

FORT ERIE - BUFFALO

OPERATING MANUAL No. 6

EFFECTIVE 0300,
OCTOBER 1ST, 2004



INCLUDES OPERATING INSTRUCTIONS FOR MOVEMENTS OVER THE
FOLLOWING
TERRITORIES:

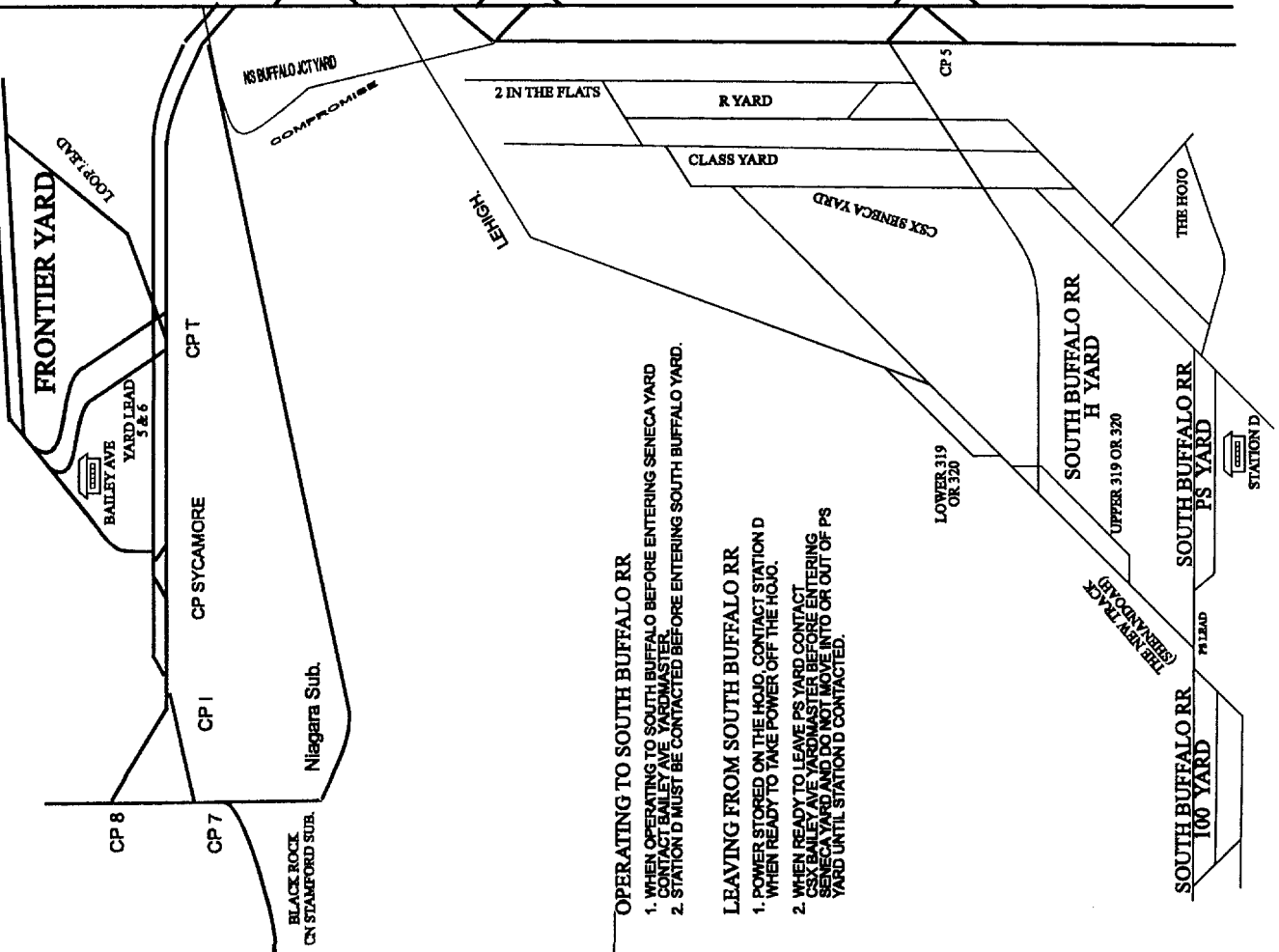
FROM BLACK ROCK OVER CSX AND NORFOLK SOUTHERN WITHIN THE
BUFFALO TERMINAL AREA INCLUDING THE SOUTH BUFFALO RAILWAY.

THIS MANUAL SUPERSEDES FORT ERIE - BUFFALO OPERATING MANUAL No. 5
DATED JUNE 18TH, 2000

Revisions will be issued as required and will be effective as dated.

BUFFALO TERMINAL AREA

OPERATING TO FRONTIER YARD
 Permission from Bailey Ave Yardmaster must be obtained before passing CP Sycamore when entering Frontier Yard via Bailey Ave, if entering yard via CP T West End Tower Yardmaster must be contacted.



OPERATING TO BISON YARD
 1. Permission from NS Southern Tier Train dispatcher must be obtained to enter Howard St. Running Track.
 2. Contact NS Yardmaster at Bison Yard before passing Clinton St.

OPERATING TO SOUTH BUFFALO RR
 1. WHEN OPERATING TO SOUTH BUFFALO BEFORE ENTERING SENECA YARD CONTACT BAILEY AVE YARDMASTER.
 2. STATION D MUST BE CONTACTED BEFORE ENTERING SOUTH BUFFALO YARD.

LEAVING FROM SOUTH BUFFALO RR
 1. POWER STORED ON THE HOJO. CONTACT STATION D WHEN READY TO TAKE POWER OFF THE HOJO.
 2. WHEN READY TO LEAVE PS YARD CONTACT CSX BAILEY AVE YARDMASTER BEFORE ENTERING SENECA YARD AND DO NOT MOVE INTO OR OUT OF PS YARD UNTIL STATION D CONTACTED.

BUFFALO TERMINAL SUBDIVISION (Old Chicago Line)

SOUTH BUFFALO RR 100 YARD
 SOUTH BUFFALO RR PS YARD
 STATION D

INDEX

Map of Entire Buffalo Terminal. 2
Telephone numbers. 3
General and Bulletin Instructions. 4 - 5
Routing Aids 5 - 6
Train Dispatcher phone numbers 6
NS System Special Instructions 7 - 12
NS Train Dispatchers radio call-in 12
NS Safety and General Conduct Rules 12 - 13
NORAC OPERATING RULES (NS Territory) 13 - 51
Physical Characteristics Forms 52
Form D 53
ECS Form (CSX)..... 54
NS Buffalo Line time table page 55
Detailed Maps of Buffalo Territory back of book

EMERGENCY TELEPHONE NUMBERS

Ambulance - Fire - Police 911
Emergency Measures Organization . (416) 685-1571
CSX Hazardous Materials Hot Line. . (518) 767-6123
CSX Accidents, Injuries, other Emergencies
..... (518)767-6911
CN MCO Toronto (905)760-3838 or (888) 732-2009

POLICE

CN Communications Centre (800) 465-9239
..... or on Bell Cellar phone "#CNP" .
Niagara Regional (905) 871-2300
OPP 911 or (905) 356-1311
CSXRadio Channel 1 or 2 (716) 686-4181
CSX Emergency (800) 232-0144
NSRadio Channel 2 894-5905

DANGEROUS GOODS

CN Manager Dangerous Goods 905-669-3030

OTHER TELEPHONE NUMBERS

CN Trainmaster Niagara Zone (905) 384-2325
CN Operator Harbour Draw (716) 876-5670
CN Customer Service (800) 864-1878

CSX

CSX NHLakeshore Dispatcher (518) 767-6118
CSX NG Dispatcher (518) 767-6117
CSX Asst Chief Dispatcher (518) 767-6103
CSX Supvr Train Operations (518) 767-6900

CSX FRONTIER YARD

Bailey Ave Yardmaster (716) 891-6149
West End Tower Yardmaster (716) 891-6132
Trainmaster West End Tower (716) 891-6132
CSX Trainmaster Frontier Yard (716) 891-6120
Road Foreman of Engines (716) 891-6236
CSX Car Control Jacksonville (904) 279-7350

NORFOLK SOUTHERN

NS Chief Dispatcher (717) 541-2158
NS Buffalo Line Dispatcher (717) 541-2143
NS Southern Tier Dispatcher (717) 541-2144
NS Yardmaster (716) 897-6505
NS Trainmaster (716) 897-6501
..... or (716) 583-2508

SOUTH BUFFALO

South Buffalo D Tower (716) 827-2716
..... or 2717

GENERAL INSTRUCTIONS

Employees of any railway affected by this manual are subject to the instructions contained therein and must have a copy of the applicable sections of current Operating Manual and revisions if any accessible while on duty. Except as affected by such instructions contained herein, all Rules governing operations on their own railroad remain in force.

This manual contains instructions, timetable pages and rules in effect for operation of trains from CN Rail to points within the Buffalo Terminal. All applicable NS Rules or part thereof have been printed for your guidance, in some cases the entire rule was not quoted only the applicable portion of the rule.

Note: CSX Rule book & current time table applies, only general guidelines are included in this manual.

Revisions are effective as dated. Whenever revisions are issued they will be numbered and must be inserted in the manual in place of older pages of the same number. Pages issued with decimal numbers are to be inserted between appropriate pages. For example page 10.1 and 10.2 would be placed between page 10 and 11.

Employees of all railroads governed by the instructions contained in this manual must be familiar with applicable instructions contained in this manual and must have passed an examination on physical characteristics of the territory on which they are required to perform service.

OPERATING TO BUFFALO TERRITORY

Documents required by Train and Engine crews to be in possession of:

1. Buffalo Operating Manual No 6.
2. CSX Operating Rules dated Oct. 1st, 2004
3. CSX Equipment Handling Rules effective July 1st, 2004.
4. Current CSX Northeast Region Albany Division Timetable. (No 4 effective Oct. 1st, 2004.)
5. North America Emergency Response Guide Book.
6. CSX Signal Aspects and Indications booklet.
7. Norac Signal Aspect & Indication Chart. (NS Territory)

Exception on CSX Territory, it is not necessary carry:

- Eastern Code - Hazardous Materials Rules,
- CSX Air Brake and Train Handling Rules dated July 1st, 2004,
- CSX Safety Rules dated July 1st, 2004.

GENERAL

Before entering CSX or NS Territory eastward movements must verify with the CSX or NS Train dispatcher that they have all applicable bulletins and the following information must be supplied to the CSX and NS Train dispatchers:

- Initials and last name of conductor and engineer
- Time on duty and time due to expire
- Numbers of all units in consist
- Loads, empties, tons and length
- Information re dangerous goods, dimensional loads (including location in train) and any speed restrictions if any.

Train movements on branches and main line are under the control of the CSX and NS Train Dispatcher and are governed by signal indication, if any written authority is required it will be issued on a EC-1 Form on CSX and Form D on NS.

Westward movements to Canada must also supply the above information to RTC Toronto.

CSX BULLETINS AND NOTICES

CSX Bulletins and Notices required to be carried by train crews that can change as new ones are issued:

4

1. Dispatcher's bulletin is addressed to train and to conductor and engineer. (Zee Bulletin)

Conductor and engineer must:

Obtain a legible copy of a dispatcher's bulletin with a release form at their on duty location.

Determine that the information common to both documents correspond, and confirm with each other, and other crew members their understanding of the requirements.

If release form is not available when reporting for duty, the conductor or engineer must promptly contact the train dispatcher.

Note 1: Before Dispatcher's bulletin can be produced, CN MCO must input supply into CSX mainframe system or a supply sheet must be faxed which must include Unit numbers, crew member names and car count; if any of this information is not included Zee bulletin cannot be produced and transmitted.

Note 2: If a recrew occurs new crew should contact CSX Dispatcher before leaving initial terminal to find out if a new Dispatcher's bulletin is required or can previous Dispatcher's bulletin be used. CSX instructions state only when absolutely necessary, Train Dispatcher can instruct crew to simply change the names on the previous Dispatcher's bulletin.

2. Dispatcher's Bulletin will indicate last System Bulletin in effect. e.g. 004. This means crew must have in their possession System Bulletins 001 to 004,

if the last System Bulletin stated on Dispatcher's Bulletin is not available, crew must contact Train Dispatcher who may instruct crew to leave without it.

3. Latest General Bulletin, which will be 100 series, item 1 of this bulletin will indicate which General Bulletins must be carried. e.g. General Bulletin 100, 101 in effect and it may indicate if one has been cancelled.
4. General Bulletin will also indicate last General Notice that was issued. e.g. 204. The General Notice will indicate General Notices remaining in effect and which ones are cancelled. These notices are only required to be reviewed and should be made available at all crew reporting locations but DO NOT HAVE to be carried by the train crew.

In summary employees operating over CSX Territory must have in their possession a copy of the Current Bulletin Orders, Summary Bulletin Orders and any other Bulletin Orders indicated on the current bulletin order. Current bulletin is usually produced once a week Friday nights.

5. **RADIO REGULATIONS** - When operating within the limits of this manual all movements must monitor appropriate standby channel on the railroad they are operating on.

OPERATING TO NS TERRITORY

1-1 NSDISPATCHER'S BULLETINS

The following references will be used in Dispatcher's Bulletins:

Flagman = Refer to Timetable Special Instructions 131-1 and NORAC Rule 131.

Rule 135 = Working Limits listed. Permission to pass stop sign must include Milepost location.

Speed Restr. = Temporary speed restriction.

Max Speed = Timetable maximum speed change.

Phys Char. = Physical Characteristics Change.

Grade Z-ing = Highway Crossing at grade instruction/information.

Work Area = Approach location looking out for work activity and stop unless work area known to be clear.

Engineers and Conductors must receive a current Dispatcher's Bulletin addressed to their train before leaving their initial station. Trains must receive a current Dispatcher's Bulletin which is addressed to their train for each district over which they will operate including over Divisions and Foreign Lines. Engineers and Conductors must show Dispatcher's Bulletin to other members of their crew. They must read and be familiar with its contents and assist the Engineer and Conductor in complying with the requirements contained therein. When Dispatcher's Bulletins are received, all crew members, when reading bulletins, must be certain that the total number of items and messages indicated above the Dispatcher's initials correspond with actual number of items and messages listed in the Bulletins. If any discrepancy is noted, the Dispatcher must immediately be contacted for further instructions. Instructions contained in Dispatcher's Bulletins must be complied with on all trips during the tour of duty on which the Bulletins are received.

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

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

Employees operating over NS Territory must be familiar with the contents of Operations Bulletins and Superintendent's Notices.

C-3 PHYSICAL CHARACTERISTICS QUALIFICATION FOR CREWS REQUIRED TO OPERATE INTO BUFFALO

Initial qualification (First Time over NS and/or CSX)

Locomotive engineers and Conductors require either a qualified pilot, or must make trips with qualified crews for three (3) round trips from Fort Erie over CSX territory, and if required, over NS territory .

Note: If both crew members are not qualified a qualified Locomotive Engineer may act as a pilot for both Conductor and Locomotive engineer.

On NS territory, if the Locomotive Engineer is qualified and the Conductor is not, the Locomotive Engineer may pilot the Conductor.

On CSX territory, if the Locomotive Engineer is qualified and the Conductor is not, a Conductor pilot must be called for the Conductor.

After the 3rd round trip the employee must contact a qualified Trainmaster as soon as possible and arrange to complete the Physical characteristics test.

Upon successful completion of such test, the Trainmaster will endorse the employees appropriate qualification section of the Fort Erie Buffalo Operating manual. The employee must carry while on duty this verification of qualification.

The Trainmaster will provide the CMC with the information that such employee is now qualified for CSX and/ or NS with the qualification date.

Maintaining Qualification / Requalifying after Initial Qualification (Refresher Training)

The employee must complete a minimum of one (1) round trip on the applicable territory every one (1) year in order to maintain qualification.

If the employee fails to complete the minimum one (1) round trip within the one (1) year period, prior to being allowed to operate on CSX and/or NS territory they will require either:

A pilot for such trip in both directions; or make one (1) round trip with a qualified crew.

Note: If the Locomotive Engineer on such trip is qualified, Engineer may act as the pilot for the conductor.
(CSX or NS Territory)

Employee's Responsibility

If an employee is called for a train destined to CSX and/ or NS territory and is not qualified or has not received their Physical characteristics test, it is the employee's responsibility to inform the CMC at the time they are called for such train that they require the test, or are not qualified and a pilot is required.

ROUTING PROCEDURES TO AND FROM BUFFALO

1. BLACK ROCK/NIAGARA/BELT SUBDIVISIONS TO FRONTIER YARD

Regular route to Frontier Yard from CN Stamford Subdivision, will enter Niagara Subdivision at CP-7 and proceed via Belt Subdivision to CP-Sycamore then via Sycamore Yard Lead to "End Automatic Block" (EAB) sign, Bailey Ave. Yardmaster must be contacted before passing CP-Sycamore. Alternate route to Frontier Yard from CN Stamford Subdivision, will enter Niagara Subdivision at CP-7 and proceed via Belt Subdivision to CP-T then via the Loop Lead to "End Automatic Block" (EAB) sign. Trains must not enter Frontier Yard at CP-T via 5 Yard Lead or 6 Yard Lead without permission from West End Tower Yardmaster.

2. FRONTIER YARD TO BLACK ROCK STAMFORD SUB.

Depending on where the power is stored, e.g. on Diesel Spur contact West End Tower Yardmaster or if power is on 4 Lead contact Bailey Ave. Yardmaster for permission. Bailey Ave. Yardmaster must be contacted for permission to go on their train. When brake test completed and train is read to depart contact Bailey Ave. Yardmaster for permission to leave via Belt Subdivision to CP-Sycamore. Contact CSX NG Dispatcher for permission to enter Belt Subdivision and proceed to Black Rock.

3. NIAGARA/BELT SUBDIVISIONS TO BUFFALO TERMINAL SUBDIVISION TONS BUFFALO JCT YARD, TIFFT YARD

When operating to Buffalo Jct Yard or Tiftt Yard proceed via Belt Subdivision to CP-437 then via Buffalo Terminal Subdivision to CP - Draw. Contact NS Yardmaster before entering Buffalo Jct Yard or Tiftt Yard.

4. NS BUFFALO JCT YARD and/or TIFFT YARD TO BLACK ROCK STAMFORD SUBDIVISION

When operating from Buffalo Jct Yard or Tiftt Yard contact NS Yardmaster before entering Buffalo Jct or Tiftt Yards. When ready to leave contact CSX NG Dispatcher for permission to proceed to CP-437 then via Belt Subdivision to Black Rock.

5. NIAGARA/BELT SUBDIVISIONS TO BUFFALO LINE SUBDIVISION VIA SENECA YARD TO SOUTH BUFFALO YARD

Regular route to South Buffalo is from CN Stamford Subdivision, contact CSX NG Dispatcher before entering Niagara Subdivision at CP-7 and proceed via Belt Subdivision to CP-437. Proceed via Buffalo Terminal Subdivision to CP-2 you can take 2 in the Flats, through Seneca Yard receiving (R tracks) or class lead (could also be routed via any of the class tracks from 1 to 17) then into South Buffalo "H" Yard.

Remember Bailey Ave. Yardmaster must be contacted before entering Seneca Yard and South Buffalo Yardmaster at Station D must be contacted for entering South Buffalo Yard.

Another route is to proceed via Buffalo Terminal Subdivision to CP-Draw then to Beach Lead, Lehigh 17, Penn Yard Connection via Seneca Class Lead to South Buffalo Yard. Remember Bailey Ave. Yardmaster must be contacted before entering Seneca Yard and South Buffalo Yardmaster at Station D must be contacted for entering South Buffalo Yard.

Another route is to cut off the Beach Lead to Lehigh, to track 320 lower, to track 320 upper, to Shenandoah then via track 17 to South Buffalo Yard.

6. SOUTH BUFFALO YARD VIA SENECA YARD TO BLACK ROCK/STAMFORD SUBDIVISION

Regular route from South Buffalo is from CN Stamford Subdivision, contact Station D to take power off HOJO and to proceed to train. When ready to leave contact Station D and then Bailey Ave. Yardmaster for permission to proceed through Seneca Yard also CSX NG Dispatcher before entering Buffalo Terminal Subdivision at CP-2 and proceed via CP-437 to Belt Subdivision. Then Niagara Subdivision to Black Rock and Stamford Subdivision.

Another route is to proceed via Seneca Class Lead then Beach Lead, Lehigh 17, Penn Yard Connection to Buffalo Line Subdivision. Remember Bailey Ave. Yardmaster must be contacted before entering Seneca Yard and South Buffalo Yardmaster at Station D must be contacted for entering South Buffalo Yard and CSX NG Dispatcher must be contacted to enter Buffalo Line Subdivision.

Another route to South Buffalo Yard is to cut off the Beach Lead to Lehigh, to track 320 lower, to track 320 upper, to Shenandoah then via track 17 .

7. NIAGARA/BELT SUBDIVISIONS TO BUFFALO TERMI- NAL SUBDIVISION TO BISON YARD

When operating to Bison Yard at CP-437 crossover to Howard St. Runner, permission from NS (Southern Tier Line) Dispatcher must be obtained before entering Howard St. Running Track (or Bison Running Track) then continue directly to Bison Yard, contact NS Bison Yard Yardmaster before passing Clinton St. for permission to enter Bison Yard.

Trains must obtain verbal permission to enter Bison Yard from the NS Yardmaster on duty before accepting signal indication or Rule 241 permission at CP-Panama or CP-Broadway.

8. WHEN OPERATING FROM BISON YARD TO BLACK ROCK/ STAMFORD SUBDIVISION

Obtain permission from NS Bison Yard Yardmaster then permission must be obtained from NS (Southern Tier) Dispatcher for permission to proceed via Howard St. Running Track (or Bison Running Track) then obtain permission from CSX NG Dispatcher to enter Buffalo Line Subdivision at CP-437 to proceed via Belt Subdivision to Black Rock.

CP-PANAMA (on NS Southern Tier Line)

Eastward trains must not pass CP-Panama without signal indication or permission to pass Stop Signal per Rule 241 from the NS Southern Tier Dispatcher. Westward trains must not pass CP-Panama without permission to occupy Bison Running Track from NS Southern Tier Dispatcher.

STANDARD TIME

The 12 hour system will be used for all purposes in connection with all movements on NS and CSX use the 24 hour system.

RADIO FREQUENCY ASSIGNMENTS

Road Channel	CR1 - 4646 Buffalo Terminal
Road Channel	CR2 - 6464 NS Buffalo Line
Road Channel	CR2 - 6464 Tone 724 DS (Southern Tier) Dispatcher
Yard Channel	CR3 - 5050 Seneca or Niagara Falls Yards
Road Channel	NS2 -7676 Bison Yard Yardmaster
Yard Channel	CR4 - 5858 Frontier Yard
Yard Channel	CR3 - 5050 Niagara Yard

TRAIN DISPATCHERS

902-1. Train dispatchers are in charge of main tracks, as listed, and other tracks as listed in special instructions.

CSX NG Dispatcher 518-767-6117

Buffalo Terminal Subdivision
Belt Subdivision
Niagara Subdivision

CSX NH Dispatcher 518-767-6118

Lake Shore Subdivision

NS Buffalo Line Dispatcher 717-541-2143

Southern Tier Line West of CP-Broadway up to and including CP-Panama

NS Southern Tier Dispatcher 717-541-2144

Up to and including CP-Broadway

Howard St. Running Track Between CP-437 and Williams Street.

Bison Running Track Between CP-Draw and Bison Yard

HARRISBURG DIVISION SPECIAL INSTRUCTIONS

EQ-1. ROAD FREIGHT TRAINS - YARD MOVEMENTS

Road freight trains handling double stack, multi-level and trailvan cars, performing switching movements on yard tracks must operate at Restricted Speed not exceeding 5 MPH until all switching moves are complete and train is ready for departure. This instruction is in addition to the requirements of System Timetable Instructions.

97-1. RUNNING TRACKS

Unless otherwise restricted, Maximum Speed on Running Tracks is Restricted Speed not exceeding 10 MPH.

98-1. YARD AND INDUSTRIAL TRACKS

Unless otherwise indicated on the station pages, maximum speed on yard and industrial tracks, team tracks, side tracks, public delivery tracks is Restricted Speed not exceeding 10 MPH.

NS SYSTEM OPERATING INSTRUCTIONS

General:

Unless otherwise noted on the station pages the Train Dispatcher is in charge of all main tracks and controls all CP's, and Yard Limits, On the station pages the direction of the line from the point first named is indicated a (N) North, (S) South, (E) East, (W) West.

The length of sidings is listed in feet and a controlled siding is indicated CS. A siding of assigned direction is preceded by a letter indicating that direction.

LEGEND:

(N) - north, (S) - south (E) - East, (W) - west - direction

Ⓧ - DCS Station

ⓧ - Interlocking

DS - Train Dispatcher

I.T. - Industrial Track

□ - Road Channel

S - Single track

R - Remotely Controller by other than Train Dispatcher

R.T. - Running Track

TRAIN INSPECTIONS DETECTORS:

DED - Dragging Equipment Detector

HBD - Hot Box Detector

HCD - High Car Detector

SWD - Sliding Wheel Detector

HWD - Hot Wheel Detector

WID - Wheel Impact Detector

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

RULES IN EFFECT:

Where 251 or 261 are shown - ABS Rules 500 through 509 are also in effect.

PAGE REFERENCES

All instructions have reference to a Rule and are numbered or lettered as follows:

C-1 - Refers to General Rule C.

98-C - Refers to Norac Rule 98 Industrial and Yard tracks.

950-1 - Refers to Norac Rule 950 Engine Service employees.

E.Q-1 MAXIMUM WEIGHT:

Cars having a combined weight of car and lading in excess to 286,000 lbs must not handled unless authorized by Timetable.

Buffalo Line & Southern Tier - 286,000 is authorized.

L-1. EMPLOYEES PERMITTED TO RIDE ON ENGINES

The following designated employees will be permitted to ride on engines, freight trains and front and rear ends of passenger trains:

Rules Department Officers, Staff Officers, Chief Train Dispatchers, Asst. Chief Train Dispatchers, Train Dispatchers, Yardmasters, C&S Employees, Maintenance of Equipment Supervision, Maintenance of Way and Bridge and Building employees in their districts, Railroad Police Officers in discharge of their duties, Transportation Department Supervision, FRA Inspectors upon presenting proper credentials, other persons must hold proper authorization issued by the general manager or transportation superintendent.

Under no circumstances are more than four persons to be allowed to ride in the operating Cab of an engine.

Q-1. HOURS OF SERVICE

Employees subject to the federal hours of service laws must familiarize themselves with the laws and comply with their requirements. No service is to be performed after reaching the maximum hours permitted by the laws, unless authorized by the Train Dispatcher.

S-1. MOVING EQUIPMENT

Getting on or off moving equipment by any employee is **prohibited**.

16-1. ENGINE SERVICE AND CAR SHOP REPAIR TRACK SPEED

Speed on all engine servicing and car shop repair tracks is 5 MPH.

16-2. CREW MEMBERS FOULING EQUIPMENT (3 Step Protection as per Safety Rule GR-14)

When a member of a train or engine crew is to place or remove a marker, or perform other work under or between rolling equipment, including coupling, or uncoupling air hoses, the engineer must be notified. The engineer must have the train brakes applied, reverser lever in neutral position and generator field switch open.

A-31. END-OF-TRAIN DEVICE

(1) TWO-WAY END-OF-TRAIN DEVICE

A device that (a) provides an emergency brake application command to an emergency air valve at the rear of a train and sends an acknowledging message to the head of the train unit and (b) determines the rear car brake pipe pressure and transmits that information to a unit located in the cab of the locomotive controlling the train. The emergency brake application command is initiated from a manually operated switch in the controlling locomotive on the front of the train. A two-way end-of-train device is composed of two units: a head-of-train unit (HOTD) and an end-of-train unit (EOTD).

(2) REQUIREMENTS FOR TWO-WAY END-OF-TRAIN DEVICES - FREIGHT TRAINS

(2.1) Two-way devices are required for:

- All freight trains operating at speeds greater than 30 miles per hour.
- Freight trains operating with 4,000 trailing tons or less over a section of track with an average grade of 2 percent or greater over a distance of two continuous miles.
- Freight trains operating with greater than 4,000 trailing tons over a section of track with an average grade of 1 percent or greater over a distance of three continuous miles.

NOTE: Timetable or special instructions will designate sections of track with an average grade of 2 percent or greater over a distance of two continuous miles or 1 percent or greater over a distance of three continuous miles.

(2.2) The following freight trains are not required to have a two-way device:

- Trains with an occupied helper locomotive at the end of the train.
- Radio trains with the Radio Controlled Unit(s) in the rear third of the train length.
- Trains with an operational caboose equipped with an emergency brake valve and placed at the rear of the train, carrying one or more crew members.
- Local trains that perform switching en route, operating with 4,000 trailing tons or less, and do not operate over a section of track with an average grade of 2 percent or greater over a distance of two continuous miles.
- Work trains that operate with 4,000 trailing tons or less, and do not operate over a section of track with an average grade of 2 percent or greater over a distance of two continuous miles.

(4) OPERATIONAL REQUIREMENTS FOR TRAINS USING TWO-WAY END-OF-TRAIN DEVICES

(4.1) The two-way device must be armed and operable from the lead and controlling unit from the time the train departs the point where a device was installed until the train reaches its destination.

(4.2) The EOTD batteries must be charged at the initial terminal and changed en route as necessary to ensure the end-of-train device will remain operative until the train reaches its destination.

(4.3) If locomotives are to be cut away from the train and will not return, then the HODT must have identification code 0000 entered before the cut is made. To ensure that the rear end device does not respond to the HODT, an emergency brake application should be initiated from the HODT after the code has been changed. If the EOTD does not respond to the emergency application attempt, then the cut may be made.

(5) FAILURE OF A TWO-WAY END-OF-TRAIN DEVICE

(5.1) If EOTD signal is lost or a loss of brake pipe pressure of 5 PSI or more is observed on the HODT display, the engineer or train crew will (i) inspect the train to insure continuous train line pressure through the rear car, and (ii) determine that the EOTD is in place.

(5.2) Inspection as outlined in (5.1) is not necessary for freight trains if EOTD or HODT failed and (i) the train is a Triple Crown train operating in any type of territory, and (ii) the train is operating in Traffic Control or Remote Control territory, single track ABS territory, on a signaled siding or on a yard track.

(5.3) FAILED TWO-WAY END-OF-TRAIN DEVICE - FREIGHT TRAINS

A train may continue with a failed two-way device, observing the restrictions contained in (5.7). The engineer and train crew will observe all requirements for:

(a) Displaying and inspecting the rear end marker.

NOTE: Full compliance with Operating Rules is required.

(b) Conducting air brake tests.

(c) Ensuring train line continuity when stopped at other than a crew change point.

(5.4) Train speed must not exceed 30 MPH if a two-way device fails en route.

(5.5) A two-way device will be classified as "failed" if the HODT on the controlling locomotive is unable to initiate an emergency brake application from the rear of the train due to certain losses of communication or due to other reasons.

(5.6) A loss of communication between the HODT and EOTD will be considered an en route failure only if the loss of communication is for a period greater than 16 minutes and 30 seconds.

(5.7) The train must not operate over a section of track with an average grade of 2 percent or greater over a distance of two continuous miles, unless one of the following alternative measures is provided:

(a) The engineer on the head end of the train must initiate and maintain two-way voice radio communication with the helper locomotive engineer or a train service employee in the caboose; this contact must be verified just before the head end passes the crest of the grade.

(b) The brake pipe of the helper must be connected and cut into the train line as outlined in Rule L-248. The caboose must have a functioning brake valve capable of initiating an emergency brake application from the caboose.

(c) If there is a loss of communication with the helper locomotive or caboose before descending the grade, the head-end engineer and helper engineer or a train service employee in the caboose must immediately take action to stop the train until they resume voice

communication, if this can be done safely.

(d) If there is a loss of communication once the train has begun descending the grade, the helper locomotive engineer or a train service employee in the caboose and the head end engineer must act to stop the train if the speed cannot be controlled properly.

(5.9) FAILURE MESSAGES DISPLAYED BY AAR DEVICES

An EOTD has failed when any of the following messages are displayed:

+ DEAD BAT

+ REPL BAT

+ VALVFAIL

+ DISARMD

+ FR NOCOM

NOTE: Message RF NOCOM does not indicate a failure of the device.

Any of these messages indicates that the device is unable to initiate an emergency application at the rear of the train from the controlling locomotive.

(6) INSPECTION AND TESTING OF END-OF-TRAIN DEVICES

(6.1) The engineer must determine that the identification code entered into the HODT is identical to the unique identification code on the EOTD before the train departs.

(6.2) The engineer must compare the air pressure displayed on the HODT with the air pressure displayed on the EOTD or a properly calibrated air gauge on the rear of the train before the train departs. The two-way device must not be used if the difference between the two readings exceeds 3 PSI.

(6.3) The two-way device must be tested at the initial terminal or other point of installation to ensure that the device can initiate an emergency brake application from the rear end of the train.

The following method will be used for this test:

Place the EOTD on rear of the train, and:

(a) Connect the brake pipe, and open angle cocks to charge the EOTD.

(b) After the EOTD has been charged to within 15 pounds of the setting of the feed valve on the controlling locomotive, close the angle cock between the EOTD and the rear car of the train, or between the last two cars of the train.

(c) Initiate an emergency brake application signal from the controlling locomotive and visually inspect the EOTD to determine that the EOTD is placed in emergency.

(d) After 30 seconds, the EOTD emergency valve will reset and the angle cock closed in stop (b) can be opened.

NOTE: If the test of a two-way device is conducted by a person other than a member of the train crew, the engineer must be notified that the test was performed.

(7) USE OF THE END-OF-TRAIN DEVICE TO ENSURE CONTINUOUS TRAIN LINE PRESSURE WHEN THE TRAIN HAS STOPPED AT OTHER THAN CREW CHANGE POINTS

(7.1) The engineer will make a full service brake pipe reduction.

NOTE: If (a) the train has stopped on a grade where train air brakes will be required to safely control the movement and (b) where authorized by special instructions, THEN the engineer will make a 10 PSI brake pipe reduction instead of a full service brake pipe reduction.

(7.2) Determine that the train line pressure is being reduced as indicated on the HODT.

(7.3) When the train is ready to proceed, release brakes and determine that the brake pipe pressure is increasing by indication on the HODT display.

(7.4) After the train has started, observe for an end-of-train unit signal loss or pressure reduction of 5 PSI or more on the HODT display.

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

Any of these messages indicated that the device is unable to initiate an emergency application at the rear of the train from the controlling locomotive.

NOTE: The engineer will promptly report any end-of-train device malfunction to the Dispatcher.

(9) SETTING OR CHANGING THE ID CODE ON AAR TWO-WAY END-OF-TRAIN DEVICES

(9.1) For PULSE units, rotate each thumbwheel switch until the desired number is displayed.

(9.2) For US&S Digitair units, follow these steps:

- (a) Press and release the SET button. The first digit of the five-digit ID will flash continuously.
- (b) Press and Release the DIM button to change the value of this digit. Press and Release this button as often as necessary to select the required digit.
- (c) To advance to the next digit, Press and Release the ODOM OR COMM>button. The next digit will then flash continuously.
- (d) To change the value of that digit, repeat instruction (b), above.
- (e) Repeat steps (b) and (c) until all digits correspond to the ID number desired.
- (f) After proper ID number is displayed, Press and Release the SET button.

(9.3) For Locomotives with Integrated Display Screens:

- (a) Press and Release EOTD Ident Button;
- (b) Enter desired number using soft keys;
- (c) Press and Release the Enter ID key.

(9.4) Arming the Device:

Before attempting to arm the device, the employee at the head end is to:

- (a) Enter the ID code "00000".
- (b) On Pulse units, Press and Release the COMMUNICATIONS TEST/ARM button.

On Digitair units, Press and Release the COMM ARM button.

On locomotives with Integrated Display Screens, enter "00000". Pressing another key is not required. The system disarms as soon as "00000" is entered.

This disarms the Head-of-Train Device (HOTD) from any previous assignment.

- (c) Employee at the head end then is to enter the ID code of the End-of-Train Device (EOTD) assigned to the train.
- (d) Employee assisting at rear of train, after communicating with the head end, will Press and Release the TEST button on the EOTD. An alarm will sound on HOTD or integrated display screen and message "ARM NOW" will be displayed for five (5) seconds.
- (e) Employee at head end is to immediately Press and Release the COMM TEST/ARM button on the HOTD or ARM NOW button integrated display screen. Message displayed on the HOTD or screen will read "ARMD" and "EMERG ENABLED" indicator will be lighted. The device is now armed. On integrated display screens, the message displayed may be "ENABLED" or "EM ENABLED".

NOTE: If, after completing Step (c) above, the message display indicated "NOT ARMD" or the "EMERG DISABLED" indicator is on, the procedure must be repeated. On integrated display screens, the message displayed may be "SYSTEM NOT ARMED", "DISABLED" or "EM DISABLED".

(9.5) To initiate an emergency brake application at the rear end of the train:

- (a) Lift the red cover over the "EMERGENCY" toggle switch and push the switch up.
- (b) Operation of the EMERGENCY toggle switch will activate the emergency valve on the equipped EOTD, resulting in an emergency brake application from that unit.
- (c) The message "EMERGENCY" will briefly appear in the message display and brake pipe pressure reading will quickly drop to 0 PSI.

NOTE: The "LOW PRES" message will also be displayed while the last car air pressure is below 45 PSI.

(9.6) The two-way EOTD MUST be disarmed when:

- (a) Train arrives at final terminal or destination; and
 - (b) It has been determined that communication between HOTD and EOTD is not required; and
 - (c) Locomotive consist has been removed from train.
- This rule also applies any time a controlling locomotive, a HOTD or an EOTD is changed for any reason.

(9.7) Disarming the Device:

The Device remains **ARMED** until it is specifically disarmed using the following procedure:

- (a) Engineer is to enter the ID code "00000" using the HOTD thumbwheel or the soft keys of the integrated display screen.
- (b) Then the Engineer is to press the COMMUNICATIONS TES/ARM button.

Message displayed on the HOTD reads "DISARMD", the "EMERG ENABLED" indicator will be turned off and the "EMERG DISABLED" displayed indicator will be turned on. On integrated display screens, the message displayed may be "SYSTEM NOT ARMED", "DISABLED" or "EM DISABLED".

(9.8) Message Displays:

ARMD - System armed
DEAD BAT - Dead battery indication
DISARMD - System disarmed
EMERGENCY - Emergency brake application initiated from HOTD

FR NOCOM - Front to rear communications failure

LOW PRES - Low brake pipe pressure indication

REPL BAT - Weak battery indication

RF NOCOM - Rear to front Communications failure

VALVFAIL - Emergency valve circuit failure in EOTD

(10) SETTING OR CHANGING THE ID CODE ON NS DUAL MODE HEAD-OF-TRAIN DEVICES

(10.1) Console Mounted Head-Of-Train Device:

- (a) Press the reset button to clear the device.
- (b) Select the proper mode (NS or AAR)
- (c) Dial in the proper EOTD number. This is done by pressing the COUNT/COM TEST button to increment the selected number. To advance to the next number, press the NEXT/YES button.

(d) Repeat step (c) until the correct number is dialed in.

(10.2) Arming NS Two-Way Console Mounted Head-Of-Train Device:

- (a) Press the RESET button.
- (b) Dial in the proper ID number. ALL NS EOTD numbers start with a "7", therefore this number is constant on the display of the HOTD.
- (c) When the correct EOTD number is dialed in, press NEXT/YES and the question "Link OK?" will appear on the display. Make sure the person on the rear has the battery in the EOTD and the correct mode is selected (NS or AAR) and is ready to arm. Answer yes to the "Link OK?" question. Arming can take as long as five minutes. When the unit is armed it will say "LNK" or "ARMED" with the battery voltage and air pressure.

(10.3) Arming NS Dual Mode (NS and AAR) Integrated Head-Of-Train Devices:

- (a) Make Certain that the HOTD mode selector switch is in the proper mode for the EOTD being linked to. The switch is on the HOTD that is mounted in the electrical cabinet in the cab of the locomotive. If you are trying to link in NS mode, the selector must be on NS. When trying to link in AAR mode, the selector must be in AAR mode.
- (b) Press and release the EOTD IDENT button.
- (c) Enter desired number using soft keys.
- (d) Press and release the ENTER ID key.

(10.4) Disarming the NS Dual Mode Console Mounted Head-Of-Train Device:

- (a) Engineer is to enter the ID code of 70000 using the COUNT/COM TEST button to increment the number and the NEXT/YES button to advance to the next character to the right. Answer yes to the "Link OK" question and the unit is disarmed.

(10.5) Message Displayed:

- (a) LNK - System linked (same as armed).
- (b) LO BATT - Battery voltage low on EOTD.
- (c) LK? - HOTD not linked to any EOTD.
- (d) Standby mode - Rear to front communication failure.
- (e) BAD VALVE - Emergency valve circuit failure in EOTD.

D. EOTD

Conductors interchanging trains to foreign lines are responsible for the EOTDs. The Conductor must make sure that the EOTD has been picked up or given to the Mechanical Department. If not picked up, information as to the location of the EOTD must be given to the Yardmaster. Conductors are to leave the EOTD at a location as instructed by the Yardmaster. The Yardmaster or Mechanical Department must know where the EOTD is located.

80-1. RESTRICTED SPEED

In the application of Rule 80 (Restricted Speed), trains other than passenger trains must not exceed 15 MPH.

80-2. STOP INSTRUCTION BANNERS

"STOP OBSTRUCTION" banners are authorized for monitoring compliance with Restricted Speed on all Norfolk Southern operating divisions. When Division Officers are conducting operational checks for compliance with Restricted Speed, a banner may be stretched across the track displaying the words: "STOP OBSTRUCTION".

For the purpose of monitoring compliance with Restricted Speed, the banner will be considered a fixed signal representing a "Stop Signal" and an "Obstruction." Movements required to observe Restricted Speed must stop short of the "STOP OBSTRUCTION" banner to be in compliance with the operational test. The banner may be erected at any time and any location where Restricted Speed is required.

94-1. RESPONSIBILITY OF EMPLOYEES: SIGNALS AND RESTRICTIONS

A crew member on the controlling locomotive will communicate, by radio, the name and location of each signal affecting his or her movement as soon as the signal becomes clearly visible. Example of correct procedure to initiate the radio transmission: "CN 335, Signal 1181 East, approach, out."

103-1. DROPPING CARS

Dropping cars is prohibited unless approved by the Division Superintendent.

104-1. HAND-OPERATED SWITCHES EQUIPPED WITH ELECTRIC LOCKS

Permission must be obtained from operator or Train Dispatcher before switch lock is removed from keeper, except when movement is from Main Track to a side track..

To enter side track from Main Track at a switch not controlled

by an Operator or Train Dispatcher, train or engine must be stopped within 100 feet of the switch points.

INSTRUCTION FOR HANDLING US&S ELECTRIC LOCKS (NS Buffalo Jct Yard)

One type of locking mechanism is located in a metal housing on a post adjacent to the switch stand and is connected by means of a lock rod to the switch point and is actuated by operating handle. The second type of locking mechanism locks the operating lever of switch and is actuated by a foot pedal. The release of the locks is automatic for train entering the switches from the main track.

A). For movement from main track to siding or spur track:

1. Stop engine or cars just ahead of switch points.
2. Actuate operating handle or foot pedal to unlock position, this unlocks the switch and it can be operated the same as any other hand throw switch.

B). For movement from siding or spur track to the main track:

1. Secure permission from the operator or train dispatcher to operate the electric lock and enter main track. The switch must be unlocked and thrown before the derail or inside crossover switch is operated.

104-A2. NS/CSXT SWITCH POINT HEATERS

The heat transmitted from these heaters is sufficient to melt snow in the area adjacent to the switch and crews are reminded to use caution to prevent injury when necessary to:

- 1) detrain in the area of the heaters, or
- 2) clean switches, as burn may result.

104-2. CROSSOVER SWITCHES

A crossover switch must not be lined for crossing over while any movement is approaching or passing. Both switches of a crossover must be properly lined before a train or engine begins a crossover movement, and the movement must be completed before either switch is restored to normal position. The switches of a crossover must be in corresponding position before either switch is used, except when one crew is using both tracks connected by the crossover. Crossover switches correspond when both are lined for the crossover or both are lined for straight tracks. Crossover switches must be left in corresponding position after use, and in normal position where applicable. This applies anywhere, yard or road.

104-3. DERAILS

In the application of Rule 104, paragraph d, derails that are used in the following applications may be left in the Non-Derailing position when not in use:

- Blue Signal Protection (accompanying blue flag/light when in the derailing position);
- Designated locomotive storage track when there are no locomotives on the track.

Derails must be locked in either position.

Note: Crews must approach these locations expecting to find derails applied.

104-4. OPEN SWITCHES

At locations specified in the Timetable, hand-operated switches may be left in reverse position when authorized by Form D line 13, to "leave the switch (or crossover) at _____ (location) in reverse position."

A movement must not be authorized in the direction of the open switch until being issued a Form D lined 13 stating "switch (or crossover) at _____ (location in reverse position or leave it in reverse position)."

When the switch is returned to normal position the dispatcher must be notified. If position of switch left in reverse position is not protected by signal indication, Form D line 2 authority

must end at or short of the open switch.

Note: Form D, line 13 instruction may be added to existing Form D.

109-1. HANDBRAKE REQUIREMENTS

Car(s) left standing must be secured with hand brakes as follows:

1 car 1 handbrake
*2 cars 2 handbrakes

3 or more cars 2 handbrakes, plus a sufficient number of additional brakes to secure the cut of cars.

*Except when setting a car off on line of road with defective hand brake, only one additional car with a good hand brake applied will be required. These instructions are in addition to any outstanding instructions issued by proper authority, but do not supersede special instructions at terminals and yards.

NOTE BISON YARD: A minimum of 5 hand brakes is required at Bison Yard on cars left standing.

HANDBRAKE REQUIREMENTS ON LOCOMOTIVES

(a) All locomotives must be secured with hand brakes which will NOT be counted towards the total number of hand brakes required to secure the train.

EXAMPLE: 3 engines coupled to a 100 car train - all engines must be secured in addition to a sufficient number of hand brakes applied to the cars as required by previous item.

131-1. OPERATING INSTRUCTIONS - FLAGMAN

The following instructions are in effect when a Dispatcher's Bulletin lists the limits where a flagman is on duty:

Flagman must not allow equipment to foul without permission from dispatcher.

Trains may proceed, with permission from the flagman.

If unable to contact the flagman, the train will stop and not proceed until authorized by the flagman named in the Dispatcher's Bulletin. The Engineer will report the incident to the Train Dispatcher.

135-1. NORAC RULE 135, THE USE OF STOP SIGNS

The following is the procedure to be used in the application of NORAC Rule 135 governing the use of Stop Signs:

1. Address: Signs must be displayed during the times specified in the Dispatcher's Bulletin.

After the signs are displayed, only the employee in charge who is named in the Dispatcher's Bulletin can authorize movement to pass a Stop Sign and enter Working Limits.

2. Required Use of Signs:

Working Limits Speed Limit Signs (Rule 297b) and Working Limits Resume Signs (Rule 297c) will not be used for the protection of MW. Resume Speed Sign (Rule 296c) will be used in place of Working Limits Resume Speed Sign (Rule 297c). Working Limits speed limit signs will not be substituted for Stop Signs.

Signs must be displayed and removed at the time designated in the Dispatcher's Bulletin.

If Working Limits need to be released before the time designated in the Dispatcher's Bulletin, the signs must remain displayed and the employee in charge must continue to authorize movements to pass the Stop Signs, or the Dispatcher, using Form D, must notify each movement that "Working Limits" at specified location are no longer in effect. After all movements have been notified, the employee in charge may have the signs removed.

If necessary to extend Working Limits past the time specified in the Dispatcher's Bulletin, protection must be provided by Form D, Line 4.

3. Movement within Working Limits:

If no Stop Sign is found at the point designated by the Dispatcher's Bulletin, a train must not pass the milepost

stated in the Dispatcher's Bulletin until permission has been granted by the employee in charge of the Working Limits. The Engineer will report the incident.

If a Stop Sign is found at a point not designated by Dispatcher's Bulletin, the Dispatcher must be notified immediately and the train must be stopped and not proceed until the sign is removed by proper authority.

138-1. NEAR MISS

When a Near Miss is encountered, train or engine crew should contact Dispatcher with relevant information on the Near Miss incident. The Dispatcher will notify NS Police Department. Crew must fill out Near Miss section on Dispatcher's Bulletin at first opportunity and give to a supervisor. Prompt handling with the Dispatcher will enable Police Department to expeditiously handle with involved party.

138-2. PUBLIC CROSSINGS AT GRADE - OTHER THAN MAIN TRACK

On Running Tracks, siding, Yard and Industrial Tracks, trains and engines must approach crossings protected by automatic warning devices prepared to stop. If warning device does not activate, on-ground protection must be provided before proceeding over crossing.

138-4. OBSTRUCTING PUBLIC CROSSINGS

To prevent the obstruction of crossings, trains governed by signal indication which will not permit a complete movement over public and/or railroad crossing at grade must stop clear of such crossing and contact the Train Dispatcher.

138-5. MALFUNCTION OF HIGHWAY WARNING DEVICE

Light engine consist manned by a Single Engineer must not enter highway grade crossings where automatic highway crossing warning devices are known not to be operating as intended until on-ground protection is provided by a qualified individual.

138-9. GRADE CROSSINGS - RULE 241 PERMISSION

Train and engine crews are cautioned that when they receive Rule 241 permission to pass a Stop Signal at an interlocking, and automatic crossing warning devices are located either within or in close proximity beyond the interlocking, warning devices may not activate until movement is on the island circuit. Under these circumstances, crew must not pass over crossing until protection is operating, or until on ground protection has been established.

139-1. TRAIN OR CARS LEFT STANDING

In the application of Rule 139,

1. Paragraph (b) does not apply on Northern Region.
2. In 251 Territory the provisions of paragraph (c) will not apply when the train or cars left standing are within 1/4 mile of the interlocking, CP or switch where the opposing movement will begin. Opposing movement must not exceed Restricted Speed.

161-1. AUTHORIZED ABBREVIATIONS - FORM D

Four-letter abbreviations such as (HARL) shown on the Station Page may be used when writing Form D's.

165-1. DICTATING AND UNDERSCORING - FORM D's

Form D's must be written on the prescribed form as they are transmitted by the Train Dispatcher. The Train Dispatcher must underscore each written word and numeral at the time it is being repeated.

165-2. ADDING INFORMATION TO FORM D's

The Train Dispatcher may direct employees to add information to their dispatcher bulletin regarding temporary speed restrictions or highway grade crossings.

243-1. NEXT GOVERNING SIGNAL

SIGNAL: Approach Slow, Approach Medium and Approach Limited

Signal Rules: Approach Slow, Approach Medium and Approach Limited

Signal Rules: Approach Slow, Approach Medium and Approach Limited aspects may be used at interlocking or controlled points to govern diverting routes. Train receiving an Approach Slow, Approach Medium, or Approach Limited aspect on an interlocking or controlled point signal must not increase speed to above Slow Speed, Medium Speed or Limited Speed, until:

- A more favorable signal aspect has been received; or
- The engineer has determined that the train is not going to divert.

Exception: This restriction does not apply to a train whose last signal aspect was clear.

601-1. INTERLOCKINGS-MAXIMUM SPEED CHANGES

When the Timetable maximum speed in effect changes at an interlocking, the lower speed will apply within interlocking limits unless a separate maximum speed is listed for the interlocking.

601-2. INTERLOCKING-TEMPORARY SPEED RESTRICTIONS

Speed Restrictions at controlled points or interlockings apply between the home signals.

604-1. POWER OPERATED AND DUAL CONTROL SWITCHES

When office indication shows interlocking switch unlocked or out of correspondence, switch points may be open under the movement. Before the Dispatcher or Operator gives train permission to pass Stop Signal, the following actions must be taken:

1. If switch is power operated without hand throw lever, the switch must be hand cranked and spiked, or wedged in the desired position.
2. If switch is dual controlled, the switch must be placed in hand operation mode and operating lever operated until switch points are engaged before switch is placed in the desired position.

708-1. PROCEDURES TO CONTACT TRAIN DISPATCHER BY RADIO

The new system utilizes a 3-digit call in code to contact a specific dispatcher's desk from ANY radio base station. The system also provides the ability to contact the CYO through the dispatcher's radio base station.

To contact the dispatcher, utilize the touch tone pad to enter the 3-digit code as indicated below. Each digit on the touch tone pad must be pressed for one second. A conformation tone will be broadcast from the radio indicating the dispatcher has been notified.

DISPATCHER	CALL-IN
Chief Disp	720
Buffalo	725
Southern Tier	724
EMERGENCY	911

When an emergency situation arises, an employee will transmit 9-1-1 from their keypad of a locomotive radio (or other dial pad equipped radio) which will transmit and "EMERGENCY" call to the Train Dispatcher. This emergency indication will be immediately displayed on all Dispatcher screens which display the activated base station(s).

NOTE: The "Click system" and the "thumb wheel" access will no longer work.

NSS SAFETY AND GENERAL CONDUCT RULES

GR-14. Employees must not stand on track in front of closely approaching equipment or step between coupled moving cars or engines for any reason. They must not step between or immediately in front of standing cars or engines unless necessary in the performance of duty and then only after arrange for protection against the equipment being coupled to or moved.

Never make adjustments to moving equipment. Before fouling, going between, or under STANDING equipment for inspection, adjustment, repairs, or any other purpose, take the following precautions:

- (1) If a locomotive is coupled to equipment or is on the same track, verbally request "3-Step Protection" from the engineer. To communicate that protection is required or that protection has been provided, positive identification must be established and each individual who requested protection must be acknowledged. When using the radio to request or grant "3-Step Protection", employees must designate their occupation, job symbol, and engine number. EXCEPTION: When blue signal protection is established, "3-Step Protection" is not required.
- (2) When protection is requested, the Engineer must take three actions called "3-Step Protection".

(2.1) Fully apply the independent brake; and when air is coupled and cut in, make a brake pipe reduction to sufficiently hold the equipment. NOTE: When necessary to foul equipment to determine air pressure for the performance of air brake inspections and to perform emergency air brake repairs that require the train brakes to be released, a brake pipe reduction will not be required. Employees must allow slack to adjust before fouling equipment.

(2.2) Place the reverser lever in neutral position.

(2.3) Open the generator field switch.

(3) The Engineer must maintain "3-Step Protection" until notified by the employee who requested it that the protection is no longer required. If the engineer is providing protection for other employees and must leave the locomotive prior to the other employees having relinquished the protection, the engineer must contact the employees and require that they get in the clear of the equipment.

NOTE: For remote control operations, the operator in control of the locomotive must set the speed to stop, place the directional control in neutral, and apply the locomotive and automatic brakes. These settings must be maintained until notified by the employee(s) requesting "3-Step Protection" that is is no longer required.

Employees must not go between cars and/or engines to adjust a coupler or knuckle unless the cars are separated by at least 50 feet. (EXCEPTION: When an approved coupler alignment device is used, be governed by special instructions.) When adjusting coupler or knuckle, they must stand to one side with feet clear of falling knuckle. When walking around the end of a standing car or between standing separated cars, employees must allow at least 10 feet of room between themselves and the nearest car, and they must expect sudden movement by cushion-underframe draft gear. NOTE: References to cars and engines in this rule include RoadRailer trailers on the rail, derricks, rail cranes and similar equipment that could cause injury in the event of unexpected movement.

1100(c). Operation of end-mounted hand brake from the ground is permitted on SPINE cars, single-axle flat cars, and similar equipment not suitably equipped with brake platform, and on low-side gondolas but only when car is standing and:

(1) Protection prescribed by Rule GR-14 has been provided for trainman.

(2) Blue signal protection has been provided for Mechanical Department employees.

Operation of end-mounted hand brake from the ground on other types of equipment is prohibited except when servicing or making repairs and the equipment is protected by blue signal.

NORAC OPERATING RULES

TERMINOLOGY, DEFINITIONS, and AUTHORIZED ABBREVIATIONS

Abbreviations included in parentheses are authorized for use in Timetables, Bulletin Orders, and Form D's.

ABSOLUTE BLOCK: A block that must not be occupied by more than one train.

AUTOMATIC BLOCK SIGNAL: A block signal that is activated either by track circuit or in conjunction with interlocking or controlled point circuits. This block signal automatically indicates track condition and block occupancy.

AUTOMATIC BLOCK SIGNAL SYSTEM (ABS): A block signal system in which the use of each block is governed by an automatic block signal, cab signal, or both.

AVENUE (Ave)

BLOCK: A length of track with defined limits on which train movements are governed by block signals, cab signals, or Form D.

BLOCK SIGNAL: A fixed signal displayed to trains at the entrance of a block to govern use of that block.

BLOCKING DEVICE: A lever, plug, ring, or other method of control that restricts the operation of a switch or signal.

BLOCKING DEVICE APPLIED (BDA)

BLOCKING DEVICE REMOVED (BDR)

BLUE SIGNAL: A clearly distinguishable blue flag, blue light or blue tag by day, or a blue light or blue tag by night. When displayed, it signifies that workers are on, under or between equipment.

BOLT-LOCK SWITCH: A hand-operated switch equipped with a pipe connected locking device that is designed to shunt the signal system before the switch points are operated.

BULLETIN ORDER (BO): A publication used to notify employees of changes to rules, procedures, or other instructions affecting the movement of trains. Bulletin Orders are issued periodically by the designated officer.

CAB SIGNAL: A signal that is located in the engine control compartment and which indicates track occupancy or condition. The cab signal is used in conjunction with interlocking signals and with or in lieu of block signals.

CAB SIGNAL SYSTEM (CSS)

CAMP CAR: Any on-track vehicle, except a wreck train, that is used to house railroad employees.

CAR SHOP REPAIR TRACK AREA: One or more tracks within an area in which the testing, servicing, repairing, inspecting, or rebuilding of cars is under the exclusive control of mechanical department personnel.

CONDUCTOR (Cndr)

CONDUCTOR and ENGINEER (C&E)

CONTROL STATION: The Dispatcher's office or the location where the Operator is on duty, from which remote control

signal appliances or switches are operated.

CONTROLLED POINT (CP): A station designated in the Timetable where signals are remotely controlled from the control station.

CONTROLLED SIDING (CS): A circuited siding in which both ends are controlled and governed by signals under the control of a Dispatcher or Operator.

CONTROLLED SIGNAL: A fixed signal, capable of displaying Stop indication, that is controlled by a Dispatcher or Operator.

CROSSOVER: A combination of two switches connecting two adjacent tracks. When lined, this switch combination allows movements to cross from one track to the other.

CURRENT OF TRAFFIC: The assigned direction of movement on a Rule 251 main track, as specified in the Timetable.

DERAIL: A track safety device designed to guide a car off the rails at a selected spot as a means of protection against collisions or other accidents.

DISPATCHER (Dspr)

DISTANT SIGNAL: A fixed signal used to govern the approach of a train to a home signal.

DIVISION: That portion of the railroad system assigned to the supervision of a Superintendent.

DIVISION NOTICE (DN): A publication issued periodically by the designated officer, which contains instructions or information which do not affect the movement of trains.

DUAL CONTROL SWITCH: A power-operated switch also equipped for hand operation.

EFFECTIVE LOCKING DEVICE: A switch padlock that is vandal and tamper resistant, and can be unlocked only by the class, group or craft of employees that applied it.

EFFECTIVE SECURING DEVICE: A device applied to secure a manually operated switch or derail for the protection of Roadway Workers. The device must be vandal and tamper resistant, and designed to be applied, secured, uniquely tagged and removed only by the class, group or craft of employees for whom the protection is provided.

ELECTRICALLY LOCKED SWITCH: A hand-operated switch equipped with an electrically controlled device that restricts the movement of the switch.

ENGINE (Eng): A unit or combination of units propelled by any form of energy and operated from a single control, used in train or yard service. The word "engine" may also be used to identify control cars.

ENGINE SERVICING TRACK AREA: One or more tracks within an area in which the testing, servicing, repairing, inspecting, or rebuilding of engines is under the exclusive control of mechanical department personnel.

ENGINEER (Engr)

EXTRA TRAIN: A train not designated by a Timetable schedule.

FOREMAN (Frm)

FORM D CONTROL SYSTEM (DCS): A block system, signalled or non-signalled, in which the movement of trains outside of yard limits is authorized by Form D.

GENERAL ORDER (GO): A publication used to summarize changes to the Timetable and other instruction manuals. General Orders contain revision pages for the Timetable and are issued periodically by the designated officer.

HOME SIGNAL: A fixed signal governing entrance to an interlocking or controlled point.

INDUSTRIAL TRACK (Ind): A track other than a main track, running track, siding or yard track, upon which movements must be made at Restricted Speed.

INTERLOCKING (Int): An interconnection of signals and signal appliances such that their movements must succeed each other in a predetermined sequence, assuring that signals cannot be displayed simultaneously on conflicting routes. Interlocking rules are in effect in an interlocking.

MAIN TRACK: A track designated by Timetable upon which train movements are authorized by ABS, DCS, or interlocking rules.

MAINTENANCE OF WAY (MW)

MARKER: A reflector, flag, or highly visible marking device, in the red-orange-amber color range, affixed to the rear of a train to indicate that the train is complete.

MILEPOST (MP)

MOVABLE POINT FROG: A frog with a moving alignment, allowing open flangeway for train movement.

MOVEMENT PERMIT FORM D: A form containing written authorization(s), restriction(s), or instruction(s), issued by the Dispatcher to specified individuals.

NUMBER(No.)

OCCUPIED CAMP CAR SIGNAL: A white circular sign with black letters, which must be supplemented by a white light at night. When displayed, it signifies that employees are in, around, or in the vicinity of camp cars.

OPERATOR (Opr)

OVERHEAD BRIDGE (OHBr)

PANEL BLOCKING DEVICE APPLIED (PBDA)

PANEL BLOCKING DEVICE REMOVED (PBDR)

PASSENGER (Psg)

PILOT: An employee assigned to a train or track car when the Engineer, Conductor or Track Car Driver is not qualified on the physical characteristics or the operating rules of the territory to be traversed.

PUSH-PULL TRAIN: A passenger train with a Multiple Unit (MU) or control car on either end.

RETURN MOVEMENT: The movement of an uncoupled engine (or engines) or leading portion of a train, directed back toward the remaining stationary portion of the same train.

REVERSE MOVEMENT: A movement opposite the direction previously authorized.

ROADWAY WORKER: Any employee of a railroad, or of a contractor to a railroad, whose duties include and who is engaged in the inspection, construction, maintenance or repair of railroad track, bridges, roadway, signal and communications systems, electric traction systems, roadway facilities or roadway maintenance machinery on or near the track or with the potential of fouling a track, and employees responsible for their protection.

RULES-IN-EFFECT: The specific operating rule or group of operating rules that govern the use of tracks, as designated by the Timetable.

RUNNING TRACK: A designated track on which movements may be made by signal indication or at Restricted Speed under the authority of an employee designated in the Timetable.

SCHEDULE: The part of the Timetable that prescribes direction, number, frequency, and times for movement of designated trains.

SCHEDULED TRAIN: A train designated by Timetable Schedule.

SIGNAL (Sig)

14

SIGNAL ASPECT: The signal appearance, which conveys an indication as viewed either (1) from the direction of an approaching train, or (2) on the cab signal display unit in the engine control compartment.

SIGNAL INDICATION: The required action conveyed by the aspect of a signal.

SPECIAL INSTRUCTION (SI)

SPEED CONTROL: A device on an engine which will cause a penalty application of the brakes if the engineer fails to reduce the train's speed to the speed required by the cab signal indication.

SPEEDS:

NORMAL SPEED: The maximum authorized speed.

LIMITED SPEED: For passenger trains, not exceeding 45 MPH; for freight trains, not exceeding 40 MPH.

MEDIUM SPEED: Not exceeding 30 MPH.

SLOW SPEED: Not exceeding 15 MPH.

RESTRICTED SPEED: (Refer to Rule 80, "Movement at Restricted Speed.")

STREET (St)

SWITCH (Sw)

TEMPORARY BLOCKSTATION (TBS): A manned station that is established by Bulletin Order or Form D to control the movement of trains.

TIMETABLE: A printed booklet that contains schedules and/or special instructions affecting the movement of trains.

TRACK (Trk)

TRACK BARRICADE: A designated sign or obstruction fastened to a track that prevents access to the track.

TRACK CAR (TC): Equipment, other than trains, operated on a track for inspection or maintenance. Track cars might not shunt track circuits.

TRAIN: An engine with or without cars.

UNDERGRADE BRIDGE (UGBr)

YARD: A system of tracks used for the making up of trains and storing of cars. Movements in a yard must be made at Restricted Speed.

YARD LIMITS: The main track area between Yard Limit signs as designated in the Timetable. Movements within Yard Limits are governed by Rule 93.

GENERAL RULES

D. Employee Conduct

Employees must devote themselves exclusively to the Company's service while on duty. They must render every assistance in their power in carrying out the rules and special instructions, and promptly report any violation to the proper official.

To remain in service, employees must refrain from conduct that adversely affects the performance of their duties, other employees, or the public. Employees must also refrain from conduct that discredits the Company.

Acts of insubordination, hostility or willful disregard of the Company's interest are prohibited.

E. Prohibited Behavior

The following behaviors are prohibited:

1. While on duty or on company property: Gambling, fighting or participating in any illegal, immoral or unauthorized activity.
2. When required to perform service: Sleeping or assuming the attitude of sleep. Having or using electronic devices not related to their duties, unless authorized by the railroad. Card playing or reading other than Company instructions.

3. Solicitation of gratuities from patrons.

G. Drugs and Alcohol

Employees are prohibited from engaging in the following activities while on duty or reporting for duty:

1. Using alcoholic beverages or intoxicants, having them in their possession, or being under their influence.
2. Using or being under the influence of any drug, medication, or other controlled substance – including prescribed medication – that will in any way adversely affect their alertness, coordination, reaction, response or safety. Employees having questions about possible adverse effects of prescribed medication must consult a Company medical officer before reporting for duty.
3. Illegally possessing or selling a drug, narcotic or other controlled substance.

An employee may be required to take a breath test and/or provide a urine sample if the Company reasonably suspects violation of this rule. Refusal to comply with this requirement will be considered a violation of this rule and the employee will be promptly removed from service.

H. Smoking

Smoking in engines, except in cabs, is prohibited.

P. Operating Engines

Only a qualified employee or a trainee under the personal supervision of a qualified employee is permitted to operate an engine.

Q. Hours of Service

Employees subject to the Federal Hours of Service Act must familiarize themselves with the Act and comply with its requirements. They must not exceed the maximum hours permitted by law unless authorized by the Dispatcher.

An employee who is called to report for duty before his legal rest period has expired must report that fact to the person ordering him to report.

Train and engine crews must notify the appropriate Dispatcher or other designated supervisor 3 hours before their legal work period expires, unless certain they will be able to complete their assignment before their legal work period expires.

R. Injuries on Railroad Property

Initial medical assistance should be afforded to all persons injured on railroad property.

A report of such occurrences must be made promptly to the designated officer, followed by a full written report on the prescribed form. Names and addresses of all witnesses should be obtained.

When persons are injured by appliances on engines or cars, or by tools or machinery, such equipment must be immediately inspected. If defective, the equipment must be properly identified as such, protected, and removed from service.

REPORTING FOR DUTY

1. General Orders, Bulletin Orders, Division Notices

When reporting for duty, employees whose duties are affected by General Orders, Bulletin Orders and Division Notices must familiarize themselves with, and must comply with, those instructions pertaining to any portions of the territory on which they are qualified or ordered to operate. They must have a copy of each General Order and Bulletin Order with them while on duty.

At locations specified in the Timetable, employees reporting for duty must examine the Bulletin Board, then sign the Employees' Register.

An employee must contact the Dispatcher if:

1. He does not have a copy of the current information

affecting the movement of his train. or

2. He reports for duty at a location where no Employees' Register is located.

The Dispatcher must inform the employee of all information affecting the movement of his train. The receiving employee must record this information.

When a Bulletin Order or Division Notice is issued after the summary, a designated employee assigned to the Dispatcher's office must ensure that such information is properly posted at each Bulletin Board location. The Dispatcher must not consider these Bulletin Orders or Division Notices in effect at a Bulletin Board location until informed that the Bulletin Order or Division Notice is properly posted.

General Orders, Bulletin Orders and Division Notices will be numbered consecutively, prefixed by the number of the current Timetable, and will contain a subheading indicating the territory in which they apply.

MISCELLANEOUS SIGNALS

14. Unattended Fusees

If a train on a main track or controlled siding encounters an unattended fusee burning on a main track or controlled siding, or on a track next to a main track or controlled siding, it must stop. It must then proceed at Restricted Speed until the head end is 1 mile beyond the fusee.

A train must not be stopped over a burning fusee if it can be avoided. If so stopped and the train cannot be moved, the fusee must be extinguished.

Fusees must not be placed on bridges or other structures that are liable to be damaged by fire.

16. Blue Signal Protection of Workers

This rule prescribes the procedures for the protection of railroad workmen who work on, under or between equipment. "Workmen" refers to one or more employees assigned to inspect, test, repair, or service engines and/or cars. Train and Engine Service Employees are excluded except when assigned to perform work on equipment that is not part of movement they have been called to operate.

a. Restrictions

Once a Blue Signal has been displayed, the following restrictions apply:

1. The equipment must not be coupled to or moved.

EXCEPTION: When under the direction of the employee in charge of the workmen, engines may be repositioned within an Engine Servicing Track Area, and cars may be repositioned within a Car Shop Repair Track Area. Employees on the affected track must be informed of the movement, and Blue Signals must be removed from the equipment to be repositioned or coupled. The Blue Signals need not be removed from the switches or derails providing access to the track.

2. Other equipment must not be placed on the same track in a manner that will reduce or block the view of a Blue Signal.
3. Equipment must not pass a displayed Blue Signal.
4. Only a person of the same group or craft that displayed the signals may remove it, after all the workmen are clear.

b. Responsibilities of Workmen

Before going on, under, or between engines and/or cars, workmen must take the actions prescribed below. Each craft or group of workmen must display their own Blue Signals.

If the equipment is on a track other than a main track or controlled siding:

1. Attach a Blue Signal to the controlling engine(s) at a location where it will be clearly visible to an employee at the controls of that engine.
2. Line each hand-operated switch providing access to the track against movement to the track, and lock each switch with an effective locking device.

EXCEPTION: A derail locked in derauling position with an effective locking device may substitute for the hand-operated switch requirement. The derail must be positioned no less than 150 feet from the end of the equipment, except as follows. When equipment is in an Engine Servicing Track Area or a Car Shop Repair Track Area, where maximum authorized speed is not more than 5 MPH, the derail must be positioned no less than 50 feet from the end of the equipment.

3. Display a Blue Signal at each of the hand-operated switch and/or derail locations mentioned above.
4. Request and receive protection from the employee controlling any remotely controlled switches that provide access to the track. This procedure also applies to hump yard classification tracks where employees couple air hoses or adjust coupling devices.

c. If the equipment is on a main track or controlled siding:

1. Display a Blue Signal at each end of the equipment.
2. Attach a Blue Signal to the controlling engine(s) at a location where it will be clearly visible to an employee at the controls of that engine.

d. Blue Signal Unavailable

When emergency repair work is to be done on, under, or between engines and/or cars, and a Blue Signal is not available, the Engineer must be notified. The Engineer must take three actions:

1. Apply the brakes.
2. Place the reverser lever in neutral position or the controller in off position.
3. Open the generator field and/or control switch where equipped.

The engineer must maintain this protection until notified by the employee who requested it that the protection is no longer required.

e. Markers

Blue Signal protection must be provided for workmen when they are:

1. Replacing, repositioning or repairing markers, and the rear of the train is on any track.
2. Inspecting markers by repositioning the activation switch or covering photoelectric cell, and the rear of the train is on a track other than a main track or controlled siding.

f. Alternate Protection for Utility Employees

A Utility Employee is a train and engine service employee who is temporarily assigned to a train or yard crew to assist the crew in assembling, disassembling, or operating trains. When the protection procedures and restrictions prescribed below have been complied with, Utility Employees may engage in the following activities without blue signal protection: setting or releasing brakes; coupling or uncoupling air hoses or other electrical or mechanical connections; preparing equipment for coupling; setting wheel blocks or wheel chains; performing air brake tests, including the cutting in or out of air brake components and the positioning of retaining valves; inspecting, testing, installing, removing or replacing markers or end of

train devices. Under all other circumstances a Utility Employee working on, under or between equipment must have blue signal protection.

The following procedures and restrictions apply to the protection of Utility Employees:

1. A Utility Employee may perform service with only one train or yard crew at a time, and no more than 3 Utility Employees may be assigned to the same crew.
2. The train or yard crew must be assigned a controlling engine that is under the control of the assigned Engineer.
3. The Engineer must be in the cab of the controlling engine. If the engine is stationary, the Engineer may be replaced in the cab by another crew member.
4. Before beginning any duties with a crew, the Utility Employee must obtain permission from the crew's Conductor, or Engineer if no Conductor is assigned.
5. The Conductor, or Engineer if no Conductor is assigned, must notify each crew member of the presence and identity of the Utility Employee before authorizing the Utility Employee to work as part of the crew. Thereafter, communication must be maintained so that each crew member understands the duties to be performed and whether those duties will cause any crew member to go on, under, or between the equipment.
6. When the Utility Employee has finished working with the crew, the Utility Employee must notify the Conductor, or Engineer if no Conductor is present, who in turn must notify each crew member that the Utility Employee is no longer part of the crew.

17. Protection of Occupied Camp Cars

This rule prescribes the procedures for the protection of railroad employees when they are in, around, or in the vicinity of camp cars parked for the purpose of housing them. This rule does not apply to camp cars while the cars are in a train.

a. Restrictions

Once an Occupied Camp Car Signal has been displayed, the following restrictions apply:

1. The camp cars must not be coupled to or moved.
2. Equipment must not be placed on the same track in a manner that reduces or blocks the view of the signal.
3. Equipment must not pass the signal.
4. Only a designated occupant of the camp cars or his immediate supervisor may remove the signal.

19. Engine Whistle or Horn Signals

The following are engine whistle or horn signals. The signals are illustrated by "o" for short sounds and "—" for long sounds. The sound of the whistle or horn should be distinct, with intensity and duration proportionate to the distance the signal is to be conveyed. The unnecessary use of the engine whistle or horn is prohibited.

Engine whistle or horn signal must be sounded as follows:

SOUND	INDICATION
(a) —	Crew members apply brakes.
(b) — — o —	1. Approaching public crossing at grade and at a whistle post indicating "W" or "W/MX." This signal is to be prolonged or repeated until engine or train is on the crossing, or, where multiple crossings are involved, until the last crossing is occupied. The whistle or horn must not be sounded at a whistle post indicating "W/R," except in case of emergency.

2. Approaching locations where Roadway Workers may be at work on tracks, bridges and other points.
 3. Approaching and passing standing trains.
- (e) o o o
1. **When standing:** warning or acknowledgment that the train is to back up.
 2. **When running:** acknowledgement that the train is to stop at next passenger station.
- (h) — — — — Member of crew providing protection may return.

If all engine whistles or horns fail en route, the Engineer must take the following actions:

1. Notify the Dispatcher as soon as practical.
2. Ring the bell continuously, if equipped.
3. Approach all public crossings at grade prepared to stop.
4. Reduce speed to not exceeding 30 MPH while approaching locations where employees are known to be working.
5. Reduce speed at other locations where warranted by the prevailing conditions.

20. Engine Bell

If a train is equipped with an engine bell, it must be sounded:

1. When the engine is about to move.
2. When running through tunnels.
3. While approaching and passing public crossings at grade.
4. When approaching locations where Roadway Workers may be at work on tracks, bridges, and other points.
5. When passing a train standing on an adjacent track.
6. In an emergency.

In cases where a momentary stop and start, forward and backward movement is part of a switching operation that does not involve movement over a public crossing at grade, the engine bell need not be sounded, unless Roadway Workers are known to be in the area.

22. Engine Lights

a. Headlight

The headlight facing the direction of movement on every train and engine must be displayed brightly by day and night.

The headlight must be dimmed:

1. While standing or passing through yards where other engines are working.
2. When approaching a station where a Form D is to be received.
3. When approaching junctions or terminals.
4. When standing or moving on a main track at meeting points.
5. When standing or when approaching another train operating in the opposite direction in multiple track territory.

EXCEPTION: When approaching or passing over public crossings at grade, the headlight must not be dimmed.

Engines in yard service must display the headlight to the front and rear, by day and by night. The headlight on the end coupled to cars may be extinguished.

If all headlight bulbs fail en route, the Engineer must take the following actions:

1. Illuminate all external engine lights that can be illuminated (except red strobe light).
2. Notify the Dispatcher as soon as practical.
3. Ring the bell continuously.

4. Sound the engine whistle or horn frequently.
5. Approach all public crossings at grade prepared to stop. Train may proceed over crossing not exceeding 20 MPH. Speed applies to head end only.
6. Reduce speed at other locations when required by the prevailing conditions, not exceeding 50 MPH at night. EXCEPTION: These restrictions do not apply when the train has operable auxiliary lights.

b. Auxiliary Lights (Ditch Lights)

The leading end of leading engines that operate over public crossings at grade at speeds greater than 20 MPH must be equipped with auxiliary lights. Auxiliary lights consist of two ditch lights (auxiliary lights on steady), two crossing lights (auxiliary lights alternately flashing), or one oscillating light (auxiliary light that moves in a circular or figure eight pattern). Auxiliary lights are considered operative when they illuminate after the engine horn and/or bell is sounded or the auxiliary light switch is activated.

Auxiliary lights must be operational before the engine leaves its initial terminal, and must be displayed when the engine is approaching and operating over public crossings at grade.

If one of a pair of auxiliary lights fails en route, the train may continue at Normal Speed, but the defective auxiliary light must be repaired no later than the next calendar day inspection.

If all auxiliary lights fail en route, the train must not exceed 20 MPH while the leading end of the train is operating over public crossings at grade, and the auxiliary light(s) must be repaired at the next forward repair point.

23. White Light on Lead Car by Night

A white light must be displayed on the front of the leading car when cars are pushed by an engine at night, except when shifting or making up trains in yards.

24. Markers

On a main track or controlled siding outside of yard limits, the rear of a train must be identified by a marker as prescribed below:

a. Passenger Trains, Engines

Passenger trains, light engines and engines operating at the rear of a train must:

1. Be equipped with an illuminated marking device.
or
2. Have the rear headlight on low beam at all times.

b. Other Trains

Trains other than passenger trains must be equipped with an illuminated marking device under the following conditions:

1. From one hour before sunset until one hour after sunrise.
2. When the visibility is so restricted that the end silhouette of a box car cannot be seen from one-half mile on a straight track.

During other periods, a reflector, flag, or extinguished marking device may be used.

c. Illuminated Marking Device

When an illuminated marking device will be required en route, it must be tested before a train leaves its initial terminal. When the display of a marking device is required, proper functioning of the device must be confirmed at all crew change locations.

d. Failure of Marker En Route

If the marker fails while en route, the Dispatcher must be notified as soon as practical. The train may continue to the next point where the marker can be repaired or replaced.

TAMPERING

30. Tampering with Appliances and Other Equipment

Employees are prohibited from breaking seals on interlocking appliances or other equipment, except when specifically authorized to do so. Employees are prohibited from altering, nullifying or in any manner restricting or interfering with the normal intended function of any device or equipment on engines, cars or other railroad property, except when specifically authorized to do so.

In case of failure, or where seals are found to be tampered with, broken, missing, or authorized to be removed, a report must be made immediately to the Dispatcher, Yardmaster, or Enginehouse Foreman in charge of the territory where the defect is discovered.

INSPECTION OF EQUIPMENT

71. Flat Spots

If a flat spot on a wheel of a car or engine develops en route, a member of the crew must inspect it. Upon completion of inspection, the train will be governed as follows:

a. **Proceed at Normal Speed:** The train may continue at Normal Speed if no other defects affecting movement are observed, AND if:

1. The flat spot is 2½ inches or less in length. or
2. There are 2 adjoining spots, each is 2 inches or less in length.

b. **Proceed at 10 MPH:** If a flat spot is found in excess of either of the above dimensions, but less than 4 inches, and no other defect is observed, two actions must be taken:

1. Speed must not exceed 10 MPH.
2. A report must be made promptly to the Dispatcher or Operator.

c. **Remain Stopped:** If a flat spot of 4 inches or greater is found, the train must remain stopped until a report is made to the Dispatcher or Operator. When determined safe for movement, the Dispatcher (or Operator when authorized by the Dispatcher) will order the car or engine to be set out at the first available siding or terminal.

73. Train Inspection: Bridges Without Walkways

When a portion of a train is stopped on a bridge or trestle without a walkway, and a walking inspection of the train is required, crew members must take the following actions before moving the train:

1. Inspect the train and the track up to the bridge or trestle to confirm that there are no defects or conditions endangering train movement, **AND**
2. Confirm that air brakes on the rear of the train have released, **AND**
3. Position a crew member at the bridge or trestle to monitor the movement.

Once these actions have been taken, the train may move over the bridge or trestle at a maximum speed of 10 MPH. If the Engineer experiences difficulty or excessive amperage when attempting to start the movement, he must stop the movement and determine the cause.

MOVEMENT OF TRAINS

80. Movement at Restricted Speed

Movements made at Restricted Speed must apply the following three requirements as the method of operation:

1. Control the movement to permit stopping within one half the range of vision short of:
 - a. Other trains or railroad equipment occupying or fouling the track,
 - b. Obstructions,
 - c. Switches not properly lined for movement,
 - d. Derails set in the derailing position,
 - e. Any signal requiring a stop. **AND**
2. Look out for broken rail and misaligned track. **AND**

3. Do not exceed not 20 MPH outside interlocking limits and 15 MPH within interlocking limits. This restriction applies to the entire movement, unless otherwise specified in the rule or instruction that requires Restricted Speed.

94. Responsibilities of Employees: Signals and Restrictions

a. General Requirements

Employees qualified on the operating rules and located on the leading engine or car must be on the lookout for signals affecting the movement of their train. They must communicate to each other in a clear manner the name of each signal as soon as it becomes clearly visible. After the name of a signal has been communicated, employees must observe it until passed. Any change in the signal must be communicated in the required manner.

When a train reaches a point 2 miles from a temporary restriction, employees qualified on physical characteristics and located on the leading engine or car must immediately communicate with the Engineer and confirm the requirements of the restriction.

If a train is not operated in accordance with the requirements of a signal indication or restriction, qualified employees located on the leading engine or car must communicate with the Engineer immediately. If necessary, they must stop the train.

97. Movement on a Running Track

Movement on a running track must be made at Restricted Speed, unless otherwise specified in the Timetable. Movement may begin only after receiving either signal indication or verbal permission of the employee governing movements on that track.

When movement has been completed, it must be reported clear. When clearing at an interlocking or TBS, no report is necessary.

98. Movement on a Track Not Governed by ABS, DCS or Interlocking Rules

Movement on a track not governed by ABS, DCS or interlocking rules must be made at Restricted Speed.

99. Movements on FRA Excepted Track

FRA Excepted Track will be designated in the manual.

Movements on FRA Excepted Track:

1. Must not exceed 10 MPH.
2. Must not contain more than five cars that require Hazardous Material placards.
3. Are prohibited for revenue passenger trains.

101. Coupling, Shoving, or Switching Cars

When coupling, shoving, or switching cars, precaution must be taken to prevent damage or fouling other tracks. Employees must confirm that there is sufficient room in the track to hold the cars. Before coupling to cars standing on a grade or near the ends of tracks, buildings, derails or highway crossings, sufficient hand brakes must be applied on standing cars to prevent them from rolling.

103. Running Switches

Running switches, often referred to as a drop of cars, should be avoided. Such moves must never be made:

1. With cars containing hazardous materials, passengers, or livestock.
2. To a track occupied by such cars.
3. To a track leading to a trestle or building.

104. Hand-operated Switches and Derails

a. Crew Members' Responsibilities for Switches and Derails

Crew members are responsible for the position of switches

PROTECTION OF TRAINS

130. Flag Protection

a. General Requirements

When flag protection is required, employees must go out in the proper direction(s) the distance prescribed in the table below. Temporary speed restrictions for the territory must be taken into account.

Where Maximum Authorized Speed for Track to Protect Is:	Minimum Distance Required for Protection Is:
20 MPH or less	¼ mile
Between 21 MPH and 30 MPH	½ mile
Between 31 MPH and 40 MPH	1 mile
Between 41 MPH and 90 MPH	1½ miles
91 MPH or greater	2 miles

Crew members providing flag protection must not permit other duties to interfere with the protection of their train. The Conductor and Engineer are responsible for protection of their train.

b. Flag Protection against Trains on Adjacent Tracks

Three steps must be followed to provide flag protection against approaching trains on adjacent tracks as required by "Rule 132, "Protection in Unforeseen Conditions," or Rule 136, "Emergency Stops: Protection." Employees equipped with flagging equipment must:

1. Go out at least the distance prescribed by the table in section (a) of this rule.
2. Display a lighted fusee if they see or hear a train approaching.
3. Give a Stop Signal to approaching trains that may be affected.

The employee providing protection must remain at that location until recalled.

If the employee sees or hears a train approaching before he has reached the prescribed distance, he must immediately display a lighted fusee and continue toward the approaching train while giving a Stop Signal.

132. Protection When Fouling or Working on a Track; Protection in Unforeseen Conditions

Trains must be fully protected against any known condition that may interfere with their safe passage.

If work on or adjacent to a track will create a condition interfering with the safe passage of trains, that work must not be attempted without permission of the employee in charge of the track.

On tracks where ABS, DCS, or Interlocking rules are in effect, the Dispatcher (or Operator when authorized by the Dispatcher) must assure that protection against trains in both directions has been provided as follows:

1. If the work involves on-track equipment or will disturb the track or catenary structure so that it would be unsafe for Normal Speed, Form D line 4 or Form D line 5 must be issued.
2. If the work will not disturb the track or catenary structure, the Dispatcher may verbally authorize Foul Time in accordance with Rule 140.

Form D line 4, Form D line 5, and Foul Time may be issued only to employees who are qualified on the operating rules and the physical characteristics of the territory involved.

If an event occurs or conditions are found that may interfere with the safe passage of trains and no protection has been provided, employees must immediately attempt to stop trains by radio communication to trains and the Dispatcher. They must provide flag protection in both directions as prescribed by Rule 130, paragraph (b), "Flag Protection Against Trains on Adjacent Tracks." Flag protection must be maintained until the unsafe condition has been corrected, or until employees are assured by the Dispatcher or Operator that other protection has

been provided.

Rule 133. Removing a Track from Service

Whenever Form D line 4 is issued to remove a track from service, the following procedures will apply:

c. Establishing Out-of-Service Limits

Each end of the out-of-service limits must be defined by one of the following physical features:

1. A whole mile post.
2. A station or other physical characteristic location.
3. A track barricade or flagman at a designated location.

d. Operation Within Out-of-Service Limits

ABS, CSS, DCS, and interlocking rules do not apply within the out-of-limits. All movements must operate at Restricted Speed. The employee named in Form D line 4 is in charge of the out-of-service limits.

e. Admitting Additional Equipment from Locations Controlled by Dispatcher or Operator

The Dispatcher or Operator may admit additional track cars or trains to the out-of-service limits after:

1. He has obtained permission of the employee named in Form D line 4, **AND**
2. He has delivered a copy of the Form D line 4 to the person in charge of the additional equipment.

EXCEPTION: When the out-of-service limits are published by Bulletin Order, the delivery of Form D to additional equipment is not required.

If movement to the out-of-service limits will involve passing a Stop Signal, the Dispatcher or Operator may then authorize movement in accordance with Rule 241, "Passing a Stop Signal."

f. Admitting Additional Equipment from Locations Not Controlled by Dispatcher or Operator

The employee named in Form D line 4 may admit additional track cars or trains to the out-of-service limits by showing or reading his copy of the Form D to the employee in charge of the track car or train.

134. Movement within In-Service Portion of Track

In ABS territory, when a portion of track between interlockings, controlled points, or TBS's is removed from service, movements within the in-service portion of track must be made as follows:

a. Movements in the Direction of the Out-of-Service Track

Movements in the direction of the out-of-service track must be notified by Bulletin Order or Form D line 4 of the limits of the out-of-service track. Dispatchers (or Operators) must not display signals nor give authority for movements in the direction of the out-of-service track until Form D line 4 has been delivered or they have verified that the Engineer is aware of the Bulletin Order item.

b. Movements Entering In-Service Track

Movements operating in the out-of-service portion of the track must not enter the in-service portion without permission of the Dispatcher.

135. Protection by Stop Signs When an In-Service Track is Obstructed for Maintenance

Whenever Form D line 5 is to be issued in accordance with item 1 of Rule 132, "Protection When Fouling or Working on a Track," the following procedures will apply. The "Working Limits" refers to the area designated by Form D line 5 or Bulletin Order, which must be identified by a whole mile post, station, or other physical characteristic location.

a. Addressees

Form D line 5 must be issued to both:

1. The employee requesting to obstruct the track, **AND**
2. Trains approaching the obstructed track.

EXCEPTION: When the Working Limits is published by Bulletin Order, issuance of Form D to approaching trains is not required.

b. Required Use of Signs

The approach to the Working Limits must be indicated by an Approach Sign. The Approach Sign indication will not apply when permission is received to proceed past the Stop Sign.

The Working Limits must be indicated by a Stop Sign and a Working Limits Resume Speed Sign. A Working Limits Speed Limit Sign may be substituted for the Stop Sign when the track is not obstructed.

c. Action Required Prior to Issuance

The Dispatcher must not issue Form D line 5 authority until he has been notified by the employee in charge that the signs have been properly placed.

d. Movements within Working Limits

A train must not enter the Working Limits until permission has been received from the employee in charge, unless a Working Limits Speed Limit Sign is displayed. The employee in charge must not authorize a train to enter the Working Limits or display a Working Limits Speed Limit Sign until he has been assured that the track through the Working Limits is not obstructed, and all Roadway Workers have been notified. Trains must not exceed 30 MPH through the Working Limits, unless directed by the employee in charge to operate at a higher or lower speed.

EXCEPTION: Trains and track cars that will be performing maintenance within the Working Limits may be admitted by the employee in charge while the Working Limits is still obstructed. All trains and track cars performing maintenance within the Working Limits must operate at Restricted Speed and must not leave the Working Limits without proper authority.

136. Emergency Stops: Protection

a. Radio Transmission

When a train is moving and emergency application of the brakes occurs, crew members must immediately protect adjacent tracks by initiating an emergency radio transmission, in the manner of the following example:

"Emergency, Emergency, Emergency. Train TV-24 engine 6605 is in emergency moving east on No. 2 track at MP 78."

Following the emergency transmission, the Dispatcher must be notified.

b. Flag Protection

After the train has stopped, crew members must immediately provide flag protection in both directions on all main tracks and controlled sidings, including those of a foreign railroad. This protection must follow the guidelines of Rule 130, paragraph (b), "Flag Protection against Trains on Adjacent Tracks," and will be maintained until:

1. It is known that tracks are not obstructed; **or**
2. Full protection has been provided by the Dispatcher or Operator.

The entire train must be examined before movement resumes to ensure that no cars have derailed, no load has shifted, and no other condition exists that may endanger train movements. Results of this inspection must be reported promptly to the Dispatcher or Operator.

c. Other Train Movements

All trains receiving information that a train is in emergency on an adjacent track will be governed as follows:

1. A train that is operating in the same direction as the train reported in emergency must operate at Restricted Speed from 1 mile before the reported location until *reaching the head end of that train.*

2. A train that is operating in the opposite direction of the train reported in emergency must operate at Restricted Speed from the head end of the train in emergency to a point 1 mile beyond the rear end of that train.

Before proceeding, the crew must examine their entire train to ensure that no condition exists that may endanger train movements, and must report the results of this inspection to the Dispatcher or Operator.

137. Assisting An Attended Disabled Train

a. Opposing Movements in Rule 261 Territory

To assist a disabled train, the Dispatcher may permit an opposing movement in Rule 261 territory. Before giving this authorization, the Dispatcher must issue Form D line 8 to the disabled train. A crew member of the disabled train must provide flag protection against the opposing movement as prescribed in part (e) below. The Dispatcher must then issue Form D line 9 to the assisting train. ABS rules will not apply to this movement.

b. Opposing Movement Against the Current of Traffic in Rule 251 Territory

To assist a disabled train, the Dispatcher may permit an opposing movement against the current of traffic in Rule 251 territory. Before giving this authorization, the Dispatcher must issue Form D line 8 to the disabled train. A crew member of the disabled train must provide flag protection against the opposing movement as prescribed in part (e) below. The Dispatcher must then issue Form D line 2 to authorize the assisting train to operate to the whole mile post or station at least 2 miles prior to the disabled train, and line 9 to operate from that location to the disabled train. DCS Rules will not apply to the portion of the movement governed by Form D line 9.

c. Opposing Movement on Tracks Where DCS Rules are in Effect in Both Directions

To assist a disabled train, the Dispatcher may permit an opposing movement on tracks where DCS Rules are in effect in both directions. Before giving this authorization, the Dispatcher must take three actions:

1. Issue Form D line 8 to the disabled train, **AND**
2. Cancel the disabled train's Form D line 2, **AND**
3. Inform a crew member of the disabled train that an opposing movement will be authorized.

A crew member of the disabled train must provide flag protection against the opposing movement as prescribed in part (e) below. The Dispatcher must then issue Form D line 2 to authorize the assisting train to operate to the whole mile post or station at least 2 miles prior to the disabled train, and line 9 to operate from that location to the disabled train. DCS Rules will not apply to the portion of the movement governed by Form D line 9.

d. Following Movement Where Non-Signalled DCS Rules are in Effect

To assist a disabled train, the Dispatcher may permit a following movement where Non-Signalled DCS Rules are in effect. Before giving this authorization, the Dispatcher must inform a crew member of the disabled train that a following movement will be authorized. A crew member of the disabled train must provide flag protection against the following movement as prescribed in part (e) below. When a freight train is operating without an employee at the rear end, flag protection is not required when the assisting train is in contact with the disabled train. The Dispatcher must then issue Form D line 2 to authorize the assisting train to operate to the whole mile post or station at least 2 miles prior to the disabled train, and line 9 to operate from that location to the disabled train. DCS Rules will not apply to the portion of the movement governed by Form D line 9.

e. Flag Protection Against Assisting Train

To provide flag protection against an assisting train as required by parts (a) through (d) above, an employee equipped with flagging equipment must proceed in the proper direction ¼ mile, and display a lighted fusee when the assisting train is seen or heard approaching. The employee must remain at that location until the assisting train arrives, or until the employee is recalled.

f. Assisting Train in Close Proximity or Operated by Engineer of Disabled Train

The provisions of parts (a) through (e) above will not apply when:

1. The disabled train is stopped within 1/4 mile of the interlocking or CP where the assisting train will begin its opposing or following movement, and communication between the crews is maintained; **or**
2. The assisting train is operated by the Engineer of the disabled train.

After receiving proper signal indication or verbal permission in accordance with Rule 241, the assisting train must operate at Restricted Speed to the disabled train.

138. Highway Crossing Warning

a. Activating/Reactivating Crossing Warning

The point at which automatic crossing warning is activated or reactivated may be designated in any of three manners:

1. A sign or post lettered "CC."
2. Yellow joint bars.
3. Yellow stripes painted on the inside and outside of the head, web, and base of both rails.

On tracks other than main tracks or controlled sidings, movement over this point will activate the automatic highway crossing warning.

On a main track or controlled siding, movement over this point will reactivate the operation of automatic highway crossing warning that has been interrupted because of a train's delay or stop.

b. Avoiding Unnecessary Operation

Two steps will avoid unnecessary operation of automatic highway crossing warning:

1. Engines or cars must not be allowed to stand longer than necessary.
2. Switches must not be left open or unlocked within the operating limits of such protection.

If necessary, the train must be cut or the automatic crossing warning interrupted manually in accordance with paragraph (h) of this rule.

c. Malfunction

Notify the Dispatcher immediately if you discover automatic highway crossing warning devices that are not functioning properly.

The Dispatcher must notify all trains that will operate over the affected crossing. The notification must include the type of malfunction and the details of any on-ground personnel that are known to be at the crossing, by item number listed below. Comply with the following when notified by the Dispatcher of an automatic highway crossing warning device that is malfunctioning:

Item	If the malfunction is	And There is	Requirement(s)
------	-----------------------	--------------	----------------

1	An activation failure, or undetermined	No flagger or railroad police officer providing warning at the crossing	Stop. Make certain that a crew member provides on-ground warning at the crossing and do not exceed 15 MPH until the leading end operates through the crossing.
---	--	---	--

2	A false activation or a partial activation	No flagger or railroad police officer providing warning at the crossing	Do not exceed 15 MPH.
3	Any type of failure	A flagger present, but not one for each direction of traffic	Do not exceed 15 MPH.
4	Any type of failure	A flagger for each direction of traffic or a railroad police officer providing warning at the crossing	Proceed at Normal Speed.

A flagger is an employee equipped by day with a red flag and a high visibility garment, and at night with a white light or fusee and a high visibility retro-reflective garment.

For shoving movements not headed by a locomotive or cab car, follow the requirements in Item 1 above.

d. Obscured View of Highway

When equipment is standing and obscuring highway traffic's view, an employee must protect the highway traffic against movement on adjacent tracks. Equipment stored on tracks close to a public crossing must be placed so as to permit a clear view for highway traffic using the crossing. Where space permits, equipment must be placed at least 300 feet from the crossing.

e. Cars Not Headed by Engine at a Crossing without Automatic Highway Crossing Warning

If cars not headed by an engine are to be moved over a highway crossing at grade not protected by automatic warning devices or a designated employee, a member of the crew must provide protection against highway traffic.

f. On-Ground Protection by Employees

When an employee is required to provide on-ground protection at a highway crossing, he must give Stop Signals to pedestrian and highway traffic until the leading end of the train is through the crossing. Stop Signals must be given with a red flag or fusees by day, and fusees or a white light at night.

g. Six Conditions that Require Special Procedure

Under six conditions, a train must not foul a highway crossing equipped with automatic warning devices until it is ascertained that the warning devices have been operating at least 20 seconds, or the gates (if equipped) are in the horizontal position.

These six conditions are:

1. Making a Reverse Movement

When a train passes entirely over a highway crossing and then is going to make a reverse move.

EXCEPTION: If the entire train has cleared the crossing by at least 1.2 miles, it may make a reverse move over the crossing without following special procedures.

2. Approaching at Restricted Speed

When a train is approaching at Restricted Speed.

3. Stopping and Starting in an Approach Circuit with Automatic Interruption

When a train slows or stops and then accelerates within 0.6 miles of a highway crossing equipped with an apparatus that will automatically interrupt the operation of the crossing warning, including motion sensing detectors.

4. Passing Warning Device Reactivation Point on Main Track or Controlled Siding

When a train proceeds past a warning device reactivation point (See item "a" of this rule) on a main track or controlled

siding, after having been stopped or delayed within 1.2 miles of the crossing.

5. **Passing Warning Device Activation Point on Track Other than Main Track or Controlled Siding**

When a train proceeds past a warning device activation point (See item "a" of this rule) on other than a main track or controlled siding.

6. **Performing Switching within 1.2 Miles of Crossing**

When a train has performed switching within 1.2 miles of the crossing.

If the automatic highway crossing warning is not operating, the movement must not be made until protection is provided by on-ground personnel.

h. **Manual Interruption of Protection**

At locations where apparatus is provided to manually interrupt the operation of automatic highway crossing warning, instructions are posted or "Raise" and "Lower" buttons are marked for each track.

When the apparatus is operated manually, no movement may be made over the crossing until:

1. Protection is provided by on-ground personnel. **or**
2. The automatic operation of this protection has been reestablished and operating for at least 20 seconds. **or**
3. If equipped with gates, they are in the horizontal position and crossing lights are flashing.

Wherever crossing warning is operated manually or manually interrupted, it must be restored to normal after movement is completed. Control boxes must be locked.

At crossings where the apparatus interrupts automatic protection on adjacent tracks, the employee interrupting the protection must remain at the crossing to reestablish automatic protection to normal operation when a train is approaching on an adjacent track.

139. **Train or Car(s) Left Standing Without Crew on Main Track or Controlled Siding**

a. **Authorization; Protection**

Train or car(s) must not be left standing on main tracks or controlled sidings without an assigned crew unless specifically authorized by the Dispatcher. When authorization is received, the departing crew must ensure that the equipment to be left unattended is properly secured. The departing crew must inform the Dispatcher of any Form D's still in effect, and will be governed by the instructions of the Dispatcher regarding the Form D's.

The Dispatcher must advise the employee(s) in charge of protecting the track of the location where such equipment has been left unattended. This information must be recorded on the Dispatcher's Record of Train Movements and, where applicable, on the Operator's Station Record of Train Movements.

At the interlocking or controlled point governing entrance to the affected track, the employee in charge of protecting the track must place signals governing entrance to the affected track in Stop position and apply blocking devices.

b. **Opposing Movement In Rule 261 Territory**

The Dispatcher may permit an opposing movement in Rule 261 territory to couple to equipment left standing without a crew. The Dispatcher must issue Form D line 13 to the opposing train to proceed at Restricted Speed to the location where the equipment is left standing without flag protection. The Dispatcher must issue a copy of the Form D to all Operators involved. ABS rules will not apply within the line 13 limits. Movement from an interlocking or CP must be made in accordance with Rule 241.

c. **Movement in DCS Territory or Against the Current of Traffic in Rule 251 Territory**

The Dispatcher may permit an opposing movement against the established direction or current of traffic, or a following movement in Non-signalized DCS territory, to couple to equipment left standing without a crew. The Dispatcher must issue Form D line 2 to the train to operate to the whole mile post or station at least 2 miles prior to the unattended equipment, and line 13 to proceed at Restricted Speed from that location to the location of the unattended equipment. DCS rules will not apply within the line 13 limits.

d. **Re-assignment of Crew**

Crew members, upon taking charge of equipment that has been left unattended, must immediately communicate with the Dispatcher and are governed by his instructions. The Dispatcher must ensure that crew members have in their possession all applicable Form D's affecting the movement of the equipment. Movement is governed by the applicable block system rules in effect for the direction of movement.

MOVEMENT PERMIT FORM D

The Dispatcher issues Form D's to restrict or authorize movements. Form D's are also issued to convey instructions in situations not covered in the Operating Rules.

160. **Issuing a Form D**

For movements or other purposes requiring its use, Form D must be issued by the Dispatcher. Form D's must be numbered consecutively each day beginning at midnight, and the number must be prefixed with the letter designation of the issuing railroad as follows:

CSX	X
NS	T

161. **Completing Form D Properly**

Information shown on Form D must be legible and without erasure or alteration. Only authorized abbreviations may be used in Form D's. Commas must be used to separate numbers or locations listed in a series. Applicable Form D line numbers must be circled. Employees must review the entire form for additional information.

162. **Addressees**

Form D's must be addressed to those who are to execute them, indicating the date and naming the location at which each is to receive his copy.

a. **Form D Addressed to a Train**

Form D's for a train must be addressed to the Conductor and Engineer, and to anyone who acts as its Pilot. These forms must include the identity of the train. Scheduled trains will be identified by the abbreviation "No." plus the schedule number and engine number, for example: "No. 101 Eng 903." Extra trains will be identified by the word "Extra" plus the engine number, for example: "Extra 933." If the engine belongs to another company, that company's initials must precede the engine number, such as in "Extra CN 2502." Blanket addresses may also be used, such as "Eastward Trains."

163. **Photocopies; Additional Written Copies**

A photocopying machine may be used to make additional copies of a Form D. When a photocopying machine is used, employees must examine each copy for completeness and legibility before delivering.

164. **Examination before Delivery**

Copies of Form D's made with pressure sensitive or carbon paper must be examined for legibility before delivery.

165. **Form D Delivery**

Form D may be physically delivered to addressed employees; it may be dictated to them by radio, telephone, or in person; or it may be delivered to them by electronic transmission.

b. Dictation of Form D by Radio, Telephone or in Person

Form D's may be dictated only to employees who are qualified on the Operating Rules. Form D's must not be dictated to or copied by an employee operating the controls of a moving train.

Dispatcher will give "Time Effective," which must then be repeated by the receiving employees.

When a Form D is dictated to an employee on a train, the receiving employee must ensure that employees on the train who are addressed in the Form D receive a copy of it before reaching the first location where employees must act upon the Form D. If physical delivery of the Form D is not practical, the receiving employee must dictate the Form D information to other employees addressed, who must copy and repeat the Form D information.

166. Reading and Complying with Form D

Employees addressed must immediately read the Form D and are responsible for compliance with its requirements. When practical, Form D must be shown to other employees on the train or track car. These employees must read the Form D and remind employees addressed of the requirements of the Form D, if necessary.

169. Additions to Form D

Once a Form D has been given a "Time Effective," only the following information may be added to the form:

1. Form D cancellation information. See Rule 177, "Cancelling Form D's."
2. Track is clear information. "Track Car Following Other Movements."
3. Additional line 2 authorities. See Rule 400, "Occupying DCS Territory" and Rule 804, "Additions to Form D Line 2."
4. Additional line 3 authorities. "Additions to Form D Line 2."

173. Delivery to Relieving Conductor or Engineer

When a Conductor or Engineer is relieved, all Form D's and instructions that have not been fulfilled or cancelled must be delivered to the relieving Conductor or Engineer. The relieving Conductor and Engineer must compare these Form D's and instructions to confirm that the information in them is the same.

The relieving crew must contact the Dispatcher if they are unable to communicate with the crew they are to relieve. The Dispatcher must ensure they have received all instructions affecting the movement of their train before proceeding.

174. Receiving a Form D at Temporary Block Station (TBS)

When a TBS is placed in service, approaching trains must be notified by Form D line 10 or Bulletin Order. Trains must approach a TBS prepared to stop. They must not pass a TBS without receiving a Form D. Where hand-operated switches are in service, trains must not foul such switches without receiving a hand signal to proceed from the Operator.

If a train passes the last holding point (interlocking, TBS or controlled point) in approach to the TBS while it is still open, and the train reaches the TBS after it is scheduled to be closed, it must approach the closed TBS prepared to stop. It must not pass this location without verbal permission of the Dispatcher.

The Operator at a TBS must contact the Dispatcher for instructions prior to permitting a train to depart the TBS. When no Form D's have been issued by the Dispatcher for a train, the Operator must issue an unnumbered Form D addressed to the train.

The Form D must be completed as follows:

1. The address and date portion must be completed.
2. "NONE" must be written in the delivery portion.
3. "Time Effective" must be indicated.
4. The Operator must sign his name in the place of the Dispatcher.

175. Speed Restrictions

Speed restrictions must be listed in sequential order. The

limits of the restriction must be designated by Timetable locations, mile post locations, signal locations, bridge numbers or catenary pole numbers.

176. Effective Period of a Form D

Form D's are in effect until fulfilled or until cancelled. Form D's which have been fulfilled or cancelled must be marked with an "X" then retained and held available for inspection for a period of 7 days.

177. Cancelling Form D's

Form D's which need to be cancelled will usually be cancelled on the same form. Under some conditions, however, a Form D must be cancelled by a separate Form D.

a. Cancelling a Form D on the Same Form

A Form D will be cancelled on the same form, as follows:

1. The Dispatcher must contact the addressee(s) and state his intent to cancel the Form D.
2. The Dispatcher must state the Form D number and date, the cancellation time and date, and his initials.
3. The Dispatcher and the addressee(s) must record all cancellation information on the appropriate section of their copy of the Form D.
4. The addressee must repeat the Form D number and date, and all cancellation information to the Dispatcher.

When cancellation information is transmitted to an employee on a train, the receiving employee must ensure that all addressed employees on the train receive the cancellation information and mark their Form D accordingly.

Operators who have received a copy of the original Form D may be directed by the Dispatcher to relay cancellation information to other employees.

b. Cancelling a Form D by a Separate Form

When cancellation information is to be relayed by an Operator who does not have a copy of the Form D to be cancelled, the Dispatcher must issue a separate Form D Line 13 to the Operator to cancel the original Form D.

GENERAL SIGNAL RULES

240. Tracks Designated in Timetable

The following rules will be in effect on tracks designated in the Timetable: Rule 251 and Rule 261; DCS Rules 400 through 406; ABS Rules 500 through 510; CSS Rules 550 through 562.

241. Passing a Stop Signal

To pass a Stop Signal, a train must have verbal permission of the Dispatcher (or Operator when authorized by the Dispatcher). Permission must not be given or accepted until the train has stopped at the signal. A member of the crew must contact the Dispatcher or Operator and follow his instructions.

a. Giving Permission to Pass

Before giving permission to pass the Stop Signal, the Dispatcher (or Operator) must determine that:

1. Affected appliances are properly positioned. If the position of a switch cannot be determined, the route must be inspected.
2. No opposing or conflicting movements have been authorized.
3. Blocking devices have been applied to protect against opposing movements whenever the Stop Signal involved governs entrance to a track where Rule 261 is in effect.

The Dispatcher (or Operator) must give permission to pass a Stop Signal in the following manner:

"No. 5316 engine 4129 pass Stop Signal on No. 2

track at Rare and proceed east to No. 1 track."

The receiving employee must repeat this permission and the Dispatcher or Operator must then confirm it.

b. Movement After Permission Has Been Confirmed

After permission has been confirmed, the train must operate at Restricted Speed until the entire train has cleared all interlocking or spring switches and the leading wheels have:

1. Passed a more favorable fixed signal, or
2. Entered non-signalled DCS territory. or
3. Entered Rule 562 territory with a Form D authorizing Rule 563.

242. Absent or Imperfectly Displayed Signals

If a fixed signal is absent from the place where it is usually shown, movement must be governed by the most restrictive indication that can be given by that signal. This absence must be reported to the Dispatcher immediately.

Imperfectly displayed signals must be reported to the Dispatcher or Operator as soon as practical, without delay to the train.

Imperfectly displayed signals must be regarded as the most restrictive indication that can be given by that signal. The following exceptions apply to color light signals, position light signals, color position light signals, and semaphore signals:

1. Signal Indication Governs

If only one indication is possible, this indication will govern.

2. Restricting Signal Indication Applies

If more than one indication is possible, and it can be determined that all possible indications are more favorable than Stop and Proceed, trains may proceed as though a Restricting Signal were displayed.

243. Next Governing Signal

Trains may operate according to the indication of the next fixed signal governing the movement when the following conditions have been met:

1. The next governing signal can be plainly seen, AND
2. The train is not required by rule or the previous signal indication to operate at Restricted Speed.

If governed by a signal displaying Limited Clear, Medium Clear, Medium Approach Medium, Medium Approach, Slow Clear, or Slow Approach, speed must not be increased until the entire train is clear of all interlocking or spring switches.

251. Track Signalled in One Direction

When track is signalled in only one direction, signal indication will be the authority for trains to operate with the current of traffic. Movements against the current of traffic will be governed by non-signalled DCS rules.

261. Track Signalled in Both Directions

Signal indication will be the authority for a train to operate in either direction on the same track.

At a hand-operated switch that is not equipped with an electric lock, a train may clear the main track only where maximum authorized speed on the main track over this switch is 20 MPH or less.

EXCEPTION: Trains may clear at a hand-operated switch on a controlled siding with no intermediate signals and a maximum speed that does not exceed 30 MPH.

SIGNAL ASPECTS and INDICATIONS

277. General Requirements; Qualifying Features

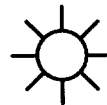
The signal aspects and indications illustrated in Rules 279 through 297c govern the movement of trains and track cars. Other aspects must not be used unless shown in the Timetable with location, indication, and name.

Aspects are shown by one or more of the following methods:

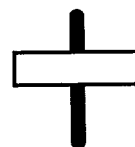
1. The color of lights.
2. The flashing of lights.

3. The position of lights.
4. The position of semaphore arms.
5. The shape of the signal background on a position light dwarf or pedestal signal.
6. The shape, color or lettering of signs.

The following figure is used with signal aspects to indicate a flashing light:



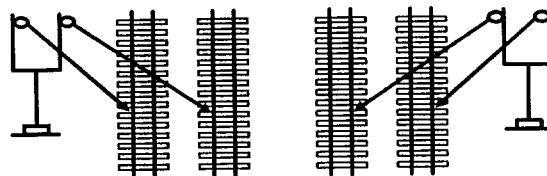
The following figure is used with signal aspects to indicate a number plate:



A number plate attached to a signal's mast or in an adjacent location signifies that the signal's most restrictive indication is more favorable than Stop. Number plates are illustrated in these rules only when they are needed to qualify the signal aspect.

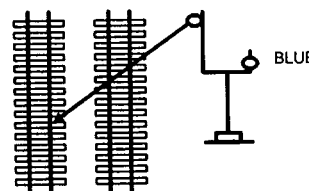
Where signals are located on a bracket post to display aspects for two tracks, the right hand signal governs the track to the right, and the left hand signal governs the track to the left.

Example:



Where a track intervenes between the signal and the track governed by it, a dummy mast, marked by a blue light or reflector, will be placed to the right of the signal.

Example:





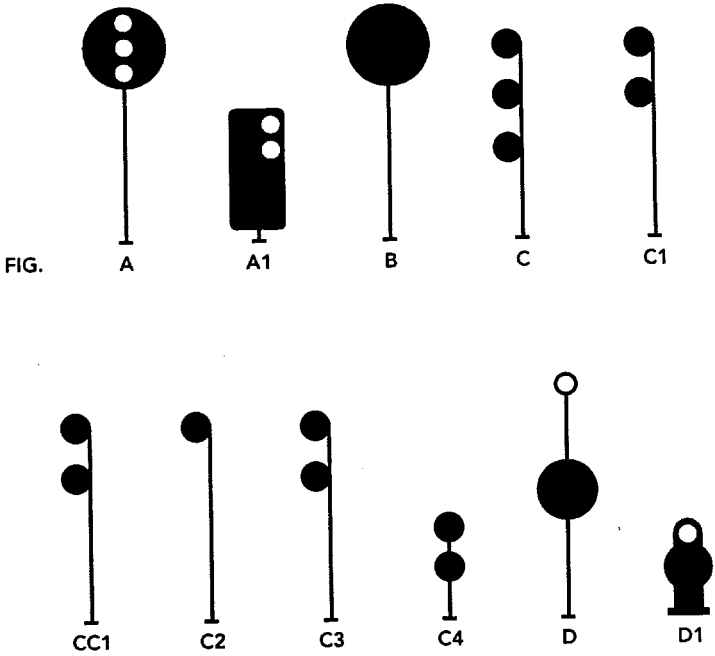
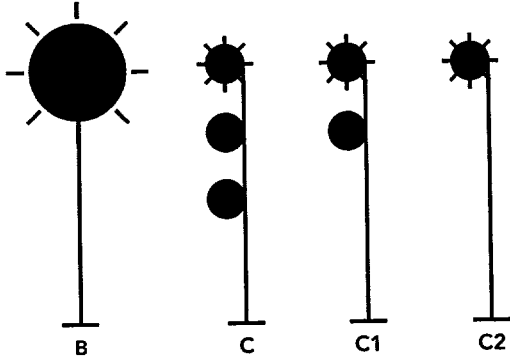
278. Placement of Signs

The following signs must be placed at braking distance from the restriction to which they apply:

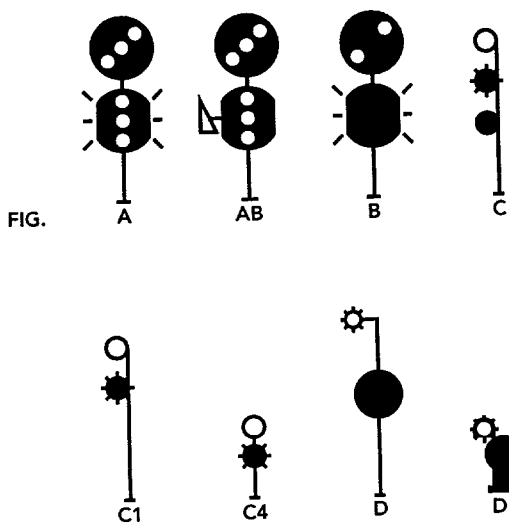
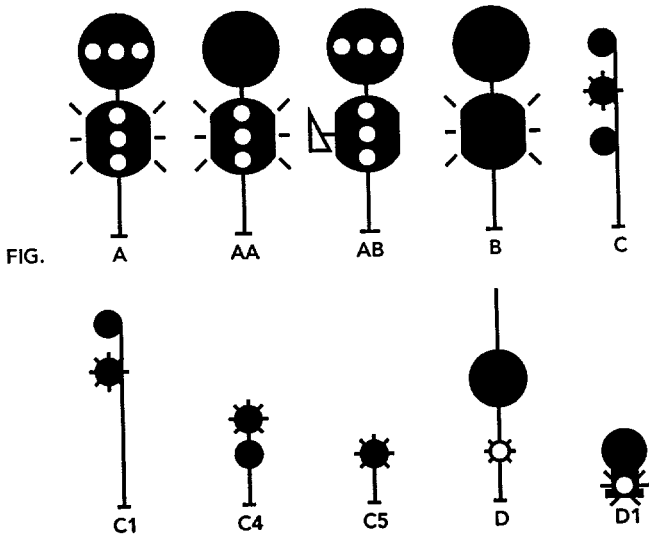
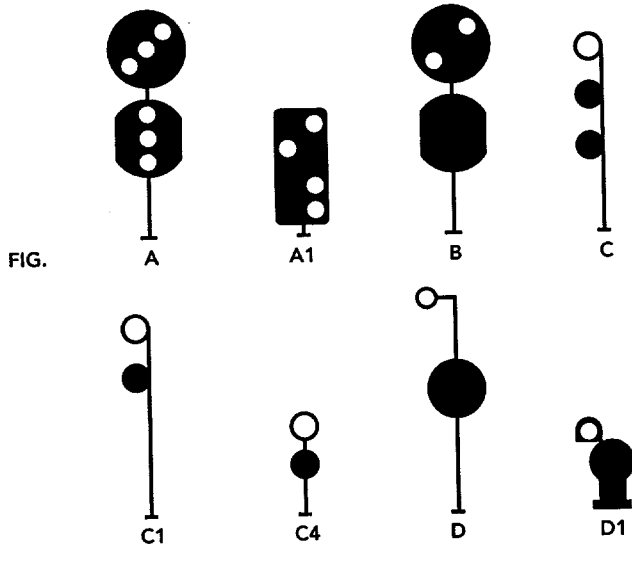
1. Approach Speed Limit Sign (Rule 296a).
2. Approach Permanent Speed Limit Sign (Rule 296).
3. Approach Sign (Rule 297).

The following signs must be placed in both directions protecting the tracks affected, to the right of and adjacent to the track requiring protection:

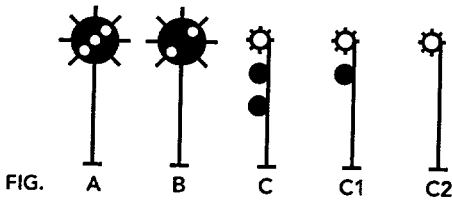
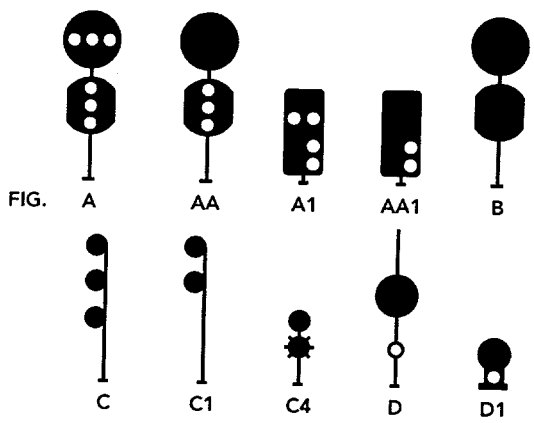

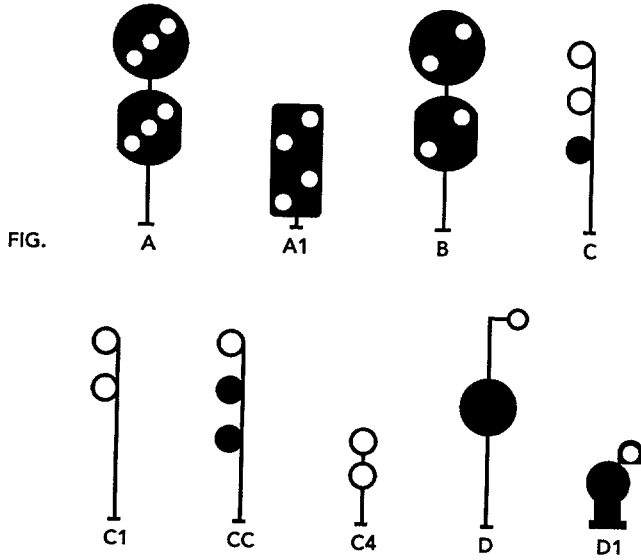
1. Approach Speed Limit Sign (Rule 296a).
2. Speed Limit Sign (Rule 296b).
3. Resume Speed Sign (Rule 296c).
4. Approach Sign (Rule 297).
5. Stop Sign (Rule 297a).
6. Working Limits Speed Limit Sign (Rule 297b).
7. Working Limits Resume Speed Sign (Rule 297c).

Rule	Aspects
280a	 <p>FIG. A</p>
280b	 <p>FIG. A</p>
281	 <p>FIG. A A1 B C C1 CC1 C2 C3 C4 D D1</p>
281a	 <p>FIG. B C C1 C2</p>


























Rule	Name	Indication
280a	CLEAR TO NEXT INTERLOCKING	Trains with inoperative cab signals, automatic train stop, or speed control must proceed on fixed signal indication (and cab signal indication, if operable) not exceeding 79 MPH. Trains with inoperative cab signals must approach the next home signal prepared to stop, unless Approach Normal (Rule 280b) is displayed on a distant signal prior to the home signal.
280b	APPROACH NORMAL	Trains without operative cab signals must proceed on fixed signal indication not exceeding 79 MPH.
281	CLEAR	Proceed not exceeding Normal Speed.
281a	CAB SPEED	Proceed in accordance with cab signal indication. Reduce speed to not exceeding 60 MPH if Cab Speed cab signal is displayed without a signal speed, or if cab signals are not operative.

Rule	Aspects
281b	<p>FIG. </p>
281c	<p>FIG. </p>
282	<p>FIG. </p>

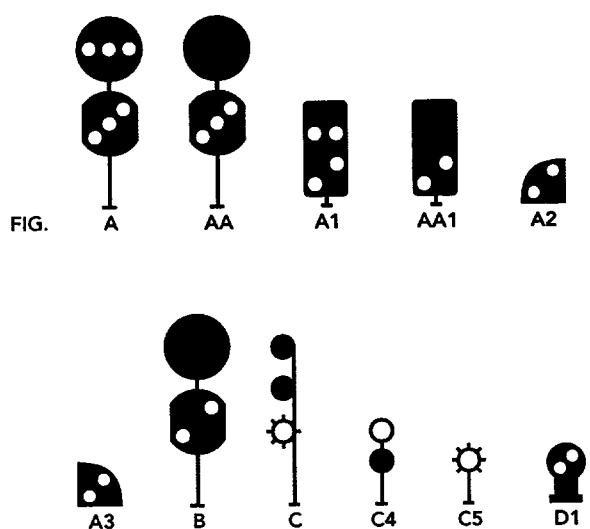
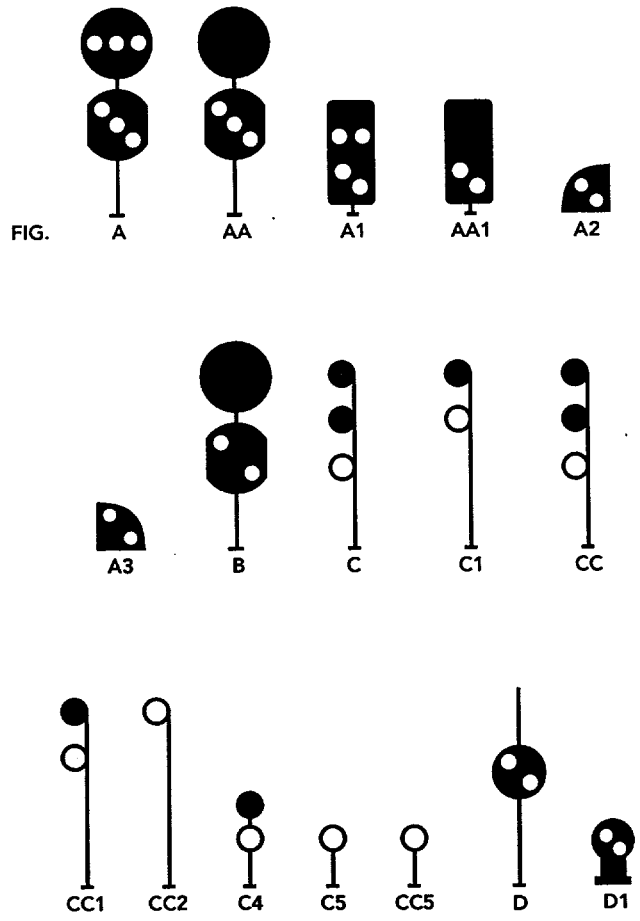
Rule	Name	Indication
281b	APPROACH LIMITED	Proceed approaching the next signal at Limited Speed.
281c	LIMITED CLEAR	Proceed at Limited Speed until entire train clears all interlocking or spring switches, then proceed at Normal Speed. In CSS territory with fixed automatic block signals, trains not equipped with operative cab signals must approach the next signal at Limited Speed.
282	APPROACH MEDIUM	Proceed approaching the next signal at Medium Speed.

Rule	Aspects
282a	 <p>FIG. A B C C1 C2</p>
283	 <p>FIG. A AA A1 AA1 B C C1 C4 D D1</p>
283a	 <p>FIG. C</p>
284	 <p>FIG. A A1 B C C1 CC C4 D D1</p>

Rule	Name	Indication
282a	ADVANCE APPROACH	Proceed prepared to stop at the second signal. Trains exceeding Limited Speed must begin reduction to Limited Speed as soon as engine passes the Advance Approach signal.
283	MEDIUM CLEAR	Proceed at Medium Speed until entire train clears all interlocking or spring switches, then proceed at Normal Speed. In CSS territory with fixed automatic block signals, trains not equipped with operative cab signals must approach the next signal at Medium Speed.
283a	MEDIUM APPROACH MEDIUM	Proceed at Medium Speed until entire train clears all interlocking or spring switches, then approach the next signal at Medium Speed. Trains exceeding Medium Speed must begin reduction to Medium Speed as soon as the Medium Approach Medium signal is clearly visible.
284	APPROACH SLOW	Proceed approaching the next signal at Slow Speed. Trains exceeding Medium Speed must begin reduction to Medium Speed as soon as the engine passes the Approach Slow signal.

Rule	Aspects
285	<p>FIG.  A  A1  B  C</p> <p> C1  C2  C3  D  D1</p>
286	<p>FIG.  A  AA  A1  AA1  B</p> <p> C  C1  C4  D  D1</p>
287	<p>FIG.  A2  A3  C  C4  C5  D1</p>

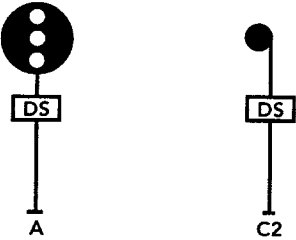
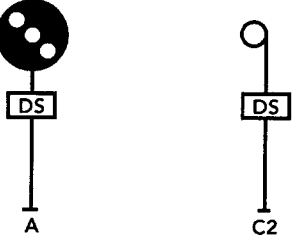
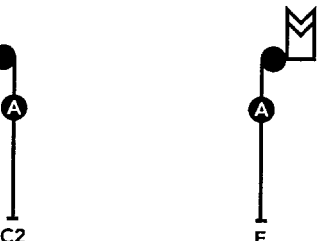
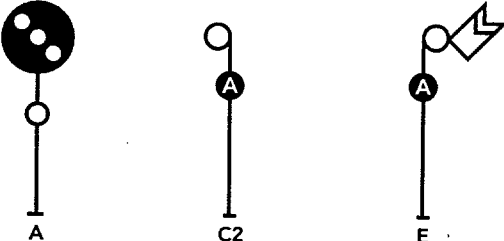


Rule	Name	Indication
285	APPROACH	Proceed prepared to stop at the next signal. Trains exceeding Medium Speed must begin reduction to Medium Speed as soon as the engine passes the Approach signal.
286	MEDIUM APPROACH	Proceed prepared to stop at the next signal. Trains exceeding Medium Speed must begin reduction to Medium Speed as soon as the Medium Approach signal is clearly visible.
287	SLOW CLEAR	Proceed at Slow Speed until entire train clears all interlocking or spring switches, then proceed at Normal Speed. In CSS territory with fixed automatic block signals, trains not equipped with operative cab signals must approach the next signal at Medium Speed once they have left interlocking limits.

Rule	Aspects
288	<p>FIG. </p> <p>The figure shows 11 aspects for Rule 288. Aspects A, AA, A1, and AA1 are vertical signals with two lights. A2 is a quarter-circle signal. A3, B, C, C4, C5, and D1 are vertical signals with three lights. A3, B, C, C4, C5, and D1 have a white light at the top and two black lights below. A3, B, C, C4, C5, and D1 have a white light at the top and two black lights below. A3, B, C, C4, C5, and D1 have a white light at the top and two black lights below.</p>
290	<p>FIG. </p> <p>The figure shows 16 aspects for Rule 290. Aspects A, AA, A1, and AA1 are vertical signals with two lights. A2 is a quarter-circle signal. A3, B, C, C1, CC, CC1, CC2, C4, C5, CC5, D, and D1 are vertical signals with three lights. A3, B, C, C1, CC, CC1, CC2, C4, C5, CC5, D, and D1 have a white light at the top and two black lights below. A3, B, C, C1, CC, CC1, CC2, C4, C5, CC5, D, and D1 have a white light at the top and two black lights below.</p>

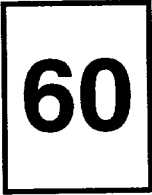

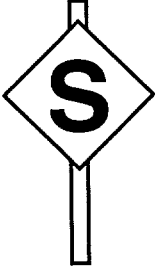
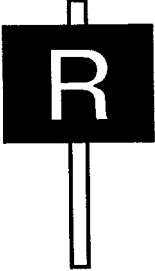

Rule	Name	Indication
288	SLOW APPROACH	Proceed prepared to stop at next signal. Slow Speed applies until entire train clears all interlocking or spring switches, then Medium Speed applies.
290	RESTRICTING	Proceed at Restricted Speed until the entire train has cleared all interlocking and spring switches (if signal is an interlocking or CP signal) and the leading wheels have: <ol style="list-style-type: none">1. Passed a more favorable fixed signal, or <ol style="list-style-type: none">2. Entered non-signaled DCS territory. In CSS territory, trains with operative cab signals must not increase speed until the train has run one train length or 500 feet (whichever distance is greater) past a location where a more favorable cab signal was received.

Rule	Aspects
291	<p>FIG. A AA AB A1 B BB</p> <p>C C1 C2 C3 C4</p> <p>D D1</p>
292	<p>FIG. A AA A1 AA1 A2</p> <p>A3 C C1 C2 C3</p> <p>C4 C5 D D1</p>


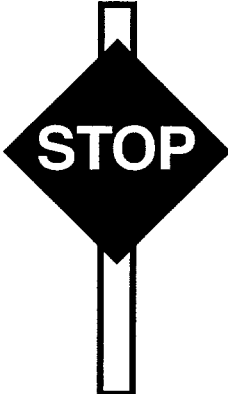
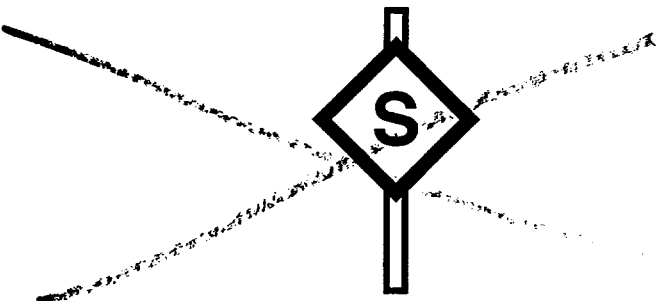
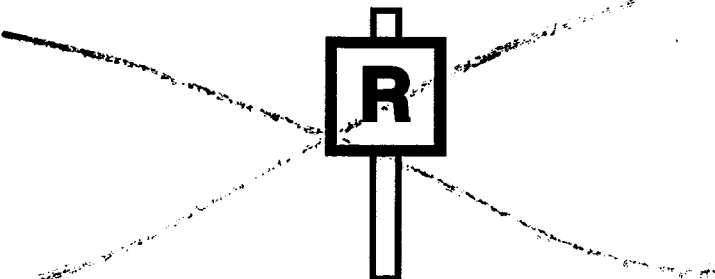

Rule	Name	Indication
291	STOP AND PROCEED	<p>Stop, then proceed at Restricted Speed until the entire train has cleared all interlocking and spring switches (if signal is an interlocking or CP signal) and the leading wheels have:</p> <ol style="list-style-type: none">1. Passed a more favorable fixed signal, <p>or</p> <ol style="list-style-type: none">2. Entered non-signaled DCS territory. <p>In CSS territory, trains with operative cab signals must not increase their speed until they have run one train length or 500 feet (whichever distance is greater) past a location where a more favorable cab signal was received.</p> <p>Where a letter G (grade marker) or a letter R (restricting marker) is displayed in addition to a number plate as part of these aspects, freight trains may observe the signal as though Restricting, Rule 290, were displayed.</p>
292	STOP SIGNAL	Stop.

Rule	Aspects
293	 <p>FIG. A C2</p>
293a	 <p>FIG. A C2</p>
293b	 <p>FIG. C2 E</p>
293c	 <p>FIG. A C2 E</p>
294	 <p>FIG. C2</p>
294a	 <p>FIG. C2</p>

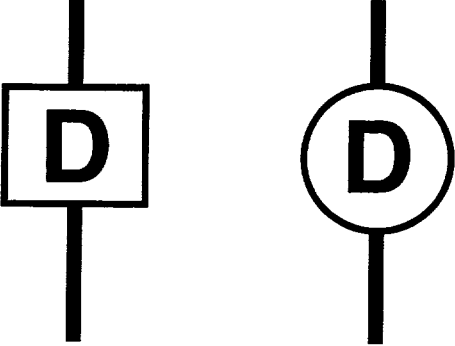
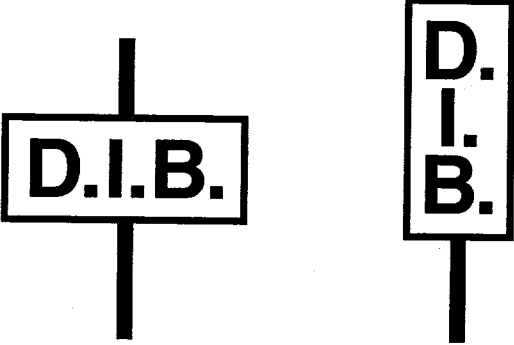
Rule	Name	Indication
293	SWITCH CLOSED SIGNAL	Proceed.
293a	SWITCH OPEN SIGNAL	Proceed prepared to stop short of open switches.
293b	APPROACH CLEAR	Proceed. NOTE: Does not convey block or track information.
293c	APPROACH RESTRICTING	Proceed prepared to stop at the next signal. Trains exceeding Medium Speed must begin reduction to Medium Speed as soon as the engine passes the Approach Restricting signal. NOTE: Does not convey block or track information.
294	CLEAR SLIDE DETECTOR SIGNAL	Proceed; slide detector not actuated.
294a	SLIDE DETECTOR SIGNAL	Approach actuated slide detector prepared to stop short of obstruction.

Rule	Aspects
296	
296a	
296b	
296c	
296d	

Rule	Name	Indication
296	APPROACH PERMANENT SPEED LIMIT SIGN	Proceed prepared to operate at posted speed through permanent speed restriction. NOTE: In electrified territory, this sign will be mounted in the catenary system; in non-electrified territory, this sign will be mounted on an overhead bridge or on a pole approximately 12 feet above the top of the rail.
296a	APPROACH SPEED LIMIT SIGN	Approach the Speed Limit Sign at a speed not exceeding the speed posted on the Approach Speed Limit Sign. Where a sign with two sets of numerals is posted, the higher speed applies to passenger trains, and the lower speed applies to freight trains.
296b	SPEED LIMIT SIGN	Proceed at speed posted on the Approach Speed Limit Sign until the entire train has passed the Resume Speed Sign.
296c	RESUME SPEED SIGN	Resume speed after the entire train has passed the Resume Speed Sign.
296d	DIVERGING APPROACH SPEED LIMIT SIGN	If routed to affected track, approach the Speed Limit Sign not exceeding the speed on the Diverging Approach Speed Limit Sign.

Rule	Aspects
297	
297a	
297b	
297c	
297d	

Rule	Name	Indication
297	APPROACH SIGN	Proceed prepared to stop at the Stop Sign. Trains exceeding Medium Speed must begin reduction to Medium Speed as soon as the engine passes the Approach Sign.
297a	STOP SIGN	Stop, unless permission is received as prescribed by Rule 135.
297b	WORKING LIMITS SPEED LIMIT SIGN	Proceed not exceeding 30 MPH until passing a Working Limits Resume Speed Sign, unless otherwise instructed by the employee in charge.
297c	WORKING LIMITS RESUME SPEED SIGN	Resume speed after the entire train has passed the Working Limits Resume Speed Sign.
297d	DIVERGING APPROACH SIGN	If routed to affected track, proceed prepared to stop at the Stop Sign. Trains exceeding Medium Speed must begin reduction to Medium Speed as soon as the engine passes the Diverging Approach Sign.

Rule	Aspects
298	
298a	

Rule	Name	Indication
298	DISTANT SIGNAL MARKER	Visual reminder to push-pull trains that Rule 504(b) applies in the block governed by this signal. NOTE: Located on or near the mast of distant signals in territory where push-pull trains operate, cab signals are not in service, and the maximum speed of trains exceeds 30 MPH.
298a	DELAY IN BLOCK SIGN	Visual reminder to push-pull trains that Rule 504(b) applies to station stops made at this station. NOTE: Located at or near the end of passenger stations in blocks between distant signals and home signals in territory where push-pull trains operate, cab signals are not in service, and the maximum speed of trains exceeds 30 MPH.

The following signs may be used on tracks adjacent to a track requiring protection. Signs will be in effect only when movement is routed to the track requiring protection.

1. Diverging Approach Speed Limit Sign (Rule 296d).
2. Diverging Approach Sign (Rule 297d).

FORM D CONTROL SYSTEM

Form D Control System (DCS) Rules apply only where designated by Timetable, Bulletin Order, or Form D line 6. Their purpose is to control the movement of trains. DCS Rules may be used in signalled territory or non-signalled territory. (Signalled territory is territory where ABS Rules are in effect for the direction of movement, and non-signalled territory is territory where ABS rules are not in effect for the direction of movement.) CSS Rules do not apply when non-signalled DCS rules are in effect. Form D line 2 is required for movement in DCS territory.

400. Occupying DCS Territory

a. Form D Authority

A train must not occupy DCS territory outside yard limits without Form D line 2 authority. All Operators involved must receive a copy of the Form D. Form D line 2 may be issued into or through yard limits in lieu of verbal permission. All other provisions of Rule 93, "Movement within Yard Limits," apply. Three exceptions to the Form D line 2 requirement are:

1. Paragraph d of this rule, "Entering DCS Territory at a Hand-operated Switch."
2. Rule 503, "Train Movement against Current of Traffic at an Interlocking."
3. Movement at an interlocking may be made one train length beyond the home signal on verbal permission of the Dispatcher.

Before granting verbal permission the Dispatcher must ensure that the track on which movement is to be made is clear, and no opposing movements have been authorized.

The limits of the Form D authority must be designated by station names or whole mile post numbers. However, when a train is authorized to enter DCS territory at a hand-operated switch that is not at a station or whole mile post, the location of the originating hand-operated switch may be used as the beginning of the Form D line 2 authority.

The following table describes the limit of the authority when line 2 ends at a station:

When the station is:	The authority ends at:
An interlocking or controlled point	The home signal or controlled point signal.
A passenger station	The point specified by the Dispatcher on line 13.
Hand-operated switch(es)	The fouling point of the switch.
Multiple Hand-operated Switches	The fouling point of the first switch, unless otherwise specified by the Dispatcher on line 13.
Other stations	The station sign.

Before issuing a Form D authority in non-signalled DCS territory, the Dispatcher must determine that the track to be used is clear for passenger trains and clear outside of yard limits for other trains.

Overlapping Form D authorities for opposing movements must not be issued.

c. Additions to Form D Line 2

The Dispatcher may direct addressee(s) to add additional line 2 authorities to a specified direction Form D which is still in effect.

In non-signalled DCS territory, these additions may be issued only after the Dispatcher has determined that the track to be

used is clear, as outlined in paragraph (a) of this rule. Additional line 2 authorities will be added to an effective Form D as follows:

1. The Dispatcher must contact the addressee(s), state his intent to give them an additional line 2 authority, and state the number and date of the Form D to which the line 2 authority will be added.
2. The Dispatcher will then transmit the additional line 2 authority and his initials. The addressee(s) will repeat the authority. The Dispatcher must not transmit the "time" of the addition to the addressee(s) until they have correctly repeated the authority. The addressee(s) must not act upon the additional authority until they receive the "time" of the addition.
3. The Dispatcher and the addressee(s) must record all additional information on line 2 of their Form D.

When an additional line 2 authority is transmitted to an employee on a train, the receiving employee must ensure that all addressed employees on the train receive the additional information and mark their Form D accordingly. When additional line 2's are relayed by employees, the dictating employee must not transmit the "time" of the addition until the receiving employee has correctly repeated the authority.

d. Entering DCS Territory at a Hand-operated Switch

The Dispatcher (or Operator when authorized by the Dispatcher) may verbally authorize a train to enter DCS territory at a hand-operated switch, in order to clear the switch and proceed in the opposite direction. Before verbally authorizing the move, the Dispatcher must ensure that:

1. The segment of track to be used is clear of opposing movements, **AND**
2. The train has received a Form D for movement in the opposite direction.

This movement is limited to one train length beyond the switch, and must be made at Restricted Speed with a crew member preceding the movement and providing flag protection.

401. Operating in Non-signalled DCS Territory

a. Maximum Authorized Speed

Passenger trains must not exceed 70 MPH and freight trains must not exceed 60 MPH, unless otherwise restricted.

b. Approaching Home Signals, Controlled Point Signals, and Signals at the Beginning of ABS Territory

Trains must approach home signals, controlled point signals, and signals at the beginning of ABS territory prepared to stop, unless a distant signal is in service. If a train is delayed after passing a distant signal, it must approach the home signal or controlled point signal prepared to stop.

402. Operating In a Specified Direction

a. Reverse Movement In Non-signalled DCS Territory

To make a reverse movement in non-signalled DCS territory, a train authorized by Form D line 2 to operate in a specified direction must follow one of the procedures listed below:

1. The train must receive another Form D, line 2. **or**
2. The train must receive verbal permission from the Dispatcher and must proceed at Restricted Speed. The Dispatcher must specify the location to which the train is authorized to reverse. The Dispatcher must not authorize the train to reverse beyond the last point by which it was reported clear. A crew member must be stationed on the leading end of the movement to observe conditions ahead and take action to properly control the movement of the train. **or**
3. The movement must be preceded by a crew member and must proceed at Restricted Speed. Reverse

movement must not go beyond the last whole mile post or station.

4. If a train is operating against the current of traffic, the Dispatcher may verbally authorize it to operate with the current of traffic according to ABS rules. Before granting permission, the Dispatcher must ensure that the track to be used is clear of opposing movements, and must cancel the Form D line 2.

b. Reverse Movement in Signalled DCS Territory

To make a reverse movement within the limits of the same block in signalled DCS territory, a train authorized by Form D line 2 to operate in a specified direction will be governed by ABS Rule 501, "Reverse Move within the Limits of the Same Block."

To make a reverse movement beyond the limits of the same block in signalled DCS territory, a train authorized by Form D line 2 to operate in a specified direction must receive a new Form D, line 2.

c. Clearing DCS Territory

When a train operating in a specified direction clears the limits of its line 2 authority, the line 2 authority is fulfilled. When a train leaves the track specified on its Form D line 2 authority at a hand-operated switch and that switch has been restored to normal position, the movement has cleared. A new Form D must be issued for any further movement.

403. Operating In Both Directions

A train authorized by Form D line 2 to operate in both directions has exclusive occupancy of the track, and may operate in either direction. The Dispatcher must not authorize other movements into the line 2 limits. The line 2 authority remains in effect until cancelled.

Switches within the designated limits may be left in reverse position and unattended. Before the Form D is cancelled, however, the Conductor must ensure that all switches used by his crew are locked in normal position.

If crew is relieved while their Form D is still in effect, the crew being relieved must inform the new crew of any switches left reversed. If physical contact cannot be made with the new crew, the dispatcher must be notified of any switches left reversed, and the new crew must check with the Dispatcher to obtain this information before proceeding.

405. Reporting to Dispatcher or Operator

The crew of a train must ensure that the Dispatcher or Operator is promptly notified when their train has:

1. Entered DCS territory, except when entering at an interlocking, controlled point, or TBS.
- or
2. Cleared the limits of their specified direction line 2 authority, except when clearing at an interlocking station or TBS, or when verbally relieved from clearing by the Dispatcher.

Trains may be reported clear of DCS territory or intermediate points only after an employee has determined that the rear car has cleared by one of the following means:

1. Observing the marker.
2. Observing the last car number.
3. Observing the telemetry device indication on the head end to ensure that air pressure indicates brake pipe continuity, once the head end of the train is 3 miles beyond the clearing point.
4. Receiving a correct axle count from an equipment defect detector. This method may be used only when the axle count from the detector agrees with the count of a previous detector or with an actual axle count made by a crew member.

406. ABS Failure: Non-signalled DCS Substitution

a. Form D Line 6 or Bulletin Order

When an ABS failure occurs, non-signalled DCS rules may be substituted by Bulletin Order or Form D line 6.

All trains and Operators affected must receive a copy of the Form D line 6 or Bulletin Order. Before the Dispatcher issues the Form D line 6 or before the Bulletin Order becomes effective, the Dispatcher must ensure that:

1. Interlocking and CP signals governing entrance to or within the affected limits are in Stop position,
- AND**
2. Blocking devices are applied to the controls of switches and signals leading to the affected limits.

Interlocking or CP signals governing entrance to or within the affected track may be displayed to authorize movements that have received Form D line 2 authority. Signal indication will govern movement within interlocking limits or CP only. These signals must be immediately restored to Stop position and blocking devices reapplied once the head end of the authorized movement has passed the signal.

b. Rules-in-effect

ABS and CSS rules do not apply when non-signalled DCS rules are substituted for ABS.

c. Highway Grade Crossings

Unless otherwise instructed by Bulletin Order or Form D line 13, trains must stop and provide on-ground protection at highway grade crossings equipped with automatic warning devices, unless:

1. That protection has been operating at least 20 seconds
- or
2. If equipped with gates, they are in the horizontal position.

The leading end of the movement must not exceed 15 MPH over the crossing.

d. Form D Line 7: Interlocking or Controlled Point Removed from Service

Interlocking and controlled point signals remain in service unless otherwise specified by Bulletin Order or Form D line 7. Before the Dispatcher issues Form D line 7 or before the Bulletin Order becomes effective, the Dispatcher must ensure that switch points at interlockings or controlled points to be removed from service have been spiked or wedged for the route to be used.

Interlockings that include a movable bridge or a railroad crossing at grade must not be removed from service in this manner.

AUTOMATIC BLOCK SIGNAL SYSTEM

Automatic Block Signal (ABS) Rules apply only where designated by Timetable or Bulletin Order. Their purpose is to control the movement of trains in territory where the entrance to each block is governed by fixed signals, cab signals, or both. ABS signals convey to trains the occupancy and/or condition of the track ahead of them. Under normal conditions train movements are authorized by these signals.

500. Occupying or Fouling a Block

A train must not enter or foul a block without proper signal indication or permission of the Dispatcher (or Operator when authorized by the Dispatcher).

a. Crew Responsibility at Hand-operated Switch

After permission is received to enter a block at a hand-operated switch, crew members must take the following action to ensure adequate signal protection:

1. At switch(es) not equipped with a bolt lock or an electric lock, a crew member must promptly operate the switch(es), and then wait 5 minutes before starting train movement. If a train is seen or heard approaching on the track to be occupied before the 5 minutes has elapsed, switch(es) must be secured in normal position. Permission must again be obtained from the Dispatcher or Operator to occupy the main track.
2. At switch(es) equipped with a bolt lock but not an electric lock, a crew member must promptly operate the bolt lock and then wait 5 minutes before operating the switch(es).
3. At switch(es) equipped with an electric lock, train movement may begin as soon as the switch(es) have been properly lined.

b. Relief from 5 Minute Wait

The Dispatcher (or Operator when authorized by the Dispatcher) may relieve crew members from the 5 minute waiting period. To do so, the Dispatcher must determine that no train is moving or has been authorized to move in the direction of the switch(es) from the last TBS, interlocking or controlled point. When switch(es) have been lined for movement, a member of the crew must immediately notify the Dispatcher or Operator. The Dispatcher must not authorize the movement of a train from the last TBS, interlocking or controlled point until this notification has been received.

c. Speed Entering Block Between Signals

A train entering a block between signals must proceed at Restricted Speed until the entire train has passed the next block signal. In cab signal territory, the train may proceed in accordance with cab signal indication.

501. Reverse Move within the Limits of the Same Block

A train may make a reverse move, at Restricted Speed, within the limits of the same block when preceded by a crew member, who must be prepared to stop an opposing movement operating at Restricted Speed.

The Dispatcher (or Operator when authorized by the Dispatcher) may permit a train to make a reverse move, at Restricted Speed, within the limits of the same block, without a crew member preceding the movement. A crew member must be stationed on the leading end of the movement to observe conditions ahead and take action to properly control the movement of the train.

Before permission is granted, the Dispatcher must determine that the track to be used is clear of opposing movements and that the blocking devices are applied to protect against opposing movements.

502. Reverse Move Beyond the Limits of the Block

a. On Tracks Where Rule 251 is in Effect

Where Rule 251 is in effect, a train must not make a reverse movement beyond the limits of the block without Form D line 2 authority, as prescribed by non-signalled DCS rules.

b. On Tracks Where Rule 261 in Effect

Where Rule 261 is in effect, a train must not make a reverse movement beyond the limits of the block without verbal permission of the Dispatcher (or Operator when authorized by the Dispatcher). Before permission is granted, the Dispatcher must determine that:

1. The track to be used is clear of opposing movements,
AND
2. Signals governing opposing movements are in Stop position,
AND
3. Blocking devices are applied to protect against opposing movements.

Verbal permission to re-enter must be given in the follow-

ing manner:

"No. 5306 engine 4129 reverse direction on No. 2 track at MP 5 and proceed west to MP 6."

Movement must operate at Restricted Speed until governed by a more favorable signal.

503. Train Movement against Current of Traffic at an Interlocking

The Dispatcher (or Operator when authorized by the Dispatcher) may verbally authorize movement against the current of traffic at an interlocking. This movement is limited to one train length beyond the home signal. Before authorizing such movement, the Dispatcher must determine that:

1. The track to be used is clear of opposing movements,
AND
2. Signals governing opposing movements are in Stop position,
AND
3. Blocking devices are applied to protect against opposing movements.

The Operator must also communicate with the Dispatcher or Operator controlling the next interlocking, controlled point or TBS to ensure that there are no opposing movements in the block.

The blocking devices holding opposing movements must remain applied until the movement against the current of traffic has been completed.

504. Delay in a Block

The following restrictions do not apply to trains that have cab signals in service for the direction of movement, or that have experienced a cab signal failure in Rule 562 territory (cab signals without fixed automatic block signals).

a. Trains Making Stops Other Than Station Stops

If a train that has passed a block signal stops for any reason other than a passenger train making a station stop, it must proceed at Restricted Speed. The train may resume the speed authorized by the last signal received when:

1. The next signal is seen to display a proceed indication,
AND
2. The track is known to be clear to the next signal.

505. Clearing a Block, Switches Restored to Normal Position

a. After Train Clears a Block: Reporting Clear

When a train clears a block at a hand-operated switch or crossover, and the switch(es) have been restored to normal position, it must be reported clear to the Dispatcher or Operator by the Conductor, Engineer, or member of the crew authorized by the Conductor or Engineer.

b. At Hand-operated Switch or Crossover: Permission to Re-enter Block

When hand-operated switch(es) have been restored to normal position, even though the train has not been reported clear of the block, it must not again enter that block without permission of the Dispatcher or Operator.

508. Automatic Block Signal Used in Non-ABS Territory
An automatic block signal used in non-ABS territory will indicate the condition of the track between that signal **AND**

1. The next signal. **or**

2. The "End Automatic Block" sign.

509. "End Automatic Block" Sign Used in ABS Territory
In addition to its use in non-ABS territory, an "End Automatic Block" sign may be used at the end of ABS territory. In such a case, the last automatic block signal will indicate the condition of the track only to the "End Automatic Block" sign.

INTERLOCKINGS AND CONTROLLED POINTS

Interlocking and Controlled Point rules apply to any movement within interlocking limits or at a controlled point. These rules cover the use of signals and appliances, movement within and through interlockings and controlled points, dangerous conditions, and the closing of interlocking stations.

608. Delay in an Interlocking

If a train has passed an interlocking signal and is delayed, it must proceed at Restricted Speed. If the track is seen to be clear to the next signal, and the next signal indicates proceed, then the train may be operated in accordance with the last signal indication received. In cab signal territory, the train may proceed in accordance with cab signal indication.

609. Interlocking or Controlled Point Signal Changes to Stop

If a signal aspect permitting a train to proceed changes to Stop Signal before it is reached, the stop must be made as soon as safe handling will permit. Such signal changes must be reported to the Dispatcher.

615. Dangerous Conditions or Obstructions

If a train passes an interlocking station with any indication of conditions dangerous to itself or to a train on another track, or if the Dispatcher or Operator is informed of any obstruction in a block, two actions must be taken:

1. An attempt must be made immediately to stop any train involved, **AND**
2. The Operator or Dispatcher controlling the next interlocking, controlled point or TBS must be notified.

Each Operator and Dispatcher must display Stop Signals to all trains that may be endangered. A train may be permitted to proceed at Restricted Speed after the crew has been informed of the situation.

RADIOS AND TELEPHONES

Radio use must comply with regulations of the Federal Communications Commission (FCC). The following rules are set forth to meet these regulations and to provide a safe and efficient operation.

701. Requirements for Trains

Each train must have a working radio on the leading end of the controlling engine when it is dispatched from its initial terminal. Each train must also be equipped with a working redundant means for communicating with the Dispatcher, Operator or Yardmaster. The redundant means shall be a radio on another engine in consist, a portable radio, cellular phone, or other means of wireless two-way communication.

703. Communications Device Testing, Failure, Interference

Radio and other required communication devices must be tested as soon as practical to ensure that the equipment functions as intended, prior to commencement of the work assignment. The test of a radio shall consist of an exchange of voice transmissions with another radio.

If a radio fails on the controlling engine, the train may continue until the earlier of the next calendar day inspection or the next forward point where the radio can be repaired or replaced.

704. Radio Inspection

Employees shall permit inspection of the radio equipment in their charge and all FCC documents pertaining thereto by a duly accredited representative of the FCC at any reasonable time.

705. Radio Transmission and Reception Procedures

Before transmitting by radio, the employee must listen to ensure that the channel on which he intends to transmit is not in use.

All transmissions must be repeated by the employee receiving them except:

1. Transmissions used in yard switching operations.
2. Those transmissions that do not contain any information, instruction or advice that could affect the safety of a railroad operation.

Employees must ensure that radio contact with the proper persons has been made and must not take action until certain that all conversation with them has been heard, understood and acknowledged.

Any radio communication that is not fully understood or completed in accordance with the requirements of these rules shall not be acted upon and shall be treated as though not sent. Emergency communications are an exception.

An employee receiving a radio call must acknowledge the call immediately unless doing so would interfere with safety.

708. Radio Messages: Content and Code Words

The following procedures will govern identification and content of messages when using radio:

When originating or initially responding to a radio call, employees must:

1. Identify their employing railroad.
2. Identify their base station, wayside station or yard station by name or other designation of station and location.
3. Identify their mobile radio unit by:
 - a. Schedule number if on a scheduled train.
 - b. Symbol and engine number if on an extra train. If engine belongs to another company, that company's initials must precede the engine number.
 - c. TC followed by the number of the car if on a track car.
 - d. Other appropriate mobile unit identification.

Communication must be as brief as possible and must use these key words:

- "ROGER" to signify that the message was received and understood. When required by Rule 705, "ROGER" also means that you have repeated instructions correctly.
- "OVER" at the close of each transmission to which a response is expected.
- "OUT" at the close of each transmission to which a response is not necessary. "OUT" must be preceded by proper identification.
- "EMERGENCY" transmitted three times to obtain use of radio channels for initial report of conditions endangering train movements.

709. Prohibited Transmissions

Employees shall not knowingly transmit:

1. Any false distress communication.
2. Any unnecessary, irrelevant, or unidentified communication.
3. Any obscene, indecent, or profane remark.

710. Radio Identification in the Yard

When positive identification is achieved in connection with switching, classification, and similar operations wholly within a yard, fixed and mobile units may use short identification after the initial transmission and acknowledgement.

Short identification must include engine or unit number, such as "Back up 8271" or "Go ahead 8271."

If an exchange of communications continues without substantial interruption, positive identification must be repeated every 15 minutes.

TRAIN SERVICE EMPLOYEES

940. Conductors and Trainmen: Receiving Instructions

Conductors and Trainmen report to and receive their instructions from the Superintendent or other designated officer. They must obey the instructions of Transportation Supervisors, Dispatchers, Operators, Yardmasters, and Station Masters within their jurisdiction, and from officers of other departments on matters pertaining to those departments. Conductors must be qualified on the physical characteristics of the territory over which they are to operate.

941. Conductors: Authority and Responsibilities

Conductors have general charge of the train to which they are assigned, and all persons employed thereon are subject to their instructions. They are responsible for all of the following:

1. The prompt movement of their train.
2. The safety and care of their train and the passengers and commodities carried.
3. The vigilance, conduct and proper performance of duty of the persons employed thereon.
4. The observance and enforcement of all rules and instructions.

Whenever necessary, Conductors must instruct crew members concerning the proper performance of their duties.

Conductors must report all delays on the prescribed form.

942. Position of Conductor and Trainmen on Freight Trains and Engine Movements

When occupying the engine consist of a freight train or engine movement, the Conductor must ride the lead unit. The Trainmen must also ride in the lead unit, unless instructed by the Conductor to ride elsewhere.

ENGINE SERVICE EMPLOYEES

950. Receiving Instructions; Governing Instructions

Engine Service Employees report to and receive instructions from the Superintendent or other designated officer. They will be governed by current mechanical, electrical, and air brake instructions pertaining to the safety, inspection, preparation and operation of trains and engines. Engineers must be qualified on the physical characteristics of the territory over which they are to operate.

951. Executing Instructions

Engine Service Employees must obey the instructions of Transportation Supervisors, Dispatchers, Operators, Yardmasters, and Station Masters within their jurisdiction. They must also obey the instructions of the Conductor in charge of their train as to the general management of the train. Exceptions to carrying out instructions may be made only if the instructions would endanger safety or commit a violation of the rules.

952. Qualification; Checking Inspection Forms

Engine Service Employees must be qualified on the type of engine to which they are assigned, including any devices or auxiliaries attached to it. At a point where no mechanical forces are on duty, they will check the prescribed form in the cab to be sure that the unit or units of the engine consist have been inspected within the previous calendar day.

953. Engine Unit(s) not within Date: Inspection

If the engine unit or units are not within date, Engine Service Employees will make an inspection. After making the inspection, they will:

1. Record the date, time and location on the prescribed form in the cab, **AND**
2. Prepare and sign the regular work report.

954. Inspection by Mechanical Forces

At points where mechanical forces have made an inspection of the condition of the engine, Engine Service Employees will accept this inspection. Engine air brake tests are an exception: Engine Service Employees must make these tests.

955. End-of-Trip Report

At the end of the trip, Engine Service Employees must make a written report on the prescribed form. When a defect occurs en route, the Dispatcher must be notified as soon as possible without delay to the train.

956. Observing Signals; Moving Engine

Engine Service Employees will be responsible for the observance of all signals and for controlling movements accordingly. To prevent injury to persons, to prevent damage to property and lading, and to avoid collisions and derailments they must:

1. Regulate the speed of their train, **AND**
2. Exercise discretion, care and vigilance in moving their train.

957. Acting as Pilot

While acting as a Pilot, Engine Service Employees will operate the engine, unless otherwise instructed. In the absence of a qualified Conductor they must perform the duties of Conductor and conform to the rules relating to that position. They may enlist the assistance of crew members in any duties relative to the prompt and safe movement of their trains. They will promptly report irregularities or failures.

958. Visibility Compromised: Regulating Speed

If anything distracts attention from a constant lookout ahead or if weather conditions make observation of signals in any way doubtful, Engine Service Employees must at once regulate the speed of their train to ensure safety.

959. Train with More than One Engine

When a train has more than one engine, the rules apply equally to the Engineer of each engine. However, the use of the engine bell, whistle, and air brake must be limited to the leading engine, except in an emergency.

961. Engineer Certificate

Certified Engineers must carry their current Locomotive Engineer certificate while on duty as a Locomotive Engineer.

PHYSICAL CHARACTERISTICS

THIS IS TO CONFIRM THAT CN EMPLOYEE
NAME _____

OCCUPATION _____ PIN _____

EMPLOYEE'S SIGNATURE _____

HAS DEMONSTRATED PROFICIENT KNOWLEDGE OF
SPECIAL INSTRUCTIONS AND PHYSICAL
CHARACTERISTICS IN EFFECT AS FOLLOWS:

**CSX TO FRONTIER YARD VIA CN HARBOUR
DRAW & BELT SUBDIVISIONS.**

DATE: _____ QUALIFIED BY _____

TITLE _____

EXAMINER'S SIGNATURE _____

**CSX & NS TO BISON YARD VIA BELT AND
BUFFALO TERMINAL SUBDIVISIONS**

DATE: _____ QUALIFIED BY _____

TITLE _____

EXAMINER'S SIGNATURE _____

**CSX TO SENECA YARD BELT AND BUFFALO
TERMINAL SUBDIVISIONS INCLUDING SOUTH
BUFFALO RAILWAY "H" YARD**

DATE: _____ QUALIFIED BY _____

TITLE _____

EXAMINER'S SIGNATURE _____

OTHER _____

DATE: _____ QUALIFIED BY _____

TITLE _____

EXAMINER'S SIGNATURE _____

I understand that this qualification enables me to work
on the territory (ies) outlined above.

NAME _____ PIN _____

EMPLOYEE'S SIGNATURE _____

PHYSICAL CHARACTERISTICS

THIS IS TO CONFIRM THAT CN EMPLOYEE
NAME _____

OCCUPATION _____ PIN _____

EMPLOYEE'S SIGNATURE _____

HAS DEMONSTRATED PROFICIENT KNOWLEDGE OF
SPECIAL INSTRUCTIONS AND PHYSICAL
CHARACTERISTICS IN EFFECT AS FOLLOWS:

**CSX TO FRONTIER YARD VIA CN HARBOUR
DRAW & BELT SUBDIVISIONS.**

DATE: _____ QUALIFIED BY _____

TITLE _____

EXAMINER'S SIGNATURE _____

**CSX & NS TO BISON YARD VIA BELT AND
BUFFALO TERMINAL SUBDIVISIONS**

DATE: _____ QUALIFIED BY _____

TITLE _____

EXAMINER'S SIGNATURE _____

**CSX TO SENECA YARD BELT AND BUFFALO
TERMINAL SUBDIVISIONS INCLUDING SOUTH
BUFFALO RAILWAY "H" YARD**

DATE: _____ QUALIFIED BY _____

TITLE _____

EXAMINER'S SIGNATURE _____

OTHER _____

DATE: _____ QUALIFIED BY _____

TITLE _____

EXAMINER'S SIGNATURE _____

I understand that this qualification enables me to work
on the territory (ies) outlined above.

NAME _____ PIN _____

EMPLOYEE'S SIGNATURE _____

NORAC MOVEMENT PERMIT FORM D

FORM D No. _____

Form D No (s) _____
Delivered to _____

DATE ____/____/____

To _____

1. TEMPORARY SPEED RESTRICTIONS

LINE	TRK	BETWEEN OR AT	SPEED		SPEED SIGNS DISPLAYED	
			PSGR	/ FRT	YES	NO

2. Operate in _____ Direction(s) on _____ Trk between _____ and _____
 On _____ Trk between _____ and _____ Dspr _____ TIME _____
 On _____ Trk between _____ and _____ Dspr _____ TIME _____
 On _____ Trk between _____ and _____ Dspr _____ TIME _____

3. Trains or track cars ahead _____
 TC proceed past stop signals at _____

4. _____ trk out of service between/at _____ in charge of _____
 _____ trk out of service between/at _____ in charge of _____

5. _____ line _____ trk obstructed for maintenance
 between _____ and _____

6. Non-signalled DCS rules in effect on _____ trk(s)
 between _____ and _____

7. Int and CP signals out of service on _____ trk(s) at _____

8. Remain at _____ on _____ trk until engine arrives to assist

9. Operate at Restricted Speed on _____ trk to _____
 where train is disabled.

10. TBS in service at _____

11. CSS rules out of service on _____ Trk(s) between _____
 and _____

12. Protect crossings(s) _____

13. Other instructions/information _____

Dispatcher _____ Time Effective _____

Form D Cancelled, Time _____, Date ____/____/____, Dispatcher _____



EC-1 FORM NUMBER _____ DATE _____ LOCATION: _____

C&E TRAIN ID: _____ ENG: _____ COPIED BY: _____

1 OPERATE ON _____ TRK _____ DIR BTW _____ AND _____
OPERATE ON _____ TRK _____ DIR BTW _____ AND _____
OPERATE ON _____ TRK _____ DIR BTW _____ AND _____
OPERATE ON _____ TRK _____ DIR BTW _____ AND _____
OPERATE ON _____ TRK _____ DIR BTW _____ AND _____

2 CROSS OVER AT _____ FROM _____ TRK TO _____ TRK
CROSS OVER AT _____ FROM _____ TRK TO _____ TRK
CROSS OVER AT _____ FROM _____ TRK TO _____ TRK

3 TAKE SIDING AT _____

4 _____ TRK(S) OUT OF SERVICE BTW _____ AND _____
IN CHARGE OF EMPLOYEE _____

5 UNTIL _____ HRS ____/____/____ EXT UNTIL _____ HRS ____/____/____ EXT UNTIL _____ HRS ____/____/____

6 TEMPORARY SPEED RESTRICTIONS

____/____ MPH ON _____ TRK BTW MP _____ AND MP _____ SIGNS _____ CAN _____
____/____ MPH ON _____ TRK BTW MP _____ AND MP _____ SIGNS _____ CAN _____
____/____ MPH ON _____ TRK BTW MP _____ AND MP _____ SIGNS _____ CAN _____
____/____ MPH ON _____ TRK BTW MP _____ AND MP _____ SIGNS _____ CAN _____
____/____ MPH ON _____ TRK BTW MP _____ AND MP _____ SIGNS _____ CAN _____

7 _____ ACTIVATION FAILURE _____ FALSE/PARTIAL ACTIVATION FAILURE
AUTOMATIC GRADE CROSSING WARNING DEVICE MALFUNCTION
AT _____ CROSSING MP _____ ON _____ TRK(S)

8 DO NOT PASS _____ WITHOUT PERMISSION OF DISPATCHER

9 DD AT MP _____ ON _____ TRK(S) IS OUT OF SERVICE

10 _____ HEAT WARNING _____ FLASH FLOOD WARNING
IN EFFECT ON _____ SD
IN EFFECT BTW MP _____ AND MP _____

11 _____ SIGNAL(S) OUT OF SERVICE ON _____ TRK(S)
BTW _____ AND _____

12 _____ RULES IN EFFECT ON _____ TRK(S)
BTW _____ AND _____

13 CONTROL POINT SIGNALS OUT OF SERVICE ON _____ TRK (s) _____

14 POWER SWITCH(S) _____ ARE SECURED
FOR MOVEMENT _____ TRK(S)

15 DISPR MESSAGE(S) _____ IS/ARE ANNULLED

16 OTHER INSTRUCTIONS / INFORMATION _____

EC - 1 NO. _____ CANCELLED AT _____ HOURS ____/____/____ DISPR _____

OK AND EFFECTIVE AT _____ HOURS _____ DISPR _____

**NORFOLK SOUTHERN
 TERRITORY
 OPERATING INSTRUCTIONS
 GOVERNING MOVEMENTS ON THE BUFFALO LINE
 TO CSXT CP5 ON THE CHICAGO LINE**

NOTE: Rules references unless otherwise noted are NORAC.
 Signal aspects as per NORAC SIGNAL ASPECTS sheet.

BUFFALO LINE

SOUTH	SIDINGS IN FEET	MP		NOTE
		5.8	LAKE SHORE DS.....	2
		5.8	CP-5 R-CBXT (CHICAGO LINE)	
		5.7	BUFFALO LINE D S.....	3
		5.7	HCD 18' 0" (Southward only).....	
		0.0	CP-GJ (Ebenezer Secondary Track)	
		5.7	GARDENVILLE I.T.....	
		8.3	CP-GRAVITY.....	

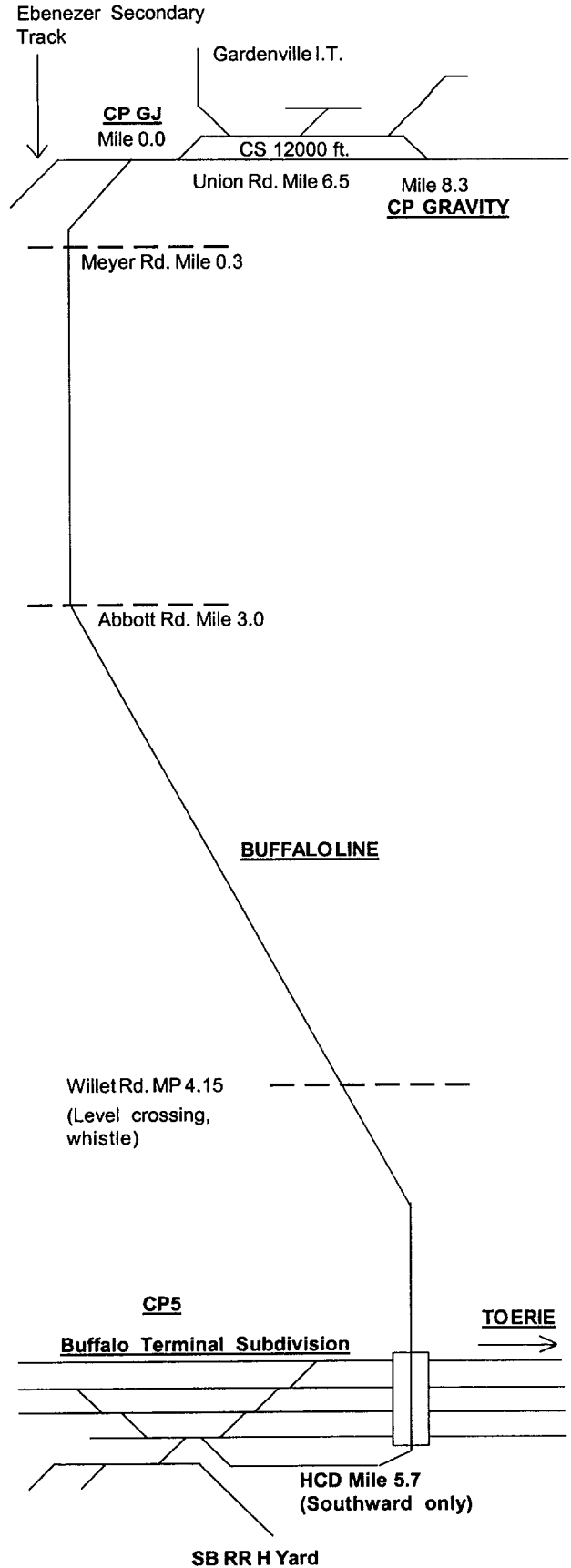
Buffalo Line DS Dispatcher NS Channel 2 (AAR 6464)
 or phone 717-541-2143
 CSX Lakeshore DS Dispatcher Channel 1 (AAR 5050)
 or phone (518) 767-5118

RULES IN EFFECT

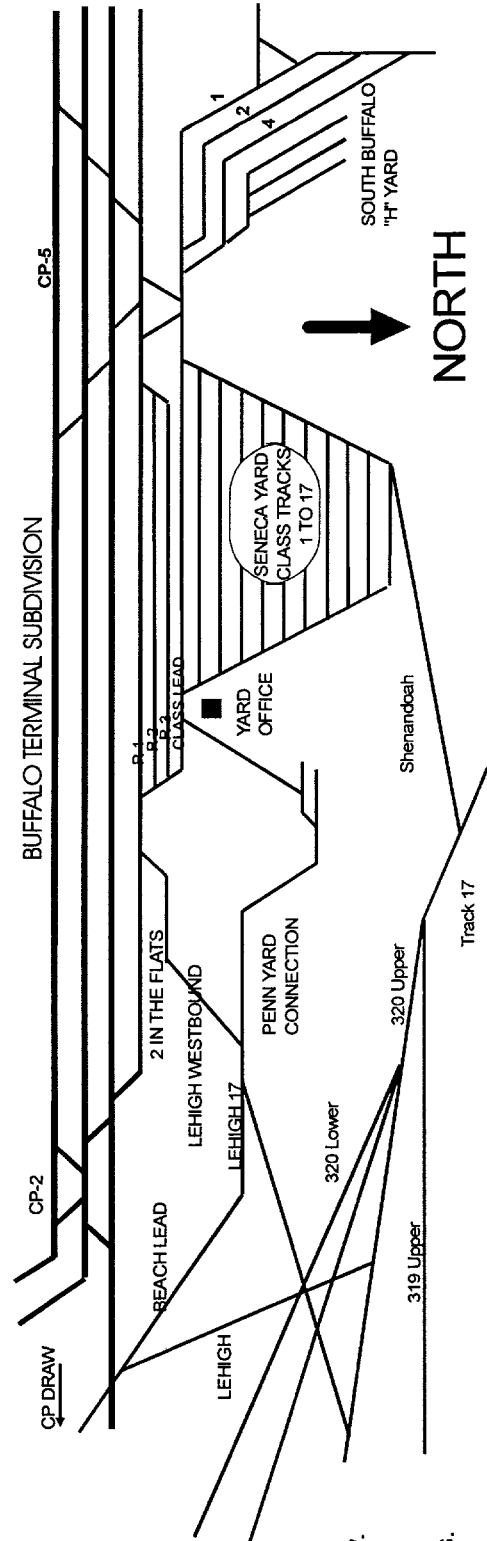
BETWEEN	Single Track	Controlled Siding
CP-5	261	261
ALL CONTROLLED SIDINGS		261

LOCATION OF EQUIPMENT RESTRICTIONS

System instruction EQ.1, applies.
BUFFALO LINE - 286,000 lbs. authorized.

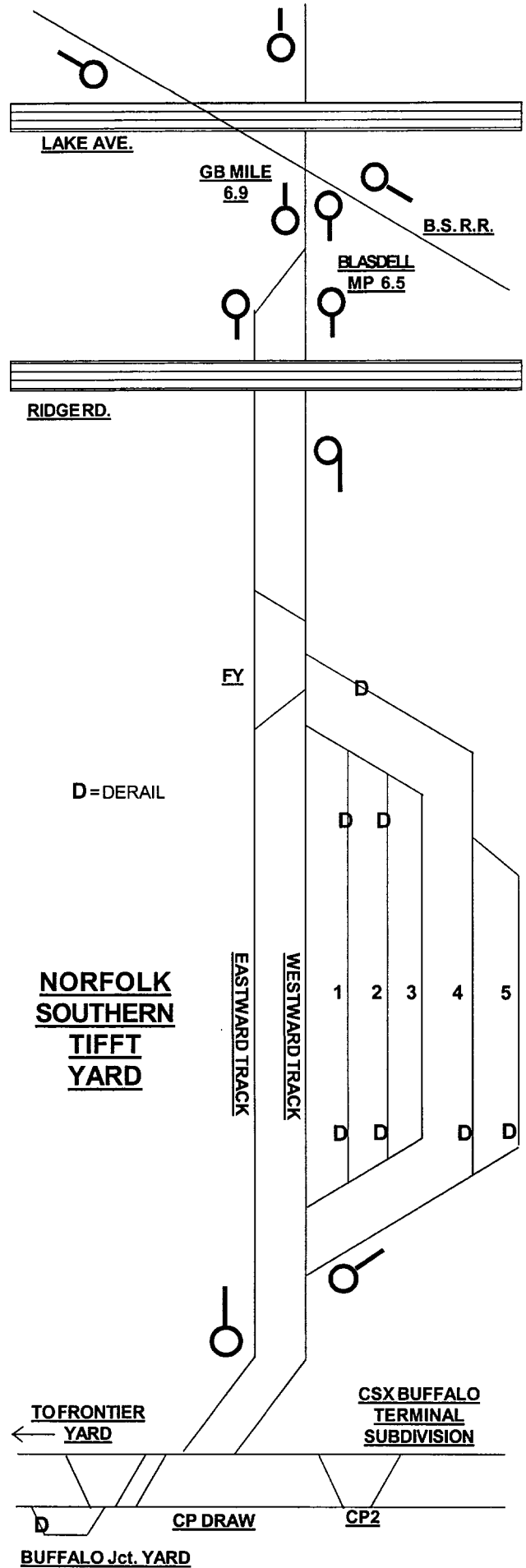


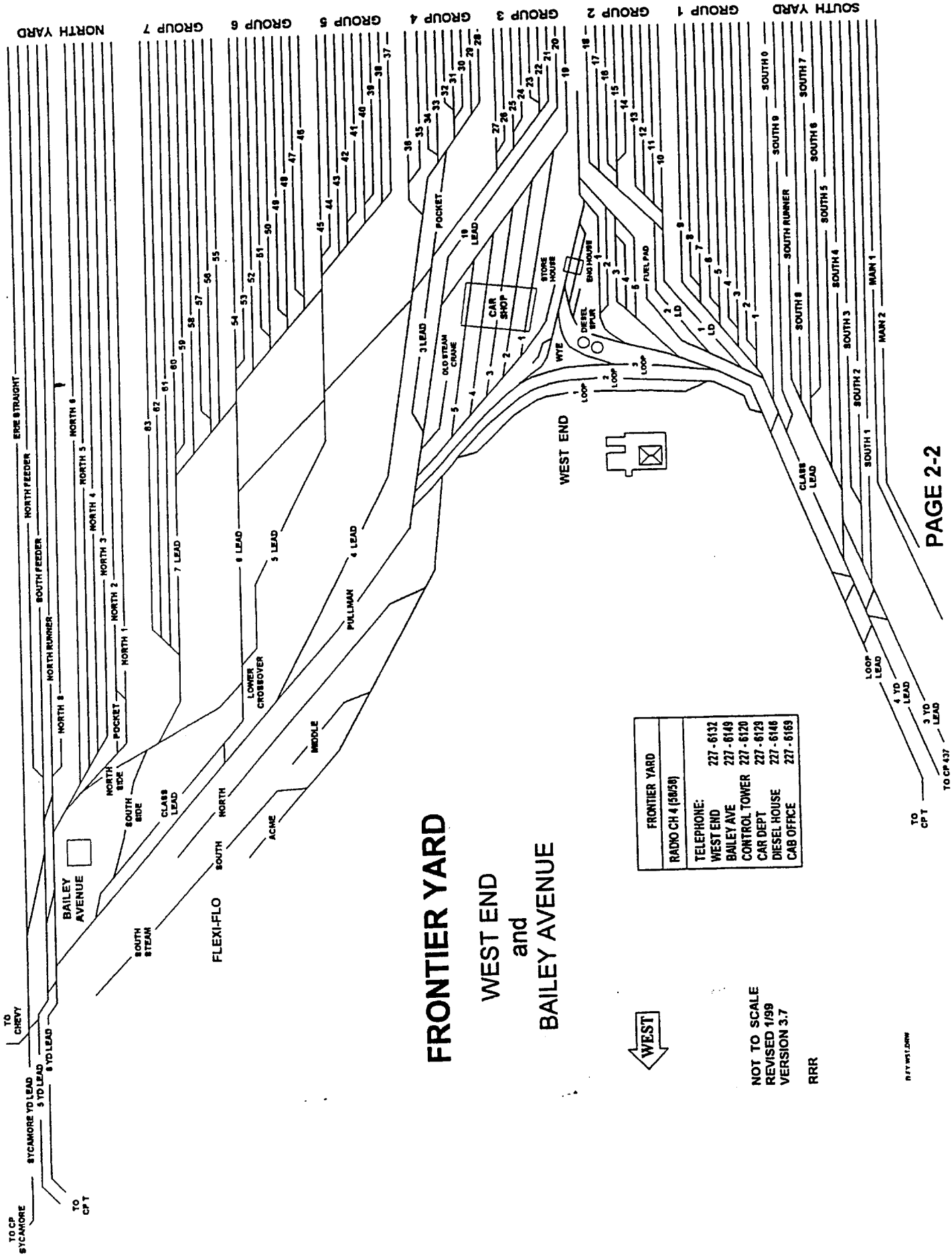
Buffalo Terminal Subdivision to CP2, to 2 in the Flats, through Seneca Yard R tracks or class lead (Alternate through tracks 1 to 17) and into South Buffalo Yard
 Another route, CP Draw, to Beach Lead, to Lehigh 17, to Penn Yard Connection to Seneca Class lead into South Buffalo Yard.
 Another route via Beach Lead to Lehigh, to track 320 Lower, to track 320 Upper, to track 17 then via Shenandoah to Seneca Class lead R to South Buffalo Yard.



YARDING INSTRUCTIONS
 Contact Bailey Ave Yardmaster at CP-2 and they will give you the routing through the yard. You may then contact the South Buffalo at Station D who will give you the track into the yard. When departing South Buffalo Yard contact Station D then contact Bailey Ave Yardmaster who will give you the routing back through Seneca Yard to CP-2 or CP-Draw. NS is governed by Norac Rules and CSX by CSX Rules with a maximum of 10 MPH on all tracks.

BAILEY AVE YARDMASTER CH C03 (5050)
 SOUTH BUFFALO YARDMASTER (7272)





FRONTIER YARD WEST END and BAILEY AVENUE

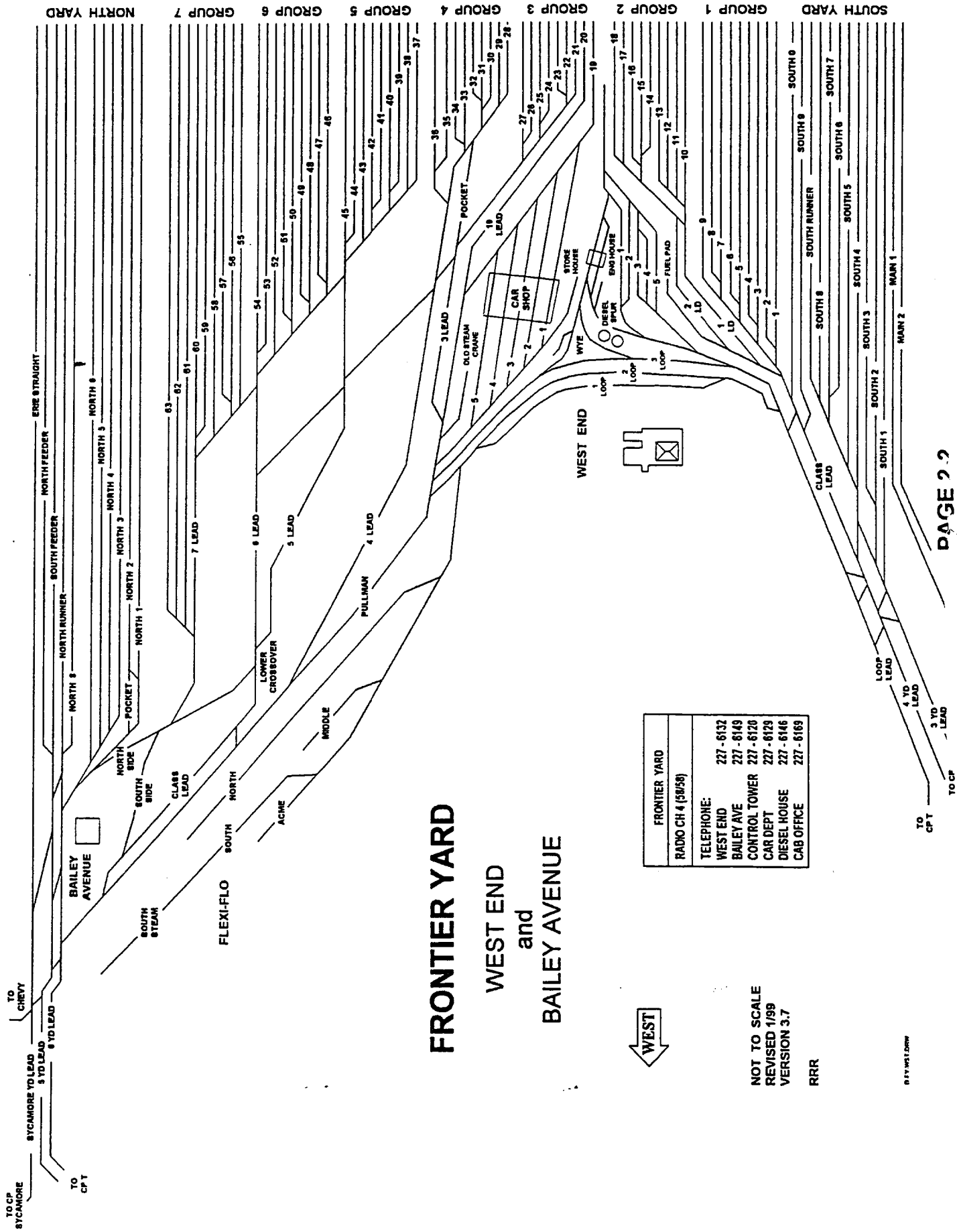


FRONTIER YARD	
RADIO CH 4 (50/58)	
TELEPHONE:	227-6132
WEST END	227-6149
BAILEY AVE	227-6120
CONTROL TOWER	227-6123
CAR DEPT	227-6146
DIESEL HOUSE	227-6146
CAB OFFICE	227-6169

NOT TO SCALE
REVISED 1/99
VERSION 3.7

RRR

R.FY.WSL.DWG



FRONTIER YARD WEST END and BAILEY AVENUE



FRONTIER YARD	
RADIO CH 4 (38/58)	
TELEPHONE:	227 - 6132
WEST END	227 - 6149
BAILEY AVE	227 - 6120
CONTROL TOWER	227 - 6129
CAR DEPT	227 - 6146
DIESEL HOUSE	227 - 6169
CAB OFFICE	227 - 6169

NOT TO SCALE
REVISED 1/99
VERSION 3.7

RRR

SENECA YARD AND VICINITY

NOT TO SCALE

REVISED 1/89
VERSION 3.8

RRR

STATION
D



SENECA YARD	
RADIO CH 2 (NMP)	
TELEPHONE:	227-6100
YARDMASTER	227-6268
TRAINMASTER	227-6274
FAX	227-6270
CAR DEPT.	227-6270
BULLROOM	227-6200



SOUTH BUFFALO
THE SHENANDOAH
(JUG HANDLE)

"100"
YARD

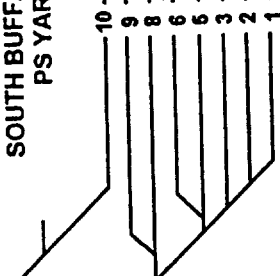
SOUTH BUFFALO RR
PS YARD

"D"
YARD

1 PS PS LEAD

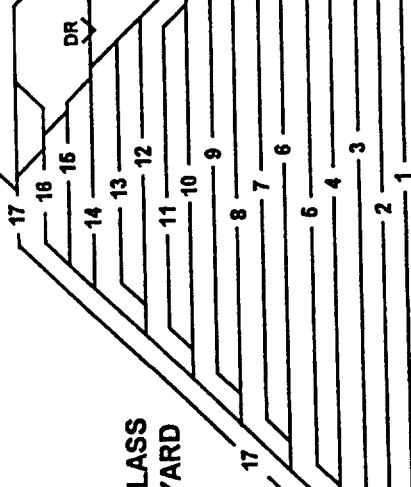
THE NEW TRACK
(SHENANDOAH)

UPPER 320 UPPER 319



THE HOJO

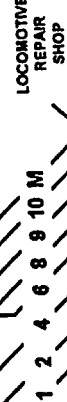
CLASS
YARD



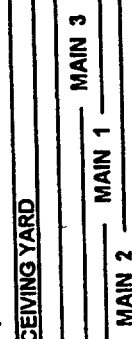
TIE DOWN
EQUIPMENT
TRACKS

THE DRILL
CAB TRACK

SOUTH BUFFALO RR
H YARD



RECEIVING YARD



4 Main (Stub)
3
1
2

CHICAGO LINE
(See Page 5-4)

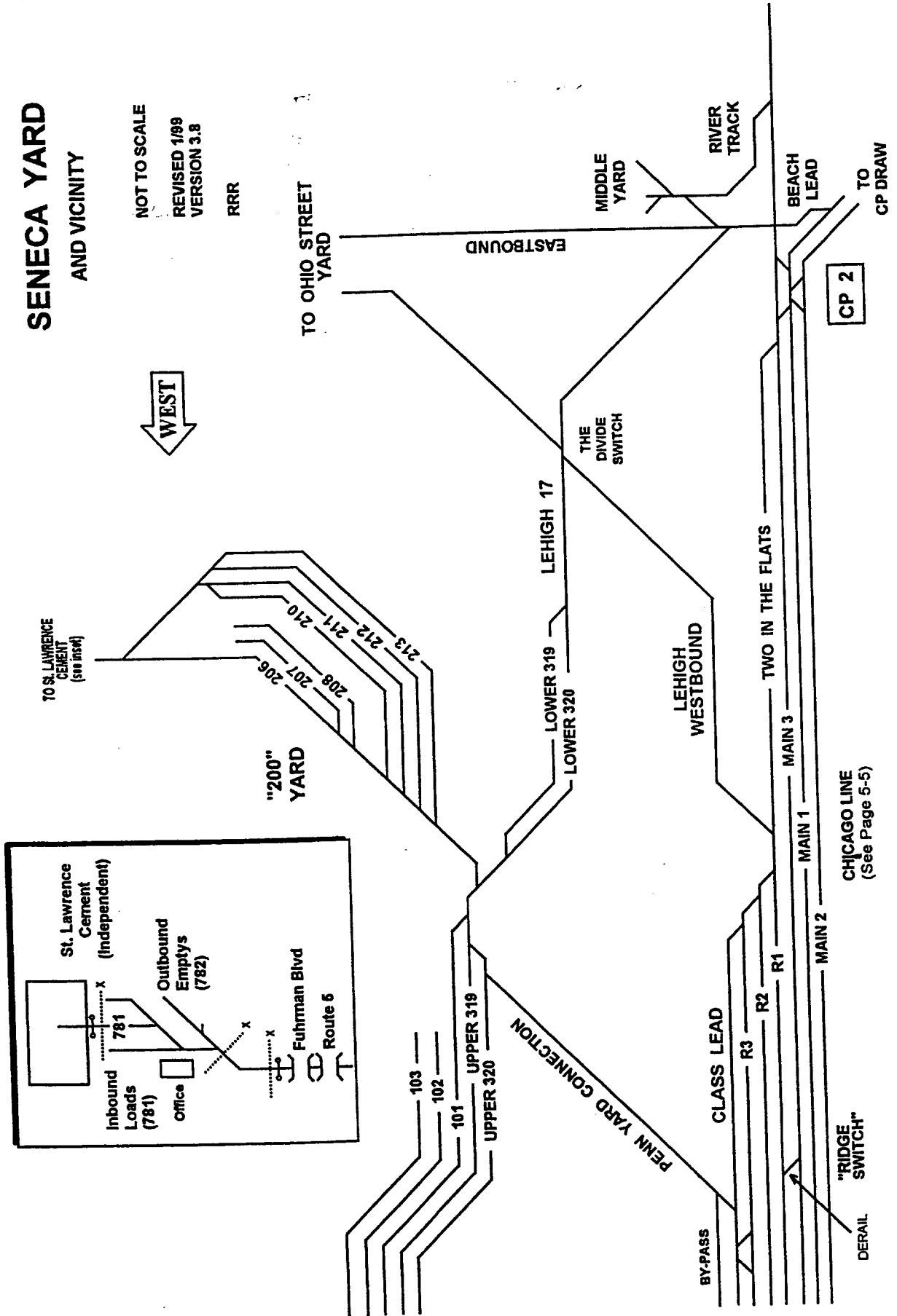
CP 5

BUFFALO
LINE

SENECA YARD AND VICINITY

NOT TO SCALE
 REVISED 1/89
 VERSION 3.8

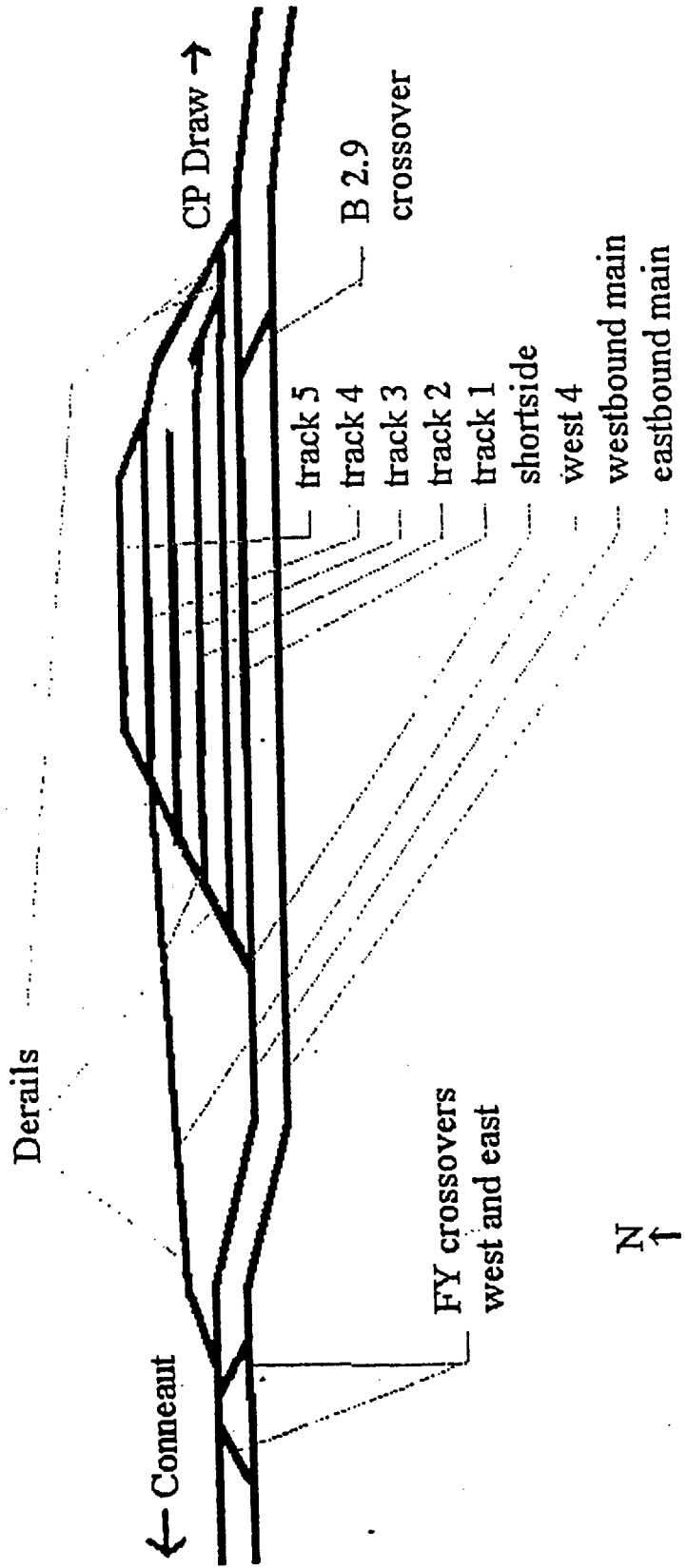
RRR



B-SEN-EE-DRAW

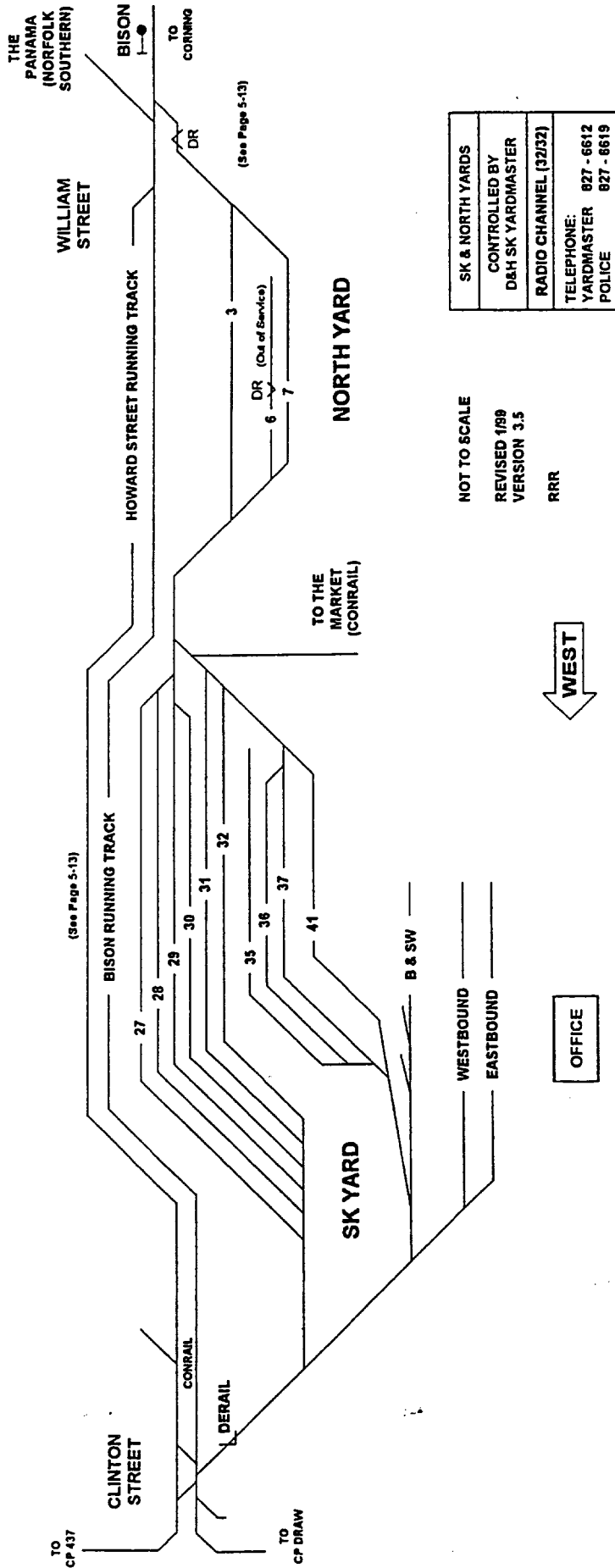
CHICAGO LINE
 (See Page 5-5)

TIFFT YARD



SK and NORTH YARDS

Delaware and Hudson Railroad
(St. Lawrence and Hudson)



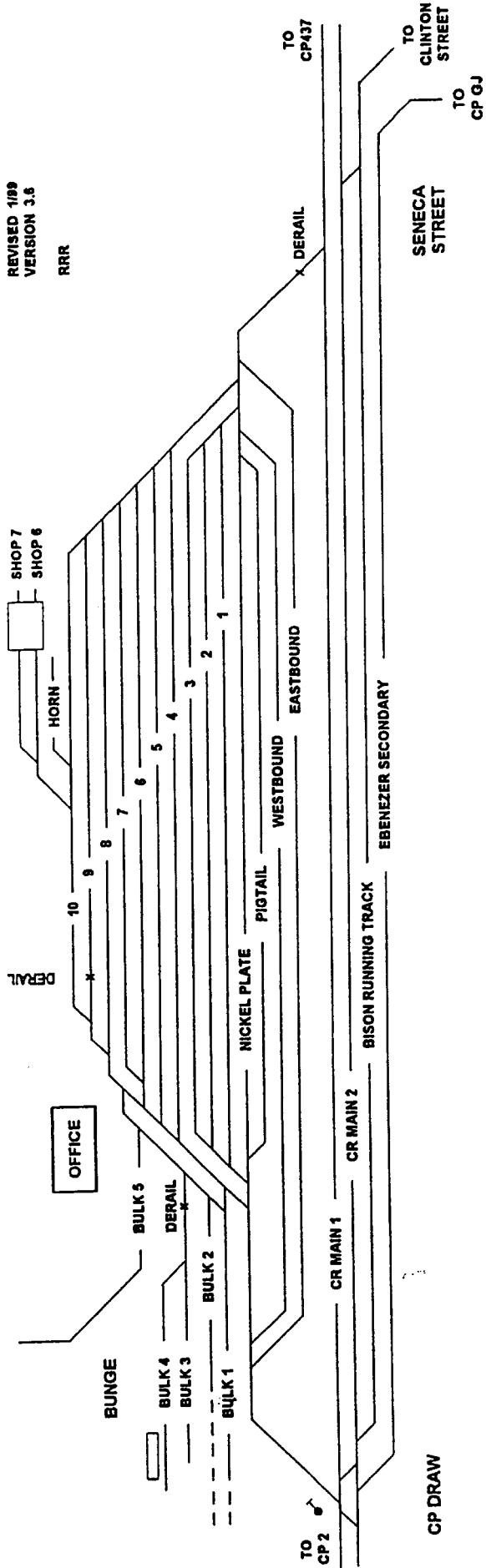
BUFFALO JUNCTION YARD

Norfolk Southern Railroad



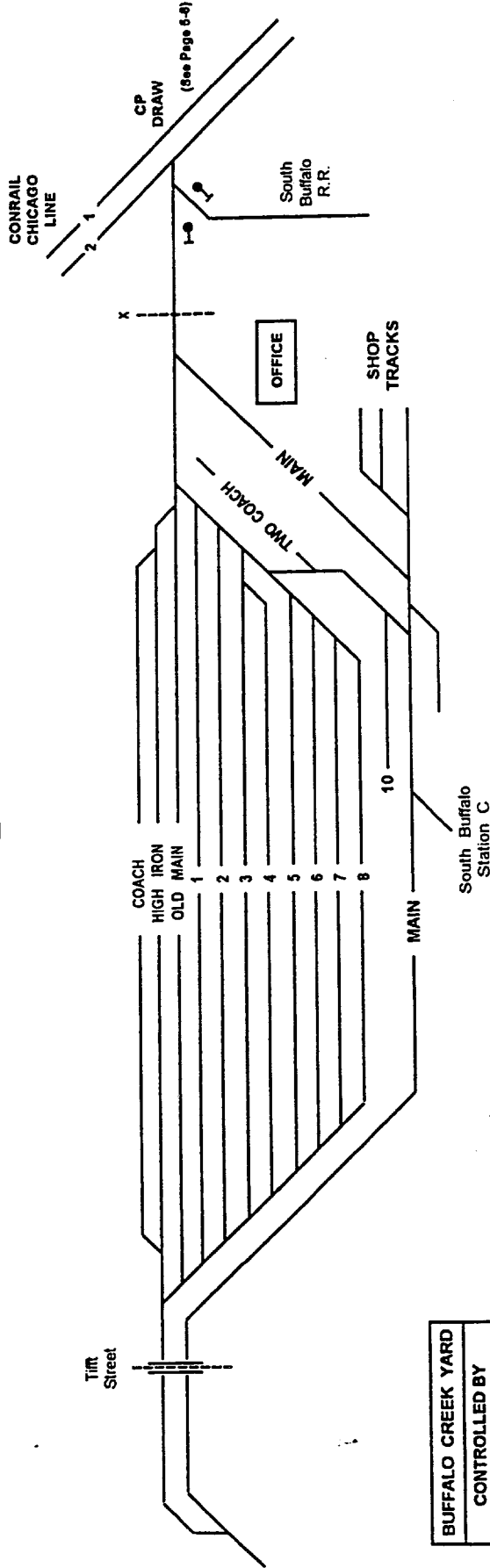
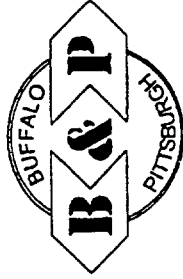
BUFFALO JUNCTION YD
CONTROLLED BY NS YARDMASTER
RADIO CHANNEL (7676)
TELEPHONE: YARDMASTER 897 - 6506 POLICE 897 - 6410

NOT TO SCALE
REVISED 1/89
VERSION 3.8
RRR



BUFFALO CREEK YARD

Buffalo and Pittsburgh Railroad



NOT TO SCALE

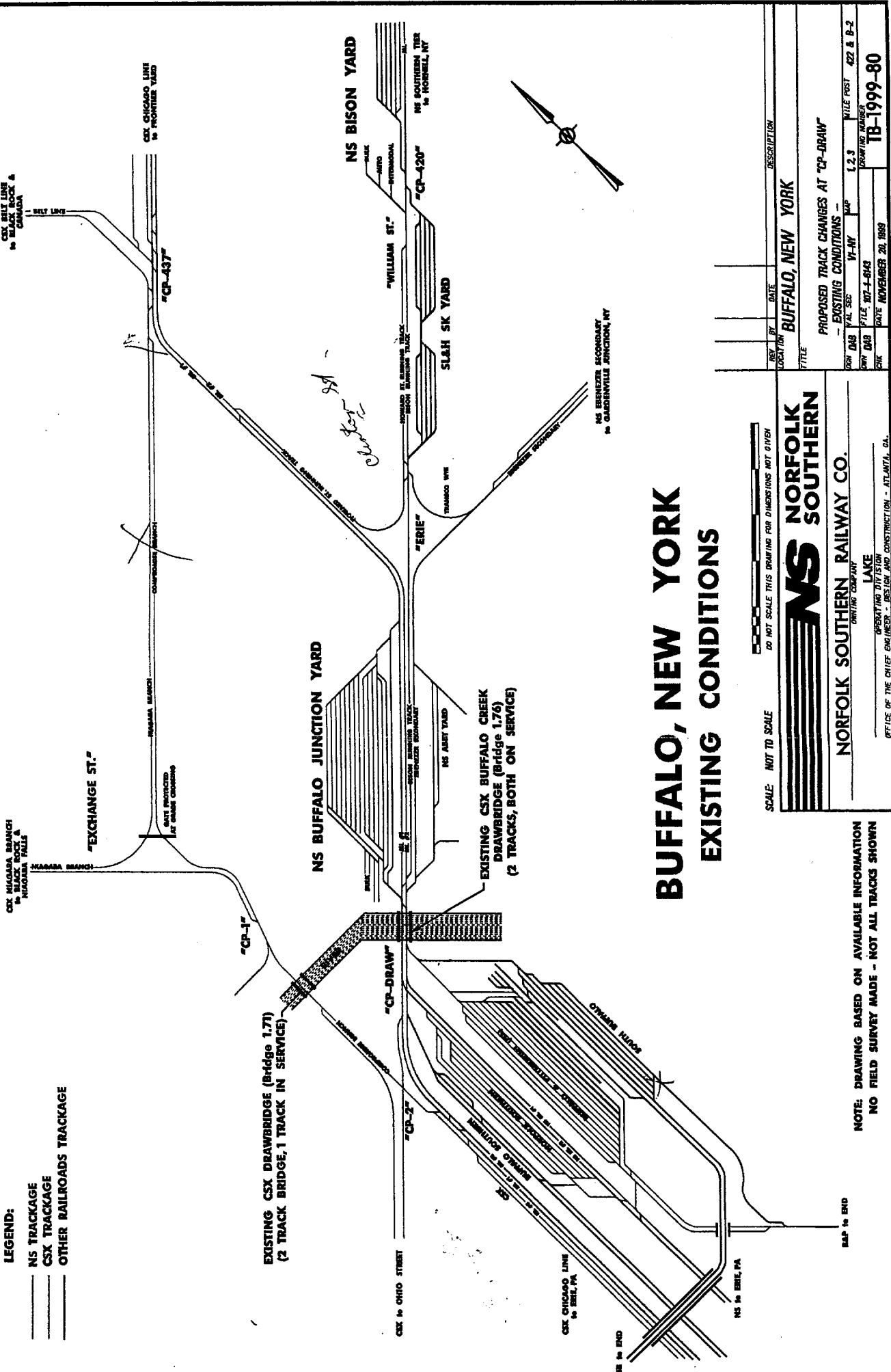
REVISED 1/99
VERSION 3.6
RRR



BUFFALO CREEK YARD	
CONTROLLED BY	B&P YARDMASTER
RADIO CHANNEL (08/08)	
TELEPHONE:	
YARDMASTER	826-6088
PANAFAX	826-5222
DISPATCHER	1-800-227-7246

ERIE COUNTY, NEW YORK

- LEGEND:**
- NS TRACKAGE
 - CSX TRACKAGE
 - OTHER RAILROADS TRACKAGE



BUFFALO, NEW YORK EXISTING CONDITIONS

SCALE: NOT TO SCALE
DO NOT SCALE THIS DRAWING FOR DIMENSIONS NOT GIVEN



NORFOLK SOUTHERN RAILWAY CO.
DRAWING COMPANY
LAKE
OPERATING DIVISION

OFFICE OF THE CHIEF ENGINEER - DESIGN AND CONSTRUCTION - ATLANTA, GA.

NOTE: DRAWING BASED ON AVAILABLE INFORMATION
NO FIELD SURVEY MADE - NOT ALL TRACKS SHOWN

REV.	BY	DATE	DESCRIPTION

TITLE
BUFFALO, NEW YORK

PROPOSED TRACK CHANGES AT "CP-DRAW"
- EXISTING CONDITIONS -

DESIGN	DAB	FILE NO.	123	MILE POST	422 & B-2
REVISED	DAB	FILE NO.	107-1-043	DRAWING NUMBER	
DATE	NOVEMBER 20, 1989				

JOB FILE # 71...701999.000
FIELD BOOK

CSX CHICAGO LINE TO FRONTIER YARD
CSX CHICAGO LINE TO BERT, PA
NS SOUTHERN TER TO MORSE, NY
NS BISON YARD
SLASH SK YARD
NS BUFFALO JUNCTION YARD
EXISTING CSX DRAWBRIDGE (Bridge 1.71)
(2 TRACK BRIDGE, 1 TRACK IN SERVICE)
EXISTING CSX DRAWBRIDGE (Bridge 1.76)
(2 TRACKS, BOTH ON SERVICE)
NS ABERT YARD
NS BRENDEZE SECONDARY TO GARDENVILLE JUNCTION, NY
NS BRIDGE SECONDARY TO GARDENVILLE JUNCTION, NY
NS CHICAGO LINE TO BERT, PA
NS TO ERIE, PA
MAP TO END
SE TO END