING LOCOMOTIVE SPEED INDICATOR

None.

4. DIESEL UNIT RATINGS

None.

5. LOCOMOTIVE AND CAR RESTRICTIONS

None.

6. SWITCHES AND DERAILS

None.

GREENWOOD DISTRICT

7. COMMUNICATION INFORMATION

RADIO

Emergency	Code 911
CYO	Code 448
Atlanta South End Dispatcher	Code 443
Mechanical Desk	Code 124

TELEPHONE

Dispatching Center	800-435-4389	
CYO	404-589-5769	M/W 589-5769
	Fax: 800-476-0179	M/W 589-5129

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

1. MP 2.9 M, McDonough, GA

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

2. ECOLAB Track

Do not leave any cars on ECOLAB Track between NS Derail and Industry Derail.

GRIFFIN DISTRICT

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
			INMAN DISPATCHER 444	
		S 294.3	SPRING CP	
		S 291.5	OAKLAND JCT. CP	
		S 290.0	TILLMAN CP	
		S 288.8	INDUSTRY YARD	
		S 288.2	EAST POINT CP	
		S 286.4	HAPEVILLE..... CP	
		S 283.7	MOUNTAIN VIEW CP	
		S 282.2	FOREST PARK	
		S 280.1	LEE CP	
			ATLANTA SOUTH END DISPATCHER 443	
		S 277.8	MORROW	
		S 274.7	HBD (North Jonesboro)	
		S 273.4	JONESBORO	
		S 253.0	.....
		S 251.0	GRIFFIN..... Y	
		S 248.0	.....
		S 233.6	BARNESVILLE	

GRIFFIN DISTRICT

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE	
		S 223.5	COLLIER		
		S 221.1	HBD		
		S 217.0	FORSYTH		
		S 212.9	SMARR		
		S 206.1	HBD-DED (<i>Bolingbrooke</i>)		
		H 192.1	EDGEWOOD	Ⓢ	
		H 197.0	RUTLAND JCT.	Ⓢ	
ATLANTA SOUTH END DISPATCHER 443					

1. RULES IN EFFECT

	Main Track	Main 1 Track	Main 2 Track	Main 3 Track
Between	Rules			
Spring and Hapeville		261	261	261
Hapeville and Lee	261			
Spring and Lee	261			
Lee and Edgewood	171			
Edgewood and Rutland Jct.	271			

GRIFFIN DISTRICT

2. MAXIMUM SPEEDS

Between	Main Track
	MPH
MP S 294.3, Spring, Through Turnouts	25
MP S 294.3, Spring and MP S 288.2, East Point	30
MP S 291.5, Oakland Jct., Through Turnouts	15
MP S 290.0, Tillman, Through Turnouts (Except Marta Crossover)	25
MP S 288.2, East Point, Through Turnouts (Except from Track 4 to Track 3 and Southern Wood Yard Switch)	20
MP S 288.2, East Point and MP S 285.6, Hapeville	20
MP S 286.4, Hapeville, Through Turnout	20
MP S 285.6 and MP S 194.0	25
MP S 194.0 and MP H 192.1, Edgewood	10
Except: MP H 192.1, Edgewood, Through Turnout	20
MP H 192.1, Edgewood and MP H 197.0, Rutland Jct.	20
Except: MP H 197.0, Rutland Jct., Through Turnout	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:

SOUTHWARD

MP S 272.0 to MP S 271.0
 MP S 256.0 to MP S 255.0
 MP S 248.0 to MP S 247.0

NORTHWARD

MP S 198.0 to MP S 199.0
 MP S 255.0 to MP S 256.0
 MP S 247.0 to MP S 248.0

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Southward						
Atlanta to Industry Yard	3100	4150	4950	6120	6800	8020
Industry Yard to Griffin	3700	4950	5900	7335	8150	9620
Griffin to Macon	4350	5800	6950	8595	9550	11270
Northward						
Rutland Jct. to Griffin	2400	3200	3850	4725	5250	6200
Griffin to Atlanta	3250	4350	5200	6435	7150	8440

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
Atlanta and Edgewood	291,000	420,000	286,000	394,500
Edgewood and Rutland Jct.	291,000	420,000	286,000	394,500

GRIFFIN 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.

Line Segments	Between	Maximum Safe Trailing Tonnage	
		Southward/ Westward	Northward/ Eastward
Griffin District	Atlanta and Macon	12,700	12,700

These instructions do not apply to radio trains or to a flat car loaded with more than one (1) trailer or container, one of which is loaded. Any district or segment not listed is unrestricted except that safe trailing tonnage will not exceed the unit tonnage rating for five (5) GP38 type units as shown in Section 4 — Diesel Unit Ratings.

C. TRAILING TONNAGE RESTRICTIONS — *RAILRUNNER* EQUIPMENT*

Line Segments	Between	Maximum Safe Trailing Tonnage		
		Empty Less than 18 Tons	Light Load 18–27 Tons	Loaded 28 Tons or More
Griffin District	Spring and East Point	4,700	4,700	5,200

NOTE: *RailRunner Block MUST TRAIL RoadRailers.

D. EXCESSIVE DIMENSION EQUIPMENT

Plate “F” cars must not be handled at:

MP S 251.4, 6th St. Overhead Bridge, #3 Yard Track, Griffin, GA

Fully enclosed auto rack cars (exceeding Plate “F” but not exceeding 19'0" above top of rail) may be handled on all main tracks and sidings of the Georgia Division

EXCEPT AT:

MP S 251.4, 6th St. Overhead Bridge, Griffin, GA

MP 18.7 M, US 41-19 (Taylor St.) Overhead Bridge, Griffin, GA

MP 18.75 M, W.F. Meriwether St. Overhead Bridge, Griffin, GA

MP 18.8 M, W. Poplar St. Overhead Bridge, Griffin, GA

GRIFFIN DISTRICT

6. SWITCHES AND DERAILS

A. MAIN TRACK SWITCHES NOT EQUIPPED WITH ELECTRIC LOCKS

Between MP S 286.4, Hapeville and MP S 279.5, Lee

MP S 282.8 — Longino

MP S 282.8 — Merico

MP S 281.4 — Forest Park Team Track

MP S 279.5 — International Bakerage

B. SPRING SWITCHES

Milepost	Location	Normal Position
S 249.0	Griffin	Main Track

7. COMMUNICATION INFORMATION

RADIO

Emergency

Code 911

CYO

Code 448

Inman Dispatcher

Code 444

Atlanta South End Dispatcher

Code 443

Mechanical Desk

Code 124

TELEPHONE

Dispatching Center

800-435-4389

CYO

404-589-5769

M/W 589-5769

Fax: 800-476-0179

M/W 589-5129

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

A. GENERAL INSTRUCTIONS

1. Richway/Thrift Drugs Lead

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

2. Morrow Siding

Cars cannot be stored in the old Morrow Siding (over I-75). Overflow cars for industries can be left in the Morrow Storage Track, or in the Keebler or Pepsico Tracks, located just south of the Capital Polybag track in the Morrow Industrial Park.

GRIFFIN DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

A. GENERAL INSTRUCTIONS (CONT.)

3. Griffin Thoroughfare

At Griffin, the normal position for all switches on the Griffin Thoroughfare (formerly Southward Main Line) is lined and locked for movement on the Thoroughfare.

4. Flat switching and Kicking Cars

Flat switching and kicking cars at Griffin is prohibited.

5. Griffin-Spalding Industrial Park

Cars cannot be left in the Griffin-Spalding Industrial Park turnaround track at Griffin, GA.

6. Griffin Yard

Due to close track centers, employees are prohibited from riding side of equipment when equipment is on adjacent track.

7. MP S 238.5, Milner Milling

Milner Milling, MP S 238.5 has Hayes On-Track type (flip flop) derails are located at the crest of the hill on the lead approximately 380 feet towards the plant from the Main Line derail, on both Tracks 1 and 2. These derails will be left locked in derailing position when not being used. At no time will cars be left standing on the hill between the Main Line derail and the on-track derails. Loads left on the Wheat Track (track next to the silos) must be left in cuts of 10 cars or less account industry cannot handle more than 10 cars at a time. Equipment moving over the scales at Milner Milling must have all hand brakes and air brakes in the fully released position so that the wheels will not slide and damage scales.

8. Thomaston Branch

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

9. Edgewood

Southward Griffin District trains must contact Main Tower Macon Brosnan Yard prior to passing Edgewood.

10. MP S 277.0, Morrow and MP S 192.1, Edgewood

Equipment exceeding 19'00" high must **NOT** be handled on the Griffin District between MP S 277.0, Morrow and MP S 192.1, Edgewood.

(a) Prior to trains handling multi-level equipment departing Macon to the Griffin District, the train consist must be reviewed and ascertained that there are no cars exceeding 19'00" on the train.

(b) Prior to trains departing Forest Park to the Griffin District, the train consist must be reviewed and ascertained that there are no cars exceeding 19'00" on the train.

11. Spring and Lee

All trains and engines operating between Spring and Lee will monitor Radio Channel 15-15.

GRIFFIN DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

A. GENERAL INSTRUCTIONS (CONT.)

12. MP S 237.0, Rayonier Track at Milner

Rayonier Track at Milner, MP S 237.0. This industry uses an industrial switch engine to move their cars within the plant, in lieu of a car puller. Until the industry can finish construction of their Engine Tie-up Track, they are tying the engine up on one or the other leg of the Wye Track, protected on both ends by Blue Flags. While we are in the plant switching, it is necessary for industry to move the engine from one leg of the Wye to the other, to allow us to finish the switching. Crews must coordinate with industry personnel during the moving of the engine to ensure safe operation. At no time will the Norfolk Southern Engine and the Rayonier Engine be moving at the same time. The four (4) Blue Flag Devices are located at the clear point of both Wye Tracks adjacent to the derail, and also at the clear point on the other end of both legs of the Wye Track, before single lead track begins. These two Blue Flags will be up only when we are in the plant and the Industry is moving from one Wye Track to the other, to allow us to get on the track they are on. The left hand track beyond the tipple, No. 1 Track, will hold 10 chip cars from the clear point with roughly 1/2 car length of room to dirt mound. The lead track, No. 2 Track, will hold 15 cars with the head car spotted under the tipple, with 1/2 car length of room to dirt mound.

13. Feed Mill Track, Forsyth, GA

Engines must not pass over the unloading pit on the Feed Mill Track, Forsyth, GA.

14. MP S 278.0

No more than eight (8) cars and two (2) engines allowed on the Sherwin Williams Lead, Morrow, MP S 278.0.

15. Atlanta Terminal

All trains entering Atlanta Terminal Area will be required to change from the Road Channel to Atlanta Terminal Channel 42-42 and remain on and stay on that Channel until they depart the Atlanta area. All communications with any Atlanta Terminal locations and the Georgia Dispatch Center, will be on Channel 42-42. Signs are erected at Lee, MP S 280.0 as a reminder to switch to Channel 42-42.

GRIFFIN DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

B. GRIFFIN DISTRICT SPEED RESTRICTIONS

MP S 289.1, Sabin Robbins Lead.....	5 MPH
MP S 289.5, Metro Alloys Lead	5 MPH
MP S 288.2, Southern Wood Lead	5 MPH
MP S 288.2, General Electric Lead	5 MPH
MP S 284.5, Keebler Lead (curves only).....	5 MPH
MP S 284.5, Reynolds Lead	5 MPH
Ford Motor Company Track No. 7 (curves only)	5 MPH
MP S 283.0, International Paper Lead.....	5 MPH

C. CROSSING SIGNALS

Rule 125(b) is in effect at the following crossings equipped with automatic warning devices:

GRIFFIN DISTRICT

Milepost	Location	City	AAR
H 194.2	Broadway	Macon, GA	732316G*
S 249.3	Ak Bolton Ind Lead	Griffin, GA	915973F*
S 285.3	Ford Plant	Hapeville, GA	717994D*
S 285.55	Perkins	Hapeville, GA	717996S*
S 292.3	Allene Rd.	Atlanta, GA	718079N†
S 291.6	Sylvan Rd.	Atlanta, GA	718082W†
S 291.5	Morgan St.	Atlanta, GA	7180830†

* All Tracks other than the Main Line

† Track 3 only

KRANNERT DISTRICT

NORTH 	SIDINGS IN FEET	MP	STATION	NOTE
		0.0 K 0.8 K 2.7 K 11.7 K	ATLANTA NORTH END DISPATCHER 442 FOX..... (CP) ROME JCT. (CP) FAIRBANKS JCT. (CP) KRANNERT..... (VL)	1

STATION PAGE INFORMATION

NOTE 1: Stop sign is installed on the crossing at grade where Krannert District crosses the Inland Paper Lead, MP 11.7 K. All movements on the Krannert District must contact Krannert Yard job and receive permission prior to passing stop sign at MP 11.7 K. If permission is not granted, crew must stop short of Mays Bridge Road, MP 11.2 K.

1. RULES IN EFFECT

Between	Main Track
	Rules
Fox and Fairbanks Jct.	261
Fairbanks Jct. and Krannert	171

2. MAXIMUM SPEEDS

Between	Main Track
	MPH
MP 0.0 K to MP 11.7 K	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:

SOUTHWARD
MP 7.0 K to MP 6.0 K

NORTHWARD
MP 6.0 K to MP 7.0 K

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Northward Forrestville to Krannert	2850	3800	4550	5625	6250	7380
Southward Krannert to Forrestville	2200	2950	3500	4365	4850	5720

KRANNERT 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
Forrestville and Krannert	291,000	420,000	286,000	394,500

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

RADIO

Emergency	Code 911
CYO	Code 448
Atlanta North End Dispatcher	Code 442
Mechanical Desk	Code 124

TELEPHONE

Dispatching Center	800-435-4389	
CYO	404-589-5769	M/W 589-5769
	Fax: 800-476-0179	M/W 589-5129

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

A. GENERAL INSTRUCTIONS

1. Gravity Roll By Location

The following location is an approved gravity roll by location:

Krannert District, MP 6.2 K — Dayton Steel

Motive Power cannot be used to start the movement. No more than nine (9) cars can be rolled by at any time. Hand brakes must be tested to ensure proper operation of the hand brake and the employee that will control the movement with the hand brake will be on the equipment prior to the movement starting.

2. Georgia Power Plant

All crews working in coal service to Georgia Power Plant, Hammond, MP 12.0 K, on the Krannert District, must stop at Mays Bridge Road, MP 11.2 K, and contact the Krannert Yard Job for permission to cross the diamond at the Temple Inland Lead, MP 11.7 K. If contact with the Krannert Yard Job is not established after 15 minutes and three (3) attempts, crews may proceed in compliance with applicable rules.

3. Georgia Power Plant Arrival and Departure

All Georgia Division crews must contact CYO with arrival and departure times from Georgia Power Plant Krannert.

B. KRANNERT DISTRICT SPEED RESTRICTIONS

MP 12.0 K, GA Power Loop Track..... 5 MPH

MACON DISTRICT

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
			ATLANTA SOUTH END DISPATCHER [443]	
		0.0 G	MACON JCT. (CP)	
		0.9 G	DOOLEY HILL..... (CP)	
		1.0 G	EDGEWOOD	
		2.9 G	STRATTON	
		4.5 G	MEAD (CP)	
		5.6 G	CENTRAL OF GEORGIA JCT. (CP)	
		6.5 G	PRICHARD (CP)	
			GS&F DISPATCHER [446]	
	6670	10.6 G	AVONDALE	
		11.1 G	HBD-DED-HCD (<i>Avondale</i>)	
		16.0 G	WARNER ROBINS	
	10549	24.3 G	HBD-DED (<i>Bonaire</i>)	
		27.0 G	MOSSY	
		30.9 G	CLINCHFIELD	
		34.9 G	GROVANIA	
		38.5 G	HBD-DED (<i>Elko</i>)	
		43.9 G	UNADILLA	
	11860	47.0 G	DOOLEY	
		51.8 G	HBD-DED-HWD (<i>Findlay</i>)	
	62.2 G	HBD-DED		
12206	64.5 G	CORDELE (A)		
10025	74.4 G	ARABI		
	76.1 G	HBD-DED (<i>Arabi</i>)		

1

MACON DISTRICT

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
	11830	84.8 G	ASHBURN	
		87.0 G	HBD-DED (<i>Sycamore</i>)	
		87.8 G	SYCAMORE	
		98.1 G	CHULA	
		101.3 G	HBD-DED (<i>Chula</i>)	
		105.2 G	TIFTON	
		115.5 G	HBD-DED (<i>Lenox</i>)	
		121.4 G	OSGOOD	
		125.5 G	SPARKS (CP)	2
		126.1 G	HBD-DED (<i>Sparks</i>)	
		127.7 G	ADEL	3
		137.9 G	HBD-DED (<i>Hahira</i>)	
		138.1 G	HAHIRA	
		144.2 G	MINEOLA	
		148.7 G	HBD-DED (<i>Valdosta</i>)	
		150.9 G	..... (A)	
		151.2 G	VALDOSTA Y	4
		152.4 G	.....
	152.5 G	LANGDALE YARD		

MACON DISTRICT

STATION PAGE INFORMATION

- NOTE 1:** Crossing is controlled by Automatic Interlocking signals.
- NOTE 2:** Hi-rails and other On-Track equipment must obtain Track Authority before proceeding by the Control Point at Sparks.
- NOTE 3:** Junction switch located in siding is normally lined and locked for movement on siding.
- NOTE 4:** CSXT Interlocking located at MP GF 28.2 on Industrial Spur (old G&F R.R.) is an Automatic Interlocking.

1. RULES IN EFFECT

	Main 1 Track	Main Track
Between	Rules	
Macon Jct. and Prichard	261	
Prichard and Langdale		271

2. MAXIMUM SPEEDS

	Rhwy.	Frt.
Between	MPH	
MP 0.0 G, Macon Jct. and MP 4.5 G, Mead Except:	35	35
MP 0.0 G to MP 1.8 G	20	20
MP 1.8 G to MP 2.9 G, Stratton	30	30
MP 2.9 G to MP 4.5 G	35	35
MP 4.5 G, Mead and MP 152.5 G, Langdale Yard Except:	60	50
MP 5.6 G to MP 8.0 G, Curves	35	35
MP 8.0 G to MP 9.0 G, Curve	40	40
MP 13.0 G to MP 14.0 G, Curves	45	45
MP 19.1 G to MP 19.5 G, Curve	50	50
MP 19.5 G to MP 23.0 G, Curves	45	45
MP 25.0 G to MP 27.0 G, Mossy Siding	25	25
MP 27.0 G, Turnout, South Mossy Siding	25	25
MP 30.7 G to MP 33.3 G, Curves	45	45
MP 33.3 G to MP 33.8 G, Curve	40	40
MP 33.8 G to MP 34.2 G, Curve	35	35
MP 34.2 G to MP 35.2 G, Curves	40	40
MP 35.2 G to MP 39.0 G, Curves	45	45
MP 39.0 G to MP 40.0 G, Curve	40	40
MP 40.0 G to MP 41.3 G, Curve	35	35
MP 41.3 G to MP 42.0 G, Curves	40	40
MP 42.0 G to MP 45.0 G, Curve	45	45
MP 46.2 G, Turnout, North Dooly Siding	20	20
MP 46.2 G to MP 48.5 G, Dooly Siding	20	20
MP 48.5 G, Turnout, South Dooly Siding	20	20
MP 55.4 G to MP 55.7 G, Curve	55	50
MP 63.8 G to MP 66.3 G, Cordele Siding and Turnouts	25	25
MP 64.5 G, Main Line CSXT Crossing, Cordele	25	25
MP 64.6 G to MP 64.8 G, Curve	40	40
MP 69.9 G to MP 70.2 G, Curve	45	45

MACON DISTRICT

2. MAXIMUM SPEEDS (CONT.)

Between	MPH	
	Rhwy.	Frnt.
MP 70.6 G to MP 70.8 G, Curve	50	50
MP 73.1 G to MP 74.4 G, Arabi Siding and Turnouts	25	25
MP 77.0 G to MP 77.2 G, Curves	55	50
MP 81.2 G to MP 82.8 G, Curves	50	50
MP 82.8 G to MP 84.1 G, Curves	45	45
MP 87.8 G to MP 90.1 G, Sycamore Siding and Turnouts	25	25
MP 84.1 G to MP 89.9 G, Curves	45	45
MP 89.9 G to MP 95.0 G, Curves	55	50
MP 95.0 G to MP 96.0 G, Curve	50	50
MP 96.0 G to MP 100.5 G, Curves	45	45
MP 100.5 G to MP 104.0 G, Curves	50	50
MP 104.0 G to MP 105.2 G, Curve	45	45
MP 105.2 G to MP 106.0 G, Curve	40	40
MP 107.0 G to MP 108.0 G, Curve	50	50
MP 111.0 G to MP 112.0 G, Curves	55	50
MP 120.1 G to MP 122.1 G, Osgood Siding	25	25
MP 144.2 G to MP 146.6 G, Mineola Siding and Turnouts	25	25
MP 146.2 G to MP 148.8 G, Curves	45	45
MP 148.8 G to MP 151.0 G, Curve	40	40
MP 150.8 G CSXT Crossing	40	40
MP 151.0 G to MP 151.5 G, Curves	25	25
MP 151.5 G to MP 152.0 G, Curves	30	30
MP 152.0 G to MP 152.5 G, Curves	40	40

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:

SOUTHWARD

MP 11.0 G to MP 12.0 G

NORTHWARD

MP 147.0 G to MP 146.0 G

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Southward						
Macon Jct. to Clinchfield	2850	3800	4550	5625	6250	7380
Clinchfield to Ashburn	2000	2650	3200	3960	4400	5190
Ashburn to Valdosta	4200	5600	6700	8325	9250	10920
Northward						
Valdosta to Cordele	3700	4950	5900	7335	8150	9620
Cordele to Macon Jct.	2150	2850	3450	4230	4700	5550

MACON DISTRICT

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
Macon and Langdale	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.

Line Segments	Between	Maximum Safe Trailing Tonnage	
		Southward/ Westward	Northward/ Eastward
Macon District	Macon and Ashburn	9,800	9,800
	Ashburn and Valdosta	16,200	16,200

These instructions do not apply to radio trains or to a flat car loaded with more than one (1) trailer or container, one of which is loaded. Any district or segment not listed is unrestricted except that safe trailing tonnage will not exceed the unit tonnage rating for five (5) GP38 type units as shown in Section 4 — Diesel Unit Ratings.

C. TRAILING TONNAGE RESTRICTIONS — *RAILRUNNER* EQUIPMENT*

Line Segments	Between	Maximum Safe Trailing Tonnage		
		Empty Less than 18 Tons	Light Load 18–27 Tons	Loaded 28 Tons or More
Macon District	Macon Jct. and Valdosta	4,700	4,700	5,200

NOTE: *RailRunner Block MUST TRAIL RoadRailers.

D. EXCESSIVE DIMENSION EQUIPMENT

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:

Brosnan Yard & Valdosta, GA

MACON DISTRICT

6. SWITCHES AND DERAILS

A. MAIN TRACK SWITCHES NOT EQUIPPED WITH ELECTRIC LOCKS

Between MP 0.0 G, Macon Jct. and MP 4.5 G, Mead

MP 4.3 G — General Chemical (Must have Track Authority to use switch)

MP 0.1 G — Macon Jct. (Station Seven)

MP 0.6 G — Dooly Hill

MP 0.7 G — Bay Street Lead

MP 1.05 G — ADM Crossover

MP 1.06 G — Storage Track

MP 1.8 G — WCR Industries

MP 1.9 G — Macon Mulch

B. SPRING SWITCHES

Milepost	Location	Normal Position
24.7 G	Mossy-North End	Main Line
27.0 G	Mossy-South End	Main Line
46.2 G	Dooly-North End	Main Line
48.5 G	Dooly-South End	Main Line
63.8 G	Cordele-North End	Main Line
66.3 G	Cordele-South End	Main Line
72.3 G	Arabi-North End	Main Line
74.4 G	Arabi-South End	Main Line
87.8 G	Sycamore-North End	Main Line
90.2 G	Sycamore-South End	Main Line
120.1 G	Osgood-North End	Main Line
122.2 G	Osgood-South End	Main Line
144.2 G	Mineola-North End	Main Line
146.6 G	Mineola-South End	Main Line

7. COMMUNICATION INFORMATION

RADIO

Emergency	Code 911
CYO	Code 448
Atlanta South End Dispatcher	Code 443
GS&F Dispatcher	Code 446
Mechanical Desk	Code 124

TELEPHONE

Dispatching Center	800-435-4389	
CYO	404-589-5769	M/W 589-5769
	Fax: 800-476-0179	M/W 589-5129

MACON DISTRICT

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

A. GENERAL INSTRUCTIONS

1. MP 84.0 G

Southward trains over 6,000 tons (except rail-highway, Triple Crown, and radio trains) will not allow speed to increase after cresting grade at MP 84.0 G until engines start to ascend at MP 84.4 G. Throttle will then be increased to pull out slack, then the throttle will be reduced to No. 5 or less to ensure proper adjustment of slack on rear at MP 84.3 G.

2. MP 18.6 G, Anchor Glass Corporation

Crews spotting cars for unloading at Anchor Glass Corporation, MP 18.6 G must spot them north of the derail located adjacent to the plant, and this derail must be locked in normal position by Norfolk Southern crews. Cars must not be left between derail next to Main Line and derail at top of grade at Junction Switch of Pit Track and Warehouse Track.

3. MP 26.2 G

Highway 247 crossing on Frito-Lay Lead, MP 26.2 G, must be flagged.

4. Cordele

Southward trains setting off at Cordele will use only the Wofford or Coal Chute Passing Tracks.

5. Other Division and Foreign Lines

Trains and engines of other division and foreign lines will use tracks as shown:
Georgia and Florida R.R. between Sparks, MP 125.5 G and Langdale Yard, MP 152.5 G

6. Gravity Roll By Location

Gravity Switching is permitted at MP 57.2 G, Georgia Pacific, Reams Construction at MP 126.5 G and MP 142.3 G, Scruggs Mineola.

7. MP 118.0 G

Crews placing unit rock trains at Lenox (Scruggs), MP 118.0 G, are to ensure all cars are in the clear and not fouling adjacent tracks and properly secured.

NOTE: Yellow paint marks on Lenox tracks "ARE NOT CLEARANCE MARKS" and crews will not use as such.

Crews will set over additional cars (if any) in Scruggs spur track on north end of Lenox Yard and properly secure.

If additional room is needed, crews are instructed to place cars in Lenox Storage Track and properly cut crossings if needed.

NOTE: These unit trains have been 65 car trains but with the addition of new cars to the fleet, all new cars will not properly fit.

MACON DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

B. MACON DISTRICT SPEED RESTRICTIONS

Old CSXT Lead at Tifton, Curves 5 MPH

C. CROSSING SIGNALS

Rule 125(b) is in effect at the following crossings equipped with automatic warning devices:

MACON DISTRICT

Milepost	Location	City	AAR
86.6 G	US 41 (Industry Spur)	Tifton, GA	723715U*
105.1 G	2nd St.	Tifton, GA	723671W*
105.5 G	Central Ave.	Tifton, GA	723670P*
105.6 G	3rd St.	Tifton, GA	723669V*
105.7 G	7th St.	Tifton, GA	723667G*
105.75 G	9th St.	Tifton, GA	723667G*

MACON DISTRICT (Sidings)

Milepost	Location	City	AAR
21.3 G	Church St.	Bonaire, GA	729203X*
35.2 G	Grovania Rd.	Grovania, GA	729186S*
105.3 G	Old CSX Lead / Main St.	Tifton, GA	637170G*

* All Tracks other than the Main Line

D. TRAIN HANDLING

All trains in excess of 9,000 tons will not exceed 30 MPH at the following locations:

Between MP 80.0 G and MP 82.0 G

Between MP 94.0 G and MP 101.0 G

Between MP 105.0 G and MP 113.0 G

MADISON DISTRICT

NORTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
<p style="font-size: small;">SAVANNAH DIST.</p> <p style="font-size: small;">3502</p> <p style="font-size: small;">6100</p> <p style="font-size: small;">GWRR</p> <p style="font-size: small;">CSXT</p>			SAVANNAH DISTRICT DISPATCHER..... [445]	1
		F 4.5	MOGUL..... (CP)	
		F 5.5	CENTAUR	
		F 11.1	RUBY	
		F 12.0	POSTELL	
		F 42.0	MINNETA	
		F 45.2	MONTICELLO	
		F 53.1	MACHEN	
		F 72.0 (YL)	2
		F 72.9	MADISON	

STATION PAGE INFORMATION

NOTE 1: Southward Madison District trains or engines must approach the Automatic Block Signal at MP F 4.5 prepared to stop unless an approach restricting indication is received.

NOTE 2: Junction switch is normally lined and locked for movement on Madison District.

1. RULES IN EFFECT

	Main Track
Between	Rules
Mogul and Madison	171
Madison and MP F 76.0	93

MADISON DISTRICT

2. MAXIMUM SPEEDS

Between	Main Track
	MPH
MP F 4.5 and MP 47.0	25
Except: MP F 4.5, Through Turnout Mogul	20
MP F 47.0 to MP F 74.6	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:

SOUTHWARD

MP F 70.0 to MP F 69.0

NORTHWARD

MP S 188.0 to MP S 187.0

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Northward						
Mogul to Madison	2400	3200	3850	4725	5250	6200
Southward						
Madison to Monticello	2100	3000	3350	4140	4600	5430
Monticello to Ruby	2400	3200	3850	4725	5250	6200
Ruby to Mogul	5000	6650	8000	9900	11000	12980

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
	Mogul and Madison	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 be handled on all main tracks and sidings of the Georgia Division.

EXCEPT AT:

MP F 71.2, County Rd. Overhead Bridge, Madison, GA

MP F 71.7, CSXT Overhead Bridge, Madison, GA

MADISON DISTRICT

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

RADIO

Emergency	Code 911
CYO	Code 448
Savannah District Dispatcher	Code 445
Mechanical Desk	Code 124

TELEPHONE

Dispatching Center	800-435-4389	
CYO	404-589-5769	M/W 589-5769
	Fax: 800-476-0179	M/W 589-5129

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

A. GENERAL INSTRUCTIONS

1. MP F 11.1, Ruby Lead

Martin-Marietta engines may operate on the Ruby Lead, MP F 11.1. Restricted Speed governs all movements. When loading ballast train, Pitts Chapel Road must not be blocked.

2. Postel or Ruby

Empty equipment destined Postel or Ruby must be spotted at the facility indicated on the switch list unless otherwise provided.

3. MP F 42.0, Georgia Pacific

When spotting cars inside building at Georgia Pacific, MP F 42.0, hold to only actual cars that are to be placed for loading or unloading inside of building.

4. MP F 71.6 — Close Clearance

CSXT overhead bridge supports and pilings at MP F 71.6, Main Line will not clear a man on side of car due to extremely close clearance.

MADISON DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

A. GENERAL INSTRUCTIONS (CONT.)

5. **Madison**

CSXT trains and engines may use the Georgia Division Main Track at Madison between MP F 72.0 and MP F 73.5. All Movements within these limits must be made at Restricted Speed.

6. **MP F 74.5, Georgia Pacific Facility**

Georgia Division crews must not leave standing equipment fouling either switch leading from the CSXT transfer track to the CSXT siding or the CSXT junction switch in the lead to the Georgia Pacific facility, MP F 74.5, at Madison.

7. **Monticello, GA**

Under no circumstances are road crossings in Monticello, GA, to be blocked.

B. MADISON DISTRICT SPEED RESTRICTIONS

MP F 11.2, Martin Marietta Loop Track.....	5 MPH
MP F 12.0, Scale Track	5 MPH
MP F 42.0, Industry Track	5 MPH
MP F 74.6 to MP F 75.5, International Paper Board, between the switches.....	5 MPH

MOORES DISTRICT

NORTH 	SIDINGS IN FEET	MP	STATION	NOTE
CSXT R.R. AUGUSTA DISTRICT			SAVANNAH DISTRICT DISPATCHER..... [445]	
		GF 235.0	MOORES	
		GF 238.4	HEPHZIBAH	
		GF 245.0	SOUTH AUGUSTA (VL)	
		GF 248.8 GF 249.1	..... (N) AUGUSTA YARD	1 2

STATION PAGE INFORMATION

- NOTE 1:** Trains and engines must approach prepared to stop unless the gate is set across conflicting route and the track is clear.
- NOTE 2:** Junction switch is located in a yard track and is lined and locked for movement on CT01.

1. RULES IN EFFECT

	Main Track
Between	Rules
Moores and South Augusta	271
South Augusta and Augusta Yard	93

2. MAXIMUM SPEEDS

	Main Track
Between	MPH
MP GF 235.0 and MP GF 242.0	10
MP GF 242.0 and MP GF 249.1	20

3. CHECKING LOCOMOTIVE SPEED INDICATOR

None.

MOORES DISTRICT

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Northward Moors to Augusta Yard	3200	4250	*	*	*	—
Southward Augusta Yard to Moors	3200	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
Moors and Augusta Yard	291,000	420,000	263,000	394,500

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

RADIO

Emergency	Code 911
CYO	Code 448
Savannah District Dispatcher	Code 445
Mechanical Desk	Code 124

TELEPHONE

Dispatching Center	800-435-4389	
CYO	404-589-5769	M/W 589-5769
	Fax: 800-476-0179	M/W 589-5129

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

MOORES DISTRICT SPEED RESTRICTIONS

MP GF 249.0, Yard Tracks..... 5 MPH

NAVAIR DISTRICT

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
			GS&F DISPATCHER [446]	
		151.2 B	VALDOSTA	1
		153.0 B	LANGDALE YARD	
		159.5 B	ESKAY	
		160.9 B	HBD-DED (<i>Lake Park</i>)	
		163.2 B	LAKE PARK	
		168.9 B	GA/FL State Line	
		170.6 B	JENNINGS	
		179.2 B	HBD-DED (<i>Rawls</i>)	
		182.2 B	JASPER	
		189.5 B	WEST OCCIDENTAL	
		193.8 B	OCCIDENTAL JCT.	2
		199.6 B	WHITE SPRINGS	
	211.5 B	LAKE CITY Ⓐ	3	
	216.2 B	NAVAIR		

STATION PAGE INFORMATION

- NOTE 1:** Junction switch is normally lined and locked for Valdosta District movement. Additionally, the Junction switch is a spring switch, and northward Navair District movements entering the Valdosta District toward Jacksonville are governed by a dwarf signal located at the clearance point on South Leg of Wye Track.
- NOTE 2:** Switch at Junction of B-Line and Occidental Mine Lead at Occidental Jct., MP 193.8 B, may be left as last used.
- NOTE 3:** Crossing is protected by electrically-locked, manually-operated gate and derails normally set against Norfolk Southern trains or engines. Trains or engines must stop short of the gate and derails. If the indicator light is not burning on the bungalow which is located adjacent to the crossing, the gate and derails may be lined, and the Norfolk Southern movement may proceed across the crossing.
- If the indicator light is illuminated, the Norfolk Southern movement must wait five (5) minutes. If no conflicting movement is approaching on the CSXT, a crew member must operate the time release on the electric locking device. After the expiration of the required time, the indicator light should go out, and the gate and derails may be lined, allowing the Norfolk Southern movement to proceed across the crossing. If the indicator light fails to extinguish, the Norfolk Southern movement may be notified of this interlocking failure as soon as possible. After the Norfolk Southern movement has cleared the gate and derails, the gate and derails must be restored to normal position.

NAVAIR DISTRICT						
1. RULES IN EFFECT						
Between						Main Track Rules
Valdosta Jct. and Navair						171
2. MAXIMUM SPEEDS						
Between						Main Track MPH
MP 151.0 G and MP 193.8 B Except:						49
MP 151.0 G, Through Turnout for "B" Line						15
MP 151.3 G to MP 151.35 B, South Leg of Wye						15
MP 151.35 B, Through Turnout (for South Leg of Wye)						15
MP 171.3 B to MP 171.7 B, Curve						45
MP 181.4 B to MP 181.8 B, Curves						25
MP 193.8 B and MP 215.6 B Except:						30
MP 193.8 B, Occidental Jct. Turnout						20
MP 211.4 B to MP 211.6 B, Curve						15
MP 212.7 B to MP 213.0 B, Curves						25
MP 215.6 B to MP 216.2 B						25
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:						
SOUTHWARD			NORTHWARD			
MP 158.0 B to MP 159.0 B			MP 185.0B to MP 184.0 B			
MP 184.0 B to MP 185.0 B			MP 197.0B to MP 196.0 B			
4. DIESEL UNIT RATINGS						
DIESEL UNIT RATINGS IN TONS						
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Southward						
Langdale to Navair	3250	4350	5200	6435	7150	8440
Northward						
Navair to Langdale Yard	4000	5350	6400	7920	8800	10380
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		
Between		4-Axle	6-Axle	4-Axle	6-Axle	
Langdale Yard and Navair		291,000	420,000	286,000	394,500	

NAVAIR DISTRICT

6. SWITCHES AND DERAILS

SPRING SWITCHES

Milepost	Location	Normal Position
151.2 B	Valdosta Jct.	GS&F Main Line

7. COMMUNICATION INFORMATION

RADIO

Emergency	Code 911
CYO	Code 448
GS&F Dispatcher	Code 446
Mechanical Desk	Code 124

TELEPHONE

Dispatching Center	800-435-4389	
CYO	404-589-5769	M/W 589-5769
	Fax: 800-476-0179	M/W 589-5129

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

A. GENERAL INSTRUCTIONS

1. PCS Chemicals, Occidental, FL

PCS Chemicals, Occidental, FL, operates engines on the Industrial Tracks and Marshalling Yard Tracks which serve this facility.

2. MP 189.5 B, PCS Chemical

All movements at PCS Chemical, Swift Creek Mine, MP 189.5 B will make contact with both the Swift Creek switcher and the PCS Wet Rock load out operator when working the Chemical Lead and/or the Mine Lead. If contact cannot be made, NS employees must not enter the track and they must notify the Trainmaster.

B. RAILROAD CROSSING AT GRADE

INTERLOCKED

Milepost	Location	Normal Position
212.8 B	Lake City	CSXT

C. NAVAIR DISTRICT SPEED RESTRICTIONS

MP OL 0.0 to MP OL 4.0, Occidental Mine Lead 10 MPH

MP OL 4.0 to MP OL 5.1, Occidental Mine Lead 10 MPH

NORCROSS DISTRICT

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE	
<p>PIEDMONT DIV.</p> <p>TO INMAN TO MACON</p>			GREENVILLE SOUTH END DISPATCHER..... 331		
		619.0	NORCROSS	CP	
		621.0	RAY	CP	
		624.5	CHAMBLEE	CP	
		626.3	GOODWIN	CP	
		626.5	HBD-DED (<i>Goodwin</i>)		
		630.9	FOREMOST	CP	
			INMAN DISPATCHER	444	
		632.5	ARMOUR	Y CP	
		633.3	ATLANTA	CP	
			(PEACHTREE STATION)		
		634.8	BIRMONT	C	
		635.0	HOWELL	C Y	1

STATION PAGE INFORMATION

NOTE 1: Interlockings are controlled by the CSXT Dispatcher. NS crews must contact the Inman Dispatcher for further instructions.

1. RULES IN EFFECT

Between	Main 1 Track	Main 2 Track
	Rules	
Norcross and Howell	261	261

NORCROSS DISTRICT

2. MAXIMUM SPEEDS

	Psgr.	Rhwy.	Frts.
Between	MPH		
MP 619.0 and MP 631.5	79	60	50
Except:			
MP 619.0 to MP 627.3, Curve	60		50
MP 619.0, Norcross, Turnout	45		40
MP 621.4, Ray, Turnout	45		40
MP 626.3, Goodwin, Turnout	45		40
MP 627.3 to MP 630.0, Curves	50		50
MP 630.0 to MP 633.3, Curves	40		40
MP 630.9, Foremost, Turnout	45		40
MP 631.5 to MP 633.3, All Trains		40	
MP 633.3 to MP 634.7, All Trains		35	
MP 634.7 to MP 635.2, All Trains		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:

SOUTHWARD

MP 626.0 to MP 627.0

NORTHWARD

MP 631.0 to MP 630.0

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Southward						
Norcross to Inman Yard	3000	4000	4800	5980	6600	7790
Northward						
Inman Yard to Chamblee	2150	2850	3450	4230	4700	5550
Chamblee to Norcross	2250	3000	3600	4455	4950	5840

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 Norcross and Inman	291,000	420,000	315,000	394,500

B. EXCESSIVE DIMENSION EQUIPMENT

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 & Norcross

6. SWITCHES AND DERAILS

None.

NORCROSS DISTRICT

7. COMMUNICATION INFORMATION

RADIO

Emergency		Code 911
CYO		Code 448
Greenville South End Dispatcher		Code 331
Greenville Chief Dispatcher	800-272-9525	Code 331
Inman Dispatcher		Code 444
Mechanical Desk		Code 124

TELEPHONE

Dispatching Center	800-435-4389	
CYO	404-589-5769	M/W 589-5769
	Fax: 800-476-0179	M/W 589-5129

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

A. TRAIN HANDLING

Northward

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

- 40 MPH — MP 622.0 until engines pass MP 618.0 except
- 25 MPH — when 15 or more TTX cars on head end.

B. GENERAL INSTRUCTIONS

INMAN TO NORCROSS

1. Stone Mountain Lead

Flagman must protect movements over all road crossings on Stone Mountain Lead and related Industrial Tracks.

2. MP 620.6, Stone Mountain Lead

Instructions governing operation on Stone Mountain Lead, MP 620.6, Connecting Leads and Industrial Tracks:

- (a) In accordance with power brake law, brake test will be made before leaving Chamblee Yard or Doraville Yard proper. Brake system will be fully charged and brakes tested for application and release, and hand brakes of all cars inspected. Any car found to have inoperative brake or hand brake will be cut out and left in yard for repairs.
- (b) Before handling any cars on lead, stop must be made on No. 1 Main Track south of Amwiler Road and, with brakes released, a minimum of one-third of the retainer valve handles must be turned to the high pressure (HP) position.

NORCROSS DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

B. GENERAL INSTRUCTIONS (CONT.)

INMAN TO NORCROSS (CONT.)

2. MP 620.6, Stone Mountain Lead (Cont.)

- (c) While descending Stone Mountain Lead and before speed reaches 5 MPH, brakes will be cycled to charge retainers. Speed must not exceed 8 MPH while descending lead between main track switch and Pleasantdale Lead switch. Retainers must be turned down to the exhaust (EX) or normal position after descending the initial grade at the time the initial cut is made or prior to making ANY shove movements handling cars with the retainers in the high pressure (HP) position.
- (d) If there is any work to be performed in tracks on the initial grade, cars for those tracks will be cut off and handled before the remainder of the cars are pulled from the main track as follows:
 - With one (1) unit, handle a maximum of five (5) cars with 100% retainers turned to the high pressure (HP) position before leaving the main track and, in addition, a sufficient number of hand brakes will be applied to properly secure cars left on main track.
 - With two (2) units, handle a maximum of 11 cars with 100% retainers turned to the high pressure (HP) position before leaving main track and, in addition, a sufficient number of hand brakes will be applied to secure cars left on main track.
 - Do not cut any loaded cars off on main lead on the initial grade between crest at main track switch and bottom at Pleasantdale Lead switch.
 - Retainers must be turned down to the exhaust (EX) or normal position after descending the initial grade at the time the initial cut is made or prior to making Any shove movements handling cars with the retainers in the high pressure (HP) position.
- (e) At any time engine is uncoupled from cars and recoupled, or after coupling to any cars while working the Stone Mountain Lead or its connecting leads and Industrial Tracks, air will be cut in and air will be used in all switching movements. When operating ends of the engines are changed or cut is run around, it must be determined that brakes on the rear of train apply and release. In addition, the following procedures will be observed:
 - Apply hand brake on head car, on all cars with inoperative air brakes and on any additional cars necessary to control movement of cars being handled to any industry located on, or at end of, a track with grade descending from lead to industry.
 - Apply hand brake on any car with inoperative air brake and on rear of cars being handled from any industry located on, or at end of a track with grade descending from main lead.
 - Do not handle any more cars while switching these Industrial Tracks than can be handled without doubling from the Industrial Track Lead.
 - When necessary to switch the Tank Track (Upper Boyle) at Boyle-Midway (V41) on Stone Mountain Lead, all switching will be performed toward lead and commercial Cold Storage Track, with Tank Track switch lined to lead. At no time will cars be lined toward Tank Track switch lined to lead. At no time will cars be lined toward Tank Track unless engines are coupled and air brakes charged.

NORCROSS DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

B. GENERAL INSTRUCTIONS (CONT.)

INMAN TO NORCROSS (CONT.)

3. MP 620.6

The Stone Mountain Industrial area, MP 620.6, is switched by two (2) crews assigned on duty 5:30AM and 5:00PM Sunday through Friday. Only one (1) Stone Mountain switcher will be in industrial area at a time. Under no condition will two (2) or more crews operated in the Stone Mountain industrial area until all crews concerned have made contact with each other and understand where each crew will be working. Contact must be made prior to occupying the Stone Mountain Industrial Lead switch on No. 1 Main Track at MP 620.6.

4. MP 619.8

Instructions governing operations on Peachtree Corners Lead and Industrial Tracks — MP 619.8:

- (a) Before shoving any cars on the initial grade of Lead Track No. 1 from main track, brakes will be fully charged, brakes tested in accordance with power brake law and hand brakes inspected on all cars. Any car found to have inoperative air brake or hand brake will be cut out on L.B. Foster Track and returned to yard for repairs.
- (b) At least one (1) hand brake for every 10 cars will be applied on the lead car or cars before shoving cars on the initial grade.
- (c) At no time will cars be switched toward Lead Track No. 1 at the main track nor will cars be switched toward J.C. Penney Company, Lead Track No. 3.
- (d) Train line air will be cut in to all cars for movements in Peachtree Corners Industrial Park and air will be used in all switching movements.

5. B.O.P. Yard, Chamblee

Crews shoving cars in open tracks in B.O.P. Yard, Chamblee will apply sufficient hand brakes on north end of cut to secure cars and, in addition, will apply a hand brake to south end of cut. When adding cars to south end of cars already in tracks, sufficient brakes will be applied to ensure that entire track is secured. When switching tracks in B.O.P. Yard and Chamblee Lower Yard, crews must know that sufficient brakes are applied to north end of track to secure cars and when cars are added to tracks, additional hand brakes must be applied as necessary to secure properly. It must be understood that when switching is completed in both yards that tracks must be left with a hand brake on south end, in addition to sufficient hand brakes on north end of cut.

6. General Motors B.O.P. Plant

Derails have been installed on Tracks 1 through 5 inside the General Motors (S85) B.O.P. Plant with crossing signals at each crossing. As the derails are thrown in "off" position, light and bells are activated on crossing. After pulling a track, the derail will be put back in derailing position in order to deactivate crossing signals.

7. ISG Industries

When switching ISG Industries (T05), do not hold to any cars other than cars for ISG due to the curvature of track and overhead obstructions. Do not handle cars longer than 41'4" on the Fly Ash Track.

NORCROSS DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

B. GENERAL INSTRUCTIONS (CONT.)

INMAN TO NORCROSS (CONT.)

8. MP 623.7, B.O.P. Yard at Chamblee, GA

Shove lights have been installed on south end of Tracks No. 1 through No. 6 in B.O.P. Yard at Chamblee, GA, MP 623.7. The shove light governing each track is located just north of clear point on west side of that track. The insulated joint is located 200 feet from the clear point on the north end of each of these tracks. Shove lights will burn Green until movement passes the insulated joint and light will then go out. Stop movement as soon as the light goes out and pull cars south until light comes back on. In any instance where you couple to a track left by another crew and the shove light is not burning, track must not be pulled south until cars on north end of track have been checked to ensure switches are properly lined for movement.

9. Chamblee or Doraville Yard

When switching in Chamblee or Doraville Yard, the following procedure will be observed: Crew members will make sure couplers are aligned and knuckles are open on cars to be kicked into tracks as well as on cars standing in the track before kicking cars. Before car in excess of 60 feet in length can be kicked into a track, the crew will know that cars already in the track are at least 200 feet from the clear point. When pulling cuts out of tracks a member of the crew will position himself at a point 200 feet from the clear point to observe mismatched couplers or any unsafe condition in order to stop movement before reaching the turnout. Crews are prohibited from cutting cars off and allowing to roll free on north end of B.O.P. Yard, MP 623.0, due to excessive grade. All movements will be shoved and protected by a crew member.

10. MP 633.5, Mecaslin Street Crossing

Mecaslin Street Crossing, MP 633.5, must not be blocked under any circumstances.

11. Armour Yard

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

12. General Electric Lead

The switch on General Electric Lead (W50) is lined and spiked for movement toward General Tire (W09). The portion of the lead that goes into the General Electric, Stone Mountain Industrial Lead, is out of service until further notice.

13. Boyle Midway

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

NORCROSS DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

B. GENERAL INSTRUCTIONS (CONT.)

INMAN TO NORCROSS (CONT.)

14. General Motors Assembly Plant

When placing auto parts cars on Track 5 in the General Motors Assembly Plant (S85) in Doraville, crews must ensure that cars are not left in position to foul the hydraulic bridge located between Spots 4 and 5.

15. General Motors Doraville Assembly Plant

Locomotives are not to enter the General Motors Doraville Assembly Plant buildings under any circumstances. Crews working the GM plant must use a sufficient number of reacher cars to ensure that their locomotives stay outside the plant at all times.

16. B.O.P. Yard at Doraville

Hand brakes are required on all (100%) cars set out in the Pocket Track at the south end of the B.O.P. Yard at Doraville. If a car with a defective hand brake is to be set out, sufficient cars with operable hand brakes must be set out in addition.

17. Decatur Street Belt Line

The Decatur Street Belt Line has been removed from service 1,800 feet east of the inside Wye switch at Armour Yard, MP 632.5. The rail has been mismatched and a dirt mound erected at this point.

18. MP 624.0, B.O.P. Yard

The track connecting Main Track No. 1 to the General Motors Plant Lead at the south end of the B.O.P. Yard, MP 624.0, is not designated as a crossover.

19. Atlanta Terminal

All trains entering Atlanta Terminal Area will be required to change from the Road Channel to Atlanta Terminal Channel 42-42 and remain on and stay on that Channel until they depart the Atlanta area. All communications with any Atlanta Terminal locations and the Georgia Dispatch Center, will be on Channel 42-42. Signs are erected at Armour, MP 632.5 as a reminder to switch to Channel 42-42.

C. NORCROSS DISTRICT SPEED RESTRICTIONS

MP 633.8, Wheel Works Track 5 MPH
MP 634.0, Capitol Materials Track 5 MPH

SAVANNAH DISTRICT

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
			SAVANNAH DISTRICT DISPATCHER..... [445]	
		SA 4.0	DILLARD YARD..... (YL)	
		SA 7.3	PORT JCT. (CP)	1, 2
		SA 14.7	HBD-DED (<i>Coldbrook</i>)	
	6769	SA 17.7	BLANFORD	
		SA 24.6	HBD-DED (<i>Springfield</i>)	
		SA 34.4	HBD-DED (<i>Shawnee</i>)	
	6411	SA 36.3/ S 39.9	ARDMORE	3
		S 47.0	HBD-DED (<i>Oliver</i>)	
	2972	S 57.4	DOVER	4
		S 61.4	HBD-DED (<i>Ogeechee</i>)	
	9042	S 66.4	ROCKY FORD	
		S 74.1	HBD-DED (<i>Scarboro</i>)	
		S 76.6	..... (YL)	

SAVANNAH DISTRICT

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
			SAVANNAH DISTRICT DISPATCHER..... 445	
			S 78.5 AUGUSTA JCT.	5
			S 78.8 MILLEN	
			S 79.1 MILLEN WYE	5
			S 80.4	VL
		5454	S 86.7 HBD-DED (<i>Rogers</i>)	
			S 96.3 MIDVILLE	3
			S 98.4 HBD-DED (<i>Midville</i>)	
		8350	S 106.9 WADLEY	
			S 111.2 HBD-DED (<i>Bartow</i>)	
		4189	S 122.0 DAVISBORO	
			S 122.3 HBD-DED (<i>Davisboro</i>)	
			S 131.5 HBD-DED-HWD	
			S 133.0	VL
			S 135.0 TENNILLE	3
		S 137.0	VL	
	5098	S 146.2 OCONEE		
		S 146.2 HBD-DED (<i>Oconee</i>)		
	10900	S 154.5 TOOMSBORO		

SAVANNAH DISTRICT

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
			SAVANNAH DISTRICT DISPATCHER..... 445	
		S 159.4	HBD-DED (<i>McIntyre</i>)	
	3708	S 161.5	MCINTYRE	
		S 163.2	TODDVILLE	
		S 170.4	M&E JCT. ....Y (CP)	
		S 171.2	GORDON	
		S 172.7	WEST GORDON (CP)	
		S 174.3	HBD-DED (<i>Gordon</i>)	
	SS 8815	S 181.0	EAST GRISWOLD..... (CP)	
		S 182.7	WEST GRISWOLD..... (CP)	
		S 186.3	MOGUL..... (CP)	
		S 187.1	HBD-DED (<i>Westlake</i>)	
	S 190.4	MACON JCT. (CP)	6	

STATION PAGE INFORMATION

- NOTE 1:** Interlocking controlled by the Savannah District Dispatcher.
- NOTE 2:** All movements between Port Jct. and Dillard Yard are controlled by the Yardmaster Dillard Yard.
- NOTE 3:** Junction switch is located in siding is normally lined and locked for movement on siding. At Tennille this applies to both the SAN R.R. and WT-Line.
- NOTE 4:** Junction switch is normally lined and locked for movement on Savannah District Main Track.
- NOTE 5:** Junction switch may be left as last used.
- NOTE 6:** Controlled by Atlanta South End Dispatcher from Macon Jct. to Mogul. Savannah District Dispatcher has TC control of Mogul Interlocking and east.

DILLARD YARD

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
		S 3.1	S-LINE	
			CENTRAL JCT. ©	1
		S 2.6	FOUNDATION LEAD WYE..... Y	
		S 2.1	..... (A)	
		FL 5.6	JCT.	
		FL 5.1	..... (N)	2
		FL 1.6	PORT WENTWORTH JCT. (CP)	3
		PW 1.6	JCT. (CP)	
		PW 0.0	PORT JCT. (CP)	
		SA 0.0	OLD S&A MAIN	
		SA 1.9	..... (A)	
		SA 3.0		

STATION PAGE INFORMATION

- NOTE 1:** Interlocking is controlled by CSXT Jacksonville Dispatcher. The CSXT Dispatcher must be contacted before occupying Interlocking. CSXT Rules and Instructions also govern.
- NOTE 2:** Interlocking is protected by a Stop Sign. All movements must stop and not proceed until way is seen to be clear.
- NOTE 3:** Interlocking is controlled by Savannah District Dispatcher. Yardmaster Dillard Yard must be contacted before proceeding beyond the limits of the Interlocking. These Interlocking signals are remote control signals and appropriate rules must be complied with.

SAVANNAH DISTRICT

1. RULES IN EFFECT

	Main Track	Main 1 Track	Main 2 Track
Between	Rules		
Dillard Yard and Port Jct., MP SA 7.2		93	93
Port Jct., MP SA 7.2 and Port Jct., MP SA 7.3		261	261
Port Jct., MP SA 7.3 and M&E Jct.	271	271	
M&E Jct. and Macon Jct.	261		

2. MAXIMUM SPEEDS

	Main Track MPH
Between	
Maximum authorized speed east of Port Junction, MP SA 7.3 is Restricted Speed Except:	15
Port Branch, In Plant, Port Junction Between Port Junction, MP SA 7.3 and the Power Switch at Port Wentworth, all movements must operate on signal indication not to exceed 25 MPH	15
Foundation Lead, CSXT Crossing, Garden City	10
Chatham Terminal, between Dundee Canal and Builderama	15
River Street Lead between S&O Canal and Martin Luther King Blvd.	5
MP SA 7.4 and MP S 170.4, M&E Jct.	49
Except:	
While approaching crossing SEPCO Lead GA Hwy. 1	10
MP SA 35.0 to MP SA 36.3, Ardmore Siding	20
MP S 65.1 to MP S 66.9, Rocky Ford Siding	20
MP S 78.5, Augusta Jct., East Leg of Wye Track	15
MP S 79.1, Millen Wye, West Leg of Wye Track	15
MP S 106.2 to MP S 107.9, Wadley Siding	15
MP S 134.4 to MP S 135.0, Tennille, Over Street Crossings	15
MP S 138.2 to MP S 139.2, Curve	45
MP S 154.4 to MP S 156.6, Toombsboro Siding	20
MP S 169.5 and MP S 170.4, Over Street Crossings, Gordon, GA	25
MP S 170.4, M&E Jct. and MP S 190.4, Macon Jct.	50
Except:	
MP S 170.4, M&E Jct., Through Turnout	20
MP S 181.0 to MP S 182.8, Griswold Siding	15
MP S 189.7 to MP S 190.1, Curve	25
MP S 190.1 to MP S 190.4, Curve	15
MP S 190.4, Macon Jct., Through Turnout	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:

WESTWARD/SOUTHWARD

MP SA 11.0 to MP SA 12.0
MP S 117.0 to MP S 118.0
MP S 141.0 to MP S 142.0
MP S 180.0 to MP S 181.0

EASTWARD/NORTHWARD

MP S 188.0 to MP S 187.0
MP S 167.0 to MP S 166.0
MP S 89.0 to MP S 88.0

SAVANNAH DISTRICT

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Westward						
Dillard Yard to West Gordon	3800	5050	6050	7515	8350	9850
West Gordon to MP S 182.7	3200	4250	5100	6345	7050	8320
MP S 182.7 to Macon Jct.	5000	6650	8000	9900	11000	12980
Eastward						
Macon Jct. to Tennille	3050	4050	4850	6030	6700	7910
Tennille to Dillard Yard	4550	6050	7250	9000	10000	11800

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
Bay St. and Macon Jct.	291,000	420,000	286,000	394,500

B. EXCESSIVE DIMENSION EQUIPMENT

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:

Brosnan Yard & Savannah, GA

6. SWITCHES AND DERAILS

SPRING SWITCHES

Milepost	Location	Normal Position
SA 35.0	Ardmore-East End	Main Line
SA36.3	Ardmore-West End	Main Line
S 65.2	Rocky Ford-East End	Main Line
S 66.9	Rocky Ford-West End	Main Line
S 78.5	Augusta Jct.	As last used
S 79.1	Millen Wye	Main Line
S 106.3	Wadley-East End	Main Line
S 108.0	Wadley-West End	Main Line
S 154.4	Toombsboro-East End	Main Line
S 156.6	Toombsboro-West End	Main Line

SAVANNAH DISTRICT

7. COMMUNICATION INFORMATION

RADIO

Emergency	Code 911
CYO	Code 448
Savannah District Dispatcher	Code 445
Mechanical Desk	Code 124

TELEPHONE

Dispatching Center	800-435-4389	
CYO	404-589-5769	M/W 589-5769
	Fax: 800-476-0179	M/W 589-5129

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

A. GENERAL INSTRUCTIONS

1. Kaolin

Kaolin residue, when wet, tends to stick to metal, rubber and leather, which can create a slick surface. Employees must be aware of this and take precautions that will ensure personal safety when mounting or dismounting standing equipment, climbing stairs or walking on any surface that may have been exposed to wet Kaolin residue.

2. MP SA 7.3

All movement east of MP SA 7.3 are controlled by the Yardmaster Dillard Yard. All movements proceeding toward Dillard Yard from an outlying yard or industry must contact the Yardmaster prior to beginning the movement.

3. Millen

Prior to switching any yard track, a crew member must ascertain that the west derail in the track to be used is in normal position. No car(s) will be allowed to roll free into a yard track unless the west cars in the track consist of a minimum of five (5) cars with an effective hand brake applied on each car and unless the west car is at least one (1) car length east of the derail. While switching in Millen Yard the following restrictions apply:

- (a) No more than two (2) loads may be kicked at one time.
- (b) No more than six (6) empties may be kicked at one time.
- (c) Pulpwood must be shoved to coupling.

SAVANNAH DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

A. GENERAL INSTRUCTIONS (CONT.)

4. Wadley

USI, MP S 106.9 must be flagged over street crossing when operating in siding, unless Crossing Signals are activated by train on Main Track.

5. Tennille

- (a) While classifying at Tennille, the following practices must be observed:
 - (1) Cars must not be kicked or allowed to roll freely into clear tracks.
 - (2) Cars must not be kicked or allowed to roll freely into standing equipment unless a minimum of eight (8) hand brakes have been tightly applied to loaded cars in the track. More hand brakes may be required as the number of cars increases in the track. In addition, equipment left standing with engine detached will have a minimum of five (5) hand brakes properly applied.
 - (3) Cars standing in tracks must be kept close to the work being performed and not placed at the far end of the tracks.
 - (4) The Main Line must not be used to kick cars or allow cars to roll freely into other standing cars. Cars standing on the Main Line must have sufficient hand brakes.
 - (5) Only two (2) loaded cars may be kicked or allowed to roll freely at a time and speed must be controlled to avoid damage.
 - (6) Gondolas loaded with scrap metal must not be kicked or allowed to roll free.
 - (7) TOFC or COFC cars exceeding 60 feet must not be kicked or allowed to roll freely into standing equipment.
- (b) Conductors on trains equipped with EOTD telemetry devices arriving at Tennille will be responsible for removing the device. Under no circumstances will the EOTD device be left on the train.
- (c) When any train or engine is picking up, setting off or performing other work that fouls the switching ladders at either end of the yards, all switching operations of other trains or engines that involve dropping or kicking cars is prohibited until notified by the train crew involved that they are in the clear of the ladders. Shoving moves may be made in these instances provided crew has ascertained that couplings can be made without fouling the ladders at the other end of the yard.
- (d) When cars are set off on the W&T at Tennille, GA, a minimum of four (4) hand brakes will be applied on the north end of the cut. Cars will be left standing south of the South Wye Switch located at Holmes Cannery Road. Also, Wye Switch will be left lined for movement to the East Leg of Wye.
- (e) Sandersville R.R. crews will contact the NS Savannah District Dispatcher prior to entering the Main Line.

SAVANNAH DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

A. GENERAL INSTRUCTIONS (CONT.)

6. McIntyre-Toddville

- (a) Bad footing and close clearances exist at several locations on the Industrial Tracks which serve Engelhard Mineral Corporation, Unimin Clay Company, and M&M Clays.
- (b) All ground crew members performing switching inside the plant property of EMC, Unimin Clay and Wilkinson Kaolin will be required to wear a hard hat while outside the engine cab. White hard hats will be furnished by Norfolk Southern and will be available at the Gordon Depot.
- (c) When one (1) crew member leaves a cut of cars on the main track for another crew to move to Gordon, the required hand brakes and open angle cock must be on the west end of the cut.
- (d) At EMC, Toddville, only cars left on the scale or the Main Line side of the scale may be moved if they are coupled to cars on the scale. Under no circumstances will cars be rolled to a coupling on the other side of scales.
- (e) Engelhard Corporation at Toddville, MP S 163.2, has installed derails on Tracks 1, 2, 3, 4, 6, 10, 12, and 13. All derails, except those controlled by Engelhard employees and locked in the "ON" or derailing position daily at 8:00AM. Derails are designed to derail in both directions. Outbound cars that are to be pulled will be east of and no closer than 100 feet from derail. These derails will permit Engelhard to continue normal plant operation while Norfolk Southern provides switching service and have protection provided for both parties. NS crews must ensure that derails are in the "ON" position before beginning switching. The derail on Track 4 is located 850 feet below the unloading pit. This derail will be locked in the "OFF" position daily at 7:30AM by Engelhard employees. Outbound cars to be pulled will be WEST of this derail and NS employees must ensure that derail is "Off" before switching this track. In the open area between Tracks 2 and 10, Engelhard has installed an ORANGE FLAG. After switching is completed and prior to departing, the Conductor must ensure that this flag is restored to the UPRIGHT POSITION. This will serve as notification to Engelhard that switching is complete and all industry derails may be returned to normal position.
- (f) Crews switching the Toddville plant will, before commencing switching operations, activate the railroad crossing lights for the inplant grade crossings. Proper flagging protection will still be required when shoving over these crossings. EMC personnel will be responsible for deactivating the warning devices.
- (g) Crews finding unsafe walking conditions when working Unimin Clay, MP S 161.7, will not go past shed. Cars should be pushed down to derail by industry employees. When respotting, crews should leave cars at least one (1) car length from derail, room permitting.

SAVANNAH DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

A. GENERAL INSTRUCTIONS (CONT.)

7. Gordon

- (a) While classifying at Gordon, the following practices must be observed:
 - (1) Cars must not be kicked or allowed to roll freely into a clear track.
 - (2) No cars must be kicked or allowed to roll freely into a track unless it is ascertained that the track is secured by standing equipment to prevent a rollout. A minimum of three (3) secured cars must be in track before allowing cars to roll free. Crews setting off in yard tracks west end Gordon Yard will release any hand brakes already applied on west end of track. Sufficient hand brakes will be applied after cars are shoved into track.
 - (3) Not more than two (2) loaded cars are to be allowed to roll freely into standing equipment and speed must be controlled so as to avoid damage.
 - (4) No car or cars will be allowed to roll freely into a standing caboose nor will any caboose be allowed to roll freely into standing equipment.
 - (5) All loaded cars placarded "Do Not Hump" must be shoved to a coupling.
 - (6) Loaded pulpwood cars must not be kicked or allowed to roll freely into standing equipment.
 - (7) TOFC or COFC cars exceeding 60 feet must not be kicked or allowed to roll freely into standing equipment.
- (b) Trains or engines using the coupled-in-motion scale must not begin weighing operation without first contacting the Yard Office.
- (c) Close clearances and bad footing exist at several locations in both the Columbia and Savannah clay plants.
- (d) When any train or engine is picking up, setting off or performing other work that fouls the switching ladders at either end of the yards, all switching operations of other trains or engines that involve dropping or kicking cars is prohibited until notified by the train crew involved that they are in the clear of the ladders. Shoving moves may be made in these instances provided crew has ascertained that couplings can be made without fouling ladders at the other end of the yard.
- (e) Orange marks have been painted on the rail of all tracks at the west end of Gordon Yard to mark clearance points. All crews setting off cars and crews switching in yard must ensure equipment is left in the clear of the marks.

SAVANNAH DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

A. GENERAL INSTRUCTIONS (CONT.)

8. MP SA 18.7, Sepco Lead

Sepco (Plant McIntosh) is located 4.3 miles north of the Main Line. The loop track is 2.1 miles in length and movement on loop is counter clockwise.

The CSXT railroad crosses the SEPCO LEAD at grade approximately 2.3 miles from SEPCO LEAD switch. This is a controlled interlocking under the direction of the CSXT Dispatcher.

The northward approach signal is located 1.9 miles from SEPCO LEAD. This signal is non-automatic. The name is APP MARKER. The normal aspect is Yellow. Norfolk Southern trains are not permitted to pass this signal without authority of CSXT Dispatcher, obtained by using direct phone. When authorized by the Train Dispatcher/Control Operator and entire route is lined, an aspect of Green, will be indicated on the APP marker. The home signal is located approximately 2.3 miles from point of switch. The signal mast is located on the left side of lead. When route is properly lined, the home signal will indicate Approach (Single Yellow). Approximately 0.2 miles from the railroad crossing at grade is another power operated switch and signal interlocked with the home signal. Its name, when properly lined in conjunction with the home signal, is also Medium Clear. (Red over Green)

The signal indications for the reverse route will be the same. Authorization must be received from the CSXT before passing the controlled signal at the Wye.

At present there are three (3) phones located on the right side of lead. These will be secured with NS locks and must remain locked when not in use.

Phone # 1 is located 1.5 miles from SEPCO LEAD switch.

Phone # 2 is located adjacent to APP marker northward.

Phone # 3 is located 2.7 miles from SEPCO Lead switch north of CSXT Interlocking.

These phones go directly to CSXT Dispatcher and are to be used to obtain authority for movement through interlocking.

HIGHWAY 21

A four-lane divided highway, State Route 21, crosses the SEPCO Lead 2.0 miles from point of switch, protected with automatic warning devices.

Norfolk Southern movements are prohibited from passing over this crossing between the hours of 7:00AM to 9:00AM and 4:00PM to 6:00PM, Monday through Saturday. Under no circumstances is this crossing to be blocked in excess of six (6) minutes by a standing or moving train.

This crossing is located between the APP Marker and the home signal northward, making it essential to have the proper CSXT Dispatcher authorization and signal indication before departing the App Marker location.

Authority for movement between Main Line switch and CSXT home signal is **Rule 137**. CSXT Rules and signal indications govern movement, Through The interlocking. Movements between the last controlled signal and Plant McIntosh, including the loop, are governed by **Rule 137**.

Plant McIntosh utilizes air dump equipment. The unloading takes place over a pit inside the shed. This is not continuous movement. One (1) to three (3) cars may be unloaded at a time. NS employees are not permitted in the shed during unloading.

SAVANNAH DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

B. JOINT TRACKAGE

Trains and engines of the Savannah District will use track of other divisions and foreign lines, in accordance with their Timetables, Rules and Regulations as shown:

1. SAPT R.R. at Garden City inside GA Ports Authority.
2. CSXT R.R. on Tail Back track at Central Jct.
3. CSXT on SEPCO Lead beyond CSXT Interlocking.
4. The Chatham Terminal between Garden City and Fair St. is jointly used by NS, CSXT and SAPT trains and engines.

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

5. SAN R.R. at Tennille between MP S 133.7 and MP S 136.5.
6. SAPT R.R. will use foundation lead between compress switch at Garden City and crossover to Mason ICTF at Grange Road.

C. SAVANNAH DISTRICT SPEED RESTRICTIONS

Foundation Lead, CSXT Crossing Garden City.....	10 MPH
Chatham Terminal between Pundee Canal and Builderama.....	15 MPH
River St. Lead between S&O Canal and MLK Blvd.	5 MPH
Gulfstream Lead.....	5 MPH
MP S 134.6, Yard Track No. 9.....	5 MPH
SEPCO Lead — Restricted Speed not exceeding	15 MPH
SEPCO Loop — Restricted Speed not exceeding	10 MPH


D. CROSSING SIGNALS

Rule 125(b) is in effect at the following crossings equipped with automatic warning devices:

ALBANY DISTRICT

Milepost	Location	City	AAR
SA 17.6	Blanford / Blue Jay Rd.	Rincon, GA	620034D
S 96.1	SR 56	All tracks other than Main Line	
S 122.0	Tatum Street (SR 231)	All tracks other than Main Line	

THOMASTON DISTRICT

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
			ATLANTA SOUTH END DISPATCHER [443]	1
		B 233.6	BARNESVILLE	
		B 241.5	THE ROCK	
		B 249.4	THOMASTON	2

STATION PAGE INFORMATION

NOTE 1: Junction switch is located in siding and is normally lined and locked for movement on siding.

NOTE 2: Loop track switch may be left as last used.

1. RULES IN EFFECT

	Main Track
Between	Rules
Barnesville and Thomaston	171

2. MAXIMUM SPEEDS

	Main Track
Between	MPH
MP B 233.0 and MP B 247.6	25
Except:	
MP B 234.3, Over Hwy. 341 Crossing	10
MP B 247.6, Thomaston Loop to MP B 249.4	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:

SOUTHWARD
MP B 234.0 to MP B 235.0

NORTHWARD
MP B 235.0 to MP B 234.0

THOMASTON DISTRICT

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Southward Barnesville to Thomaston	2600	3450	*	*	*	—
Northward Thomaston to Barnesville	1300	1750	*	*	*	—

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
Barnesville and Thomaston	291,000	263,000	286,000	394,500

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

RADIO

Emergency	Code 911
CYO	Code 448
Atlanta South End Dispatcher	Code 443
Mechanical Desk	Code 124

TELEPHONE

Dispatching Center	800-435-4389	
CYO	404-589-5769	M/W 589-5769
	Fax: 800-476-0179	M/W 589-5129

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

THOMASTON DISTRICT SPEED RESTRICTIONS

Lead and Industry Tracks at Martha Mills, MP B 248.3..... 5 MPH

VALDOSTA DISTRICT

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
<p style="text-align: center;">10302</p> <p style="text-align: center;">10500</p> <p style="text-align: center;">10000</p> <p style="text-align: center;">11430</p> <p style="text-align: center;">2 1</p> <p style="text-align: center;">TO CSXT & FEC R.R.</p>			GS&F DISPATCHER [446]	
		152.5 G	LANGDALE YARD	
		161.2 G	HBD-DED (<i>Blanton</i>)	
		165.0 G	HOWELL	
		169.3 G	HBD-DED (<i>Mayday</i>)	
		173.4 G	HAYLOW	
		178.8 G	HBD-DED (<i>Thelma</i>)	
		192.2 G	HBD-DED (<i>Colon</i>)	
		198.4 G	FARGO	
		204.3 G	HBD-DED-HWD (<i>Council</i>)	
		208.4 G	GA/FL State Line	
		216.5 G	EDDY	
		217.8 G	HBD-DED (<i>Eddy</i>)	
		229.8 G	HBD-DED (<i>Clarking</i>)	
		232.2 G	FL/GA State Line	
		234.7 G	ST. GEORGE	
		235.9 G	GA/FL State Line	
		242.0 G	HBD-DED (<i>Crawford</i>)	
		244.1 G	CRAWFORD..... (A)	
		252.0 G	..... (YL)	1
	252.6 G	WESTLAKE..... Y		
	253.9 G	DUVAL..... (C)		
	258.2 G	SIMPSON YARD (N) Y	2, 3, 4	
	260.5 G	BEAVER ST. (C)	5	
	260.7 G	JACKSONVILLE (CP)		

VALDOSTA DISTRICT

STATION PAGE INFORMATION

- NOTE 1:** Entrance into the Yard Limits is controlled by Simpson Yard.
- NOTE 2:** Crossing is controlled by gate displaying "STOP" with normal position lined against CSXT, and controlled by General Yardmaster, Simpson Yard. Trains and engines must approach crossing prepared to stop unless the gate is set across conflicting route and the track is clear.
- NOTE 3:** Crossing is controlled by "STOP" sign, over CSXT at MP 4.6, SJRT.
- NOTE 4:** The Junction switch for CSXT and SJRT, MP 258.2 G is located in a yard track, and has no normal position.
- NOTE 5:** Remote Control controlled by CSXT AZ Dispatcher.

1. RULES IN EFFECT

Between	Main Track	Main 1 Track	Main 2 Track
	Rules		
Langdale Yard and MP 252.0 G	271		
MP 252.0 G and Beaver Street		93	93
Beaver Street and Jacksonville	261		

2. MAXIMUM SPEEDS

Between	MPH	
	Rhwy.	Frnt.
MP 152.5 G, Langdale Yard and MP 257.1 G, Jacksonville Except:	60	50
MP 171.7 G to MP 173.6 G, Haylow Siding and Turnouts	25	25
MP 192.7 G to MP 192.9 G, Curve	55	50
MP 196.4 G to MP 198.4 G, Fargo Siding and Turnouts	25	25
MP 204.9 G to MP 205.2 G, Curve	50	50
MP 211.1 G to MP 211.4 G, Curve	50	50
MP 215.2 G to MP 217.2 G, Eddy Siding	25	25
MP 221.9 G to MP 222.2 G, Curve	50	50
MP 244.1 G, CSXT Crossing	40	40
MP 244.2 G to MP 246.5 G, Crawford Siding	20	20
MP 253.9 G, CSXT Crossing	40	40
MP 257.1 G to MP 258.1 G, Thoroughfare	20	20
MP 258.1 G and MP 261.7 G, South End of Double Track Except:	20	20
MP 258.2 G, CSXT Crossing	10	10
MP 261.7 G, Beaver Street Interlocking	15	15
MP 0.0, SJRT and MP 4.0, SJRT	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:

SOUTHWARD

MP 160.0 G to MP 161.0 G

NORTHWARD

MP 250.0 G to MP 249.0 G

VALDOSTA DISTRICT

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Southward						
Valdosta to Jacksonville	4200	5600	6700	8325	9250	10920
Northward						
Jacksonville to MP 230.0 G	2900	3850	4650	5715	6350	7490
MP 230.0 G to Valdosta	3700	4950	5900	7335	8150	9620

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
Valdosta to Jacksonville	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.

Line Segments	Between	Maximum Safe Trailing Tonnage	
		Southward/ Westward	Northward/ Eastward
Valdosta District	Valdosta and Jacksonville	9,800	9,800

These instructions do not apply to radio trains or to a flat car loaded with more than one (1) trailer or container, one of which is loaded. Any district or segment not listed is unrestricted except that safe trailing tonnage will not exceed the unit tonnage rating for five (5) GP38 type units as shown in Section 4 — Diesel Unit Ratings.

C. TRAILING TONNAGE RESTRICTIONS — RAILRUNNER* EQUIPMENT

Line Segments	Between	Maximum Safe Trailing Tonnage		
		Empty Less than 18 Tons	Light Load 18–27 Tons	Loaded 28 Tons or More
Valdosta District	Valdosta and Jacksonville	4,700	4,700	5,200
Valdosta District (Springfield Lead)	Simpson Yard and End of Track	4,700	4,700	5,200

NOTE: *RailRunner Block MUST TRAIL RoadRailers.

VALDOSTA DISTRICT

5. LOCOMOTIVE AND CAR RESTRICTIONS (CONT.)

D. EXCESSIVE DIMENSION EQUIPMENT

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:

Valdosta & Jacksonville, FL

6. SWITCHES AND DERAILS

SPRING SWITCHES

Milepost	Location	Normal Position
151.3 G	Valdosta	GS&F Main Line
171.7 G	Haylow — North End	Main Line
173.7 G	Haylow — South End	Main Line
196.4 G	Fargo — North End	Main Line
198.4 G	Fargo — South End	Main Line
215.2 G	Eddy — North End	Main Line
217.2 G	Eddy — South End	Main Line
244.2 G	Crawford — North End	Main Line
246.6 G	Crawford — South End	Main Line
252.2 G	Westlake	Main Line
260.4 G	McQuade Street	Main Line

7. COMMUNICATION INFORMATION

RADIO

Emergency	Code 911
CYO	Code 448
GS&F Dispatcher	Code 446
Mechanical Desk	Code 124

TELEPHONE

Dispatching Center	800-435-4389	
CYO	404-589-5769	M/W 589-5769
	Fax: 800-476-0179	M/W 589-5129

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

A. GENERAL INSTRUCTIONS

1. Truss Joist Corporation

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

VALDOSTA DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

A. GENERAL INSTRUCTIONS (CONT.)

2. ADM Corporation

ADM Corporation operates an engine on the Industrial Track which serves this plant. Movements must be made at Restricted Speed.

3. Langdale Yard

To facilitate proper handling of EOTD devices at Langdale Yard, the following procedures are now in effect:

- (a) TRAINS BEING YARDED FROM THE NORTH — Stop rear car in clear of switching lead, remove and place EOTD in the stand at Yard Office or lay at side of road next to lead. (If Conductor only, obtain transportation to head end to secure train.)
- (b) LITE ENGINES FROM NORTH OR SOUTH — Place EOTD in stand at Yard Office or place on west side of road at Engine Terminal.
- (c) TRAINS FROM NORTH SHOVING IN FROM SOUTH END — Remove EOTD and place on ground next to Main Line switch before shoving in.

4. Classifying at Langdale

While classifying at Langdale, the following practices must be observed:

- (a) Cars must not be kicked or allowed to roll freely into clear tracks.
- (b) Cars must not be kicked or allowed to roll freely into standing equipment unless a "minimum" of five (5) hand brakes have been tightly applied to loaded cars. More hand brakes may be required as the number of cars increases in the track.
- (c) Cars standing in tracks must be kept close to the work being performed and not placed at the far end of the track.
- (d) The Main Line must not be used to kick cars or allow cars to roll freely into other standing cars. Cars standing on the Main Line must have sufficient hand brakes.
- (e) Only two (2) loaded cars may be kicked or allowed to roll freely at a time and speed must be controlled to avoid damage.
- (f) Loaded pulpwood cars must not be kicked or allowed to roll freely.
- (g) All northward movements on Langdale Yard switching lead will stop short of Fry Street crossing, MP 152.2 G, until switch and derail have been properly lined for their movement.
- (h) All Langdale Yard tracks have white close clearance marks painted on north and south ends. All standing equipment must be properly secured behind these marks.
- (i) Engines and other equipment must remain in the clear and off leads until any and all movements are safely in the clear.

Exceptions: Crews needing to switch out locomotives off engine tracks on north end of switching lead may occupy north end of switching lead only after making positive contact and understanding by all crew members with crew working in yard that their intent is only to switch locomotives and will not make any movement south of the north end of the mechanical building shed and crew working in yard will stop short of south end of mechanical building shed.

VALDOSTA DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

A. GENERAL INSTRUCTIONS (CONT.)

5. EOTD

Whenever EOTD's are left at locations other than the EOTD track, car inspector must be notified where left.

6. Track Use of Other Division and Foreign Lines

NS trains and engines will use track of other division and foreign lines, in accordance with their Timetables, Rules and Regulations as shown below:

- FEC R.R. between Beaver Street, MP 260.5 G and Bowden Yard
- CSXT R.R. between Beaver Street, MP 260.5 G and Palatka.

7. Other Division and Foreign Lines

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

- CSXT R.R. and FEC R.R. between Simpson Yard, MP 258.2 G and Beaver Street, MP 260.5 G.
- Jacksonville Terminal between Beaver Street, MP 260.5 G and Jacksonville, MP 260.7 G.

8. MP 152.5 G, Langdale Yard

MP 152.5 G, Langdale Yard: Cars left standing in any yard track must have a minimum of five (5) hand brakes applied on the south end.

9. MP 257.3 G, Simpson Yard

Cars left standing in any yard track or thoroughfare must have a minimum of three (3) hand brakes applied on the north end, except Tracks 18 and 19; three (3) hand brakes must be applied on the south end of the cut. GX Track must be switched with air. Cars must not be allowed to roll free to a coupling for a distance greater than 10 car lengths. When switching is completed all tracks must be left solid with air coupled.

10. Passing Crawford

All southward crews must have permission from Simpson Yard prior to passing Crawford.

11. Simpson Yard

The ladder switch from the thoroughfare to Northward/Southward Lead, Simpson Yard, has no normal position. This switch must be locked in the direction of the last movement.

B. VALDOSTA DISTRICT SPEED RESTRICTIONS

MP 252.7 G, Industry Tracks, Westlake 15 MPH
MP 4.0, SJRT to MP 5.9, CSXT 15 MPH

VALDOSTA DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

C. CROSSING SIGNALS

Rule 125(b) is in effect at the following crossings equipped with automatic warning devices:

VALDOSTA DISTRICT (Sidings)

Milepost	Location	City	AAR
234.6 G	Garden Rd.	St. George, GA	713652P*
165.0 G	Jones Rd.	Howell, GA	713697W*
182.4 B	ST6	Jasper, FL	713286R*
170.6 B	ST141	Jennings, FL	713302X*

WEST LAKE LEAD — JACKSONVILLE, FL

Milepost	Location	City	AAR
0-WL	Garden Rd.	Jacksonville, FL	734246B
0-WL	Jones Rd.	Jacksonville, FL	726312R

SPRINGFIELD LEAD — JACKSONVILLE, FL

Milepost	Location	City	AAR
SY 0.01	8th St.	Jacksonville, FL	713594W
SY 0.8	Carman St.	Jacksonville, FL	726312R
SY 5.5	Buckman St.	Jacksonville, FL	713610D
SY 5.8	Wigmore St.	Jacksonville, FL	713609J

*All Tracks other than the Main Line

GEORGIA DIVISION SPECIAL INSTRUCTIONS

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GEORGIA DIVISION

SPECIAL INSTRUCTIONS

GA-1-1. PROTECTING SHOVE MOVEMENTS

At all locations on GA Division where shove lights are installed for the purpose of protecting shove movements, crew members using this protection must position themselves in clear view of the shove light “indicator” before and during the shove movement until the shove movement has completely stopped. In addition, the Conductor or the crew making the shove movement will verbally designate which crew member has the responsibility to observe the shove light during movement and must ensure that the designated employee has direct communication with the Engineer. Should the responsibility be transferred to another employee during the shove, the Engineer must be notified and communication known to be established between that crew member and the Engineer.

GA-GR-8-1. NOTIFICATION OF HOURS OF SERVICE

The Conductor must notify the Train Dispatcher/Control Operator at least four (4) hours in advance of the earliest time any member of the crew will reach maximum time on duty under the Hours of Service Law.

GA-GR-31-1. EXCESSIVE DIMENSION EQUIPMENT

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

GA-L-236-1. SECURING LOCOMOTIVES — MACON AND ATLANTA

When locomotives are left on engine servicing tracks at Macon and Atlanta, it will be necessary to apply the hand brake on the controlling unit only.

GA-M-1. CLEARANCE — DOORS

Employees must not place themselves or railway equipment in the fowl of automatic doorways until the door is stopped in the fully raised or open position. Automatic doors that do not function properly must be reported to proper authority for correction and railway employees must not attempt to maneuver the door manually.

GA-26-1. BLUE SIGNAL COMMUNICATION

When a Mechanical Department employee requests Blue Signal Protection that will involve a Control Operator lining a remotely controlled switch away from the track(s) where work will be done, the employee requesting protection will state the identification for the track(s) involved as follows:

Example: “Track 9 — N-I-N-E”

*Single digit numbers will be pronounced, then spelled.

Example: “Track 57 — 5-7”

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

To ensure correct identification for the tracks(s) involved, the control station will observe the same requirements when advising the requesting employees that protection has been provided.

GEORGIA DIVISION

SPECIAL INSTRUCTIONS (CONT.)

GA-103-2. OPERATING FROM LEAD LOCOMOTIVE

When making extended yard or road movements with light locomotive consists, the Engineer must operate from the lead locomotive in the direction of movement.

GA-1014-1. OPEN DOORS ON EQUIPMENT

All Transportation Employees are prohibited from closing or opening doors on any cars or assisting customers in the opening or closing of doors on any equipment, removal of dock boards, disconnection of tank car couplings, etc. You must not involve yourself in any activity not directly related to the specific duty at hand. Cars in industries that are not totally ready to be pulled in every respect are to be left in the industry.

GA-1070-1. MOUNT/DISMOUNT LOCOMOTIVES

When necessary to mount or dismount a locomotive with items/baggage, attention must be focused on this task and the safety of mounting or dismounting. Attention to other tasks or duties while mounting or dismounting with hand-held items or baggage is prohibited. Mounting or dismounting with hand-held items or baggage is only permissible when it can be done safely and presents no hazard.

The following guidelines must be followed:

- Prior to either mounting or dismounting, crew members must discuss, utilizing the buddy system, how to safely load or unload baggage, coolers and other items on and off locomotives. In that discussion, consideration must be given to where each employee will be positioned, approximate size and weight of items/baggage, the number of items/baggage, ground conditions, weather conditions, and other conditions that would restrict the safe loading or unloading of items/baggage.
- If the items/baggage that are being carried onto the locomotive cannot be safely handled or properly stored because of size, shape or weight, they are prohibited.
- All efforts must be made to avoid injury.

GA-1080-1. PINCH POINTS ON TOFC/COFC

When necessary to ride a loaded **TOFC** car, be aware there are pinch points between the raised bridge plate and equipment loaded on the car. Also, on **TOFC** cars, there are pinch points between containers and frames of highway vehicles onto which they are loaded. On **COFC** equipment there are pinch points between the container and floor mounting brackets that hold the container in place. Do not place hands in pinch points on this type of equipment as movement causes these pinch points to close.

GEORGIA DIVISION

SPECIAL INSTRUCTIONS (CONT.)

GA-1080-2. CROSSING/RIDING EQUIPMENT

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

GA-1110(b)-1. RUNNING

Running along side of car when operating pin lifter is prohibited.

GEORGIA DIVISION



NOTES

NOTES



Our NS Goal-No Damage