



CENTRAL DIVISION

Western Region

Timetable Number

1

In Effect

At 12:01 AM

Monday, August 4, 2008

Eastern Daylight Savings Time

For The Government of Employees Only

COMMITTED TO SAFETY

DOUBLE ZEROS

ZERO INJURIES

ZERO INCIDENTS

COMMUNICATION IS THE KEY

CENTRAL DIVISION TIMETABLE

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CENTRAL DIVISION TIMETABLE

GENERAL INFORMATION

A. STATION PAGE

Each station page will contain the following information:

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

B. EXPLANATION OF CHARACTERS

Symbols:

- Ⓐ — Automatic Interlocking
- Ⓒ — Controlled Interlocking
- ⒸP — Controlled Point
- CS — Controlled Siding
- 999 — Dispatcher Radio Call-in Code
- ⒹB — Drawbridge
- Frt. — Freight Trains
- Jct. — Junction
- Ⓔ — Non-Interlocked Railroad Crossing at Grade
- N/S — Non-Signaled
- r — Radio Base Station, Wayside
- R — Radio Base Station, Monitored-Continuously
- SS — Signaled Siding
- ss — Spring Switch
- S — Stop Sign
- Y — Wye
- Ⓜ — Yard Limit

Train Inspection Detectors:

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

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

Detectors on Single Track — Track will not be shown.

CENTRAL DIVISION TIMETABLE

GENERAL INFORMATION (CONT.)

C. DIESEL UNIT GROUPS

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

D. MAIN TRACK CONTROL

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

E. DIVISION SPECIAL INSTRUCTIONS

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

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

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

CENTRAL DIVISION TIMETABLE

STATION PAGES

LINES	Milepost	Page
Appalachia District.....	87.2 TC – 0.0 T	4–11
Knoxville District — River Line	S 141.0 – S 228.0	12–17
Knoxville District — BL Line	17.0 BL – 0.0 BL	18–20
Knoxville District — Oakdale Line	123.0 A – 254.4.....	21–28
Knoxville District — Jellico Line	20.9 C – 85.0 C.....	29–34
Knoxville District — Bristol Line	NB 406.3 – 125.0 A.....	35–44
Knoxville District — West End.....	125.0 A – 240.0 A	45–57
Knoxville District — K&A Line	131.1 A – 16.0 KA.....	58–60
Knoxville District — Coster Line.....	0.0 C – 2.5 C.....	61–63
Knoxville District — Middlesboro Line.....	5.6 CG – 215.0 CV.....	64–67
First District — CNO&TP.....	0.0 – 116.6	68–77
Second District — CNO&TP	116.6 – 254.4	78–89
Third District — CNO&TP	254.4 – 338.0	90–96
Louisville District.....	268.3 W – 357.8 W	97–108
Cincinnati District.....	CV 111.9 – CT 105.0	109–113

TERMINALS

Knoxville	121.6 A – 132.2 A	114–127
Chattanooga	331.3 – 248.1 A.....	128–134
Cincinnati	0.0 – 3.0	135–141
Danville	110.7 – 118.3	142–145
Louisville	268.3 W – 274.9 W	146–157

BRANCHES

Appolo Branch.....	MR 221.0 – MR 216.0.....	158–160
Bell County Branch.....	MS 221.0 – MS 219.0	161–162
New River Railway Branch	NR 215.3 – NR 11.0	163–164
Harriman & Northeastern Railway	166.0 H – 156.9 H.....	165–167
EG Line.....	EG 0.0 – EG 5.3.....	168–170
Blair Bend Branch	158.4 A.....	171–172

APPALACHIA DISTRICT

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
			EAST END DISPATCHER..... 772	
		87.2 TC	JUSTICE..... Y (CP)	
		86.8 TC	HAUN..... (CP)	
		86.3 TC	WARD..... R (CP)	
	SS 15734 	85.4 TC	MOORE..... (CP)	
		82.3 TC	SUMMIT..... (CP)	
		80.4 TC	HBD-DED (<i>Otes</i>)	
		75.5 TC	MCCLOUD..... (CP)	
		73.2 TC	HOGAN..... (CP)	
		71.9 TC	HBD-DED (<i>Burem</i>)	
	SS 9180 	70.0 TC	BUREM..... R (CP)	
		65.1 TC	HAWKINS..... (CP)	
		63.4 TC	SURGOINSVILLE..... (CP)	
		61.1 TC	HBD (<i>Stoney Point</i>)	
		54.2 TC	CHURCH HILL..... (CP)	
	SS 7300 	49.8 TC	LAMB..... (CP)	
		48.2 TC	CLICK..... (CP)	
		47.5 TC	HBD (<i>Frisko</i>)	
		46.3 TC	FRISCO..... R, r (CP)	
	SS 9192 	43.8 TC	YUMA..... (CP)	
		42.0 TC	SMITH..... R (CP)	
		35.2 T	HBD-DED (<i>Gate City</i>)	
	SS 6592 	34.1 T	BOONE..... (CP)	
		32.4 T	WATKINS..... R (CP)	
		24.5 T	GLENITA..... R (CP)	
	21.4 T	HBD (<i>Sunbright</i>)		
SS 6551 	16.3 T	TITO..... R (CP)		
	15.1 T	JASPER..... (CP)		
	10.1 T	HBD-DED (<i>Oreton</i>)		
	3.4 T	BIG STONE..... R (YL) (CP)		
		POCAHONTAS DIVISION DISPATCHER..... 626		
	1.0 T	APPALACHIA..... Y (YL)	1	
	0.0 T	ANDOVER..... (YL)		

APPALACHIA DISTRICT

STATION PAGE INFORMATION

NOTE 1: Pocahontas Division Timetable governs between Big Stone and Andover.

1. RULES IN EFFECT

Between	Main 1 Track
	Rules
Justice and Big Stone	261
Big Stone and Andover	93

APPALACHIA DISTRICT

2. MAXIMUM SPEEDS

Between	Main Track
	MPH
MP 87.2 TC, Justice and MP 85.4 TC, Moore Except: MP 87.2 TC to MP 87.0 TC, Curves	20 10
MP 85.4 TC, Moore and MP 40.0 TC, Moccasin Gap Except:	50
MP 85.4 TC, Through Turnout Moore	20
MP 85.4 TC to MP 82.3 TC, Through Summit Siding	20
MP 85.4 TC to MP 82.0 TC, Curves	35
MP 82.3 TC, Through Turnout Summit	20
MP 82.0 TC to MP 76.8 TC, Curves	40
MP 76.8 TC to MP 76.5, TC	35
MP 76.5 TC to MP 75.7 TC, Curves	40
MP 75.7 TC to MP 70.9 TC, Curves	45
MP 70.9 TC to MP 70.1 TC, Curves	40
MP 70.1 TC to MP 68.1 TC, Curves	45
MP 68.1 TC to MP 66.7 TC, Curves	40
MP 66.7 TC to MP 66.0 TC, Curves	35
MP 66.0 TC to MP 62.7 TC, Curves	40
MP 65.1 TC, Through Turnout Hawkins	20
MP 63.4 TC, Surgoinsville and MP 65.1 TC, Hawkins on Siding	20
MP 63.4 TC, Surgoinsville, Through Turnout	15
MP 62.7 TC to MP 58.1 TC, Curves	35
MP 57.2 TC to MP 54.6 TC, Curves	45
MP 54.6 TC to MP 51.0 TC, Curves	40
MP 51.0 TC to MP 50.5 TC, Curves	35
MP 50.5 TC to MP 40.2 TC, Curves	30
MP 49.8 TC, Through Turnout Lamb	20
MP 49.8 TC to MP 48.2 TC, Through Click Siding	20
MP 48.2 TC, Through Turnout Click	20
MP 46.5 TC, Through Turnout Frisco and CSXT New Connection Track	20
MP 46.3 TC, Through Turnout Frisco and CSXT Old Connection Track	10
MP 40.2 TC to MP 40.0 TC, Curves	25
MP 40.0 TC, Moccasin Gap and MP 0.0 T, Andover Except:	40
MP 40.0 T to MP 38.6 T, Curves	30
MP 34.3 T to MP 32.1 T, Curves	30
MP 34.1 T, Through Turnout Boone	20
MP 34.1 T to MP 32.4 T, Through Boone Siding	20
MP 32.4 T, Through Turnout Watkins	20
MP 32.1 T to MP 27.7 T, Curves	25
MP 27.7 T to MP 24.3 T, Curves	20
MP 24.3 T to MP 24.1 T, Curves	15
MP 24.1 T to MP 22.6 T, Curves	20
MP 22.6 T to MP 18.9 T, Curves	25
MP 18.9 T to MP 14.8 T, Curves	35
MP 16.3 T, Through Turnout Tito	20
MP 16.3 T to MP 15.1 T, Through Tito Siding	20
MP 15.1 T, Through Turnout Jasper	20
MP 14.8 T to MP 11.6 T, Curves	30
MP 11.6 T to MP 5.6 T, Curves	25
MP 5.6 T to MP 3.4 T, Curves	30
MP 0.6 T to MP 3.4 T	20
MP 0.0 T to MP 0.6 T	10

APPALACHIA DISTRICT

3. CHECKING LOCOMOTIVE SPEED INDICATOR

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

LOCATION OF TEST MILE SIGNS:

WESTWARD		EASTWARD	
MP 84.0 TC	to	MP 83.0 TC	
MP 52.0 TC	to	MP 51.0 TC	
MP 38.0 T	to	MP 37.0 T	
MP 4.0 T	to	MP 3.0 T	

NOTE: Tests for accuracy will be made at other locations in addition to those shown. Engineers will choose appropriate locations to check speed indicators.

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Westward						
Bulls Gap to Yuma	2200	2950	3500	4365	4850	5720
Yuma to Andover	1100	1450	1750	2160	2400	2830
Bulls Gap to St. Paul	2200	2950	3500	4365	4850	5720
Eastward						
Andover to Yuma	1300	1750	2050	2565	2850	3360
Yuma to Bulls Gap	3550	4750	5650	7020	7800	9200
St. Paul to Bulls Gap	3550	4750	5650	7020	7800	9200

APPALACHIA DISTRICT

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

Loaded 4-axle cars may be handled up to the weight shown provided the stenciled Load Limit (Weight of car and lading) is NOT exceeded.

286,000 lbs.

B. EQUIPMENT RESTRICTIONS

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

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

Line Segments	Between	Maximum Safe Trailing Tonnage	
		Southward/ Westward	Northward/ Eastward
Appalachia Line	Andover and Yuma	Rear Only	Rear Only
	Yuma and Bulls Gap	10,000	10,000

6. SWITCHES AND DERAILS

JUNCTIONS

INTERLOCKED

Milepost	Location	Line/R.R.
87.2 TC	Justice	A Line
86.3 TC	Ward	BL Line
46.3 TC	Frisco	CSXT
3.4 T	Big Stone	CSXT

NON-INTERLOCKED

Milepost	Location	Line/R.R.
1.0 T	Appalachia	TB Line, Pocahontas Division

7. COMMUNICATION INFORMATION

Base Station	Channel 1 TX and RX	Channel 2 TX (RX)
Big Stone	56	NA
Tito	56	NA
Sunbright	56	NA
Copper Creek	56	NA
Gate City	56	NA
Frisco	56	NA
Burem	56	NA
Bulls Gap	56	NA

APPALACHIA DISTRICT

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

A. EXCESSIVE CURVATURE

Listed below are tracks with curvature of 12 degrees, 30 minutes or greater:

Milepost	Location	Curvature
18.9 T	Gilbert Wood	19.5 degrees
46.5 TC	Eastman Chemical	19.0 degrees

Refer to the Equipment Restriction Section of the System Timetable.

B. JOINT TRACKAGE

1. Trains and engines of the Central Division will use tracks of other divisions and foreign lines in accordance with their Timetables, Rules, and Regulations as shown below:
 - (a) Between Andover Yard, MP 0.0 T and Big Stone, MP 3.4 T, Pocahontas Division.
 - (b) Between St. Paul, VA, MP 42.2 Z to Kingsport, TN, MP 95.0 Z, CSXT.
2. Trains and engines of other divisions and foreign lines will use Central Division tracks as shown below:
 - (a) Between Big Stone, MP 3.4 T and Frisco, MP 46.3 TC, CSXT.
 - (b) Between Big Stone, MP 3.4 T and Justice, MP 87.2 TC, Pocahontas Division.

C. PUSHER SERVICE

The equivalent of 24 conventional powered axles may be used in pusher service on the Appalachia District between Andover and Watkins.

D. POCAHONTAS NA TRAIN DISPATCHER

To access the Pocahontas NA Train Dispatcher, use 626 to set up the radio on a normal call-in.

APPALACHIA DISTRICT

9. DISTRICT INSTRUCTIONS

E. BULLS GAP

1. Close clearance exists on both ends of Bulls Gap Yard.
2. Conductors on trains setting off, picking up, and/or switching at Bulls Gap will advise the East End Dispatcher and CYO of cars set off and/or picked up for each track affected.
3. Conductors will advise the East End Dispatcher and CYO of any hazardous material cars set off at Bulls Gap and be governed by instructions received on where to leave shipping papers.
4. Derails are located on east leg of Wye, MP 86.9 TC and upper yard (Knox. End) MP 86.8 TC, Bulls Gap.
5. The normal position for Wye switch TC Line will be lined and locked for movement on west leg of Wye.
6. The following road crossings on the BL Line must not be blocked:
 - Sycamore (Hotel Crossing) — MP 0.6 BL
 - County Line — MP 0.9 BL
 - White Horn Creek — MP 1.2 BL

Westward trains en route to Bulls Gap on the BL Line will notify the Knoxville East End Dispatcher as they pass Lowland and will hold back east of White Horn Crossing, MP 1.2 BL until advised by the Train Dispatcher that he/she is ready for the train. Additionally, if unexpected delay is experienced approaching Bulls Gap, the above crossings must be cut.

7. All trains will carry 100 pounds train line pressure, except Trains T50T1 (Frisco Switcher), T52T1, T58/T59, (Sevier-Bulls Gap Locals) and T62T1 (Kingsport Switcher) are exempt from these instructions and will carry standard train line pressure of 90 pounds.
8. At the following locations when switching with 10 or more cars, air must be cut in on at least half of the cars being handled:
 - (a) Frisco to old CSXT connection track.
 - (b) Greenland Lead between Gate and Storage track.
 - (c) Click (East End).

APPALACHIA DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

F. BUREM

Trains weighing at Burem, TN, MP 70.0 TC:

1. When engines are approximately 300 feet from the scale, the scale will turn on automatically.
2. A Yellow light, located on scale building, will come on when scale is "ON" and in weigh mode. While weighing, train speed should not exceed 8 MPH. If speed is in excess of 8 MPH, the light will flash along with an intermittent tone, which will sound via radio. When this occurs, speed should be reduced immediately. Sixty seconds after last car in train clears the scale an extended tone will sound via radio.

G. FRISCO

1. Do not exceed 10 MPH over Bridges No. 33 and No. 35, Holston Army Ammunition Plant, CSXT MP Z 93.0. These bridges are located in the plant in the area know as the "XYZ" part of Area "B".
2. Natural Tunnel State Park, MP 24.3 T has installed floodlights at the Observation Platform to illuminate the entrance to the tunnel. These lights will be used during early evening hours, approximately two (2) to three (3) times per month.

H. END-OF-TRAIN DEVICE — GRADES

Reference the identification of grades as required in NS-1 Rules for Equipment Operation and Handling, **Rule A-31**, End-Of-Train Device and revised **NS-1 Rule L-241**, to include instructions for descending grades of 1% or more.

In accordance with CFR Part 232, the following designated sections of track are identified as average grades of:

- 2% or greater over a distance of 2 continuous miles or
- 1% or greater over a distance of 3 continuous miles:

APPALACHIA DISTRICT

Eastward

MP 10.5 T to MP 17.0 T = 1.28%

MP 21.6 T to MP 25.3 T = 1.34%

MP 32.4 T to MP 35.4 T = 1.07%

Westward

MP 10.5 T to MP 5.0 T = 1.29%

MP 32.4 T to MP 28.3 T = 1.50%

KNOXVILLE DISTRICT RIVER LINE

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
			PIEDMONT DIVISION DISPATCHER [336]	
		S 141.0	ASHEVILLE..... R, Y (YL)	1
		S 142.3	MURPHY JCT. CP	
			EAST END DISPATCHER..... [772]	
		S 145.9	CRAGGY CP	
	SS 10241 	S 152.3	HBD-DED (<i>Alexander</i>)	
		S 157.3	VOLGA CP	
		S 159.7	IVY CP	
		S 163.3	Marshall R	
	SS 10234 	S 163.8	HBD-DED-HWD (<i>Marshall</i>)	
		S 166.3	NOCONA CP	
		S 168.3	WALNUT CP	
		S 170.9	DED	2
		S 178.9	HBD-DED (<i>Hot Springs</i>)	
	SS 12235 	S 180.1	HOT SPRINGS R CP	
		S 182.7	FRENCH CP	
		S 182.7	DED	2
		S 189.1	Wolf Creek R	
	SS 7197 	S 191.1	HBD-DED-HWD (<i>Wolf Creek</i>)	
		S 193.9	DEL RIO CP	
		S 195.1	BIG CREEK..... CP	
	SS 10097 	S 200.7	BRIDGEPORT CP	
	S 202.9	HUFF CP		
	S 203.3	HBD-DED (<i>Bridgeport</i>)		
	S 206.4	Newport R		
	S 210.8	HBD-DED (<i>Newport</i>)		
SS 10263 	S 213.5	LEADVALE CP		
	S 215.5	LILAC CP		
	S 216.5	DOUGLAS CP		
	S 223.8	HBD-DED (<i>Roe Jct.</i>)		
	S 228.0	NEW LINE CP		

KNOXVILLE DISTRICT RIVER LINE

STATION PAGE INFORMATION

NOTE 1: Piedmont Division Timetable governs between Murphy Jct and Asheville.

NOTE 2: Voice alarm only.

1. RULES IN EFFECT

Between	Main Track	Main 1 Track	Main 2 Track
	Rules		
Asheville and Murphy Jct.		261	261
Murphy Jct. and Craggy		261	261
Craggy and New Line	261		

2. MAXIMUM SPEEDS

Between	Main Tracks
	MPH
MP S 141.0, Asheville and MP S 228.0, New Line	50
Except:	
MP S 138.2 to MP S 142.3	20
MP S 142.3 to MP S 143.0, Curves	30
MP S 143.0 to MP S 148.6, Curves	35
MP S 145.9, Through Turnout Craggy	40
MP S 148.6 to MP S 164.9, Curves	30
MP S 164.9 to MP S 166.2, Curves	25
MP S 166.2 to MP S 166.8, Curves	20
MP S 166.8 to MP S 167.4, Curves	25
MP S 167.4 to MP S 172.2, Curves	30
MP S 172.2 to MP S 177.1, Curves	25
MP S 177.1 to MP S 177.9, Curves	20
MP S 177.9 to MP S 178.2, Curves	15
MP S 178.2 to MP S 182.1, Curves	30
MP S 182.1 to MP S 182.5, Curves	25
MP S 182.5 to MP S 186.5, Curves	30
MP S 186.5 to MP S 188.0, Curves	25
MP S 188.0 to MP S 191.3, Curves	35
MP S 191.3 to MP S 195.4, Curves	40
MP S 195.4 to MP S 197.5, Curves	30
MP S 197.5 to MP S 198.2, Curves	25
MP S 198.2 to MP S 198.6, Curves	20
MP S 198.6 to MP S 203.3, Curves	35
MP S 203.3 to MP S 204.3, Curves	30
MP S 204.3 to MP S 206.7, Curves	35
MP S 206.0 to MP S 207.0, Over Street Crossings	30
MP S 206.7 to MP S 208.3, Curves	40
MP S 208.3 to MP S 216.8, Curves	45
MP S 216.5, Through Turnout Douglas	40
MP S 216.8 to MP S 217.3, Curves	40
MP S 217.3 to MP S 224.6, Curves	35
MP S 224.6 to MP S 225.4, Curves	30
MP S 225.4 to MP S 228.0, Curves	35
MP S 228.0/MP 91.4 A, Through Turnout New Line	40
MP S 228.0/MP 91.4 A, Through Crossover New Line	25
Auxiliary Tracks: All Industry Tracks, Asheville Terminal	5

KNOXVILLE DISTRICT RIVER LINE

3. CHECKING LOCOMOTIVE SPEED INDICATOR

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

LOCATION OF TEST MILE SIGNS:

WESTWARD

MP S 147.0 to MP S 148.0
MP S 151.0 to MP S 152.0

EASTWARD

MP S 211.0 to MP S 210.0

NOTE: Tests for accuracy will be made at other locations in addition to those shown. Engineers will choose appropriate locations to check speed indicators.

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Westward						
Asheville to Leadvale	2150	2900	3450	4230	4700	5550
Leadvale to New Line	1650	2200	2650	3240	3600	4250
Eastward						
New Line to Bridgeport	2150	2850	3450	4230	4700	5550
Bridgeport to Asheville	2300	3100	3650	4545	5050	5960

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

Loaded 4-axle cars may be handled up to the weight shown provided the stenciled Load Limit (Weight of car and lading) is NOT exceeded.

286,000 lbs.

B. EQUIPMENT RESTRICTIONS

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

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

Line Segments	Between	Maximum Safe Trailing Tonnage	
		Southward/ Westward	Northward/ Eastward
River Line	Asheville and New Line	7,000	Rear Only

KNOXVILLE DISTRICT RIVER LINE

6. SWITCHES AND DERAILS

A. JUNCTIONS

INTERLOCKED

Milepost	Location	Line/R.R.
S 142.3	Murphy Jct.	Piedmont Division
S 216.5	Douglas	BL Line
S 228.0	New Line	A Line

B. LOCATIONS WHERE TRAINS MAY NOT CLEAR

Hand-operated switches at the following locations are not equipped with electric locks. Trains and engines must not clear on these tracks (does not apply to M/W equipment):

Location	Switch
MP S 227.7	Stewart Lumber
MP S 218.4	Hamblen County Co-op

These switches must not, at any time, be used to clear the Main Line at any of these tracks. While using these tracks, an engine or car must continuously occupy the Main Track or the Main Track switch must be kept continuously set for movement into such track.

7. COMMUNICATION INFORMATION

Base Station	Channel 1 TX and RX	Channel 2 TX (RX)
Asheville	56	48 (9)
Marshall	56	48 (9)
Hot Springs	56	48 (9)
Wolf Creek	56	48 (9)
Newport	56	48 (9)

8. DETECTOR INSTRUCTIONS

None.

KNOXVILLE DISTRICT RIVER LINE

9. DISTRICT INSTRUCTIONS

A. JUNCTIONS

INTERLOCKED

Milepost	Location	Line/R.R.
S 142.3	Murphy Jct.	Piedmont Division
S 216.5	Douglas	BL Line
S 228.0	New Line	A Line

B. JOINT TRACKAGE

1. Trains and engines of the Central Division will use tracks of other divisions and foreign lines in accordance with their Timetables, Rules, and Regulations as shown below:
 - Between Asheville, MP S 139.0 and Murphy Jct., MP S 142.3, Piedmont Division.
2. Trains and engines of other divisions and foreign lines will use Central Division tracks as shown below:
 - NONE

C. JOINT TRACK AUTHORITY IS REQUIRED AT THE FOLLOWING LOCATIONS:

Between Craggy, MP S 145.9 and Murphy Jct., MP S 142.3
(Central Division East End Dispatcher and Piedmont Division Greenville Dispatcher.)

D. EXCESSIVE CURVATURE

Listed below are tracks with curvature of 12 degrees, 30 minutes or greater:

Milepost	Location	Curvature
S 208.8	Great Lakes Chemical	22.0 degrees
S 221.9	Wallace Hardware	20.0 degrees
S 221.9	Union Camp	24.0 degrees

Refer to the Equipment Restriction Section of the System Timetable.

KNOXVILLE DISTRICT RIVER LINE

9. DISTRICT INSTRUCTIONS (CONT.)

E. ASHEVILLE

1. Do not block Lyman Street at Asheville, NC, for more than 10 minutes. If conditions exist that will not permit clearing within 10 minutes, contact Asheville Tower for further instructions.
2. Be governed by the following instructions when entering the engine terminal at Asheville, NC:
 - (a) Electric derails on the east and west end of No. 4, 5 and 6 Tracks at the Service Rack will be in service.
Flashing Amber light indicates derail is off.
Flashing Blue light indicates derail is on.
 - (b) Train crews must stop short of derails to ensure the derails are off before entering Service Rack. Do not depend entirely on the Amber or Blue light indication, in case of possible failure.
3. All outbound Central Division crews will stop at the Asheville Yard Office, pick up Train Clearance and any additional paperwork required, and then have taxi transport you to your train.

F. MORRISTOWN

Do not block Guy Collins Crossing, MP S 223.1.

G. END-OF-TRAIN DEVICE — GRADES

Reference the identification of grades as required in NS-1 Rules for Equipment Operation and Handling, **Rule A-31**, End-Of-Train Device and revised **NS-1 Rule L-241**, to include instructions for descending grades of 1% or more.

In accordance with CFR Part 232, the following designated sections of track are identified as average grades of:

2% or greater over a distance of 2 continuous miles or
1% or greater over a distance of 3 continuous miles:

KNOXVILLE DISTRICT River Line

Eastward	Westward
MP S 220.3 to MP S 217.3 = 1.12%	None

KNOXVILLE DISTRICT BL LINE

WEST 	SIDINGS IN FEET	MP	STATION	NOTE
		17.0 BL 11.1 BL 9.0 BL 8.8 BL 0.0 BL	EAST END DISPATCHER 772 DOUGLAS CP HALE CP SUSONG CP HBD (<i>Susong</i>) WARD R CP	

1. RULES IN EFFECT

Between	Main 1 Track
Douglas and Ward	Rules 261

2. MAXIMUM SPEEDS

Between	TV	Frt.
	MPH	
MP 17.0 BL, Douglas and MP 0.0 BL, Ward	45	45
Except:		
MP 17.0 BL, Through Turnout Douglas	40	40
MP 17.0 BL to MP 15.9 BL, Curves	45	40
MP 3.4 BL to MP 1.0 BL, Curves	45	40
MP 1.0 BL to MP 0.0 BL, Curves	20	20

3. CHECKING LOCOMOTIVE SPEED INDICATOR

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

LOCATION OF TEST MILE SIGNS:

WESTWARD

MP 5.0 BL to MP 4.0 BL

EASTWARD

MP 4.0 BL to MP 5.0 BL

NOTE: Tests for accuracy will be made at other locations in addition to those shown. Engineers will choose appropriate locations to check speed indicators.

KNOXVILLE DISTRICT BL LINE

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Westward Douglas to Ward	2700	3600	4300	5350	5950	7020
Eastward Ward to Douglas	4900	6550	7850	9675	10750	12690

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

Loaded 4-axle cars may be handled up to the weight shown provided the stenciled Load Limit (Weight of car and lading) is NOT exceeded.

286,000 lbs.

B. EQUIPMENT RESTRICTIONS

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

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

Line Segments	Between	Maximum Safe Trailing Tonnage	
		Southward/ Westward	Northward/ Eastward
BL Line	Douglas and Ward	Unrestricted	19,200

6. SWITCHES AND DERAILS

JUNCTIONS

INTERLOCKED

Milepost	Location	Line/R.R.
17.0 BL	Douglas	S Line
0.0 BL	Ward	TC Line

KNOXVILLE DISTRICT BL LINE

7. COMMUNICATION INFORMATION

Base Station	Channel 1 TX and RX	Channel 2 TX (RX)
Bulls Gap	56	NA

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

A. BULLS GAP

1. The following road crossing on the BL Line must not be blocked:
 Sycamore (Hotel Crossing), MP 0.6 BL
 County Line, MP 0.9 BL
 White Horn Creek, MP 1.2 BL

Westward trains en route to Bulls Gap on the BL Line will notify the Knoxville East End Dispatcher as they pass Lowland and will hold back east of White Horn Crossing, MP 1.2 BL until advised by the East End Dispatcher that he/she is ready for the trains.

Additionally, if unexpected delay is experienced approaching Bulls Gap, the above crossing must be cut.

2. Old Stage Road, MP 0.89 BL, and White Horn Creek Road MP 1.6 BL, must not be blocked between 7:00AM and 7:30AM and between 3:00PM and 3:30PM daily when school is in session due to buses loading and unloading. Trains must lay off or cut these crossings until advised by the East End Dispatcher that he/she is ready for the train at Bulls Gap.

B. END-OF-TRAIN DEVICE — GRADES

Reference the identification of grades as required in NS-1 Rules for Equipment Operation and Handling, **Rule A-31**, End-Of-Train Device and revised **NS-1 Rule L-241**, to include instructions for descending grades of 1% or more.

In accordance with CFR Part 232, the following designated sections of track are identified as average grades of:

- 2% or greater over a distance of 2 continuous miles or
- 1% or greater over a distance of 3 continuous miles:

KNOXVILLE DISTRICT BL Line

Eastward

None

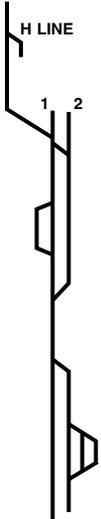
Westward

None

KNOXVILLE DISTRICT OAKDALE LINE

NORTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
			EAST END DISPATCHER..... [772]	
		123.0 A	Sevier Yard..... R, Y	1
			WEST END DISPATCHER [773]	
		0.0 CO/ 125.0 A	WEST SEVIER R (CP)	
		3.6 CO	BEVERLY Y (CP)	3
		2.3 C	COSTER..... R (CP)	
		3.8 C	HBD-DED (<i>Inskip</i>)	
		4.6 C	Black Oak	
	CS 5233	7.2 C	BRADFORD (CP)	
		8.2 C	POWELL..... (CP)	
		13.4 C	HEISKELL R (CP)	
		15.3 C	HBD-DED (<i>Chestnut Ridge</i>)	
	CS 5800	19.4 C	EAST SIDING..... (CP)	
		20.7 C	CLINCH (CP)	
		20.9 C	CLINTON R (CP)	
		22.9 D	HBD (<i>Jamigan</i>)	
	SS 8700	23.4 D	MULLEN RIDGE (CP)	
		25.3 D	LAUREL..... (CP)	
		32.3 D	HBD-DED-HWD (<i>Poplar</i>)	
		36.1 D	OLIVER..... R (CP)	
	39.5 D	SCANDLYN (CP)		
CS 9364	41.4 D	BLAIR..... (CP)		
	45.4 D	HBD (<i>Truett</i>)		
	49.6 D	FOWLER..... R (CP)		

KNOXVILLE DISTRICT OAKDALE LINE

NORTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
	SS 6200	50.0 D	WEST END DISPATCHER [773]	3
			CANEY CREEK..... (CP)	
			SOUTH END DISPATCHER..... [102]	
		51.3 D	HARRIMAN JCT. (CP)	2
		257.8	SOUTH WATERS (CP)	
		256.5	NORTH WATERS (CP)	
		255.5	TUNNEL 26 (CP)	
		254.8	TUNNEL 25 (CP)	
		254.4	Oakdale	

STATION PAGE INFORMATION

- NOTE 1:** Knoxville Terminal section governs between West End Two Tracks and East Sevier.
NOTE 2: Third District section governs between Harriman Jct. and Oakdale.
NOTE 3: Knoxville District (KD) Dispatcher controls Coster to Caney Creek, between 8:00AM and 4:00PM, Monday through Friday.

1. RULES IN EFFECT

	Main Track	Main 1 Track	Main 2 Track
Between	Rules		
East Sevier and West Sevier	261		
West Sevier and Beverly		261	261
Beverly and Harriman Jct.	261		
Harriman Jct. and Tunnel 26		261	261
Tunnel 26 and Tunnel 25	261		
Tunnel 25 and Oakdale		261	261

KNOXVILLE DISTRICT OAKDALE LINE

2. MAXIMUM SPEEDS

Between	TV	Frt.
	MPH	
MP 123.0 A/0.0 CO, Sevier Yard and MP 51.0 D/258.2, Harriman Jct.	50	50
Except:		
MP 121.6 A to MP 125.0 A, Old Passenger Main	20	20
MP 0.0 CO to MP 0.6 CO, Curves	20	20
MP 0.6 CO to MP 1.9 CO, Curves	40	40
MP 1.9 CO to MP 3.8 CO, Curves	30	25
MP 3.8 CO, Through Turnout Beverly	25	25
MP 3.8 CO to MP 4.1 CO, Curves	25	25
MP 4.1 CO to MP 7.2 CO, Curves	30	30
MP 6.0 CO to MP 7.2 CO, (Engine only)	20	20
MP 7.2 CO to MP 7.9 CO, Curves	25	25
MP 7.9 CO, Through Turnout Coster	25	25
MP 2.3 C to MP 2.6 C, Curves	25	25
MP 2.6 C to MP 2.8 C, Curves	30	30
MP 2.8 C to MP 4.8 C, Curves	35	35
MP 4.8 C to MP 7.3 C, Curves	45	40
MP 7.3 C to MP 8.2 C, Curves	40	40
MP 8.2 C to MP 10.1 C, Curves	35	35
MP 10.1 C to MP 10.8 C, Curves	20	20
MP 10.8 C to MP 11.3 C, Curves	30	25
MP 11.3 C to MP 20.8 C, Curves	35	35
MP 20.8 C to MP 21.3 C, Curves	15	15
MP 20.8 D to MP 21.1 D, Curves	15	15
MP 20.9 C to MP 21.8 D, Over Street Crossings	25	25
MP 21.1 D to MP 27.8 D, Curves	35	35
MP 23.4 D, Through Turnout Mullen Ridge	20	20
MP 23.4 D to MP 25.3 D, Through Mullen Ridge Siding	20	20
MP 25.3 D, Through Turnout Laurel	20	20
MP 27.8 D to MP 35.7 D, Curves	40	35
MP 35.3 D to MP 35.5 D, Over Street Crossings	35	35
MP 35.7 D to MP 36.2 D, Curves	35	35
MP 36.2 D to MP 43.2 D, Curves	40	40
MP 39.5 D, Through Turnout Scandlyn	20	20
MP 39.5 D to MP 41.4 D, Through Blair Siding	20	20
MP 41.4 D, Through Turnout Blair	20	20
MP 43.2 D to MP 44.9 D, Curves	35	35
MP 44.9 D to MP 48.6 D, Curves	40	40
MP 48.6 D to MP 50.5 D, Curves	35	35
MP 49.6 D to MP 51.2 D (Engines Only)	20	20
MP 50.2 D, Over Street Crossing	25	25
MP 50.5 D to MP 51.5 D, Curves	25	25
MP 51.3 D/258.2, Through Turnout Harriman Jct.	20	20

KNOXVILLE DISTRICT OAKDALE LINE

3. CHECKING LOCOMOTIVE SPEED INDICATOR

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

LOCATION OF TEST MILE SIGNS:

NORTHWARD

MP 7.0 C to MP 8.0 C

SOUTHWARD

MP 48.0 D to MP 47.0 D

MP 45.0 D to MP 44.0 D

NOTE: Tests for accuracy will be made at other locations in addition to those shown. Engineers will choose appropriate locations to check speed indicators.

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Northward						
Sevier to Clinton	1550	2100	2450	3060	3400	4010
Clinton to Blair	1600	2150	2550	3150	3500	4130
Blair to Oakdale	3000	4000	4800	5940	6600	7790
Southward						
Oakdale to Blair	1850	2450	2950	3645	4050	4780
Blair to Clinton	1800	2400	2850	3555	3950	4660
Clinton to Powell	1150	1550	1850	2250	2500	2950
Powell to Sevier	1800	2400	2850	3555	3950	4660

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

Loaded 4-axle cars may be handled up to the weight shown provided the stenciled Load Limit (Weight of car and lading) is NOT exceeded.

286,000 lbs.

B. EQUIPMENT RESTRICTIONS

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

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

KNOXVILLE DISTRICT OAKDALE LINE

5. LOCOMOTIVE AND CAR RESTRICTIONS (CONT.)

B. EQUIPMENT RESTRICTIONS (CONT.)

Line Segments	Between	Maximum Safe Trailing Tonnage	
		Southward/ Westward	Northward/ Eastward
Oakdale Line	Knoxville and Harriman Jct.	See Note 1	3,200

NOTE 1: Southward non-radio trains between Heiskell and Powell must not have more than 1,400 tons trailing an empty or part-load long car nor more than 3,500 tons trailing a long car loaded with empty trailers or containers. Trains not in compliance with above restrictions must double or be pushed in accordance with item C below from Heiskell to Powell with the cut being made to ensure that trailing tonnage restrictions are not exceeded.

C. PUSHER SERVICE

Between Powell and East Siding:

	NORTHWARD	SOUTHWARD
One Conventional 4-Axle (Group 1)	No Restriction	No Restriction
Two Conventional 4-Axle (Group 1)	No Restriction	No Restriction
Three Conventional 4-Axle (Group 1)	No Restricted Cars Within Rear 700 Tons	No Restricted Cars Within Rear 1000 Tons
One High Adhesion 4-Axle (Group 2)	No Restriction	No Restriction
Two High Adhesion 4-Axle (Group 2)	No Restricted Cars Within Rear 1100 Tons	No Restricted Cars Within Rear 1200 Tons
One Conventional 6-Axle (Group 3)	No Restriction	No Restriction
Two Conventional 6-Axle (Group 3)	No Restricted Cars Within Rear 1100 Tons	No Restricted Cars Within Rear 1200 Tons
One High Adhesion 6-Axle (Group 5)	No Restriction	No Restriction

1. Amperage on Pusher unit(s) must be limited to a safe level when speed of train being pushed falls below 9 MPH or when starting train fully on grade.
2. Above restrictions apply to radio-controlled (midtrain) units on radio control trains being pushed.
3. No other combination of units other than those listed above may be used in Pusher Service over above territory. **EXCEPT:** The equivalent of 24 conventional axles may be used in pusher service where train being pushed is a Solid Loaded Bulk Commodity train.
4. A "restricted car" is an empty auto multi-level car, empty intermodal single platform flat or such cars loaded with empty trailers or containers, empty 85-foot long or longer flat cars or such cars when loaded with empty trailers or containers, or loaded with only one (1) trailer or container, or empty intermodal single-axle-truck flat cars or such cars loaded with empty trailers or containers.

KNOXVILLE DISTRICT OAKDALE LINE

6. SWITCHES AND DERAILS

A. SWITCHES

Main Track switches not equipped with electric locks:

- MP 3.9 CO — TVA Track, Beverly
- MP 6.7 CO — Kelso Oil Track
- MP 7.2 CO — K&O Belt Wye
- MP 2.4 C — Tassco
- MP 3.8 C — Enco Steel
- MP 17.5 C — Peak
- MP 27.1 D — Dossett

These switches must not at any time be used to clear the Main Line at any of these tracks. While using these tracks, an engine or car must continuously occupy the Main Track or the Main Track switch must be kept continuously set for movement into such track.

B. JUNCTIONS

INTERLOCKED

Milepost	Location	Line/R.R.
0.0 CO	West Sevier	A Line
3.6 CO	Beverly	CG Line
2.3 C/7.9 CO	Coster	C Line
20.9 C	Clinton	D Line
36.1 D	Oliver	CSXT
51.3 D	Harriman Jct.	CNO&TP Line

7. COMMUNICATION INFORMATION

Base Station	Channel 1 TX and RX	Channel 2 TX (RX)
West Sevier	56	NA
Sharps Ridge	56	48 (9)
Heiskell	56	NA
Clinton	56	NA
Poplar	56	NA

8. DETECTOR INSTRUCTIONS

None.

KNOXVILLE DISTRICT OAKDALE LINE

9. DISTRICT INSTRUCTIONS

A. JOINT TRACKAGE

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

Between Oliver, MP 36.1 D and Caney Creek, MP 50.1 D, CSXT.

B. POWELL, TN

When doubling to Powell, the following instructions will apply:

1. From 7:00AM to 9:00AM and from 3:00PM to 5:00PM on weekdays, trains must take the first cut into Powell siding.
NOTE: The length of each cut taken to Powell needs to be considered along with the tonnage, so that both cuts will clear Emory Road when the train is to be put back together.
2. Trains doubling to Powell must leave Brickyard Road Crossing, MP 8.4 C, open during the school hours mentioned above.
3. Special attention must be given on Sundays to allow for church traffic to pass without great delay.

C. CLINTON, TN

1. A switch lock has been placed on the door of train crew room side of Depot at Clinton, TN. All concerned must ensure that the Depot is properly secured when not in use.
2. When switching D&H Compound at Clinton, TN, D&H Security must be contacted via telephone 865-463-3139, or by radio (security gate building has NS portable radio) and request that gate be opened and Blue flag protection removed; also advise time expected to be at gate. When switching operations are completed, D&H Security must be advised so that the gate can be closed and Blue flag protection restored.
3. Air must be cut in on all cars when working D&H Compound at Clinton.
4. Any crew(s) swapping out at Clinch, TN, or any employee traversing from Clinch to the public road that parallels Main Track, must enter or leave at the switch entering D&H Compound, MP 20.3 C. Employees will not be permitted to walk down the banks on either side of the track at this location.
5. Cars left on Runaround Track, Carden Farm Industrial Lead must have hand brakes set on both North and South end.

D. BLAIR, TN

1. Do not block Noe Crossing at Blair, MP 40.4 D.
2. Trains setting off on No. 1 or No. 2 Storage Tracks at Blair, TN, MP 41.4 D must ensure that cars set off clear of all switches, including the switch leading to Heritage Railroad.

**KNOXVILLE DISTRICT
OAKDALE LINE**

9. DISTRICT INSTRUCTIONS (CONT.)

E. END-OF-TRAIN DEVICE — GRADES

Reference the identification of grades as required in NS-1 Rules for Equipment Operation and Handling, **Rule A-31**, End-Of-Train Device and revised **NS-1 Rule L-241**, to include instructions for descending grades of 1% or more.

In accordance with CFR Part 232, the following designated sections of track are identified as average grades of:

2% or greater over a distance of 2 continuous miles or
1% or greater over a distance of 3 continuous miles:

**KNOXVILLE DISTRICT
Oakdale Line**

Northward

MP 9.8 C to MP 12.8 C = 1.42%

Southward

MP 4.0 C to MP 1.0 C = 1.02%

MP 15.2 C to MP 12.8 C = 1.33%

KNOXVILLE DISTRICT JELICO LINE

NORTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
			WEST END DISPATCHER..... 773	2
		20.9 C	CLINTON R (CP)	
		30.4 C	Lake City..... R	
		38.4 C	Caryville	
		47.0 C	Buckeye	
		49.0 C	Pioneer R	
		55.1 C	Elk Valley	
		62.0 C	Newcomb	
		66.0 C	Jellico R	
			CSXT DISPATCHER	1, 3
		67.6 C	LOT..... (CP)	
		72.0 C	HOLTON (CP)	
		76.0 C	Arco Jct. R	
		79.1 C	Clairfield	
		85.0 C	Fonde	

STATION PAGE INFORMATION

- NOTE 1:** CSXT Timetable and Rules govern between Lot and MP 74.0 C.
- NOTE 2:** Knoxville District (KD) Dispatcher controls Clinton to Lot, 8:00AM to 4:00PM, Monday through Friday.
- NOTE 3:** CSXT Dispatcher tone-in Channel 14-14 — Tone 6.

1. RULES IN EFFECT

	Main Track
Between	Rules
Clinton and Lot	171

KNOXVILLE DISTRICT JELICO LINE

2. MAXIMUM SPEEDS

Between	Main Track
	MPH
MP 20.9 C, Clinton and MP 46.0 C	30
Except:	
MP 20.8 C to MP 21.1 C, Curves	15
MP 24.4 C to MP 24.9 C, Curves	25
MP 46.0 C and MP 65.0 C, Jellico	25
Except:	
MP 49.0 C to MP 51.4 C, Curves and Tunnels	15
MP 59.7 C to MP 59.9 C, Curve and Tunnel	15
MP 65.0 C, Jellico to MP 67.7 C, Lot	20
MP 67.3 C to MP 67.4 C, Over Bridge	10
MP 72.0 C, Holton to MP 84.7 C, Fonde	10
Auxiliary Tracks:	
Straight Creek Industrial Lead (Kopper Glo Mine Spur)	5
South End Turley Industry Track, Over Switch-Point Derail, MP 44.3 C	5

3. CHECKING LOCOMOTIVE SPEED INDICATOR

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

LOCATION OF TEST MILE SIGNS:

NORTHWARD

MP 26.0 C to MP 27.0 C

MP 33.0 C to MP 34.0 C

SOUTHWARD

MP 63.0 C to MP 62.0 C

NOTE: Tests for accuracy will be made at other locations in addition to those shown. Engineers will choose appropriate locations to check speed indicators.

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Northward						
Clinton to Lake City	3000	4000	4800	5940	6600	7790
Lake City to Lot	1500	2000	2400	2970	3300	3890
Southward						
Lot to Pioneer	1450	1950	2300	2880	3200	3780
Pioneer to Lake City	2300	3050	3650	4545	5050	5960
Lake City to Clinton	4700	6250	7500	9315	10350	12210

KNOXVILLE DISTRICT JELICO LINE

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

Loaded 4-axle cars may be handled up to the weight shown provided the stenciled Load Limit (Weight of car and lading) is NOT exceeded.

286,000 lbs.

B. EQUIPMENT RESTRICTIONS

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

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

Line Segments	Between	Maximum Safe Trailing Tonnage	
		Southward/ Westward	Northward/ Eastward
Jellico Line	Clinton and Fonde	Unrestricted	Unrestricted

6. SWITCHES AND DERAILS

JUNCTIONS

NON-INTERLOCKED

Milepost	Location	Line/R.R.
67.6 C	Lot	CSXT

INTERLOCKED

Milepost	Location	Line/R.R.
20.9 C	Clinton	D Line

7. COMMUNICATION INFORMATION

Base Station	Channel 1 TX and RX	Channel 2 TX (RX)
Clinton	56	NA
Lake City	56	NA
Pioneer	56	NA
Jellico	56	NA
Arco	56	NA

8. DETECTOR INSTRUCTIONS

None.

KNOXVILLE DISTRICT JELICO LINE

9. DISTRICT INSTRUCTIONS

A. EXCESSIVE CURVATURE

Listed below are tracks with curvature of 12 degrees, 30 minutes or greater:

Milepost	Location	Curvature
21.6 C	Eagle Bend-Carlisle Tire	12.8 degrees
21.6 C	Eagle Bend-Techmere	15.8 degrees
21.6 C	Eagle Bend-Food Lion	15.0 degrees

Refer to the Equipment Restriction Section of the System Timetable.

B. JOINT TRACKAGE

1. Trains and engines of the Central Division will use tracks of other divisions and foreign lines in accordance with their Timetables, Rules, and Regulations as shown below:
Between Lot, MP 67.6 C and MP 74.0 C, CSXT.
2. Trains and engines of other divisions and foreign lines will use Central Division tracks as shown below:
Between MP 74.0 C and Fonde, MP 85.0 C, CSXT.

C. CLAIRFIELD

(Kopper-Glo Mine Spur)

On descending grade between Kopper-Glo Mine Spur and Clairfield, TN, MP 79.1 C, trains switching, doubling tracks and/or departing will be governed by the following instructions:

1. All air hoses must be coupled, all angle cocks properly positioned and hand brakes must remain applied. Prior to attempting to move, brake pipe pressure must be charged to 90 PSI for a minimum of 15 minutes. After brake system is charged, a 20 PSI brake pipe service reduction must be made, and crew will inspect brakes on each car. Hand brakes must be set on car(s) which brake fails to apply. When the inspection is completed, Engineer will release the automatic brake and will not attempt to move until brake pipe pressure has been recharged to 90 PSI for five (5) minutes. After brake system is charged, Engineer will make a 15 PSI brake pipe reduction and allow exhaust to cease. Handbrakes may then be released (except on cars with inoperative air brakes).
2. Train may then be started, pulling away if necessary. As cars balance on grade, dynamic brake when available, must be used in conjunction with train air brake to control movement at a speed not to exceed 5 MPH.
3. Air brake must not be released while movement is on the major descending grade between main crossing at Kopper Glo tipple and first trestle west of this crossing, unless movement is stopped and minimum of 50% hand brakes are applied.
4. Switches located on Straight Creek Industrial Lead (Kopper-Glo Mine Spur), MP 78.9 C, can be left as last used. Trains or engines can expect to find switches lined and locked as last used when operating on this lead.
5. Engines must not operate under tipple and structure back of tipple at Straight Creek Spur, Kopper Glo Mine, MP 79.0 C.

KNOXVILLE DISTRICT JELICO LINE

9. DISTRICT INSTRUCTIONS (CONT.)

D. LOT AND HOLTON

Trains stopped at Lot, MP 67.6 C or Holton, MP 72.0 C for CSXT STOP signal and after a ten-minute period are unable to contact the CSXT KD Dispatcher in Jacksonville, FL, via radio, must use the telephone at these locations.

E. LAKE CITY

1. Close clearance exists in all tracks in Lake City Yard.
2. Beech Grove Branch at Lake City is out of service.

F. MP 46.1 C — ROYAL BLUE

The two derails, located on the west end of Industry Lead and Runaround Track must be left in the off position except when equipment is tied down on these tracks.

NOTE: The switch point derail located on the east end of Industry Lead must be lined and locked in derailing position after use.

G. END-OF-TRAIN DEVICE — GRADES

Reference the identification of grades as required in NS-1 Rules for Equipment Operation and Handling, **Rule A-31**, End-Of-Train Device and revised **NS-1 Rule L-241**, to include instructions for descending grades of 1% or more.

In accordance with CFR Part 232, the following designated sections of track are identified as average grades of:

- 2% or greater over a distance of 2 continuous miles or
- 1% or greater over a distance of 3 continuous miles:

KNOXVILLE DISTRICT Jelico Line

Northward

MP 49.0 C to MP 55.0 C = 1.22%

Southward

MP 37.0 C to MP 32.0 C = 1.03%

H. BRICEVILLE BRANCH, MP 0.0 CA TO MP 1.2 CA — EXCEPTED TRACK

Per 49 CFR (Code of Federal Regulations), Part 213 — Track Safety Standards, Subpart A — General Section 213.4 entitled Excepted Track, Briceville Branch, MP 0.0 CA to MP 1.2 CA, Wye Switch to McCall Mine, is hereby designated as an "EXCEPTED TRACK". The track on bridges and bridge approaches (100 feet each side of a bridge) and the track within the limits of public streets or highways is EXCLUDED from the "EXCEPTED TRACK".

No occupied passenger trains may operate on this line segment.

No freight trains may operate with more than five (5) cars required to be placarded by the Hazardous Materials Regulations (49 CFR, Part 172).

Briceville Branch from MP 0.0 CA to MP 1.2 CA is out of service. Switch is spiked and tagged.

**KNOXVILLE DISTRICT
JELICO LINE**

9. DISTRICT INSTRUCTIONS (CONT.)

I. 6-AXLE AC LOCOMOTIVES

6-axle AC locomotives, regardless of weight CANNOT be handled on the following segment:

Jellico Line, MP 72.5 C to MP 79.4 C

J. 6-AXLE WRECKERS AND LOCOMOTIVE CRANES

4- and 6-axle Wreckers and Locomotive Cranes must not exceed 10 MPH between Hyde and Fonde.

K. MAIN TRACK, MP 79.5 C AND FONDE, MP 85.0 C

The Main Track between MP 79.5 C and Fonde, MP 85.0 C is out of service and cannot be used.

KNOXVILLE DISTRICT BRISTOL LINE

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE	
	SS	NB 406.3	VIRGINIA DIVISION DISPATCHER [552]	2	
	11000		BRISTOL r, Y (CP)		
	SS		EAST END DISPATCHER [772]		
	9629	0.3 A	FORD (CP)		
		11.0 A	Bluff City R		
		12.4 A	HBD-DED (<i>Bluff City</i>)		
	SS	13.7 A	CURTIS R (CP)		
	9629	15.7 A	PINEY FLATS (CP)		
		24.8 A	Johnson City R		
		27.2 A	HBD-DED (<i>Johnson City</i>)		
		33.0 A	Jonesborough		
	SS	35.9 A	SAND VALLEY R (CP)		
	9799	37.9 A	TELFORD R (CP)		
		40.3 A	HBD-DED (<i>Telford</i>)		
	SS	4614	50.5 A	Afton	
		52.9 A	HBD-DED (<i>Afton</i>)		
		56.7 A	Greenville R		
	SS	62.3 A	JONES (CP)		
	10114	64.4 A	RADER (CP)		
		66.8 A	HBD-DED (<i>Mosheim</i>)		
	71.4 A	MOHAWK			
SS	75.7 A	Bulls Gap R, Y	3		
9895	76.0 A	JUSTICE (CP)			
	77.6 A	KITE (CP)			
SS	79.0 A	HBD-DED (<i>Whitesburg</i>)			
5925	82.6 A	Russellville			
	87.1 A	HBD-DED (<i>Morristown</i>)			
	89.0 A	PICKENS (CP)			

KNOXVILLE DISTRICT BRISTOL LINE

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
			EAST END DISPATCHER 772	
		91.4 A	NEW LINE CP	
		92.4 A	Morristown	
		92.7 A	COULTER CP	
		94.1 A	ALPHA CP	
		98.9 A	HBD-DED-HWD (<i>Talbott</i>)	
		100.0 A	KEISTER R CP	
		107.1 A	FRIENDS CP	
		110.2 A	HODGES CP	
		111.2 A	HBD-DED (<i>Hodges</i>)	
		117.7 A	DED (<i>Mascot</i>)	4
		119.2 A	ROSEBERRY CP	
		121.6 A	EAST SEVIER CP	
		122.2 A	LIZZIE CP	
		123.0 A	Sevier Yard Y	
		WEST END DISPATCHER 773	1	
	125.0 A	WEST SEVIER R CP		

STATION PAGE INFORMATION

- NOTE 1:** Knoxville Terminal section governs between East Sevier and West End Two Tracks.
- NOTE 2:** Virginia Division Timetable governs between Ford and Bristol.
- NOTE 3:** Knoxville (KD) Dispatcher handles between Bulls Gap and Ford, 8:00AM to 4:00PM, Monday through Friday.
- NOTE 4:** Voice alarm only.

KNOXVILLE DISTRICT BRISTOL LINE

1. RULES IN EFFECT

Between	Main Track	Main 1 Track	Main 2 Track
	Rules		
Bristol and Piney Flats	261		
Piney Flats and Sand Valley	271		
Sand Valley and Telford	261		
Telford and Jones	271		
Jones and Rader	261		
Rader and Justice	271		
Justice and Pickens	261		
Pickens and Alpha		261	261
Alpha and Keister	261		
Keister and Hodges		261	261
Hodges and Roseberry	261		
Roseberry and East Sevier		261	261
East Sevier and West Sevier	261		

KNOXVILLE DISTRICT BRISTOL LINE

2. MAXIMUM SPEEDS

Between	TV	Frt.
	MPH	
MP NB 406.3, Bristol and MP 125.0 A, West Sevier Except:	60	50
MP NB 406.3, Bristol to MP 0.3 A, Ford	20	20
MP NB 406.3, Through Turnout Bristol	20	20
MP NB 406.3 to MP 0.3 A, Through Siding Bristol	20	20
MP 0.0 A to MP 0.2 A, Curves	25	25
MP 0.2 A to MP 2.2 A, Curves	30	30
MP 3.3 A, Through Turnout Ford	20	20
MP 2.2 A to MP 3.2 A, Curves	35	35
MP 3.2 A to MP 6.9 A, Curves	40	35
MP 6.9 A to MP 15.7 A, Curves	35	35
MP 13.7 A, Through Turnout Curtis	25	25
MP 13.7 A to MP 15.7 A, Through Siding Piney Flats	25	25
MP 15.7 A, Through Turnout Piney Flats	25	25
MP 15.7 A to MP 16.0 A, Curves	40	40
MP 16.0 A to MP 18.7 A, Curves	35	35
MP 18.7 A to MP 22.0 A, Curves	40	35
MP 22.0 A to MP 30.0 A, Over Street Crossings	35	35
MP 22.0 A to MP 24.8 A, Curves	50	45
MP 24.8 A to MP 25.3 A, Curves	40	35
MP 25.3 A to MP 28.4 A, Curves	45	40
MP 28.4 A to MP 31.8 A, Curves	35	35
MP 31.8 A to MP 32.8 A, Curves	25	25
MP 32.8 A to MP 33.1 A, Curves	35	35
MP 33.1 A to MP 34.5 A, Curves	45	45
MP 34.5 A to MP 34.9 A, Curves	40	45
MP 34.9 A to MP 38.3 A, Curves	50	45
MP 35.9 A, Through Turnout Sand Valley	25	25
MP 35.9 A to MP 37.9 A, Through Siding Telford	25	25
MP 37.9 A, Through Turnout Telford	25	25
MP 38.3 A to MP 38.7 A, Curves	40	35
MP 38.7 A to MP 39.6 A, Curves	45	40
MP 39.6 A to MP 42.2 A, Curves	50	45
MP 42.2 A to MP 42.7 A, Curves	40	40
MP 42.7 A to MP 43.7 A, Curves	35	35
MP 43.7 A to MP 44.5 A, Curves	45	45
MP 44.5 A to MP 44.9 A, Curves	40	40
MP 44.9 A to MP 47.8 A, Curves	45	45
MP 47.8 A to MP 48.2 A, Curves	40	35
MP 48.2 A to MP 51.6 A, Curves	45	45
MP 49.5 A to MP 50.6 A, Through Siding Afton	10	10
MP 51.6 A to MP 51.9 A, Curves	35	35
MP 51.9 A to MP 53.3 A, Curves	40	40
MP 53.3 A to MP 54.9 A, Curves	45	45
MP 54.9 A to MP 56.7 A, Curves	40	40
MP 56.7 A to MP 58.2 A, Curves	45	45
MP 58.2 A to MP 58.7 A, Curves	45	40
MP 58.7 A to MP 59.6 A, Curves	45	45
MP 59.6 A to MP 60.1 A, Curves	40	35
MP 60.1 A to MP 60.4 A, Curves	35	35
MP 60.4 A to MP 61.4 A, Curves	45	45

KNOXVILLE DISTRICT BRISTOL LINE

2. MAXIMUM SPEEDS (CONT.)

Between	TV	Fr.
	MPH	
MP 61.4 A to MP 61.8 A, Curves	40	35
MP 61.8 A to MP 64.8 A, Curves	50	50
MP 62.3 A, Through Turnout Jones	25	25
MP 62.3 A to MP 64.4 A, Through Siding Rader	25	25
MP 64.4 A, Through Turnout Rader	25	25
MP 64.8 A to MP 65.2 A, Curves	45	40
MP 65.2 A to MP 65.5 A, Curves	40	35
MP 65.5 A to MP 65.9 A, Curves	45	40
MP 65.9 A to MP 67.8 A, Curves	45	45
MP 67.8 A to MP 68.2 A, Curves	40	40
MP 68.2 A to MP 74.2 A, Curves	45	45
MP 74.2 A to MP 76.8 A, Curves	40	40
MP 76.8 A to MP 77.0 A, Curves	40	35
MP 77.0 A to MP 77.5 A, Curves	40	40
MP 77.5 A to MP 79.8 A, Curves	45	45
MP 79.8 A to MP 79.9 A, Curves	45	40
MP 79.9 A to MP 80.6 A, Curves	40	40
MP 80.6 A to MP 82.3 A, Curves	50	50
MP 81.5 A to MP 82.6 A, Through Siding Russellville	10	10
MP 82.3 A to MP 83.5 A, Curves	50	45
MP 83.5 A to MP 84.9 A, Curves	45	40
MP 84.9 A to MP 85.2 A, Curves	40	35
MP 85.2 A to MP 88.8 A, Curves	45	40
MP 88.2 A to MP 89.5 A, Over Street Crossings	25	25
MP 88.8 A to MP 91.6 A, Curves	40	40
MP 89.0 A, Through Turnout Pickens	40	40
MP 91.4 A, Through Turnout New Line	40	40
MP 91.4 A, Through Crossover New Line	25	25
MP 91.6 A to MP 92.2 A, Curves	55	50
MP 92.2 A to MP 101.1 A, Curves	60	50
MP 94.1 A, Through Turnout Alpha	40	40
MP 100.0 A, Through Turnout Keister	40	40
MP 101.1 A to MP 101.3 A, Curves	55	50
MP 101.3 A to MP 101.4 A, Curves	40	40
MP 101.4 A to MP 101.9 A, Curves	40	35
MP 101.6 A to MP 102.3 A, Over Street Crossings	40	40
MP 101.9 A to MP 102.6 A, Curves	40	40
MP 102.6 A to MP 105.4 A, Curves	50	50
MP 105.4 A to MP 107.6 A, Curves	60	50
MP 107.1 A, Through Turnout Friends	40	40
MP 107.6 A to MP 107.9 A, Curves	50	50
MP 107.9 A to MP 108.8 A, Curves	55	50
MP 108.8 A to MP 114.1 A, Curves	60	50
MP 110.2 A, Through Turnout Hodges	40	40
MP 114.1 A to MP 116.8 A, Curves	45	40
MP 116.8 A to MP 119.0 A, Curves	45	40
MP 119.0 A to MP 119.2 A, Curves	40	40
MP 119.2 A, Through Turnout Roseberry	40	40
MP 119.2 A to MP 120.1 A, Curves	45	40
MP 120.1 A to MP 121.7 A, Curves	35	35
MP 121.6 A, Through Turnout East Sevier	25	25
MP 121.6 A to MP 125.0 A, Old Passenger Main	20	20

KNOXVILLE DISTRICT BRISTOL LINE

3. CHECKING LOCOMOTIVE SPEED INDICATOR

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

LOCATION OF TEST MILE SIGNS:

WESTWARD

MP 5.0 A to MP 6.0 A
MP 71.0 A to MP 72.0 A
MP 73.0 A to MP 74.0 A

EASTWARD

MP 113.0 A to MP 112.0 A
MP 112.0 A to MP 111.0 A
MP 79.0 A to MP 78.0 A

NOTE: Tests for accuracy will be made at other locations in addition to those shown. Engineers will choose appropriate locations to check speed indicators.

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Westward						
Bristol to Carnegie	1500	2000	2400	2970	3300	3890
Carnegie to Bulls Gap	1700	2250	2700	3375	3750	4430
Bulls Gap to Morristown	2050	2750	3250	4050	4500	5310
Morristown to Mascot	2550	3400	4050	5040	5600	6610
Mascot to Sevier	3550	4750	5650	7020	7800	9200
Eastward						
Sevier Yd to New Line	2150	2850	3450	4230	4700	5550
New Line to Bulls Gap	2600	3450	4150	5130	5700	6730
Bulls Gap to Greeneville	1500	2000	2400	2970	3300	3840
Greeneville to Carnegie	1800	2400	2850	3550	3950	4660
Carnegie to Bristol	1600	2150	2550	3150	3500	4130

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

Loaded 4-axle cars may be handled up to the weight shown provided the stenciled Load Limit (Weight of car and lading) is NOT exceeded.

286,000 lbs.

KNOXVILLE DISTRICT BRISTOL LINE

5. LOCOMOTIVE AND CAR RESTRICTIONS (CONT.)

B. EQUIPMENT RESTRICTIONS

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

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

Line Segments	Between	Maximum Safe Trailing Tonnage	
		Southward/ Westward	Northward/ Eastward
Bristol Line	Bristol and Sevier Yard	6,000	7,400

6. SWITCHES AND DERAILS

A. SWITCHES

Main Track switches not equipped with electric locks:

- MP 2.7 A — Marley Mouldings
- MP 3.4 A — Universal Siding
- MP 12.3 A — 84 Lumber Co.
- MP 14.4 A — TVA
- MP 15.0 A — Amerace
- MP 84.6 A — AmeriGas
- MP 93.9 A — Colgate

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

B. SPRING SWITCHES

Spring switches are located as follows:

Milepost	Location	Normal Position
75.6 A	East End, Bulls Gap Siding	Main Track

C. JUNCTIONS

INTERLOCKED

Milepost	Location	Line/R.R.
91.4 A	New Line	S Line
76.0 A	Justice	TC Line

NON-INTERLOCKED

Milepost	Location	Line/R.R.
25.3 A	Johnson City	ETRY

KNOXVILLE DISTRICT BRISTOL LINE

7. COMMUNICATION INFORMATION

Base Station	Channel 1 TX and RX	Channel 2 TX (RX)
Jefferson City	56	48 (9)
Bulls Gap	56	NA
Greeneville	56	NA
Buffalo Mountain	56	48 (9)
Bluff City	56	NA

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

A. EXCESSIVE CURVATURE

Listed below are tracks with curvature of 12 degrees, 30 minutes or greater:

Milepost	Location	Curvature
15.0 A	Amerace	19.5 degrees
29.1 A	Elizabethton Herb and Metal	19.0 degrees
50.0 A	Plus Mark	16.0 degrees
51.0 A	Jarden Zinc	14.0 degrees
53.9 A	Southern Packing Company	21.0 degrees
54.5 A	Pig Track	14.5 degrees
55.5 A	Johnson City Chemical	17.5 degrees
89.2 A	International Forest Products	15.5 degrees
90.5 A	New Farmers Warehouse (Track 1)	19.0 degrees
95.2 A	Rich Allen	14.0 degrees
100.5 A	Jeff City Cabinet (Track 2)	14.0 degrees
109.9 A	Young Mine (Track 1)	15.0 degrees

Refer to the Equipment Restriction Section of the System Timetable.

B. JOINT TRACKAGE

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

Between: Ford, MP 0.3 A and Bristol, MP NB 406.3, VA Division

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

Between: Bristol, MP 0.0 A and MP 4.0 A, VA Division
Carnegie Yard, MP 23.0 A and MP 24.0 A, ETRY

C. JOINT TRACK AUTHORITY IS REQUIRED AT THE FOLLOWING LOCATIONS:

Between Bristol, MP NB 406.3 and Ford, MP 0.3 A
East End Dispatcher and VA Division Dispatcher at Roanoke

KNOXVILLE DISTRICT BRISTOL LINE

9. DISTRICT INSTRUCTIONS (CONT.)

D. RAILROAD CROSSING AT GRADE

INTERLOCKED

Milepost	Location	Line/R.R.
24.0 A	Carnegie	ETRY

E. MARLEY MOULDINGS, MP 2.7 A

The final 252 feet of this track is level and this level section of track is the only location where cars are to be left standing between the double switch-point derail and the level section of track account the severe grade of 2.5%. 100% hand brakes are required on all cars left standing on the Marley Moundings Track.

F. JOHNSON CITY

1. Proper precaution must be exercised while riding shove moves in Carnegie Yard due to close clearances between yard tracks.
2. Road crossings within the city limits of Johnson City will not be blocked in excess of 10 minutes.

G. GREENEVILLE

1. When spotting cars at Cherokee Lumber, MP 65.6 A do not spot any cars east of Spring Street.
2. Employees are prohibited from riding on the side of equipment adjacent to Storage Tracks at Minco, MP 67.5 A.

H. BULLS GAP

1. Trains having TOFC and/or COFC cars in their consist will not be shoved around the east leg of the Wye at Bulls Gap without first receiving permission from a Division Officer.
2. Shepard Road, MP 86.6 TC must not be blocked except when switching.
3. Do not block Bible Crossing and first crossing west of Bible Crossing at MP 77.1 A in excess of 10 minutes. Any time crossing will be blocked longer, arrangements must be made to cut crossing.

I. WHITESBURG

Westward trains being assisted (shoved) over Whitesburg Hill, MP 80.5 A must not stop to detach pusher prior to the head end reaching the west end of Russellville Siding, MP 82.5 A.

J. PICKENS

When eastward trains stop at Pickens to meet a westward train or to be passed by another eastward train, the stopped train **MUST NOT ACTIVATE THE AUTOMATIC GRADE CROSSING PROTECTION** at S. Fairmount Avenue ("Chicken House" crossing), MP 89.7 A.

KNOXVILLE DISTRICT BRISTOL LINE

9. DISTRICT INSTRUCTIONS (CONT.)

K. MORRISTOWN

1. Except in an emergency, Austin Drive, MP 91.1 A (Woodcrafter's Crossing) is not to be blocked in excess of five (5) minutes. If necessary, crews will cut the crossing.
2. Account grade in excess of 1.5%, locomotives that are to be left unattended on the New Farmers Warehouse Track, MP 90.2 A, are to be left running to supply air for the airbrakes.

L. FRIENDS

Eastward trains to be held at Friends for more than 15 minutes must stop short of Watercress Crossing, MP 107.4 A.

M. MASCOT

Do not block Mascot Pike Road crossing, MP 117.1 A, in excess of 10 minutes.

N. END-OF-TRAIN DEVICE — GRADES

Reference the identification of grades as required in NS-1 Rules for Equipment Operation and Handling, **Rule A-31**, End-Of-Train Device and revised **NS-1 Rule L-241**, to include instructions for descending grades of 1% or more.

In accordance with CFR Part 232, the following designated sections of track are identified as average grades of:

- 2% or greater over a distance of 2 continuous miles or
- 1% or greater over a distance of 3 continuous miles:

KNOXVILLE DISTRICT Bristol Line

Eastward

MP 53.3 A to MP 49.8 A = 1.00%

MP 80.5 A to MP 77.7 A = 1.00%

Westward

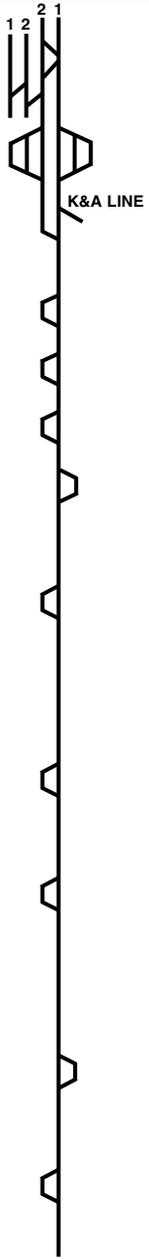
MP 7.8 A to MP 10.8 A = 1.10%

MP 58.0 A to MP 62.5 A = 1.31%

MP 66.4 A to MP 70.0 A = 1.13%

MP 103.3 A to MP 107.0 A = 1.00%

KNOXVILLE DISTRICT WEST END

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
			WEST END DISPATCHER 773	
		125.0 A	WEST SEVIER R (CP)	
		130.7 A	KNOXVILLE..... Y	
		131.2 A	K&A JCT.	
		132.2 A	WEST END TWO TRACKS (A)	
		<u>7714</u>	135.4 A Bearden	
		<u>2000</u>	136.9 A HBD-DED (<i>Bearden</i>)	
			139.3 A Ebenezer	
		<u>10688</u>	145.1 A HBD-DED (<i>Concord</i>)	
			146.5 A Boyd	
		<u>3885</u>	154.0 A Lenoir City R	
			154.8 A HBD-DED (<i>Lenoir City</i>)	
			159.6 A Loudon..... Y	
		<u>6994</u>	161.3 A Craig	
			165.5 A Philadelphia	
			169.2 A HBD-DED-HWD (<i>Sweetwater</i>)	
			172.0 A Sweetwater	
		<u>10400</u>	172.2 A Sweetwater Sdg.	
			179.2 A HBD-DED (<i>Niota</i>)	
			179.8 A Niota	
		<u>7307</u>	183.7 A Hutsell	
			185.9 A Athens R	
			188.2 A HBD-DED (<i>Coile</i>)	
			189.3 A Coile	
			195.4 A DED (<i>Sanford</i>)	
	<u>7720</u>	195.6 A Sanford		
		198.4 A HBD-DED (<i>Calhoun</i>)		
		200.9 A Charleston		
	<u>7341</u>	206.7 A Tasso		
		209.8 A HBD-DED (<i>Tasso</i>)		

KNOXVILLE DISTRICT WEST END

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
<p style="font-size: small; margin-top: 10px;">I LINE</p> <p style="font-size: small; margin-top: 10px;">H LINE</p> <p style="font-size: small; margin-top: 10px;">CNO&TP LINE</p>	CS	211.7 A	WEST END DISPATCHER 773	
	9050	212.7 A	LYLE (CP)	
		213.5 A	Cleveland R	
	7122	215.0 A	BRADLEY Y (CP)	
		219.3 A	DOCKERY (CP)	
		220.8 A	HBD-DED (<i>McDonald</i>)	
			McDonald	
		225.2 A	GEORGIA DIVISION DISPATCHER 442	1
		226.6 A	SLIDE	4
		230.5 A	OOLTEWAH R (CP)	
		232.3 A	SUMMIT (CP)	
			HBD-DED (<i>Tyner</i>)	
			CT DISPATCHER 774	2
		235.0 A	JERSEY (CP)	
		236.0 A	WILLIAMS (CP)	
		236.6 A	SPELL (CP)	
		237.3 A	BROWN Y (CP)	
		238.2 A	CITICO JCT. Y (CP)	
		238.7 A	PIERCE (CP)	
		234.8 A	WEBB (CP)	
	240.0 A	Debutts Yard Y		

STATION PAGE INFORMATION

- NOTE 1:** Georgia Division Timetable governs between Ooltewah and Jersey.
- NOTE 2:** Chattanooga Terminal section governs between Tenbridge and Wauhatchie.
- NOTE 3:** Voice alarm only.
- NOTE 4:** Slide Detector only. Alarm located in Train Dispatcher's office.

KNOXVILLE DISTRICT WEST END

1. RULES IN EFFECT

Between	Main Track	Main 1 Track	Main 2 Track
	Rules		
West Sevier and West End Two Tracks		251	251
West End Two Tracks and Lyle	271		
Lyle and Ooltewah	261		
Ooltewah and Jersey		261	261
Jersey and Pierce		261	261
Pierce and DeButts Yard	261		

2. MAXIMUM SPEEDS

Between	TV	Fr.
	MPH	
MP 123.0 A, Sevier Yard and MP 240.0 A, DeButts Yard	60	50
Except:		
MP 121.6 A to MP 125.0 A, Old Passenger Main	20	20
MP 125.0 A to MP 136.7 A, Over Street Crossings	30	30
MP 125.1 A to MP 129.4 A, Curves	30	30
MP 129.4 A to MP 130.4 A, Curves	30	25
MP 130.4 A to MP 132.5 A, Curves	30	30
MP 130.7 A, Trains Handling Loaded Woodrack Cars on No. 2 Main past White Lily Food	10	10
MP 132.3 A, Through Turnout West End Two Tracks	25	25
MP 132.3 A, CSXT Crossing, Willoughby	25	25
MP 132.5 A to MP 136.7 A, Curves	50	50
MP 136.7 A to MP 140.8 A	55	50
MP 139.4 A to MP 139.7 A, Through Siding Ebenezer	10	10
MP 140.8 A to MP 141.1 A, Curves	45	45
MP 141.1 A to MP 142.6 A, Curves	55	50
MP 142.6 A to MP 144.94 A, Curves	55	50
MP 144.9 A to MP 145.0 A, Curves	50	50
MP 145.0 A to MP 155.4 A, Curves	55	50
MP 153.6 A to MP 154.5 A, Over Street Crossings	40	40
MP 155.4 A to MP 158.5 A, Curves	40	40
MP 158.5 A to MP 160.1 A, Curves	35	35
MP 159.0 A to MP 159.3 A, over Tennessee River Bridge	35	35
MP 160.1 A to MP 169.9 A, Curves	55	50
MP 169.9 A to MP 171.1 A, Curves	45	45
MP 171.1 A to MP 172.5 A, Curves	50	45
MP 172.5 A to MP 181.7 A, Curves	55	50
MP 179.3 A to MP 181.0 A, Over Street Crossings	45	45
MP 181.7 A to MP 184.4 A, Curves	50	50
MP 184.4 A to MP 185.1 A, Curves	50	45
MP 185.1 A to MP 185.6 A, Curves	50	50
MP 185.6 A to MP 186.1 A, Curves	35	35
MP 186.1 A to MP 186.8 A, Curves	40	40
MP 186.8 A to MP 198.9 A, Curves	60	50
MP 198.9 A to MP 204.7 A, Curves	50	50
MP 204.7 A to MP 205.6 A, Curves	55	50
MP 205.6 A to MP 209.1 A, Curves	45	45
MP 209.1 A to MP 211.7 A, Curves	50	50
MP 211.7 A to MP 212.9 A, Curves	30	30
MP 212.9 A to MP 216.2 A, Curves	45	45
MP 213.5 A, Through Crossover Bradley	25	25

KNOXVILLE DISTRICT WEST END

2. MAXIMUM SPEEDS (CONT.)

Between	TV	Fr.
	MPH	
MP 216.2 A to MP 216.5 A, Curves	45	40
MP 216.7 A to MP 219.8 A, Curves	45	45
MP 219.8 A to MP 220.4 A, Curves	40	40
MP 220.4 A to MP 225.0 A, Curves	50	40
MP 225.0 A to MP 225.6 A, Curves	40	35
MP 225.6 A to MP 226.6 A, Curves	50	45
MP 226.6 A to MP 227.2 A, Curves	40	35
MP 226.6 A, Through Turnout Ooltewah	40	40
MP 230.5 A, Through Turnout Summit	40	40
MP 230.8 A to MP 231.1 A, Curves	50	50
MP 231.1 A to MP 235.1 A, Curves	55	50
MP 235.0 A, Through Turnout Jersey	40	40
MP 235.1 A to MP 238.0 A, Curves	40	40
MP 236.0 A, Through Turnout Williams	25	25
MP 238.2 A, Through Turnout Citico Jct.	40	40
MP 238.7 A, Through Turnout Pierce	25	25
Auxiliary Tracks:		
MP 158.6 A, Blair Bend Lead to Staley	10	10
MP 200.8 A, Olin Lead from Depot to Olin Chemical	15	15
West Inbound Lead, Debutts Yard	10	10

3. CHECKING LOCOMOTIVE SPEED INDICATOR

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

LOCATION OF TEST MILE SIGNS:

WESTWARD

MP 129.0 A to MP 130.0 A
 MP 141.0 A to MP 142.0 A
 MP 145.0 A to MP 146.0 A
 MP 194.0 A to MP 195.0 A

EASTWARD

MP 234.0 A to MP 233.0 A
 MP 232.0 A to MP 231.0 A
 MP 208.0 A to MP 207.0 A

NOTE: Tests for accuracy will be made at other locations in addition to those shown. Engineers will choose appropriate locations to check speed indicators.

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Westward						
Sevier Yard to Charleston	3400	4550	5450	6705	7450	8790
Charleston to Cleveland	2550	3400	4050	5040	5600	6610
Cleveland to Debutts	2700	3600	4300	5355	5950	7020
Eastward						
DeButts to Cleveland	2100	2800	3350	4140	4600	5480
Cleveland to Sevier Yard	2900	3850	4650	5715	6350	7490

KNOXVILLE DISTRICT WEST END

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

Loaded 4-axle cars may be handled up to the weight shown provided the stenciled Load Limit (Weight of car and lading) is NOT exceeded.

286,000 lbs.

B. EQUIPMENT RESTRICTIONS

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

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

Line Segments	Between	Maximum Safe Trailing Tonnage	
		Southward/ Westward	Northward/ Eastward
Knoxville	Sevier Yard and DeButts Yard	9,600	9,600

6. SWITCHES AND DERAILS

A. JUNCTIONS

INTERLOCKED

Milepost	Location	Line/R.R.
131.1 A	Knoxville	K&A Line
131.7 A	Knoxville	C Line
132.3 A	Knoxville	CSXT
213.5 A	Bradley	Georgia Division
226.6 A	Ooltewah	Georgia Division
238.2 A	Citico Jct.	Georgia Division & CNO&TP Line

NON-INTERLOCKED

Milepost	Location	Line/R.R.
200.5 A	Calhoun	CSXT

KNOXVILLE DISTRICT WEST END

6. SWITCHES AND DERAILS (CONT.)

B. SPRING SWITCHES

Spring Switches are located as follows:

Milepost	Location	Normal Position
132.2 A	West End Two Track	Eastward Main Track
146.5 A	East End, Boyd Siding	Main Track
148.6 A	West End, Boyd Siding	Main Track
158.1 A	Loudon, East End Wye	Main Track
161.3 A	East End, Craig	Main Track
162.7 A	West End, Craig	Main Track
172.1 A	East End, Sweetwater Siding	Main Track
174.1 A	West End, Sweetwater Siding	Main Track
183.7 A	East End, Hutsell	Main Track
185.0 A	West End, Hutsell	Main Track
195.5 A	East End, Sanford	Main Track
197.1 A	West End, Sanford	Main Track
206.7 A	East End, Tasso	Main Track
208.1 A	West End, Tasso	Main Track

7. COMMUNICATION INFORMATION

Base Station	Channel 1 TX and RX	Channel 2 TX (RX)
West Sevier	56	NA
Lenoir City	56	48 (9)
Athens	56	48 (9)
Cleveland	56	48 (9)
Ooltewah	56	48 (9)

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

A. RAILROAD CROSSING AT GRADE

INTERLOCKED

Milepost	Location	Line/R.R.
132.3 A	Knoxville (see note)	CSXT

NOTE: The railroad crossing between NS and CSXT at MP 132.3 A, Knoxville, TN, is an interlocked railroad crossing in Automatic Block Signal territory. The westward and eastward home signals of this interlocking are also Automatic Block Signals, and rules governing Automatic Block Signals must be observed, as well as rules governing interlocking signals.

KNOXVILLE DISTRICT WEST END

9. DISTRICT INSTRUCTIONS (CONT.)

A. RAILROAD CROSSING AT GRADE (CONT.)

When STOP indication is received:

1. Eastward trains or engines that will not clear between Concord Street and eastward interlocking signal are to stop clear of Concord Street. Press the "call-on" button located at instrument case at Concord Street, or if train or engine will clear between Concord Street and eastward interlocking signal, press the "call-on" button located on eastward interlocking signal. If, after pressing the button and waiting six (6) minutes you do not receive a permissive indication, follow Item 2 below. Westward trains or engines will press the "call-on" button located at the westward interlocking signal. If, after pressing button and waiting six (6) minutes, you do not receive a permissive indication, follow Item 2 below.
2. A crew member will go to the signal bungalow located in the southeast quadrant of the crossing and open time release box marked "Southern". If the light in the box is burning, press the time release button and wait 10 minutes. If the signal indication does not change at the expiration of 10 minutes and signals on CSXT indicate STOP, place burning fusees on each side of the crossing and proceed in accordance with posted instructions. If light in the time release box is not burning, wait 10 minutes; then if no conflicting movement is evident, press the time release button and wait an additional 10 minutes. If the signal indication does not change at the expiration of the second 10 minutes and signals on CSXT indicate STOP, place burning fusees on each side of the crossing, and proceed in accordance with **Rule 238(b)**.

B. JOINT TRACKAGE

1. Trains and engines of the Central Division will use tracks of other divisions and foreign lines in accordance with their Timetables, Rules, and Regulations as shown below:
 - Between Ooltewah, MP 226.6 A and Jersey, MP 235.0 A, Georgia Division.
2. Trains and engines of other divisions and foreign lines will use Central Division tracks as shown below:
 - (a) Between Willoughby Jct., MP 132.7 A and Coster Main Track, MP 2.3 C, via City Yard, CSXT R.R., and K&H R.R.
 - (b) Between Jersey, MP 235.0 A, and DeButts Yard, MP 240.0 A, Georgia Division.
 - (c) Between Willoughby Jct., MP 132.7 A and Bike Track, MP 133.5 A, CSXT R.R.

C. JOINT TRACK AUTHORITY IS REQUIRED AT THE FOLLOWING LOCATIONS:

1. Between Dockery, MP 215.0 A and Ooltewah, MP 226.6 A (West End Dispatcher and GA Division North End Dispatcher).
2. Between Summit, MP 230.5 A and Jersey, MP 235.0 A (GA Division North End Dispatcher and the CT Dispatcher).

KNOXVILLE DISTRICT WEST END

9. DISTRICT INSTRUCTIONS (CONT.)

D. EXCESSIVE CURVATURE

Listed below are tracks with curvature of 12 degrees, 30 minutes or greater:

Milepost	Location	Curvature
127.7 A	Valley Storage (westward main)	15.0 degrees
128.3 A	New Farmers Whse. (westward main)	20.5 degrees
154.0 A	Fort Loudon Terminal	13.0 degrees
158.1 A	Viskase (off of Tate & Lyle Lead)	24.0 degrees
200.5 A	Bowater	19.0 degrees
209.0 A	Westvaco	18.0 degrees
212.6 A	ADM Milling	32.0 degrees

Refer to the Equipment Restriction Section of the System Timetable.

E. KNOXVILLE

Eastward trains must have permission from Sevier Main Tower before passing Tobler Lane, MP 134.0 A.

F. LENOIR CITY

The following procedures are to be followed when switching Ft. Loudon Terminal at Lenoir City:

1. Conductor will call Ft. Loudon Terminal from microwave telephone booth at Lenoir City to determine switching requirements and to allow the Terminal time to move their equipment into the clear. Microwave number for Ft. Loudon Terminal is *802.
2. Stop engines one-half (1/2) a car length short of coupling, while flagman is walking to rear of cut to be pulled account Terminal personnel unloading and loading cars.
3. A maximum of eleven covered hoppers may be spotted for unloading. Excess loads must be left between switches of Runaround Track. Leave excess "hanging out" upper switch to Runaround Track to enable the Terminal to shove empties to Runaround Track.

G. LOUDON

1. The following instructions govern spring switch dwarf signal at the East End of Blair Bend:
 - (a) If dwarf is displaying Stop, a crew member must walk to signal case located at MP 158.0 A and push start button in box mounted on the west end of signal case.
 - (b) After start button is pushed, 10 minutes must elapse before signal will clear.
 - (c) If signal does not clear in 10 minutes, permission from Train Dispatcher is required before passing signal.
 - (d) If for some reason you desire to cancel signal before the time is elapsed, push button marked Stop.

KNOXVILLE DISTRICT WEST END

9. DISTRICT INSTRUCTIONS (CONT.)

G. LOUDON (CONT.)

2. The normal positions for the switches on the east and west ends of Runaround Track are to be lined for the east and west legs of Wye. The normal position for the Blair Bend Lead Wye switch is lined and locked for the east leg of the Wye.
3. Tate & Lyle
 - (a) Crews entering Tate & Lyle Corporation must call Tate & Lyle prior to entering plant to ascertain whether Tate & Lyle's engine is working.
 - (b) When setting off or picking up in Tate & Lyle Yard, the Barge Terminal Crossing must be cut.
 - (c) Crews must have Tate & Lyle Security contact industry personnel in loading areas of plant to assure they are ready and will be in the clear prior to entering any track. After obtaining permission to switch tracks, engine must stop and determine coupling can be made in compliance with all applicable rules and instructions. In addition to these precautions, no track displaying a Blue signal or a Blue light can be entered or be switched. Tracks equipped with the Yellow and Blue lights can only be switched when the Yellow lights are on. Absence of lights will be treated as a Blue light.
 - (d) Employees are not permitted to ride cars in or out of any building.
 - (e) Engines are not to be operated over Nolan car movers inside buildings. Engines also are not to be operated over scale track, except when necessary to weigh cars.
 - (f) Inbound loaded unit corn trains will be yarded on tracks designated by message.
 - (g) No smoking is permitted inside Tate & Lyle Plant except in designated areas, which are marked. In addition, no open flames of any type are allowed inside Tate & Lyle's Plant, which includes use of fusees.
 - (h) Fusees must remain in approved containers on engines or cabooses inside the Tate & Lyle Plant and not carried on your person.
 - (i) All cars in any track in Tate & Lyle will be properly secured with hand brakes on both ends of cut.
 - (j) Block occupancy signals located on the Blair Bend lead, under Main Line Bridge, Loudon when displaying Red are to be passed as follows:
 1. Train or engine is to stop before any part of movement passes signal.
 2. Flagman is to precede movement from signal displaying STOP through the block until movement reaches the signal affecting movement in opposite direction.
 - (k) Crews must notify Tate & Lyle when departing.

KNOXVILLE DISTRICT WEST END

9. DISTRICT INSTRUCTIONS (CONT.)

H. CALHOUN

1. All tracks in Calhoun Yard must be stretched after coupling tracks to switch out cars or move cuts of cars. Any time cars are being moved from one location to another or working any industrial track, air must be coupled on all cars. The only time cars may be handled without air is when switching cars from one track to another while building cuts or to switching setouts.
2. When handling loaded tank cars, regardless of contents, they must be shoved to a coupling with air on cars. Never cut off or kick these cars.
3. Cars set off at Calhoun must be secured by five (5) hand brakes. Five (5) cars or less require 100% hand brakes.
4. All hand brakes must be on WEST end of cut and should be applied with air brakes applied.
5. Crews performing switching at this location must know that brakes are properly applied before switching is begun and must see that sufficient brakes are maintained on cars being switched to prevent their rolling away.
6. Movements over Old U. S. Highway 11 crossing on Olin Corporation lead, Charleston must be protected by Flagman.
7. Close clearance exists between all tracks in CSXT Yard at Calhoun.
8. Crews setting off at Calhoun will ascertain from West End Dispatcher or Bowater Switcher crew what tracks to set off in.
9. Yellow markings have been painted on the sides of the rail in the New Track and the New Yard tracks 25 feet from the derails to identify points that equipment may be left standing. Equipment MUST NOT be left standing closer to the derail beyond these Yellow marks.

Yellow markings have also been painted on the sides of the rail on the west end of No. 5 and No. 6 Old Yard tracks 25 feet from the earth mounds to identify points that equipment may be left standing. Equipment MUST NOT be left standing closer to the earth mounds beyond these Yellow marks.
10. Before entering CSXT Railroad Yard Lead at Calhoun, MP 200.5 A, Norfolk Southern crews must attempt to contact the CSXT Calhoun switcher on Radio Channel 84 to determine his location. If no contact is made, movement may proceed at Restricted Speed.
11. The area on the north side of Calhoun Old Yard #6 and the north side of New Yard #4 are unauthorized walkways. Only the south side of the tracks are to be used.
12. NS Crews are not to pull or place any cars in No. 1 Track CSXT Yard.
13. All tracks in Old and New Yard Calhoun, TN, MP 200.3 A, are to be kept coupled, and all hand brakes are to be applied at the extreme west end of each of these tracks.
14. No cars are to be left standing within 25 feet of the earth mound on the Calhoun Stub Tracks, MP 200.0 A.

KNOXVILLE DISTRICT WEST END

9. DISTRICT INSTRUCTIONS (CONT.)

I. CHARLESTON

OLIN CORP.

1. Blue Signal Protection has been installed at the entrance to Olin Chemical Corporation at Charleston, MP 200.8 A. The Overhead Blue signal is equipped with two flashing Blue lights.
2. Crews going into Olin are to call Olin personnel before leaving the Charleston depot and arrange for the Blue flag to be removed by Olin personnel. Neither Blue light is to be flashing before passing Blue Signal Protection.
3. Prior to performing work at Olin Chemical Corp., it must be determined that sufficient hand brakes have been applied on the east end of all tracks to be switched.
4. Crews performing work at Olin Chemical Corporation at Charleston, TN, MP 200.8 A, are prohibited from allowing cars to roll freely on any track. All switching movements are to be made with engine attached and air coupled through all cars with particular attention to protection of shove movements, leaving all standing equipment in the clear, so that all equipment is properly secured.
5. Crews performing switching in Olin Chemical, Charleston, must have person respirator approved for protection against Hazardous Material leaks. In the event of an emergency, the crew is to utilize the respirators and evacuate the area immediately.
Extraboard personnel temporarily assigned to duty at Charleston may obtain a respirator at the Charleston report building. However, personnel are to leave the respirator at the Charleston report building at the completion of their shift.
6. Crews working in Olin must contact CYO immediately if it is determined that cars requested to be pulled or placed cannot be completed.

KNOXVILLE DISTRICT WEST END

9. DISTRICT INSTRUCTIONS (CONT.)

J. CALHOUN BOWATER CORP.

1. A Railroad Warning System is installed on Bowater No. 4 Track. Crews are to initiate warning system before entering the canopy by pressing the button located just inside the canopy on the south side of the track (second column, which is painted Red). When leaving the canopy, pull the activation button out to deactivate the warning system.
2. Engines must not be operated over CSXT Railroad Junction switch located under Highway 11 bridge on Bowater's lead track at Calhoun, MP 200.5 A.
EXCEPTION: Bowater Switcher assignments may operate engines over switch.
3. Crews performing switching in the Kraft Mill area (Tracks 4 & 5) at Bowater Corporation, Calhoun must have on their person a respirator approved for protection against Hazardous Material leaks. In the event of an emergency, the crew is to utilize the respirators and evacuate the area immediately.
Extraboard personnel temporarily assigned to duty at Charleston may obtain a respirator at the Charleston report building. However, personnel are to leave the respirator at the Charleston report building at the completion of their tour of duty.
4. All CSXT cars pulled from the Bowater plant on your shift will be taken to the CSXT Yard, unless you are running short of time to be off in eight (8) hours. This includes loads off the dock empties, from wood yard, soap cars, etc. If the crew on the preceding shift fails to do this, notify CYO.
5. Every effort must be made to perform switch moves requested by Bowater. If, for any reason, you are unable to perform the requested work (i.e. Blue signal on track, clay or sparger car hooked-up, etc.) the Bowater switcher Conductor must note on his/her work order the time that the work was attempted, the reason it could not be done, and the name and title of the Bowater employee talked to in attempting to perform the work. In addition, the Bowater switcher Conductor must immediately notify the CYO in Atlanta to inform them the work could not be done.
6. Crews performing work at Bowater Southern Paper Corporation Plant at Calhoun, MP 200.6 A are prohibited from allowing cars to roll freely on any track. All switching movements are to be made with engine attached with particular attention to protection of shove movements, leaving all standing equipment in the clear, and that all equipment is properly secured.
7. Close clearance exists in Middle and River Tracks at Bowater Corp., MP 200.3 A.
8. While working within the confines of Bowater Newsprint, hard hats must be worn in all areas. Additionally, Orange vest must be worn on Tracks 1, 2 and 3 inside building.

KNOXVILLE DISTRICT WEST END

9. DISTRICT INSTRUCTIONS (CONT.)

K. CLEVELAND

1. When trains are tied up at Cleveland and awaiting crews, consist and information on where hand brakes are applied should be left in the crew room. All trains originating at Cleveland will receive their Train Clearance for their train off printer in crew room.
2. Edwards Street side of crew room is to remain locked, and track side of crew room is to be locked with switch lock when crew room is empty.
3. Crews will have to call Knoxville West End Dispatcher to have taxis sent to pick them up.
4. All Westward trains that swap out with Georgia Division crews at the Cleveland depot must hold back east of Fifteenth Street road crossing, MP 211.8 A, until verbal communication with the outbound crew has been obtained and the outbound crew is ready to swap out and depart.
5. Central Division crews operating trains on the I Line that will not go south of MP 5.0 I will not be required to receive a Georgia Division Train Clearance. All slow orders and track restrictions between Bradley, MP 213.5 A and MP 5.0 I will be included on the Central Division Train Clearance.
6. Crews must contact the Operations Manager at ADM in Cleveland, TN, MP 213.0 A at 423-472-4102, prior to entering the facility.
7. When spotting Georgia Pacific, MP 209.0 A, no more than four (4) cars may be handled. A safety stop must be made at least one (1) car from bumping post, two (2) hand brakes must be applied prior to making final shove when spotting.

L. ROAD CROSSINGS

Do not block the following crossings. Trains meeting at these locations must hold off crossings until opposing train arrives.

Concord Avenue	— MP 132.6 A
Taylor's Lane	— MP 146.8 A
A-Frame Crossing	— MP 147.7 A
Private Road Crossing	— MP 164.0 A
All crossings Cleveland	

M. END-OF-TRAIN DEVICE — GRADES

Reference the identification of grades as required in NS-1 Rules for Equipment Operation and Handling, **Rule A-31**, End-Of-Train Device and revised **NS-1 Rule L-241**, to include instructions for descending grades of 1% or more.

In accordance with CFR Part 232, the following designated sections of track are identified as average grades of:

2% or greater over a distance of 2 continuous miles or
1% or greater over a distance of 3 continuous miles:

KNOXVILLE DISTRICT West End

Eastward
None

Westward
None

KNOXVILLE DISTRICT K&A LINE

WEST 	SIDINGS IN FEET	MP	STATION	NOTE
		131.1 A 0.0 KA 12.1 KA 15.0 KA 16.0 KA	WEST END DISPATCHER 773 Knoxville Y K&A Jct. Alcoa N. Plant Alcoa Maryville	

1. RULES IN EFFECT

Between	Main Track
K&A Jct. and Maryville	Rules
	171

2. MAXIMUM SPEEDS

Between	Main Track
MP 0.0 KA and MP 16.0 KA, Maryville	MPH
Except:	25
MP 0.0 KA to MP 3.0 KA	10
MP 8.4 KA to MP 8.6 KA, Curves	10

3. CHECKING LOCOMOTIVE SPEED INDICATOR

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

LOCATION OF TEST MILE SIGNS:

WESTWARD

MP 1.0 KA to MP 2.0 KA

EASTWARD

MP 7.0 KA to MP 6.0 KA

NOTE: Tests for accuracy will be made at other locations in addition to those shown. Engineers will choose appropriate locations to check speed indicators.

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Westward Sevier Yard to Maryville	1850	2450	2950	3645	4050	4780
Eastward Maryville to Sevier Yard	2050	2750	3250	4050	4500	5310

KNOXVILLE DISTRICT K&A LINE

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

Loaded 4-axle cars may be handled up to the weight shown provided the stenciled Load Limit (Weight of car and lading) is NOT exceeded.

286,000 lbs.

B. EQUIPMENT RESTRICTIONS

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

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

Line Segments	Between	Maximum Safe Trailing Tonnage	
		Southward/ Westward	Northward/ Eastward
K&A Line	Knoxville and Maryville	Unrestricted	Unrestricted

6. SWITCHES AND DERAILS

JUNCTIONS

NON-INTERLOCKED

Milepost	Location	Line/R.R.
0.0 KA	K&A Jct.	A Line
1.0 KA	Beltline	K&H R.R.

7. COMMUNICATION INFORMATION

Base Station	Channel 1 TX and RX	Channel 2 TX (RX)
Sharps Ridge	56-56	48 (09)

8. DETECTOR INSTRUCTIONS

None.

KNOXVILLE DISTRICT K&A LINE

9. DISTRICT INSTRUCTIONS

A. EXCESSIVE CURVATURE

Listed below are tracks with curvature of 12 degrees, 30 minutes or greater:

Milepost	Location	Curvature
12.1 KA	Alcoa — North Plant	20.5 degrees
14.7 KA	Alcoa — West Plant	20.5 degrees

Refer to the Equipment Restriction Section of the System Timetable.

B. K&A JCT.

1. When approaching K&A Jct., do not block crossing at the east (or north) end of the World's Fair site closest to K&A Jct. until you have permission from Sevier Tower and Track Authority.
2. Main Track between MP 15.5 KA and Maryville is out of service. An earth mound and end of track sign are located at MP 15.5 KA.

C. ALCOA

Crews setting off or picking up at ALCOA must contact via radio the ALCOA Terminal Railroad before entering ATRR yard or using their Main Line and will also advise ATRR when clear of Main Line. Norfolk Southern crews will be governed by the instructions received by personnel at ATRR and will repeat instructions for clear understanding to ATRR. As information, the ATRR Main Line parallels Norfolk Southern Main Line between MP 12.2 KA to MP 14.8 KA.

D. END-OF-TRAIN DEVICE — GRADES

Reference the identification of grades as required in NS-1 Rules for Equipment Operation and Handling, **Rule A-31**, End-Of-Train Device and revised **NS-1 Rule L-241**, to include instructions for descending grades of 1% or more.

In accordance with CFR Part 232, the following designated sections of track are identified as average grades of:

- 2% or greater over a distance of 2 continuous miles or
- 1% or greater over a distance of 3 continuous miles:

KNOXVILLE DISTRICT K&A Line

Eastward
None

Westward
None

KNOXVILLE DISTRICT COSTER LINE

NORTH ↓		SIDINGS IN FEET	MP	STATION	NOTE
NB SB				WEST END DISPATCHER..... 773	3
			0.0 C	KNOXVILLE..... Y (YL)	1
			0.5 C	South End Two Tracks	2
			2.3 C	North End Two Tracks	
			2.5 C	COSTER..... (YL) (CP)	2

STATION PAGE INFORMATION

- NOTE 1:** Knoxville Terminal governs Coster Line.
- NOTE 2:** All trains must have verbal authority from Sevier Main Tower before occupying yard limits between Knoxville and Coster.
- NOTE 3:** Knoxville District (KD) Dispatcher controls Knoxville to Coster between 8:00AM and 4:00PM Monday through Friday. Dispatcher DTMF Code 775.

1. RULES IN EFFECT

	Main Track	Main 1 Track	Main 2 Track
Between	Rules		
Knoxville and South End Two Tracks	93		
South End Two Tracks and Coster		93	93

2. MAXIMUM SPEEDS

	Main Tracks MPH
Between	
MP 0.0 C, Knoxville and MP 2.3 C, Coster Except: MP 0.0 C to MP 0.8 C	15
Auxiliary Tracks: North leg of Wye, Knoxville City Yard	10
	5

3. CHECKING LOCOMOTIVE SPEED INDICATOR

NOTE: Engineers will choose appropriate locations to check speed indicators.

4. DIESEL UNIT RATINGS

None.

KNOXVILLE DISTRICT COSTER LINE

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

Loaded 4-axle cars may be handled up to the weight shown provided the stenciled Load Limit (Weight of car and lading) is NOT exceeded.

286,000 lbs.

B. EQUIPMENT RESTRICTIONS

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

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

Line Segments	Between	Maximum Safe Trailing Tonnage	
		Southward/ Westward	Northward/ Eastward
Coster Line	Knoxville and Coster	Unrestricted	Unrestricted

6. SWITCHES AND DERAILS

A. SPRING SWITCHES

Spring switches are located as follows:

Milepost	Location	Normal Position
2.3 C	Coster, N. End Two Tracks	Southward Main
0.5 C	Coster, S. End Two Tracks	Northward Main

B. JUNCTIONS

INTERLOCKED

Milepost	Location	Line/R.R.
2.3 C	Coster	CO Line

NON-INTERLOCKED

Milepost	Location	Line/R.R.
0.0 C	Knoxville	A Line

7. COMMUNICATION INFORMATION

Base Station	Channel 1 TX and RX	Channel 2 TX (RX)
Sharps Ridge	56	48 (9)

8. DETECTOR INSTRUCTIONS

None.

KNOXVILLE DISTRICT COSTER LINE

9. DISTRICT INSTRUCTIONS

A. JOINT TRACKAGE

Trains and engines of other divisions and foreign lines will use Central Division tracks as shows below:

Between Willoughby Jct., MP 132.3 A and Coster Main Track, MP 2.3 C via City Yard, CSXT and K&H Railroad.

B. COSTER

1. Close clearances exist at Coster Yard between Oakwood Tracks 1 and 2. Employees are prohibited from riding on the side of equipment where adjacent track is occupied by equipment.

2. The following tracks at Coster Yard are designated as interchange tracks between Norfolk Southern and the Knoxville and Holston Railroad:

Oakwood No. 1
Oakwood No. 2

Equipment left standing on any of these tracks must have a minimum of five (5) hand brakes applied. If train length or tonnage dictates, a sufficient amount above five (5) hand brakes will be required.

3. Standing equipment left on the Northward Main Line and Southward Main Line at Coster Shop, MP 2.0 C must have a minimum of four (4) hand brakes on the North End and four (4) hand brakes on the South end of the cut of standing equipment.

4. Due to the heavy grade and track condition, caution must be exercised prior to shoving cars northward out of Coster Yard through yard tracks. When in doubt as to train consist and amperage required for shove move, the safest course must be taken and the train should be moved in multiple cuts.

C. END-OF-TRAIN DEVICE — GRADES

Reference the identification of grades as required in NS-1 Rules for Equipment Operation and Handling, **Rule A-31**, End-Of-Train Device and revised **NS-1 Rule L-241**, to include instructions for descending grades of 1% or more.

In accordance with CFR Part 232, the following designated sections of track are identified as average grades of:

2% or greater over a distance of 2 continuous miles or
1% or greater over a distance of 3 continuous miles:

KNOXVILLE DISTRICT Coster Line

Northward
None

Southward
None

KNOXVILLE DISTRICT MIDDLESBORO LINE

NORTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
			WEST END DISPATCHER [773]	1
		5.6 CG	BEVERLY Y (CP)	
		16.0 CG	HBD-DED (<i>Corryton</i>)	
		21.8 CG	Luttrell	
		27.8 CG	HBD-DED (<i>Powder Springs</i>)	
		29.0 CG	Zinc	
		32.2 CG	Washburn	
		38.0 CG	HBD-DED (<i>Williams Springs</i>)	
		49.7 CG	Tazewell R	
		49.8 CG	HBD-DED-HWD (<i>Tazewell</i>)	
		60.5 CG	HBD-DED (<i>Arthur</i>)	
		64.0 CG	Tiprell	
		65.0 CG/ 219.5 CV	Cumberland Gap	
		216.7 CV	Queensbury Y	
		215.0 CV	Middlesboro R	
	215.0 CV	END NS / BEGIN CSXT		

STATION PAGE INFORMATION

NOTE 1: Knoxville District (KD) Dispatcher handles 8:00AM to 4:00PM, Monday through Friday [775].

1. RULES IN EFFECT

	Main Track
Between	Rules
Beverly and Middlesboro	171

KNOXVILLE DISTRICT MIDDLESBORO LINE

2. MAXIMUM SPEEDS

Between	Main Track MPH
MP 5.6 CG, Beverly and MP 65.5 CG, Cumberland Gap	30
Except:	
MP 5.9 CG to MP 6.3 CG (Wye), Curves	15
MP 32.9 CG to MP 34.6 CG, Curves	25
MP 34.6 CG to MP 35.0 CG, Curves	15
MP 40.2 CG to MP 40.5 CG, Curves	25
MP 40.5 CG to MP 41.2 CG, Curves	15
MP 40.5 CG, Through Tunnel	15
MP 40.9 CG to MP 60.3 CG, Curves	25
MP 42.0 CG, Through Tunnel	15
MP 46.9 CG, Through Tunnel	15
MP 48.5 CG to MP 49.6 CG, Over Street Crossings	20
MP 54.4 CG to MP 55.0 CG, Curves	20
MP 58.5 CG to MP 58.9 CG, Curves	20
MP 219.5 CV, Cumberland Gap and MP 215.8 CV	15
Except:	
MP 219.5 CV to MP 218.7 CV, Through Cumberland Gap Tunnel	10
MP 215.8 CV and MP 215.0 CV	10

3. CHECKING LOCOMOTIVE SPEED INDICATOR

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

LOCATION OF TEST MILE SIGNS:

NORTHWARD

MP 8.0 CG to MP 9.0 CG

SOUTHWARD

MP 62.0 CG to MP 61.0 CG

NOTE: Tests for accuracy will be made at other locations in addition to those shown. Engineers will choose appropriate locations to check speed indicators.

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Northward Sevier Yard to Middlesboro	1250	1650	2400	2475	2750	3250
Southward Middlesboro to Tazewell	1150	1550	1850	2250	2500	2950
Tazewell to Washburn	1450	1950	2300	2880	3200	3780
Washburn to Sevier Yard	2600	3450	4150	5130	5700	6730

KNOXVILLE DISTRICT MIDDLESBORO LINE

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

Loaded 4-axle cars may be handled up to the weight shown provided the stenciled Load Limit (Weight of car and lading) is NOT exceeded.

286,000 lbs.

B. EQUIPMENT RESTRICTIONS

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

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

Line Segments	Between	Maximum Safe Trailing Tonnage	
		Southward/ Westward	Northward/ Eastward
Middlesboro Line	Sevier Yard and Middlesboro	Unrestricted	Unrestricted

6. SWITCHES AND DERAILS

JUNCTIONS

INTERLOCKED

Milepost	Location	Line/R.R.
5.6 CG	Beverly	CO Line

NON-INTERLOCKED

Milepost	Location	Line/R.R.
215.0 CV	Middlesboro	CSXT
216.7 CV	Queensbury	MR Line
5.6 CG	Beverly	CO Line

7. COMMUNICATION INFORMATION

Base Station	Channel 1 TX and RX	Channel 2 TX (RX)
Tazewell	56	NA
Middlesboro	56	NA

8. DETECTOR INSTRUCTIONS

None.

KNOXVILLE DISTRICT MIDDLESBORO LINE

9. DISTRICT INSTRUCTIONS

A. JOINT TRACKAGE

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

Between Middlesboro, MP 215.0 CV and Queensbury, MP 216.7 CV, CSXT.

B. BEVERLY

Due to curve restrictions, cars for Beverly Steel will not be set off or picked up on the industry's loading track, MP 6.5 CG. Crews will pickup and set off cars for Beverly Steel on the Beverly Runaround Track just north of the loading track switch.

C. LUTTRELL, TN, O-N MINERALS

1. Employees are prohibited from riding on equipment past pit, located on Stone Track, O-N Minerals, MP 24.0 CG.
2. Do not block road crossings at south end of O-N Minerals, MP 23.6 CG, while setting out at O-N Minerals.
3. When spotting cars at O-N Minerals, stop short of tipple.

D. WASHBURN

Before engines pass the loadout conveyor for Washburn, TN, the extension for the conveyor must be in the "UP" position, and it must be determined proper clearance exists.

E. MIDDLESBORO

Cars and engines left standing in Middlesboro Yard must have a minimum of two (2) hand brakes.

F. END-OF-TRAIN DEVICE — GRADES

Reference the identification of grades as required in NS-1 Rules for Equipment Operation and Handling, **Rule A-31**, End-Of-Train Device and revised **NS-1 Rule L-241**, to include instructions for descending grades of 1% or more.

In accordance with CFR Part 232, the following designated sections of track are identified as average grades of:

2% or greater over a distance of 2 continuous miles or
1% or greater over a distance of 3 continuous miles:

KNOXVILLE DISTRICT Middlesboro Line

Northward

MP 32.2 CG to MP 35.2 CG = 1.04%

MP 36.0 CG to MP 39.0 CG = 1.00%

MP 50.9 CG to MP 56.9 CG = 1.36%

Southward

MP 32.2 CG to MP 27.2 CG = 1.00%

MP 48.7 CG to MP 42.5 CG = 1.42%

MP 60.4 CG to MP 57.0 CG = 1.00%

FIRST DISTRICT — CNO&TP

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE	
		0.0	NORTH END DISPATCHER [103]	2	
			CINCINNATI R ©		
					NORTH END DISPATCHER [103]
		3.0	LUDLOW R ©		
		8.0	CORBY ©		
		8.0	DED (<i>Crescent Springs — Main 1 & 2</i>)		
		9.8	ERLANGER R ©		
		12.5	RICE ©		
		14.2	HBD-DED (<i>Devon</i>)		
		20.0	HBD-DED (<i>Walton</i>)		
		22.0	BRACHT ©		
		32.0	REID ©		
		33.2	HBD-DED (<i>Dry Ridge</i>)		
		38.1	Williamstown R		
		41.5	HBD-DED (<i>Mason</i>)		
		43.0	MASON ©		
		46.8	BLANCHET ©		
		50.4	ROHAN ©		
		51.9	HBD-DED (<i>Hinton</i>)		
		56.6	Sadieville		
		60.0	HBD-DED-HWD (<i>Rogers Gap</i>)		
		62.2	ROGERS GAP R ©		
		65.4	DELAPLAIN ©		
		69.4	GEORGETOWN ©		
		72.2	AKERS ©		
		72.9	HBD-DED (<i>Akers</i>)		
		77.4	GREENDALE ©		
		79.6	FAYETTE ©		
	81.7	Lexington			
	83.2	ROSEMONT ©			
	85.6	BISHOP ©			
	87.8	HBD-DED (<i>Bishop</i>)			
	93.0	Nicholasville			

FIRST DISTRICT — CNO&TP

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
			NORTH END DISPATCHER 103	
		95.7	JESSAMINE CP	
		98.2	WILMORE..... R CP	
		98.4	HBD-DED (<i>Wilmore — Main 1 & 2</i>)	
		102.5	HIGH BRIDGE..... CP	
		105.0	BROWN..... CP	
		109.0	Burgin	
		109.0	HBD-DED (<i>Burgin</i>)	
		110.7	FAULKNER..... CP	1
		112.6	N. WYE Y CP	
		113.2	S. J. TOWER Y CP	
		116.4	DV TOWER VL CP	
		116.6	Danville..... Y, R	

STATION PAGE INFORMATION

- NOTE 1:** Danville Terminal section governs between Faulkner and South Danville.
NOTE 2: Cincinnati Terminal section governs between Cincinnati and Ludlow.

1. RULES IN EFFECT

	Main Track	Main 1 Track	Main 2 Track
Between	Rules		
Gest Street and 8th Street		261	261
8th Street and Ludlow		261	261
Ludlow and Rice		261	261
Rice and Bracht	261		
Bracht and Reid		261	261
Reid and Mason	261		
Mason and Rohan		261	261
Rohan and Rogers Gap	261		
Rogers Gap and Akers		261	261
Akers and Greendale	261		
Greendale and Bishop		261	261
Bishop and Jessamine	261		
Jessamine and Brown		261	261
Brown and Faulkner	261		
Faulkner and DV Tower		261	261

FIRST DISTRICT — CNO&TP

2. MAXIMUM SPEEDS

Between	TV	Frt.
	MPH	
MP 0.0, Cincinnati and MP 2.6	10	10
MP 2.6 and MP 116.4, DV Tower	60	50
Except:		
MP 2.6, Through Turnout C.U.T. Switch	15	15
MP 2.6 to MP 3.0, Ohio River Bridge	20	20
MP 3.0, Through Crossover Ludlow	25	25
MP 3.0 to MP 8.0	25	25
MP 8.0 to MP 13.5, Curves	55	50
MP 9.8, Through Crossover Erlanger	40	40
MP 12.5, Through Turnout Rice	40	40
MP 18.8 to MP 25.0, Curves	55	50
MP 22.0, Through Turnout Bracht	40	40
MP 29.2 to MP 38.6, Curves	55	50
MP 32.0, Through Turnout Reid	40	40
MP 38.6 to MP 45.6, Curves	50	45
MP 43.0, Through Turnout Mason	40	40
MP 45.6 to MP 51.5, Curves	55	50
MP 46.8, Through Crossovers Blanchet	40	40
MP 50.4, Through Turnout Rohan	40	40
MP 51.5 to MP 51.8, Curves	50	45
MP 51.8 to MP 55.0, Curves	55	50
MP 55.0 to MP 55.3, Curves	50	45
MP 55.3 to MP 56.3, Curves	45	45
MP 56.7 to MP 59.1, Curves	55	50
MP 62.2, Through Turnout Rogers Gap	40	40
MP 65.4, Through Crossovers Delaplain	40	40
MP 69.4, Through Crossovers Georgetown	40	40
MP 72.2, Through Turnout Akers	40	40
MP 77.4, Through Turnout Greendale	40	40
MP 79.6, Through Crossovers Fayette	40	40
MP 81.5 to MP 81.8, Curves	35	35
MP 81.8 to MP 82.0, Curves	40	40
MP 82.4 to MP 83.2, over street crossing engine only	40	40
MP 83.2, Through Crossovers Rosemont	40	40
MP 85.6, Through Turnout Bishop	40	40
MP 95.7, Through Turnout Jessamine	40	40
MP 98.2, Through Crossovers Wilmore	40	40

FIRST DISTRICT — CNO&TP

2. MAXIMUM SPEEDS (CONT.)

Between	TV	Frt.
	MPH	
MP 101.6 to MP 102.7, Curves	55	50
MP 102.5, Through Crossovers High Bridge	40	40
MP 102.7 to MP 103.0, Curves	45	45
MP 103.0 to MP 103.5, Kentucky River Bridge	40	40
MP 103.5 to MP 103.7, Curves	45	45
MP 103.7 to MP 104.6, Curves	50	50
MP 105.0, Through Turnout Brown	40	40
MP 105.6 to MP 106.0, Curves	55	50
MP 106.0 to MP 106.5, Curves	50	45
MP 108.3 to MP 108.6, Curves	55	50
MP 110.7, Through Turnout Faulkner	40	40
MP 112.6 Through Turnout N. Wye Louisville District	20	20
MP 113.2, Through Crossovers from CNOTP No. 1 to the Louisville District Main Track	40	40
MP 113.2, Through Crossover SJ Tower	40	40
MP 113.3, Through Turnout S. Wye (Louisville District)	40	40
MP 114.0 to MP 116.0, Curves	55	50
MP 116.0 to MP 116.5, Curves	50	50
Auxiliary Tracks:		
Cincinnati, MP 0.0 — All yard tracks	10	10
Erlanger, MP 9.8 — All yard tracks	10	10
Delaplain, MP 65.4 — All yard tracks	15	15
Old Georgetown Yard, MP 69.5 — All Tracks	10	10
Lexington, MP 81.7 — All yard tracks	10	10

3. CHECKING LOCOMOTIVE SPEED INDICATOR

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

LOCATION OF TEST MILE SIGNS:

SOUTHWARD

MP 21.0 to MP 22.0
MP 30.0 to MP 31.0

NORTHWARD

MP 108.0 to MP 107.0
MP 76.0 to MP 75.0
MP 86.0 to MP 87.0

NOTE: Engineers will choose appropriate locations to check speed indicators as necessary.

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Southward						
Cincinnati to Erlanger	1600	2150	2550	3150	3500	4130
Erlanger to Danville	3700	4950	5900	7335	8150	9620
Northward						
Danville to Cincinnati	3550	4750	5650	7020	7800	9200

FIRST DISTRICT — CNO&TP

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

Loaded 4-axle cars may be handled up to the weight shown provided the stenciled Load Limit (Weight of car and lading) is NOT exceeded.

286,000 lbs.

B. EQUIPMENT RESTRICTIONS

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

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

Line Segments	Between	Maximum Safe Trailing Tonnage	
		Southward/ Westward	Northward/ Eastward
First District	Cincinnati and Danville	9,000	8,200

C. 6-AXLE DIESEL UNITS

These restrictions do not apply to Main Track.

6-axle locomotives may operate over the following tracks at a speed not to exceed 5 MPH:

MP 70.3 — Georgetown Yard (All tracks)

6-axle locomotives must not occupy Signal platform track, MP 79.0, Lexington Yard.

D. TRAILING TONNAGE RESTRICTIONS — RAILRUNNER* EQUIPMENT

Line Segments	Between	Maximum Safe Trailing Tonnage		
		Empty Less than 18 Tons	Light Load 18–27 Tons	Loaded 28 Tons or More
First District CNO&TP	Cincinnati and Danville	4,400	4,400	5,200

NOTE: *RailRunner Block MUST TRAIL RoadRailers.

FIRST DISTRICT — CNO&TP

6. SWITCHES AND DERAILS

JUNCTIONS

INTERLOCKED

Milepost	Location	Line/R.R.
112.6	N. Wye	Louisville District
113.2	SJ Tower	Louisville District

NON-INTERLOCKED

Milepost	Location	Line/R.R.
80.9	Lexington	RJCC

7. COMMUNICATION INFORMATION

Base Station	Channel 1 TX and RX	Channel 2 TX (RX)
Ludlow	56	48 (9)
Erlanger	56	48 (9)
Williamstown	56	48 (9)
Muddy Ford	56	48 (9)
Wilmore	56	48 (9)
Harrodsburg	56	48 (9)

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

A. EXCESSIVE CURVATURE

Listed below are tracks with curvature of 12 degrees, 30 minutes or greater:

Milepost	Location	Curvature
11.8	Continental Pet	14.0 degrees
12.5	Equitable Bag (Inside track)	24.0 degrees
12.5	Natico	13.5 degrees
12.5	Industrial Lead	16.5 degrees
12.5	United Handling Service Lead	14.0 degrees
12.5	CTW Rice	14.0 degrees
13.2	84 Lumber Track	14.0 degrees
16.6	Verst Group	18.0 degrees
16.6	CTW	18.0 degrees
16.6	Merchants Cold Storage	16.0 degrees
16.6	Rossvelt Paper	17.0 degrees
36.9	Phillips Drisco Pipe	21.0 degrees
93.3	Gulf States Paper	16.0 degrees
93.4	Atlantis Plastics	14.0 degrees

Refer to the Equipment Restriction Section of the System Timetable.

FIRST DISTRICT — CNO&TP

9. DISTRICT INSTRUCTIONS (CONT.)

B. CRESCENT SPRINGS

Normal position of the Queen City Paper, Prime source switch is lined for movement from Arling Lumber to Queen City Paper, Sequoia.

C. ERLANGER

Crews switching at Erlanger must not request for the southward signal at Erlanger until movement is ready to enter limits of interlocking, and must clear the limits of interlocking as soon as possible. Notify Train Dispatcher when the signal is no longer needed if movement stops short of signal, or movement clears interlocking after making switching move. Switching should be arranged to prevent fouling interlocking limits unnecessarily.

Crews switching cars on Main Track and in yard tracks at Erlanger must have a minimum of four (4) hand brakes applied on the north end of track when other cars are allowed to roll free to a coupling on these tracks. Four (4) hand brakes are required due to severity of descending grade to the north. No more than two (2) cars that are allowed to be cut off in motion will be allowed to roll free when performing switching operations at Erlanger.

At Arling Lumber Track, MP 8.0 do not spot cars closer than 25 feet from end of track. An Orange line has been painted 25 feet from end of track. Do Not shove lead wheels past this line when spotting cars at Arling Lumber.

D. RICE

The normal position for switches off the set off track at Rice, KY, MP 12.5 will be lined and locked for movement on the set off track. These switches must be left in normal position after use.

E. RICHWOOD

When dropping cars at Georgia Pacific, MP 14.7 the cars must be cut off at the outside track switch and allowed to roll to outside track only. When switching Georgia Pacific, MP 14.7 do not couple to cars inside building until both doors of the building are open.

Trains and engines handling or switching cars on Richwood lead or Richwood Runaround Track, MP 16.6 must have air hoses coupled and cut in on all cars and between locomotive and cars. A car(s) with defective air brakes must not be left standing on either track unless coupled to other cars that have brakes applied. In addition, notification of defective air brake must be made to the proper authority. Air brakes on all cars must be fully charged prior to making any switching moves on either of these tracks. Cars left standing on either of these tracks must have a hand brake applied on each car.

FIRST DISTRICT — CNO&TP

9. DISTRICT INSTRUCTIONS (CONT.)

F. DELAPLAIN / GEORGETOWN

Employees must not ride on east side of cars and/or engines on Thoroughfare Lead while passing PY-1 intermodal loading/unloading track account close clearance when intermodal stacker is loading/unloading trailers/containers at Delaplain, MP 65.5. Conductor must confer with the Delaplain Yard office, during open hours, or CYO Atlanta prior to setting off or picking up after hours at Delaplain. This is to ensure that there is a clear understanding as to where set off is to be made and what cars are to be picked up. Trains picking up at Delaplain (Toyota) will arrange to do so as follows:

1. Obtain a list of the traffic (cars) to be picked up. The list may be obtained from the CYO Atlanta. The list may be obtained via radio or in writing.
2. Crews picking up at Delaplain will check the pickup list with the cars being picked-up.

Train will not leave Delaplain until all cars on pickup list have been added to their train unless otherwise instructed by proper authority. Any exceptions to the pickup list must be immediately called to the attention of CYO Atlanta before leaving. Trains or Engines performing work at Delaplain must not enter the north or south end of the yard without first getting permission from the Conductor of the Job working the yard. Southern Yard Channel (TX 92 — RX 92), or NW #2 Channel, (TX-76 — RX 76). If no crew is on-duty, permission must be received from the Train Dispatcher.

Job No.	On-Duty	Days	Utility	On-Duty	Days
T61 — 76-76 (5)	7:00AM	M-F	GU01	7:00AM	M-F
T64 — 92-92 (3)	5:00AM	M-F	GU02	6:00PM	M-Sat.
T14 — 92-92 (3)	1:00PM	M-F			
T63 — 92-92 (3)	9:00PM	S-F			
239 — 76-76 (5)	7:00PM	M-S			
T60 — 76-76 (5)	10:00PM	M-F			

When placing or pulling cars from Toyota Tsusho, only the outside track may be used. Toyota Tsusho performs their own switching.

Close clearance exists at doors and through building at Green Metals Industry, MP 64.0. NS engines are not permitted to enter the building because of overhead clearances.

Single cars are not to be left standing on any track at Delaplain Yard. Single car setoffs must be coupled to another car or cars.

Trains setting off intermodal traffic at Georgetown, KY, will arrange to spot cars at the unloading facility (Tracks PY01 or PY02) on arrival as directed by CYO in Atlanta.

Riding of cars is prohibited at Green Metals Industry, MP A 64.0, Georgetown, KY, due to close clearance between the tracks.

Close clearance exists on the curve at the north end of the Support Yard, Delaplain, KY, SY10 and SY11. Employees are prohibited from riding equipment at this location.

FIRST DISTRICT — CNO&TP

9. DISTRICT INSTRUCTIONS (CONT.)

G. LEXINGTON

Due to close clearance, employees must not ride on the side of equipment between Tracks No. 3, 4, and 5 when equipment is standing on adjacent track on CSXT interchange tracks, Lexington, MP 80.1. When delivering an empty coal train to the CSXT interchange, the rear car must be left a minimum of one (1) car length from the CSXT derail protecting CSXT Main Line. Sufficient hand brakes must be applied on the south end.

After completing your switching in Lexington Yard, all tracks where cars were switched into must be checked to assure that the track is solid (all couplings made) and cars are properly secured. If cars are blocked for a pickup, all air hose couplings must be made and angle cock closed on rear of cut.

Conductors working Atlantis Plastic Industry in Nicholasville, KY are to contact CYO before entering Industry and have them contact Atlantis to unhook their hoses.

Road crews must contact the CYO Atlanta or local crew on-duty before entering the yard at Lexington. Crews may be on-duty there between:

4:00PM–4:00AM Sunday and Monday

6:00AM–4:00AM Tuesday through Thursday

6:00AM–6:00PM Friday and Saturday

If unable to contact yard crews during these times, contact the North End Dispatcher to verify if crew is on-duty and in the yard. Southern Yard Channel TX 92 — RX 92, or NW #2 Channel TX 76 — RX 76.

Account severity of descending grade to the North, when cars are allowed to roll free and couple to standing cars, the standing cars must be a minimum of 100 feet from the clearance point on the north end of track and a minimum of four (4) hand brakes applied to the northernmost cars.

No cars exceeding 50' can occupy the Signal Platform Track, MP 79.0, Lexington Yard.

H. NICHOLASVILLE

Due to insufficient clearance for excessive dimension loads wider than 12 feet 10 inches, engines, cars or track equipment must not be left standing adjacent to the Main Track on the portion of the curve track between MP 92.5 and MP 92.8.

I. BROWN

Normal position of switch, north end of Lower yard, Brown to Brown Steam Plant, is lined and locked for movement to coal plant. Main crossing at Kentucky Utilities must not be blocked unnecessarily. If the crossing will be blocked 10 minutes, arrangements must be made to cut the train and clear the crossing.

Normal position of switch, south end of Lower yard is to be lined for Track No. 3 when possible. Cars should be stored on Tracks No. 2 or 4.

FIRST DISTRICT — CNO&TP

9. DISTRICT INSTRUCTIONS (CONT.)

J. FAULKNER

All southward trains must contact Danville Tower before fouling Faulkner Road crossing, MP 112.2.

K. END-OF-TRAIN DEVICE — GRADES

Reference the identification of grades as required in NS-1 Rules for Equipment Operation and Handling, **Rule A-31**, End-Of-Train Device and revised **NS-1 Rule L-241**, to include instructions for descending grades of 1% or more.

In accordance with CFR Part 232, the following designated sections of track are identified as average grades of:

2% or greater over a distance of 2 continuous miles or
1% or greater over a distance of 3 continuous miles:

**FIRST DISTRICT
CNO&TP**

Northward

MP 8.0 to MP 3.2 = 1.13%

Southward

None

SECOND DISTRICT — CNO&TP

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE	
			NORTH END DISPATCHER [103]		
		116.6	DANVILLE R, Y (CP)		
		118.3	SOUTH DANVILLE (CP)	1	
		120.8	HBD-DED (<i>Junction City — Main 1 & 2</i>)		
		120.8	JUNCTION CITY (CP)		
		123.4	BOWEN (CP)		
		128.7	HBD-DED (<i>Moreland</i>)		
		130.2	PALM (CP)		
		132.4	GENEVA (CP)		
		134.8	SOUTH FORK (CP)		
		138.9	HBD-DED (<i>Kings Mountain</i>)		
		139.2	KINGS MOUNTAIN R (CP)		
		142.1	WAYNESBURG (CP)		
		148.7	GRADISON (CP)		
		151.8	HBD-DED (<i>Science Hill — Main 1 & 2</i>)		
		154.8	NORWOOD R (CP)		
		160.9	Somerset R		
		161.9	WOODS (CP)		
		163.1	HBD-DED-HWD (<i>Elihu, KY</i>)		
				SOUTH END DISPATCHER [102]	
		166.2	GROVE (CP)		
		167.5	Burnside		
		169.6	TATEVILLE (CP)		
		176.7	K. D. TOWER (CP)		
		176.8	HBD-DED (<i>KD Tower</i>)		
		181.5	CUMBERLAND FALLS R (CP)		
		186.0	SSD (<i>Flat Rock, KY</i>)		
		188.3	HBD-DED (<i>Flat Rock</i>)		
	190.4	WHITLEY (CP)			
	192.5	Stearns			

SECOND DISTRICT — CNO&TP

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
<div style="display: flex; justify-content: space-around; margin-bottom: 5px;"> 2 1 </div>			SOUTH END DISPATCHER 102	
		194.7	REVILO (CP)	
		201.1	HBD-DED (<i>Silerville — Main 1 & 2</i>)	
		202.4	RATLIFF (CP)	
		209.4	Oneida..... Y, R	
		211.5	PEMBERTON (CP)	
		211.8	HBD-DED (<i>Pemberton — Main 1 & 2</i>)	
		215.3	Helenwood	
		215.4	PHILLIPS (CP)	
		221.9	ROBBINS (CP)	
		225.8	GLEN MARY (CP)	
		226.0	HBD-DED (<i>Glen Mary — Main 1 & 2</i>)	
		231.4	SUNBRIGHT R (CP)	
		234.9	HBD-DED (<i>Pilot Mountain — Main 1 & 2</i>)	
		241.5	LANCING (CP)	
		241.8	HBD-DED (<i>Lancing, TN — Main 1 & 2</i>)	
		244.2	C. W. TOWER (CP)	
		249.0	COLEMAN (CP)	
		251.2	CAMP AUSTIN (CP)	
		251.3	HBD-DED (<i>Camp Austin — Main 1 & 2</i>)	
		252.7	NORTH OAKDALE (CP)	
		254.4	Oakdale..... R	

STATION PAGE INFORMATION

NOTE 1: Danville Terminal section governs between Faulkner and South Danville.

SECOND DISTRICT — CNO&TP

1. RULES IN EFFECT

Between	Main Track	Main 1 Track	Main 2 Track
	Rules		
D.V. Tower and South Danville		93	93
South Danville and Bowen		261	261
Bowen and Palm	261		
Palm and South Fork		261	261
South Fork and Kings Mountain	261		
Kings Mountain and Woods		261	261
Woods and Grove	261		
Grove and Cumberland Falls		261	261
Cumberland Falls and Whitley	261		
Whitley and Phillips		261	261
Phillips and Robbins	261		
Robbins and CW Tower		261	261
CW Tower and Coleman	261		
Coleman and Oakdale		261	261

SECOND DISTRICT — CNO&TP

2. MAXIMUM SPEEDS

Between	TV	Fr.
	MPH	
MP 116.4 and MP 118.3 Except: MP 116.4 to MP 118.3, Restricted Speed entering, leaving, or using No. 1 & No. 2 Tracks between the points designated until the leading end of the movement reaches the governing signal at DV Tower or South Danville	30	30
MP 118.3, Danville and MP 254.4, Oakdale Except:	60	50
MP 118.3 Through Crossovers South Danville	40	40
MP 118.8 to MP 119.0, Curves	50	50
MP 120.8, Through Crossovers Junction City	40	40
MP 123.4, Through Turnout Bowen	40	40
MP 130.2, Through Turnout Palm	40	40
MP 130.1 to MP 130.5, Curves	55	50
MP 132.4, Through Crossovers Geneva	40	40
MP 134.3 to MP 134.7, Curves	50	45
MP 134.8, Through Turnout South Fork	40	40
MP 135.0 to MP 135.2, Curves	50	45
MP 135.2 to MP 136.0, Curves	40	40
MP 136.0 to MP 137.1, Curves	50	45
MP 137.6 to MP 141.1, Curves	55	50
MP 139.2, Through Turnout Kings Mountain	40	40
MP 142.1, Through Crossovers Waynesburg	40	40
MP 148.7, Through Crossovers Gradison	40	40
MP 150.3 to MP 150.7, Curves	55	50
MP 152.5 to MP 156.9, Curves	50	45
MP 154.8, Through Crossovers Norwood	40	40
MP 156.9 to MP 158.8, Curves	55	50
MP 158.8 to MP 159.2, Curves	50	45
MP 159.2 to MP 160.2, Curves	50	50
MP 160.2 to MP 160.5, Curves	40	40
MP 160.5 to MP 161.9, Curves	55	50
MP 161.9, Through Turnout Woods	40	40
MP 163.2 to MP 163.5, Curves	45	45
MP 163.5 to MP 163.7, Curves	40	40
MP 165.3 to MP 166.2, Curves	55	50
MP 166.2, Through Turnout Grove	40	40
MP 166.2 to MP 168.1, Curves	45	45
MP 166.8, Cumberland River Bridge	45	45
MP 168.1 to MP 168.9, Curves	40	40
MP 169.6, Through Crossovers Tateville	40	40
MP 177.7, Through Crossovers KD Tower	40	40
MP 179.5 to MP 180.0, Curves	35	35
MP 180.0 to MP 181.0, Curves	40	40
MP 181.1 to MP 182.4, Curves	55	50
MP 181.5, Through Turnout Cumberland Falls	40	40
MP 186.5 to MP 187.3, Curves	50	45
MP 187.3 to MP 187.7, Curves	40	40
MP 187.7 to MP 188.2, Curves	50	45
MP 188.0 (Southward 5 or 6 unit radio trains)	40	40
MP 188.6 to MP 191.7, Curves	55	50
MP 190.4, Through Turnout Whitley	40	40

SECOND DISTRICT — CNO&TP

2. MAXIMUM SPEEDS (CONT.)

Between	TV	Fr.
	MPH	
MP 192.0 (All southward radio trains)	40	40
MP 192.0 to MP 192.4, Curves	50	50
MP 192.4 to MP 193.3, Curves	50	45
MP 193.3 to MP 194.4, Curves	40	40
MP 194.4 to MP 194.8, Curves	45	45
MP 194.7, Through Crossovers Revilo	40	40
MP 194.8 to MP 195.2, Curves	50	50
MP 195.5 to MP 195.7, Curves	55	50
MP 202.4, Through Crossovers Ratliff	40	40
MP 203.4 to MP 203.7, Curves	55	50
MP 204.4 (All northward radio trains)	45	45
MP 205.2 to MP 206.0, Curves	50	50
MP 206.0 to MP 206.4, Curves	45	40
MP 207.7 to MP 208.0, Curves	45	45
MP 211.9 to MP 212.3, Curves	55	50
MP 211.5, Through Crossovers Pemberton	40	40
MP 215.4, Through Turnout Phillips	40	40
MP 217.7 to MP 218.0, New River Bridge	40	40
MP 221.9, Through Turnout Robbins	40	40
MP 222.0 to MP 222.7, Curves	40	40
MP 222.7 to MP 223.7, Curves	35	35
MP 223.7 to MP 226.5, Curves	40	40
MP 225.8, Through Crossovers Glen Mary	40	40
MP 226.5 to MP 227.9, Curves	45	45
MP 227.9 to MP 229.5, Curves	40	40
MP 229.5 to MP 232.2, Curves	45	45
MP 231.4, Through Crossovers Sunbright	40	40
MP 232.2 to MP 233.7, Curves	50	45
MP 233.7 to MP 235.2, Curves	50	50
MP 235.2 to MP 237.6, Curves	40	40
MP 237.6 to MP 238.8, Curves	45	45
MP 238.8 to MP 239.5, Curves	35	35
MP 239.5 to MP 240.4, Curves	45	45
MP 240.4 to MP 241.5, Curves	40	40
MP 241.5 to MP 244.3, Track No. 1	25	25
MP 241.5 to MP 244.3, Track No. 2	40	40
MP 241.5, Through Crossovers Lancing	40	40
MP 244.2, Through Turnout CW Tower	40	40
MP 244.3 to MP 246.3, Curves	45	45
MP 246.8 to MP 248.2, Curves	55	50
MP 249.0, Through Turnout Coleman	40	40
MP 251.0 to MP 251.3, Curves	40	40
MP 251.2, Through Crossovers Camp Austin	40	40
MP 251.3 to MP 252.1, Curves	35	35
MP 252.1 to MP 254.4, Curves	45	45
MP 252.7, Through Crossover North Oakdale	15	15
Auxiliary Tracks:		
West Lead from Clarksrun Bridge to South Danville	20	20
MP 254.5, No. 2 Over Switch with engines only Operate at Restricted Speed until leading end of movement reaches governing signal at South Danville.	20	20

SECOND DISTRICT — CNO&TP

3. CHECKING LOCOMOTIVE SPEED INDICATOR

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

LOCATION OF TEST MILE SIGNS:

SOUTHWARD

MP 124.0 to MP 125.0
 MP 129.0 to MP 130.0
 MP 138.0 to MP 139.0
 MP 147.0 to MP 148.0
 MP 148.0 to MP 149.0
 MP 217.0 to MP 218.0

NORTHWARD

MP 249.0 to MP 248.0
 MP 238.0 to MP 237.0
 MP 218.0 to MP 217.0
 MP 204.0 to MP 203.0

NOTE: Tests for accuracy will be made at other locations in addition to those shown. Engineers will choose appropriate locations to check speed indicators.

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Southward						
Danville to Stearns	2050	2750	3250	4050	4500	5310
Stearns to Lancing	1800	2550	3050	3735	4150	4900
Lancing to Oakdale	3200	4250	5100	6345	7050	8320
Northward						
Oakdale to Helenwood	1550	2100	2450	3060	3400	4010
Helenwood to Danville	2050	2750	3250	4050	4500	5310

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

Loaded 4-axle cars may be handled up to the weight shown provided the stenciled Load Limit (Weight of car and lading) is NOT exceeded.

286,000 lbs.

SECOND DISTRICT — CNO&TP

5. LOCOMOTIVE AND CAR RESTRICTIONS (CONT.)

B. EQUIPMENT RESTRICTIONS

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

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

Line Segments	Between	Maximum Safe Trailing Tonnage	
		Southward/ Westward	Northward/ Eastward
Second District	Danville and Oakdale	8,500	Unrestricted

C. TRAILING TONNAGE RESTRICTIONS — *RAILRUNNER*[®] EQUIPMENT

Line Segments	Between	Maximum Safe Trailing Tonnage		
		Empty Less than 18 Tons	Light Load 18–27 Tons	Loaded 28 Tons or More
Second District CNO&TP	Danville and Oakdale	4,400	4,400	5,200

NOTE: *RailRunner Block MUST TRAIL RoadRailers.

6. SWITCHES AND DERAILS

JUNCTIONS

INTERLOCKED

Milepost	Location	Line/R.R.
116.4	DV Tower	Louisville District

NON-INTERLOCKED

Milepost	Location	Line/R.R.
209.4	Oneida	National Coal Corp.
215.3	Helenwood	New River R.R.

7. COMMUNICATION INFORMATION

Base Station	Channel 1 TX and RX	Channel 2 TX (RX)
Kings Mountain	56	48 (9)
Somerset	56	48 (9)
Cumberland Falls	56	48 (9)
Oneida	56	48 (9)
New Oneida	56	NA
Pilot Mountain	56	48 (9)
Oakdale	56	48 (9)

SECOND DISTRICT — CNO&TP

8. DETECTOR INSTRUCTIONS

FLAT ROCK SSD INSTRUCTIONS

Stress State Detector (SSD) measures various stress levels that occur at the rail to wheel interface point as a train passes over the detector. These measurements include:

- Impact a rail wheel has on the track structure
- Imbalanced loads resulting from improper loading and/or shifted loads

1. LOCATION

A Stress State Detector is located on the Central Division at:

Location	District	Track	Milepost	Direction Activated
Flat Rock, KY	CNO&TP Second District	Main	186.0	North and South

2. RADIO MESSAGES

(a) Stress State Detectors are equipped to transmit twice via radio on the designated road channel either a “Non-Critical” or “Critical” alarm message when a defect is detected.

- **Non-Critical** — NS SSD MP (milepost location) Track (designation). (Number of alarms detected) alarms detected. Contact Train Dispatcher.
- **Critical** — Critical Alarm, Critical Alarm, Critical Alarm. NS SSD MP (milepost location) Track (designation). (Number of alarms detected) alarms detected. Contact Train Dispatcher.

(b) “NO DEFECT” MESSAGE

If the SSD does not detect any alarm conditions, the detector will announce twice via radio on the designated road channel the following automatic message: NS SSD MP (milepost location) Track (designation) — NO DEFECT.

3. DETECTOR ALARMS

(a) When a Stress State Detector transmits via radio an alarm message (“Non-Critical” or “Critical”), the train:

- **Non-Critical** — May continue without stopping, not exceeding 30 MPH. Train crew must contact Train Dispatcher via railroad radio or authorized communication device to advise of location and alarm announcement.

Train Dispatcher will provide the train crew with instructions and information regarding defects detected by the SSD.

- **Critical** — Must be stopped for inspection as soon as possible consistent with safe train handling procedures. Train crew must contact Train Dispatcher via railroad radio or authorized communication device to advise of location and alarm announcement. Train Dispatcher will provide the train crew with instructions and information regarding defects detected by the SSD. If no obvious defects are found upon inspection, the train may proceed not exceeding 30 MPH to the nearest location where the car(s) must be set out.

SECOND DISTRICT — CNO&TP

8. DETECTOR INSTRUCTIONS (CONT.)

FLAT ROCK SSD INSTRUCTIONS (CONT.)

3. DETECTOR ALARMS (CONT.)

- (b) If the SSD does NOT transmit a message or a message is NOT received, the train must immediately reduce speed, not exceeding 30 MPH. Train crew must promptly contact Train Dispatcher via railroad radio or authorized communication device to advise of the location and failure of SSD announcement. Unless notified by the Train Dispatcher to stop and inspect a car(s), the train may then proceed at authorized speed without stopping.

The Train Dispatcher must promptly notify the C&S Department of the failure.

4. INSPECTION

When notified by the Train Dispatcher to inspect a car(s), the train crew must visually inspect the car(s) indicated. Based on the defect type, the following conditions should be inspected for:

- (a) Wheel Impact
- Flat spots/Shelled Tread
 - Broken/Cracked Wheel
 - Tread Build-up
- (b) Imbalanced Load
- Bulging sides, doors, ends, or top chords
 - Leaning or listing
 - Springs that are completely compressed on one side and loose on the other side
 - A restriction between the wheels and car body
 - Lading improperly distributed and/or shifted in open top cars

5. GENERAL INSTRUCTIONS

Trains that stop on an SSD or do not maintain a minimum of 15 MPH while passing over the SSD may receive multiple messages. When possible, stopping or reducing speed below 15 MPH should be avoided while passing an SSD. If multiple voice messages are received, the train crew must handle them as described in Section 2.

When an SSD announces any alarm, a crew member will promptly notify the Train Dispatcher of the alarm type.

When a car(s) must be inspected for SSD alarms, a crew member must provide the Train Dispatcher with the results of the inspection and furnish the following information:

- Train Identification
- Car initial and number
- Type of defect
- Location of defect

The Train Dispatcher will determine proper disposition of car(s) based on any inspection result.

SECOND DISTRICT — CNO&TP

9. DISTRICT INSTRUCTIONS

A. EXCESSIVE CURVATURE

Listed below are tracks with curvature of 12 degrees, 30 minutes or greater:

Milepost	Location	Curvature
158.5	Southern States	14.5 degrees
158.8	General Electric	16.25 degrees
160.0	Ready Mix Concrete	13.0 degrees
162.0	Ferguson Lead	14.5 degrees
163.5	Lake Cumberland Bldg. Auth.	13.5 degrees
169.6	Kingsford Charcoal	14.25 degrees
196.5	North Wye-Pine Knot	15.5 degrees
196.6	South Wye-Pine Knot	14.0 degrees
209.5	North Wye-Oneida	14.75 degrees
209.5	South Wye-Oneida	13.25 degrees

Refer to the Equipment Restriction Section of the System Timetable.

B. SOMERSET

Electric Switch Lock at MP 161.1, Track No. 2, CNO&TP District.

Instructions for operation are shown below:

G&B Model 854 Electric Switch Lock:

The locking mechanism locks the operating handle of the hand throw switch and is actuated by a foot pedal. The release of the locks is automatic for trains entering the switches from the Main Track.

1. For movement from Main Track to siding or spur track:
 - (a) Stop engine or cars just ahead of switch points.
 - (b) Remove padlock, actuate foot pedal to unlock position. This unlocks the switch and it can be operated the same as any other hand throw switch.
2. For movement from siding or spur track to the Main Track:
 - (a) Secure permission from the control station to operate the electric lock and enter the Main Track. The switch must be unlocked and thrown before the derail or inside crossover switch is operated.
 - (b) Push down with hand on top latch for padlock and remove padlock.
 - (c) Removal of padlock will put Main Track signals to stop and start time running. Immediately or after predetermined time interval has expired, the electric lock indicator will come on. Actuate foot pedal to unlock position. This unlocks the switch and it can be operated the same as any other hand throw switch. For movements using controlled electric locks, proceed as above after obtaining release from the control station.

SECOND DISTRICT — CNO&TP

9. DISTRICT INSTRUCTIONS (CONT.)

B. SOMERSET (CONT.)

3. When movement over switch is completed, return handles and padlocks to normal position.

An emergency release is located in the lock housing under the hinges for the top cover. The padlock must be removed before the cover for the emergency release can be raised. The emergency release is for use in case of trouble or if the electric lock fails to operate properly. Advise and secure authority from the control station to break the seal and rotate in a counter-clockwise direction to the 5 o'clock position. Switch may be lined and movement made when the emergency release is operated to enter Main Track from a spur track. If emergency release is operated, notify control station immediately as signals will remain in stop position until signal maintainer resets mechanism.

C. OAKDALE

Crews taking charge of trains at Oakdale will receive their Train Clearance from the crew they are relieving or by other means. Conductors or Engineers will check order numbers with Train Dispatcher prior to leaving and must receive permission from the Train Dispatcher to depart.

D. STEARNS

Empty and loaded auto racks are prohibited from all tracks in Stearns Yard, MP 190.0, including Revilo Lead, MP 192.0.

E. TRAIN HANDLING INSTRUCTIONS

1. Southward freight trains having a length in excess of 6,500 feet will be handled by the following method between MP 146.0 and MP 148.0: Dynamic brake must be used to control train speed on descending grade. However, the dynamic brake must be released as locomotives ascend grade at MP 147.2 and throttle placed in No. 1 position until rear of train crests grade at MP 146.3 and slack is completely in.
After these conditions have been met, throttle may be advanced as necessary. These instructions do not apply to TV trains.
2. Northward radio trains will have throttle shut off and idle before passing MP 189.0. The dynamic brake will be applied to a minimum of 500 amps prior to the slack running out at MP 190.2.
These instructions do not apply when leaving Whitley after stopping, or if observing slow order between MP 191.0 and MP 188.0.
3. Southward freight trains having a length in excess of 6,500 feet will be handled by the following method between MP 230.0 and MP 233.0. As the locomotive consist crests grade at MP 230.0, throttle will be gradually reduced to throttle No. 1 as dictated by proper cresting of grade at MP 230.0 and slack is completely in. Dynamic brake may be used to control train speed, as necessary on descending grade; it must be released as locomotives ascend grade at MP 231.5, and throttle placed in No. 1 position until rear trains crests grade at MP 230.0 and slack is completely in. After these conditions have been met, throttle may be advanced as necessary. These instructions do not apply to TV trains.

SECOND DISTRICT — CNO&TP

9. DISTRICT INSTRUCTIONS (CONT.)

F. END-OF-TRAIN DEVICE — GRADES

Reference the identification of grades as required in NS-1 Rules for Equipment Operation and Handling, **Rule A-31**, End-Of-Train Device and revised **NS-1 Rule L-241**, to include instructions for descending grades of 1% or more.

In accordance with CFR Part 232, the following designated sections of track are identified as average grades of:

2% or greater over a distance of 2 continuous miles or
1% or greater over a distance of 3 continuous miles:

SECOND DISTRICT CNO&TP

Northward

MP 139.3 to MP 135.0 = 1.00%

MP 179.8 to MP 169.8 = 1.00%

MP 207.6 to MP 203.6 = 1.00%

Southward

MP 156.6 to MP 160.6 = 1.00%

MP 233.2 to MP 236.5 = 1.14%

MP 240.8 to MP 245.8 = 1.05%

THIRD DISTRICT — CNO&TP

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE	
<p style="font-size: small; margin-top: 10px;"> 2 1 D LINE H LINE EG LINE H LINE </p>			SOUTH END DISPATCHER 102		
			254.4	Oakdale R	
			254.8	TUNNEL 25 CP	
			255.5	TUNNEL 26 CP	
		SS 6200 	256.5	NORTH WATERS CP	
			257.8	SOUTH WATERS CP	
			258.2	HARRIMAN JCT. CP	
			259.7	NEW GRADE CP	
			260.0	McCOY CP	
			260.5	Emory Gap	
			261.4	E. G. TOWER CP	
			261.9	HBD-DED-HWD (<i>Emory Gap</i>)	
		CS 7393 	267.7	NORTH ROCKWOOD R CP	
			269.1	SOUTH ROCKWOOD CP	
			270.8	HBD-DED (<i>Rockwood</i>)	
		CS 10082 	275.4	NORTH RODDY CP	
			277.3	SOUTH RODDY CP	
			279.2	HBD-DED (<i>Spring City</i>)	
		CS 9381 	283.2	NORTH SPRING CITY R CP	
			285.1	SOUTH SPRING CITY CP	
			289.8	HBD-DED (<i>Clear Creek</i>)	
		SS 14186 	292.2	NORTH EVENSVILLE CP	
			295.0	SOUTH EVENSVILLE CP	
			299.2	NORTH DAYTON R CP	
		CS 7721 	300.7	SOUTH DAYTON CP	
			302.7	HBD-DED (<i>Dayton</i>)	
		CS 10550 	309.7	NORTH SALE CREEK CP	
			311.8	SOUTH SALE CREEK CP	
			312.6	HBD-DED (<i>Bakewell</i>)	
			319.6	HBD-DED (<i>Daisy</i>)	
			321.0	DAISY R CP	
			325.0	CAVE SPRINGS CP	
		327.1	HBD-DED (<i>Hixson</i>)		

THIRD DISTRICT — CNO&TP

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
			CT DISPATCHER 774	1
		328.7	HIXSON CP	
		331.3	TENBRIDGE Y DB CP	
		331.7	BOYCE Y CP	
		332.4	CITICO JCT. Y CP	
		334.6	DeButts Yard	
		338.0	Chattanooga R	

STATION PAGE INFORMATION

NOTE 1: Chattanooga Terminal section governs between Tenbridge and Wauhatchie.

1. RULES IN EFFECT

	Main Track	Main 1 Track	Main 2 Track
Between	Rules		
Oakdale and Tunnel 25		261	261
Tunnel 25 and Tunnel 26	261		
Tunnel 26 and E. G. Tower		261	261
E. G. Tower and Daisy	261		
Daisy and Cave Springs		261	261
Cave Springs and Hixson	261		
Hixson and Tenbridge		261	261

THIRD DISTRICT — CNO&TP

2. MAXIMUM SPEEDS

Between	TV	Fr.
	MPH	
MP 254.4, Oakdale and MP 331.2, Tenbridge	60	50
Except:		
MP 254.5, No. 2 Track over Switch with Engines Only	20	20
MP 254.4 to MP 254.8, Curves	25	25
MP 254.8, Through Turnout (No. 2 Track) Tunnel 25	20	20
MP 254.8 to MP 255.2, Curves	40	40
MP 255.2 to MP 255.5, Curves	50	50
MP 255.5, Through Turnout Tunnel 26	40	40
MP 256.5, Through Turnout North Waters	15	15
MP 257.8, Through Turnout South Waters	15	15
MP 257.8 to MP 258.2, Curves	40	40
MP 258.2, Through Turnout Harriman Jct. (to Knoxville)	20	20
MP 258.2, Through Crossover Harriman Jct.	25	25
MP 258.2 to MP 259.5, Curves	35	35
MP 259.5 to MP 260.6, Curves	45	45
MP 259.7 to MP 164.6H, Curves	15	15
MP 50.0d to MP 166.0H, Curves	15	15
MP 260.6 to MP 262.9, Curves	45	40
MP 261.4, Through Turnout E. G. Tower	40	40
MP 262.9 to MP 263.4, Curves	40	40
MP 264.6 to MP 265.0, Curves	55	50
MP 267.7 to MP 269.2, Through Turnouts and Rockwood Sdg.	20	20
MP 269.2 to MP 270.3, Curves	45	45
MP 273.7 to MP 274.0, Curves	50	50
MP 274.0 to MP 274.8, Curves	55	50
MP 275.4 to MP 277.4, Through Turnouts and Roddy Siding	20	20
MP 277.9 to MP 278.6, Curves	55	50
MP 278.6 to MP 278.9, Curves	50	45
MP 283.2 to MP 285.0, Through Turnouts and Spring City Sdg.	20	20
MP 286.9 to MP 288.0, Curves	50	50
MP 289.5 to MP 289.8, Curves	55	50
MP 290.5 to MP 290.7, Curves	50	45
MP 290.7 to MP 290.9, Curves	45	45
MP 291.6 to MP 292.2, Curves	55	50
MP 292.3 to MP 295.1, Through Turnouts and Evensville Sdg.	40	40
MP 297.5 to MP 300.6, Over Street Crossings Dayton	50	50
MP 299.2 to MP 300.7, Through Turnouts and Dayton Siding	20	20
MP 304.2 to MP 304.5, Curves	45	40
MP 304.5 to MP 304.9, Curves	45	45
MP 309.7 to MP 311.7, Through Turnouts and Sale Creek Sdg.	20	20
MP 310.9 to MP 311.4, Curves	50	45
MP 313.5 to MP 313.9, Curves	55	50
MP 314.5 to MP 314.8, Curves	55	50
MP 316.1 to MP 318.8, Curves	55	50
MP 319.1 to MP 323.3, Over Street Crossings Soddy Daisy	40	40
MP 321.0, Through Turnout Daisy	40	40

THIRD DISTRICT — CNO&TP

2. MAXIMUM SPEEDS (CONT.)

Between	TV	Frnt.
	MPH	
MP 321.0 to MP 322.7, Track No. 2	40	40
MP 322.5 to MP 322.7, Track No. 1, Curves	40	40
MP 322.7 to MP 323.7, Track No. 1, Curves	35	35
MP 322.7 to MP 323.7, Track No. 2	30	30
MP 323.7 to MP 325.0, Track No. 1, Curves	45	45
MP 323.7 to MP 325.1, Track No. 2	40	40
MP 325.0, Through Turnout Cave Springs	40	40
MP 325.0 to MP 325.4, Curves	45	45
MP 325.4 to MP 325.6, Curves	40	40
MP 325.6 to MP 326.0, Curves	40	35
MP 326.0 to MP 326.6, Curves	40	40
MP 326.6 to MP 327.4, Curves	35	35
MP 327.4 to MP 328.2, Curves	45	45
MP 328.2 to MP 328.4, Curves	45	40
MP 328.7, Through Turnout Hixson	40	40
MP 331.3, Through Crossovers Tenbridge	25	25

3. CHECKING LOCOMOTIVE SPEED INDICATOR

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

LOCATION OF TEST MILE SIGNS:

SOUTHWARD

MP 257.0 to MP 258.0
MP 263.0 to MP 264.0
MP 270.0 to MP 271.0

NORTHWARD

MP 328.0 to MP 327.0
MP 327.0 to MP 326.0
MP 326.0 to MP 325.0

NOTE: Tests for accuracy will be made at other locations in addition to those shown. Engineers will choose appropriate locations to check speed indicators.

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Southward						
Oakdale to Harriman Jct.	3200	4250	5100	6345	7050	8320
Harriman Jct. To Emory Gap	2550	3400	4050	5040	5600	6610
Emory Gap to DeButts	3100	4150	4950	6120	6800	8025
Northward						
DeButts to Oakdale	3200	4250	5100	6345	7050	8320

THIRD DISTRICT — CNO&TP

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

Loaded 4-axle cars may be handled up to the weight shown provided the stenciled Load Limit (Weight of car and lading) is NOT exceeded.

286,000 lbs.

B. EQUIPMENT RESTRICTIONS

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

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

Line Segments	Between	Maximum Safe Trailing Tonnage	
		Southward/ Westward	Northward/ Eastward
Third District	Oakdale and Chattanooga	12,000	14,200

C. 6-AXLE DIESEL UNITS

These restrictions do not apply to Main Track.

6-axle locomotives may operate over the following tracks at a speed not to exceed 5 MPH:

- MP 298.4 — Polyloom-Dayton
- MP 309.8 — Runaround Track-Sale Creek

D. TRAILING TONNAGE RESTRICTIONS — RAILRUNNER* EQUIPMENT

Line Segments	Between	Maximum Safe Trailing Tonnage		
		Empty Less than 18 Tons	Light Load 18–27 Tons	Loaded 28 Tons or More
Third District CNO&TP	Oakdale and Chattanooga (Jersey)	4,400	4,400	5,200

NOTE: *RailRunner Block MUST TRAIL RoadRailers.

THIRD DISTRICT — CNO&TP

6. SWITCHES AND DERAILS

A. JUNCTIONS

INTERLOCKED

Milepost	Location	Line/R.R.
258.2	Harriman Jct.	Oakdale Line
259.7	New Grade	H Line
260.0	McCoy	EG Line

NON-INTERLOCKED

Milepost	Location	Line/R.R.
260.5	Emory Gap	H Line

B. SWITCHES

Main Track switches not equipped with electric locks:

MP 254.5 — Oakdale Yard South End Lead

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

C. EMORY GAP, TN

TVA #1 track at Emory Gap, TN., is equipped with locks, and the normal position for the switches for TVA #1 is aligned and locked for movement on TVA #1 is considered the running track to and from TVA Kingston and is to be kept clear of any unattended equipment.

7. COMMUNICATION INFORMATION

Base Station	Channel 1 TX and RX	Channel 2 TX (RX)
Oakdale	56	48 (9)
Rockwood	56	48 (9)
Spring City	56	48 (9)
Dayton	56	48 (9)
Daisy	56	48 (9)

8. DETECTOR INSTRUCTIONS

None.

THIRD DISTRICT — CNO&TP

9. DISTRICT INSTRUCTIONS

A. EXCESSIVE CURVATURE

Listed below are tracks with curvature of 12 degrees, 30 minutes or greater:

Milepost	Location	Curvature
298.4	Polyloom	17.0 degrees
331.2	South Leg of Wye-Tenbridge	14.0 degrees

Refer to the Equipment Restriction Section of the System Timetable.

B. OAKDALE

Crews taking charge of trains at Oakdale will receive their Train Clearance from the crew they are relieving or by other means. Conductors or Engineers will check order numbers with Train Dispatcher prior to leaving Oakdale and must receive permission from the Train Dispatcher to depart. Northward trains must not pass North Oakdale prior to receiving permission from Train Dispatcher to depart Oakdale.

C. DAYTON, TN

The following switching instructions are in effect at Polyloom, MP 298.4:

Cars must have hand brakes released, air cut in and automatic brake released while shoving on Polyloom Lead. The air brake may be used only when spotting cars inside the building, not while shoving up hill from the Main Line on the Lead to the building.

The alarm near the mailbox at Polyloom entrance will be activated to warn Polyloom employees of movement prior to entering the building.

Crossing bells and lights have been installed on the Lead at the Road Crossing at TC Thiolon (Polyloom) in Dayton, TN, MP 298.4. There is a lock box approximately 30 feet from the crossing on the south side of the track that is equipped with an NS Switch Lock. To activate lights and bells, open lock box and push Green button. Upon completion of switching, push and hold Red button until deactivation of lights and bells. Close and lock box before departing.

D. END-OF-TRAIN DEVICE — GRADES

Reference the identification of grades as required in NS-1 Rules for Equipment Operation and Handling, **Rule A-31**, End-Of-Train Device and revised **NS-1 Rule L-241**, to include instructions for descending grades of 1% or more.

In accordance with CFR Part 232, the following designated sections of track are identified as average grades of:

- 2% or greater over a distance of 2 continuous miles or
- 1% or greater over a distance of 3 continuous miles:

THIRD DISTRICT CNO&TP

Northward
None

Southward
None

LOUISVILLE DISTRICT

EAST ↓	SIDINGS IN FEET	MP	STATION	NOTE
			LOUISVILLE DISPATCHER 104	
		268.3 W	TATEM CP	2
		268.9 W	K&I JCT. YL CP	1
		269.9 W	IN/KY State Line	
		270.2 W	DI TOWER..... CP	
		270.4 W	Louisville..... R, Y	
		270.4 W	PORTLAND AVE. CP	
		271.6 W	MADISON ST..... CP	
		272.3 W	GARLAND AVE..... CP	
		272.8 W	VIRGINIA AVE..... CP	
		274.8 W	FOURTEENTH ST. A CP	
		274.9 W	LS JCT. YL CP	1, 2
		276.2 W	FOURTH STREET CP	
		276.2 W	FOURTH STREET A	
		276.7 W	FLOYD STREET..... C	
		278.2 W	PRESTONIA CP	
		279.6 W	DUMESNIL CP	
		280.9 W	Whitner R	
		282.5 W	Appliance Park	
		283.0 W	Buechel	
	286.1 W	HBD-DED (<i>Jeffersontown</i>)		
	287.2 W	Jeffersontown		

LOUISVILLE DISTRICT

EAST ↓	SIDINGS IN FEET	MP	STATION	NOTE	
	10472	287.7 W	LOUISVILLE DISPATCHER 104		
			Bluegrass		
		289.0 W	Tucker		
		293.4 W	HBD-DED-HWD (<i>Fisherville</i>)		
		293.8 W	Fisherville		
		300.7 W	Veechdale..... R		
		301.2 W	HBD-DED (<i>Veechdale</i>)		
		302.1 W	MANETTA CP		
		305.0 W	Joyes		
		307.2 W	SHELBYVILLE N	3	
		312.4 W	HBD (<i>Hooper Station</i>)		
		319.0 W	Waddy		
		323.0 W	HBD-DED (<i>Avenstoke</i>)		
		327.0 W	Alton..... R		
		329.5 W	Coal Chute		
		331.0 W	Lawrenceburg		
		335.4 W	McBrayer		
		337.5 W	HBD (<i>Nevin</i>)		
		CS			
		10426	342.3 W	WEST TALMAGE CP	
			344.3 W	EAST TALMAGE CP	
			348.4 W	HBD-DED (<i>Harrodsburg</i>)	
			352.5 W	HARRODSBURG R CP	
		356.8 W	S. WYE CP		
			NORTH END DISPATCHER 103		
		357.8 W	S.J. TOWER Y CP		

STATION PAGE INFORMATION

- NOTE 1:** Permission must be received from Louisville Train Dispatcher before entering yard limits between K&I Jct. and LS Jct. **Except:** Does not apply to trains entering yard limits on signal indication.
- NOTE 2:** Louisville Terminal section governs between LS Jct and Tatem.
- NOTE 3:** Gate operation instructions for RJ Corman Interlocking, MP 307.2 W are posted in box at location.
- NOTE 4:** Danville Terminal section governs between Faulkner and South Danville.

LOUISVILLE DISTRICT

1. RULES IN EFFECT

Between	Main Track	Main 1 Track	Main 2 Track
	Rules		
Tatem and K&I Jct.		261	261
K&I Jct. and DI Tower		93	93
DI Tower and DI Tower		261	261
DI Tower and Portland Ave.		93	93
Portland Ave. and Portland Ave.		261	261
Portland Ave. and Madison St.		93	93
Madison St. and Madison St.		261	261
Madison St. and Garland Ave.		93	93
Garland Ave. and Garland Ave.		261	261
Garland Ave. and Virginia Ave.		93	93
Virginia Ave. and Virginia Ave.		261	261
Virginia Ave. and Fourteenth St.		93	93
Fourteenth St. and Fourteenth St.		261	261
Fourteenth St. and LS Jct.		93	93
LS Jct. and Fourth St.		261	261
Fourth St. and Dumesnil	261		
Dumesnil and Manetta	271		
Manetta and Manetta	261		
Manetta and West Talmage	271		
West Talmage and S.J. Tower		261	261
S.J. Tower and DV Tower		261	261
DV Tower and Danville		261	261

2. MAXIMUM SPEEDS

Between	Main Tracks MPH
MP 268.3 W and MP 275.2 W	15
Except:	
MP 268.7 W to MP 269.0 W, Curves	10
MP 274.9 W, LS Jct., Through CSXT Seventh to Magnolia Connection Track	15
MP 275.2 W and MP 277.4 W	20
MP 277.4 W and MP 357.8 W	45
Except:	
MP 278.0 W to MP 279.6 W, Curves	35
MP 284.9 W to MP 287.7 W, Curves	40
MP 287.7 W to MP 292.7 W, Curves	35
MP 292.7 W to MP 299.8 W, Curves	40
MP 299.8 W to MP 303.1 W, Curves	35
MP 303.1 W to MP 307.1 W, Curves	40
MP 307.2 W, RJCC Crossing	35
MP 307.5 W to MP 308.1 W, Curves	35
MP 308.1 W to MP 308.6 W, Curves	30
MP 308.6 W to MP 324.2 W, Curves	35
MP 311.6 W to MP 312.0 W West end Guist Creek Trestle (Except Radio Controlled Grain trains with 6 units or less)	35 25
MP 318.0 W, Through Turnout Waddy Siding	20
MP 318.0 W to MP 320.3 W, Through Waddy Siding	20
MP 320.3 W, Through Turnout, Waddy Siding	20
MP 324.2 W to MP 328.3 W, Curves	40
MP 327.3 W to MP 350.6 W, Radio Controlled Trains	30
MP 328.3 W to MP 328.6 W, Curves	35

LOUISVILLE DISTRICT

2. MAXIMUM SPEEDS (CONT.)

MP 328.6 W to MP 338.9 W, Curves	40
MP 338.9 W to MP 341.3 W, Curves	35
MP 341.3 W to MP 350.4 W, Curves	40
MP 350.4 W to MP 350.8 W, Curves	35
MP 350.8 W to MP 351.1 W, Curves	25
MP 351.1 W to MP 351.4 W, Curves	20
MP 351.4 W to MP 351.5 W, Curves	15
MP 351.5 W to MP 351.8 W, Curves	20
MP 351.8 W to MP 352.6 W, Curves	25
MP 352.6 W to MP 353.1 W, Curves	40
MP 353.1 W to MP 357.6 W, Curves	45
Auxiliary Track: Extension track between Woods Track switch and Old Sheperdsville Road Mixing Center Speeds:	15
Ramp Track (RP01-RP07) — Restricted Speed not exceeding	5
All tracks from switch Manetta to North Lead switch are Restricted Speed not exceeding	15

3. CHECKING LOCOMOTIVE SPEED INDICATOR

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

LOCATION OF TEST MILE SIGNS:

EASTWARD

MP 278.0 W to MP 279.0 W
 MP 279.0 W to MP 280.0 W
 MP 281.0 W to MP 282.0 W
 MP 283.0 W to MP 284.0 W
 MP 291.0 W to MP 292.0 W
 MP 293.0 W to MP 294.0 W
 MP 315.0 W to MP 316.0 W
 MP 329.0 W to MP 330.0 W
 MP 333.0 W to MP 334.0 W

WESTWARD

MP 357.0 W to MP 356.0 W

NOTE: Tests for accuracy will be made at other locations in addition to those shown. Engineers will choose appropriate locations to check speed indicators.

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Eastward						
Louisville to Lawrenceburg	1650	2200	2650	3320	3600	4250
Lawrenceburg to Danville	2750	3650	4400	5445	6050	7140
Westward						
Danville to Lawrenceburg	2600	3450	4150	5130	5700	6725
Lawrenceburg to Louisville	1750	2350	2800	3465	3850	4540

LOUISVILLE DISTRICT

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

Loaded 4-axle cars may be handled up to the weight shown provided the stenciled Load Limit (Weight of car and lading) is NOT exceeded.

286,000 lbs.

B. 6-AXLE DIESEL UNITS

6-axle engines may operate over the following tracks at a speed not to exceed 5 MPH:

MP 282.5 W — Appliance Park Yard Tracks, Wye

C. EQUIPMENT RESTRICTIONS

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

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

Line Segments	Between	Maximum Safe Trailing Tonnage	
		Southward/ Westward	Northward/ Eastward
Louisville	Louisville and Danville	7,800	6,400*

*EXCEPT: 5,600 tons behind empty TTOX flat cars.

6. SWITCHES AND DERAILS

SPRING SWITCHES

Spring switches are located as follows:

Milepost	Location	Normal Position
288.0 W	West End, Tucker Siding	Main Track
290.0 W	East End, Tucker Siding	Main Track
303.9 W	West End, Joyes Siding	Main Track
305.9 W	East End, Joyes Siding	Main Track
318.0 W	West End, Waddy Siding	Main Track
320.3 W	East End, Waddy Siding	Main Track
328.6 W	West End, Coal Chute Siding	Main Track
330.6 W	East End, Coal Chute Siding	Main Track

LOUISVILLE DISTRICT

5. LOCOMOTIVE AND CAR RESTRICTIONS (CONT.)

7. COMMUNICATION INFORMATION

Base Station	Channel 1 TX and RX	Channel 2 TX (RX)
Louisville East	56	48 (9)
Veechdale	56	48 (9)
Alton	56	48 (9)
Harrodsburg	56	48 (9)

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

A. RAILROAD CROSSING AT GRADE

INTERLOCKED

Milepost	Location	Line/R.R.
276.2 W	Fourth Street (Note 1)	CSXT R. R.
276.7 W	Floyd Street	CSXT R. R.

NON-INTERLOCKED

Milepost	Location	Line/R.R.
307.2 W	Shelbyville, KY	RJ Corman, R.R.

NOTE 1: FOURTH STREET, LOUISVILLE, KY, CSXT Railroad Crossing, MP 276.2 W:
 When operating on NS tracks, all interlocking home signals are approach cleared with supervisory control by Louisville District Dispatcher, to hold trains at the point when necessary. Train or engine crews should contact Louisville District Dispatcher by radio when they receive a "STOP" indication in either direction, to secure permission to operate push button release.

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

- (a) Must have authorization from Louisville District Dispatcher, to operate push button release.
- (b) Open push button box marked "NS" on east side of signal bungalow.
- (c) Green indicator light in box will be illuminated if CSXT signals indicate stop. The button marked "CLEAR" may be pushed immediately if Green indication is illuminated.
- (d) If indicator is not illuminated, check all CSXT tracks for approaching trains or engines.
- (e) Push button may now be operated only if no CSXT engines or trains are approaching crossing.
- (f) After four (4) minutes have elapsed, if NS signal does not clear, movement may be made in accordance with **Rule 238(b)**.

LOUISVILLE DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

B. TRAIN HANDLING INSTRUCTIONS

The following instructions will apply for trains operating between Louisville and Danville:

When westward trains are required to stop at the west switch at Tucker, MP 288 W, a 10 PSI brake pipe reduction is required, instead of a full service brake pipe reduction.

C. WAITING TIMES

At the following locations, waiting times shown must be observed:

Milepost	Location	Time
287.6 W	West End Bluegrass	8 minutes
293.9 W	Fisherville	10 minutes
300.6 W	Veechdale	10 minutes

D. PASSING TIMES

When necessary for a train to pass another train standing on the Main Track, push-button devices will be activated on bungalow at locations with waiting period as listed:

Milepost	Location	Time
288.0 W	West End, Tucker Siding	8 minutes
290.0 W	East End, Tucker Siding	5 minutes
303.9 W	West End, Joyes Siding	6 minutes
305.9 W	East End, Joyes Siding	8 minutes
318.0 W	West End, Waddy Springs	6 minutes
320.3 W	East End, Waddy Springs	7 minutes
328.6 W	West End, Coal Chute Siding	8 minutes
330.6 W	East End, Coal Chute Siding	5 minutes

E. CLOSE CLEARANCE

Close clearance condition exists on the south side of the No. 1 Main Line between MP 275.3 W and MP 275.8 W, Louisville. Employees are prohibited from riding the side or end of equipment at this location.

F. CSXT EN ROUTE TO NS

All northward trains departing CSXT en route to the NS will need:

1. Signal indication, and
2. Verbal permission from NS Louisville Train Dispatcher prior to passing the CSXT Northward-signal governing movement onto the NS connection track at 7th Street and Magnolia.

G. CSXT OSBORNE YARD, LOUISVILLE

All crews operating into CSXT Osborne Yard, Louisville, will be governed by the following instructions for properly securing equipment left standing in any track:

One (1) car — one (1) hand brake; two (2) cars — two (2) hand brakes; three (3) cars — three (3) hand brakes. More than three (3) cars must be secured with a minimum of three (3) hand brakes.

LOUISVILLE DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

H. PRESTONIA

All westward trains that are not lined by Prestonia must stop short of the golf course clubhouse area until further instructions are received to pull train all the way to the West End. This is to be done to reduce having idling locomotives parked behind the houses on the north side of the tracks. Take care not to stop too far east of this point as doing so will create the same problem for residents on the south side of the tracks. Trains that must pull all the way to the west end that are going to be stopped for 45 minutes or more must shut down all the engines in the consist, temperature permitting. If it is not known how long the delay will be and the Train Dispatcher or Louisville Tower cannot be reached, shut down the engines.

I. WHITNER

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

In the event two (2) employees cannot protect both sides of crossing, burning fuses will be placed on one side of crossing and crew member will protect the other side, until the movement completely clears the crossing. These instructions do not apply to grade crossing with automatic warning devices.

Whitner Intermodal tracks IM01 and IM02 have been painted with Orange paint for a distance of 25 feet from the wheel stops. No cars will be spotted in the painted area. When shoving cars on any yard track at Whitner and Appliance Park (except for the Extension Track and the Siding), the maximum authorized speed will be 5 MPH.

J. BUECHEL

When Buechel locals are assisting through trains in picking up and setting out at Whitner/Buechel, switching moves on opposite ends of trains must not be made simultaneously. One (1) move must be stopped and crew members in clear of train before switching moves are made on opposite end of train. For safety reasons, switching moves must not be made on opposite end of trains simultaneously. Good communications between crews is necessary to prevent injuries/accidents.

K. APPLIANCE PARK

The following instructions govern the entrance into the GE facility at Appliance Park, Louisville District, MP 282.2.

GE at Appliance Park has installed security gates at their facility. Crews needing to gain access will contact GEA security at 502-452-4666 (who will handle the opening of the gate). Crews that will perform switching at GE must first notify GEA security in advance of arrival to perform switching. Notification will be done by company cell phone or through CYO. GEA security will close gate behind crews until switching is complete and only reopen upon the request of the crew for departure.

L. TUCKER

All trains or equipment left unattended at Tucker, MP 289.7 W must be secured with a minimum of 10 hand brakes in addition to securing the locomotives.

LOUISVILLE DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

M. MIXING CENTER INSTRUCTIONS

NS trains must receive permission from the Mixing Center to enter the Limits of the Shelbyville Mixing Center, MP 302.2 W to MP 304.9 W. The Limits include the Mixing Center's Yard Tracks, East and West Leads. NS personnel cannot foul these limits without first receiving proper permission from the Mixing Center. The Upper Crossover on the East End of the Shelbyville Mixing Center is equipped with NS switch locks. After used, the crossover must be lined and locked for normal position (normal position is lined for straight track). In addition to all NS Operating and Safety Rules, NS crews, while operating within the Shelbyville Mixing Center, will be governed by the instructions and procedures provided by the Mixing Center and listed below.

Eastward trains with a set-out or pickup for the Shelbyville Mixing Center, must contact the Mixing Center before passing the control point at Manetta, MP 302.2 W and be governed by instructions received. If the train has to head in at the West Lead, the train must contact the Louisville District Dispatcher and request a signal to enter the West Lead by way of the power switch at Manetta. Westward trains with a set-out or pick-up for the Shelbyville Mixing Center must contact the Mixing Center before passing the East End of Joyes Siding, MP 305.9 W and be governed by instructions received.

DEPARTING:

1. Train must contact the Shelbyville Mixing Center for movement(s) within the facility.
2. Obtain proper permission from the Louisville District Dispatcher for departure to Main Line or siding.
3. Report to the Shelbyville Mixing Center when train is clear of Mixing Center track limits.

OTHER MOVEMENTS:

All trains must receive permission from the Mixing Center before fouling any track within the facility or to pass from one (1) track to another through a crossover. Crews must always report to the Mixing Center when they have cleared the Mixing Center limits and switches have been returned to the normal position. All Norfolk Southern crews working at Shelbyville Mixing Center will identify on the radio the position of crossover switches to be used in their movement. Example: Both switches of lower crossover are in correspondence and lined for straight track or both switches of lower crossover are in correspondence and lined for the crossover. These instructions apply to all movements over crossover switches, either when moving on straight track or when moving through crossover.

DERAILS:

There are four (4) derails within the facility:

1. A power derail located on the West end of the West Lead at MP 302.2 W.
2. A hand-operated derail located just west of the West Lead of the Support and Ramp Yards. The derail will be lined and locked in the derailing position with a contractor's lock. NS crews will contact the Mixing Center for removal of derail and permission to use the West Lead. Mixing Center contractor will be responsible for removal and restoration of the derail.
3. A hand-operated derail located on the east end of the South Lead that connects to the Joyes Siding.
4. A hand-operated derail located on the North Lead just west of the switch to Joyes Siding.

LOUISVILLE DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

M. MIXING CENTER INSTRUCTIONS (CONT.)

HAND BRAKES

1. Sufficient number of hand brakes must always be applied to secure standing equipment. No single railcar may be left standing in the Support Yard or Ramp Yard (unattended) unless coupled to another rail car and both are properly secured with hand brakes. When two (2) or more cars are left standing, a minimum of two (2) hand brakes must be applied or 10% of the total cars, which ever is greater.

Example: 30 cars — a minimum of three (3) brakes.

35 cars — a minimum of four (4) brakes.

Follow the guidelines set forth and apply additional hand brakes as needed to adequately secure the equipment.

2. The following instructions govern the movement of NS trains over the Upper Crossover, No. 2 and No. 3 Crossovers on the East End of the Shelbyville Mixing Center. These instructions do not change the Central Division Operations Bulletins governing movements within the Mixing Center. Permission to foul the South Lead through these crossovers will be handled between the Mixing Center Rail Coordinator and the NS Conductor or utility person. The same PERSON that is granted the permission to use these crossovers will be the one giving up this authority once they know that their movement has cleared and the switches are lined back for the South Lead.
 - (a) NS Train Conductor or utility person will identify themselves and the train that will use the crossover. Crossover(s) will not be lined until permission is granted.
 - (b) After the NS movement has cleared the South Lead and all switches are lined and locked back for the South Lead the Conductor or utility person who received the permission will:
 1. Advise the Rail Coordinator, "No. 2 and No. 3 CROSSOVERS ARE LINED AND LOCKED FOR THE SOUTH LEAD, TRAIN No. _____ IS CLEAR OF THE SOUTH LEAD". If clearing the Upper Crossover, "THE UPPER CROSSOVER IS LINED AND LOCKED FOR THE SOUTH LEAD, TRAIN No. _____ IS CLEAR OF THE SOUTH LEAD".
 2. The Rail Coordinator will repeat this information back to the NS Conductor/utility person who will confirm by repeating again as stated above.

LOUISVILLE DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

N. JOYES

The normal position for Aaper Chemical Company switch is lined for LEDCO Lead.

Except where further restricted, eastward trains or engines operated at less than 25 MPH between the east end siding Joyes, MP 305.9 W and the CSXT Interlocking, MP 307.2 W, and westward trains or engines operated at less than 25 MPH between the positive signal located at MP 309.3 W and the CSXT Interlocking, MP 307.2 W must approach the CSXT Interlocking, MP 307.2 W prepared to stop until it is plainly seen that the Interlocking is not fouled.

O. SHELBYVILLE ASPHALT INDUSTRY

Instructions for Shelbyville Asphalt Industry, MP 306.2 W:

1. Close clearance restrictions are in effect for the north side of Track No. 1 and the south side of Track No. 2 at Shelbyville Asphalt, MP 306.2 W due to the unloading pipe rack located between the tracks.
2. No cars are to be spotted within 50 feet of earth mounds.
3. 100% hand brakes are required for up to three (3) cars on both tracks. A minimum of three (3) hand brakes is required for three (3) or more cars on both tracks.

P. CORMAN INTERLOCKING, MP 307.2 W

Gate operation instructions for Corman Interlocking, MP 307.2 W are posted in box at location.

In addition to posted instructions:

R.J. Corman Train Crews must contact Louisville Dispatcher and obtain permission to activate timer lever on signal Bungalow to ensure no approaching movements are in the vicinity. Once permission is granted, be governed by posted instructions at this location in the event radio communication fails.

Q. LAWRENCEBURG

1. The switch connecting the west leg of Wye and east leg of Wye, located at Lawrenceburg, KY, will be lined and locked for movement on the east leg of Wye.
2. Close clearance exists between the New Track and New Spur tracks in Lawrenceburg, KY, MP 331.5 W. Close clearance is account tracks are close together and an employee cannot ride between tracks.

R. TRESTLES

All trains and engines will sound warning whistle approaching the following trestles at which whistle posts have been erected:

Floyds Fork Creek — MP 294.0 W
Pope Lick — MP 292.5 W

LOUISVILLE DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

S. END-OF-TRAIN DEVICE — GRADES

Reference the identification of grades as required in NS-1 Rules for Equipment Operation and Handling, **Rule A-31**, End-Of-Train Device and revised **NS-1 Rule L-241**, to include instructions for descending grades of 1% or more.

In accordance with CFR Part 232, the following designated sections of track are identified as average grades of:

2% or greater over a distance of 2 continuous miles or
1% or greater over a distance of 3 continuous miles:

LOUISVILLE DISTRICT

Eastward

MP 290.0 W to MP 293.0 W = 1.17%

Westward

MP 286.5 W to MP 283.5 W = 1.13%

MP 298.3 W to MP 294.0 W = 1.00%

CINCINNATI DISTRICT

EAST ↓	SIDINGS IN FEET	MP	STATION	NOTE	
2 1			NEW CASTLE DISTRICT DISPATCHER..... 399		
		CV 111.9	VALLEY CP		
			NORTH END DISPATCHER..... 103		
			CV 110.7	RED BANK CP	
			CT 9.0	CLARE CP	
			CT 11.1	NEWTOWN CP	
		6847	CT 12.2	W. ANCOR CP	
			CT 13.7	E. ANCOR CP	
			CT 20.9	SAD (Gernon, OH)	
		3926	CT 23.0	W. BATAVIA CP	
			CT 24.0	E. BATAVIA CP	
			CT 30.5	W. AFTON CP	
		5962	CT 31.9	E. AFTON CP	
			CT 33.0	SAD (Williamsburg, OH)	
			CT 45.3	SAD (White Oak, OH)	
			CT 46.8	HOS SARDINA CP	
		5905	CT 47.7	W. SARDINA CP	
			CT 49.0	E. SARDINA CP	
			CT 57.7	SAD (Winchester, OH)	
		5990	CT 59.2	W. MT. ZION CP	
			CT 60.5	E. MT. ZION CP	
		CT 67.0	W. LAWSHE CP		
	6053	CT 68.2	E. LAWSHE CP		
		CT 72.0	SAD (Peebles, OH)		
		CT 82.1	W. RARDEN CP		
	5588	CT 83.3	E. RARDEN CP		
		CT 85.2	SAD (Youngs, OH)		
		CT 92.7	W. BROOKSIDE CP		
	6090	CT 94.1	E. BROOKSIDE CP		
		CT 97.9	SAD (McDermott, OH)		
		CT 105.0	VERA CP		

CINCINNATI DISTRICT

1. RULES IN EFFECT

	Main Track	Main 1 Track	Main 2 Track
Between	Rules		
Valley and Clare	261	261	261
Clare and Vera	171	171	171

2. MAXIMUM SPEEDS

	Main Tracks
Between	MPH
MP CV 111.9, Valley and MP CT 73.5	25
Except:	
MP CT 8.8 to MP CT 9.3, Through Curves and Bridge	10
MP CT 12.2 to MP CT 13.7, Through Turnouts and Siding	10
MP CT 23.0 to MP CT 24.0, Through Turnouts and Siding	10
MP CT 30.5 to MP CT 30.9, Through Turnouts and Siding	10
MP CT 47.9 to MP CT 49.0, Through Turnouts and Siding	10
MP CT 59.2 to MP CT 60.5, Through Turnouts and Siding	10
MP CT 67.0 to MP CT 68.2, Through Turnouts and Siding	10
MP CT 82.1 to MP CT 83.3, Through Turnouts and Siding	10
MP CT 89.1 to MP CT 89.5, Curve	35
MP CT 91.9 to MP CT 92.5, Curve	30
MP CT 92.5 to MP CT 92.7	35
MP CT 92.7 to MP CT 94.1, Through Turnouts and Siding	10
MP CT 92.7 to MP CT 94.1	35
MP CT 94.1 to MP CT 94.3, Curve	30
MP CT 94.3 to MP CT 96.1	35
MP CT 96.1 to MP CT 96.4, Curve	30
MP CT 96.4 to MP CT 99.0	35
MP CT 99.0 to MP CT 99.3, Curve	30
MP CT 99.3 to MP CT 104.4	35
MP CT 104.4 to MP CT 105.0, Curve	25
MP CT 104.5 to MP CT 104.9, Bridge, Double-stack Cars Only	10
MP CT 105.0, Through Turnout	25

NOTE: MP CT 73.5 — MP CT 105.0, Vera is out of service.

3. CHECKING LOCOMOTIVE SPEED INDICATOR

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

LOCATION OF TEST MILE SIGNS:

MP CT 14.55 to MP CT 15.55

CINCINNATI DISTRICT

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Westward Portsmouth to Cincinnati	1600	2150	2550	3150	3500	4130
Eastward Cincinnati to Lawshe	1900	2550	3050	3735	4150	4900
Lawshe to Portsmouth	1500	2000	2400	2970	3300	3890

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

Loaded 4-axle cars may be handled up to the weight shown provided the stenciled Load Limit (Weight of car and lading) is NOT exceeded.

291,000 lbs.

6-axle unit prohibited:

MP CT 47.6 — Mowrystown Branch

B. EQUIPMENT RESTRICTIONS

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

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

Line Segments	Between	Maximum Safe Trailing Tonnage	
		Southward/ Westward	Northward/ Eastward
Cincinnati District	Clare and Batavia	8,000	8,000
	Batavia and Portsmouth	5,000	5,000

Any district or segment not listed is restricted to trailing tonnage not exceeding 14,000 tons.

These instructions do not apply to radio trains.

C. HEIGHT RESTRICTIONS

MP CT 104.5, Vera, Bridge, double-stack cars exceeding 19'3" are not permitted.

CINCINNATI DISTRICT

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

RADIO

Emergency		Code 911
CYO		Code 108
North End Dispatcher	AAR CH 56-48 (9)	Code 774
New Castle Dispatcher	AAR CH 22-22	Code 399
Chicago District Dispatcher	AAR CH 92-92	Code 922
CSXT "CK" Dispatcher	AAR CH 66-66	Code 1
CSXT Road	AAR CH 08-08	
Gest Street Yardmaster	AAR CH 56-56	Code 535

TELEPHONE

CYO	800-898-4296 — Ext. 5766	M/W 589-5766
North End Dispatcher	865-521-1123	M/W 521-1123
New Castle Dispatcher	260-493-5399	M/W 493-5399
Chicago District Dispatcher	260-493-5398	M/W 493-5398
Gest Street Yardmaster	513-977-3301	M/W 428-3301
Sharon Yard Yardmaster	513-563-5373	M/W 522-5373
Chief Dispatcher	865-521-1504	M/W 521-1504

8. DETECTOR INSTRUCTIONS

None.

CINCINNATI DISTRICT

9. DISTRICT INSTRUCTIONS

A. A-31-1 EOT USE IN HEAVY GRADE TERRITORY

The following sections of track have an average grade of 1% or greater over a distance of 3 continuous miles:

Milepost	Length (Miles)	Direction
CT 24.0 to CT 30.0	6	Eastward
CT 68.0 to CT 62.0	6	Westward
CT 69.0 to CT 72.0	3	Eastward

B. AFTON

MP CT 30.0 — Crews switching the Ford Plant at Afton must get switching instructions from the Security Guard at Ford. The Security Guard will have the most up-to-date switch list, which is to be followed if no conflict with other switching instructions.

C. CLOSE CLEARANCE

MP CT 57.3, Winchester, Main Track and Cargill Sidetrack, employees must not ride side of car adjacent to the occupied track on account of less than standard clearance.

D. TRAIN HANDLING

To prevent train separations between MP CT 60.8 and MP CT 66.8, the following instructions will apply:

Locomotive consists of eastward tonnage trains will crest the summit of Mt. Zion, MP CT 60.8, not exceeding 25 MPH.

KNOXVILLE TERMINAL

WEST ↓ 	SIDINGS IN FEET	MP	STATION	NOTE
		121.6 A	EAST END DISPATCHER [772] EAST SEVIER (CP)	
		122.2 A	LIZZIE (CP)	
		123.0 A	Sevier Yard..... R, Y	
			WEST END DISPATCHER [773]	
		125.0 A	WEST SEVIER R (CP)	
		130.7 A	Knoxville	
		131.1 A	K&A Jct.	
		132.2 A	WEST END TWO TRACKS (A)	

1. RULES IN EFFECT

	Main Track	Main 1 Track	Main 2 Track
Between	Rules		
East Sevier and West Sevier	261		
West Sevier and West End Two Tracks		251 / 271	251 / 271

2. MAXIMUM SPEEDS

	TV	Frt.
Between	MPH	
MP 121.6 A and MP 125.0 A, Old Passenger Main	20	20
MP 125.0 A, West Sevier and MP 132.2 A, West End Two Tracks	60	50
Except:		
MP 125.0 A to MP 132.2 A, Over Street Crossings	30	30
MP 125.1 A to MP 129.4 A, Curves	30	30
MP 129.4 A to MP 130.4 A, Curves	25	25
MP 130.4 A to MP 133.8 A, Curves	30	30
MP 130.7 A, Trains Handling Loaded Woodrack Cars on Westward Main past White Lily Foods	10	10
MP 132.2 A, Through Turnout West End Two tracks	25	25
MP 132.3 A, CSXT Crossing Willoughby	25	25

KNOXVILLE TERMINAL

3. CHECKING LOCOMOTIVE SPEED INDICATOR

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

LOCATION OF TEST MILE SIGNS:

WESTWARD	EASTWARD
MP 129.0 A to MP 130.0 A	NONE

NOTE: Tests for accuracy will be made at other locations in addition to those shown. Engineers will choose appropriate locations to check speed indicators.

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Westward Sevier Yard to West End Two Tracks	3400	4550	5450	6705	7450	8790
Eastward West End Two Tracks to Sevier Yard	2900	3850	4650	5715	6350	7490

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

Loaded 4-axle cars may be handled up to the weight shown provided the stenciled Load Limit (Weight of car and lading) is NOT exceeded.

286,000 lbs.

B. EQUIPMENT RESTRICTIONS

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

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

Line Segments	Between	Maximum Safe Trailing Tonnage	
		Southward/ Westward	Northward/ Eastward
Knoxville Terminal	Sevier Yard and West End Two Tracks	9,600	9,600

KNOXVILLE TERMINAL

6. SWITCHES AND DERAILS

A. SPRING SWITCHES

Spring switches are located as follows:

Milepost	Location	Normal Position
132.2 A	West End Two Tracks	Eastward Main Track

B. JUNCTIONS

INTERLOCKED

Milepost	Location	Line/R.R.
131.7 A	Knoxville	K&A Line, KXHR
132.3 A	Knoxville	C Line, KXHR, CSXT

7. COMMUNICATION INFORMATION

Base Station	Channel 1 TX and RX	Channel 2 TX (RX)
West Sevier	56-56	NA

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

A. JOINT TRACKAGE

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

1. Between Willoughby Jct., MP 132.3 A and Coster Main Track, MP 2.3 C, via City Yard, CSXT and KXHR.
2. Between Willoughby Jct., MP 132.3 A and Bike Track, MP 133.5 A, CSXT.

B. SEVIER MAIN TOWER

Eastward trains must have permission from the Sevier Main Tower before passing Tobler Lane, MP 134.0 A.

KNOXVILLE TERMINAL

9. DISTRICT INSTRUCTIONS (CONT.)

C. SEVIER CLASSIFICATION YARD

The following will govern at the east end of the Classification Yard involving switch target indicators and electric switches:

Aspects of the Switch Target Indicators:

FLASHING GREEN

Indicates complete route is lined for straight track

SOLID GREEN

Indicates a route or part of a route has been lined for straight track

FLASHING YELLOW

Indicates a complete route is lined for diverging track

SOLID YELLOW

Indicates a route or part of a route is lined for diverging track

When the route has been established, the target lights on the switch machines on the ground, which are involved in the route, will begin to flash. This will be an indication to the crew that a route has been established. When the movement enters the circuit, the target lights will stop flashing and burn continuously with the same color.

No movement will be permitted to enter the confines of the plant unless a route is established by the switch target indicators which are flashing.

Reverse moves may be made within the plant if they do not involve changing the position of the switches, and only after a member of the crew has inspected the route and knows the switches are lined. Crew members must not enter the plant without permission from the Yardmaster after a route has been established.

All vehicle traffic crossing the Utility Road located at the west end of the Classification Yard and pullback leads must have permission from the Yardmaster. If applicable, switching or hump operations must be stopped for the vehicle(s) to cross. Vehicle operators will advise the Yardmaster when they are in the clear.

The derail located at the west end of Classification Track No. 48 (Expedite Bad Order Repair Track) is designated as a Mechanical Department derail.

The application of this derail is under the exclusive control of the Mechanical Department, and will be applied in compliance with Blue Flag Lock Out / Tag Out rules. The normal position for this derail is in the "OFF" position.

The Yardmaster will approve the application of this derail, and will note such on Form SV-1 (Yardmaster Report of On-Track Equipment).

Controls for opening and closing of skate retarders at pullout end of Classification Yard are located in the Car Retarder Tower and are controlled by the Car Retarder Operator.

Indicator lights installed at the entrance of each track at the pullout end indicate the position of the skate retarder. When the light is illuminated, the retarder is open; when the light is dark, the retarder is closed.

If dark indication is received, do not enter track until verification has been made that track is blocked and retarder is open.

KNOXVILLE TERMINAL

9. DISTRICT INSTRUCTIONS (CONT.)

C. SEVIER CLASSIFICATION YARD (CONT.)

When conditions require placing a car or cars into a Class Track from the east end, the following procedures will be followed:

1. East End Yardmaster will block out Class Track to be used.
2. Crew making move must couple car or cars to cars in track to be used.
3. After couplings are made, shove track west of retarders on east end of track being used.
4. When making switches and cars will be picked up by same crew after switches are completed, Numbers 2 and 3 do not apply.

Under no conditions must cars or engines enter tracks from east end of Class Yard unless tracks being used are properly blocked out.

A retarder overspeed alarm has been installed on the East End Pullback area of John Sevier Yard.

This alarm is controlled by the CRO and is activated when in the CRO's judgment, a car(s) has exited a group retarder at an excessive speed and the possibility of a roll out is imminent. A siren will sound, and a Red light will rotate for 10 seconds when the alarm is activated. Employees in the pullback area should take action as necessary to prevent personal injury and damage to equipment when time permits.

Engineers operating in the west end of the Classification Yard at Sevier Yard must ascertain from either the Foreman, Hump Utility Man, or Main Tower Yardmaster regarding the status of whether the route from the Classification Yard to the Receiving Yard has been changed. This must be done before pulling out of the Classification Yard.

The following procedure will be followed when Mechanical Department personnel request protection in the Classification Yard at Sevier Yard, MP 123.0 A:

1. Main Tower personnel will instruct the Car Retarder Operator (CRO) to block out the individual Classification Track(s) requested by the Mechanical Department.
2. The Car Retarder Operator will advise the East Tower Yardmaster that a certain track has been blocked out for Mechanical personnel.

Mechanical personnel will apply Blue Signal Protection.

KNOXVILLE TERMINAL

9. DISTRICT INSTRUCTIONS (CONT.)

D. SHOP LIMITS

The Shop Limits on the East End, West End, and Brosnan Hill at John Sevier Diesel Shop will be protected by signal indication and electrically controlled derail in control of Mechanical forces.

Before engines enter or exit the Shop limits:

1. Permission must be received from the Diesel Shop Foreman.
2. The signal must be displaying a flashing Yellow indication.
3. The derail must be in the OFF position.

A flashing Blue signal indicates STOP. Permission to enter the Shop limits does not authorize movement onto tracks protected by flashing Blue signal indication inside the Shop limits.

Knoxville District crews going on-duty at the Sevier Yard Diesel Shop MUST contact either the Diesel Shop Foreman or Sevier Main Tower Yardmaster by radio if there are no Mechanical Department employees in the Diesel Shop to advise the crews where the locomotive power is located.

E. SEVIER TOWER — GENERAL INSTRUCTIONS

Crews will contact Sevier Tower for location of engines on outbound trains. Inbound trains will place engines as directed by Sevier Tower. All engines are to be shut down per **NS-1**.

All yard crew foremen at John Sevier Yard will contact the Yardmaster at 1445 within 10 minutes of their on-duty time for instructions. This will be done without fail.

All inbound train crews arriving at John Sevier Yard will arrange to fax Form 1043-BT that applies to their inbound train to the Yardmaster in Main Tower at Fax Number 1112. After faxing, call the Yardmaster or Trainmaster at 1445 to verify receipt by the Main Tower.

All outbound train crews, when reporting for duty at John Sevier Yard, will call the Yardmaster or Trainmaster in the Main Tower at 1445 to receive information concerning the outbound Form 1043-BT for their train.

Compliance with the above instructions MUST be complied with to prevent unnecessary delay to train movements. It will be the responsibility of the Conductor to assure compliance. Failure to comply may result in disciplinary action.

F. RECEIVING YARD, SEVIER YARD

All train and yard cuts arriving and leaving cars in the Receiving Yard, Sevier Yard will be governed by the following instructions before cutting away from cars:

1. Brake pipe pressure must be reduced to 20 PSI above zero as indicated by the equalizing reservoir gauge.
2. Wait until all air has exhausted from the reduction.
3. Close angle cock on locomotive and uncouple from the cars. The above instructions do not change the requirements for securement of cars.

KNOXVILLE TERMINAL

9. DISTRICT INSTRUCTIONS (CONT.)

G. TUNNEL TRACK AT SEVIER YARD

Equipment exceeding 17 feet in height and exceeding Plate "F" or 73 feet in length will not be authorized for movement on the Tunnel Track at Sevier Yard, MP 123.0 A between the Diesel Shop and the Clean Track Switch due to inadequate clearance.

All movements must have permission from the Yardmaster prior to utilizing the Tunnel Track, MP 123.0 A.

All movements departing the Diesel Shop via the Tunnel Track will notify the Yardmaster when the movement is clear of the Tunnel Track.

All movements departing the Diesel Shop via the Incline or Brosnan Hill will notify the Yardmaster when the limits of the Diesel Shop have been cleared.

H. JOHN SEVIER RECEIVING TRACKS / FORWARDING TRACKS

A minimum of 10 hand brakes is required to be applied on cuts left in John Sevier Receiving Tracks 1, 2, 3, 10, 11, and 12. A minimum of eight (8) hand brakes is required in Receiving Tracks 4 through 9. If train length and tonnage dictate, a sufficient amount of hand brakes above the minimum will be required.

In Forwarding Yard Tracks 1–10, equipment will be secured with no less than three (3) hand brakes, but a sufficient number is required.

The following procedure will govern employees lining out of Receiving Yard to the hump at Sevier Yard:

1. Yard Switchman or Conductor on job to shove the hump will contact Yardmaster in Main Tower and ascertain track to line out of, and get permission to do so.
2. Yardmaster will determine any conflicting movement with intended shove route before authorizing switchman to line switches to the hump.
3. After getting permission from the Yardmaster to line up out of the Receiving Yard to the hump, the employee lining the switches must check each switch to see that it is properly lined and properly latched down on the entire route from the Receiving Yard up to the hump. Such employee will continually position himself to keep the leading car of the shove in view during the entire shove to the hump. He will be held responsible for all switches that the cut passes over and must not permit any other duty to interfere with protecting this assignment.
4. Before instructing hump crews to proceed to the hump, where possible and visibility permits, the Main Tower Yardmaster will verbally confirm with hump Switchman that the entire route is properly lined before instructing the hump crew to proceed to the hump.
5. After being instructed by the Yardmaster to proceed to the hump, the switchman will notify the Hump Conductor that the entire route is properly lined to the hump and that he is in position to observe the lead car of the shove movement.
6. The Hump Conductor will then inform the Hump Engineer that the intended route is clear, switches are properly lined and that the Engineer may shove the cut to the hump.

KNOXVILLE TERMINAL

9. DISTRICT INSTRUCTIONS (CONT.)

H. JOHN SEVIER RECEIVING TRACKS / FORWARDING TRACKS (CONT.)

The following procedure will govern the number of cars that can be cut over the hump at one time:

1. No more than five (5) empty/light loaded cars will be cut at one time.
No more than five (5) medium-weight cars will be cut at one time.
No more than two (2) heavy/extra heavyweight cars will be cut at one time.

WEIGHT SYMBOLS

- 0 – 30 Tons — E (Empty)
- 30 – 50 Tons — L (Light)
- 50 – 80 Tons — M (Medium)
- 80 – 100 Tons — H (Heavy)
- 100 Tons and over — X (Extra Heavy)

2. Single, consecutive cuts of extra heavy loads (coal, cement, slag, lime, aluminum ore, etc.) must not be humped to a clear track(s) until arrangements are made to ensure the track(s) are not fouled by assignments working on the east end of the classification yard until such cars have stopped rolling in the track(s).

The following procedures will apply to the humping operations at John Sevier Yard:

1. Hump Conductor — Before humping begins, Hump Conductor must communicate with the Car Retarder Operator, and have verbal confirmation that the Car Retarder Operator understands that humping is to begin. After verbal confirmation is received, the hump Trainmaster or Yardmaster must be notified that humping is to begin.
2. Car Retarder Operator — Prior to giving verbal confirmation of the understanding that humping is to begin, the Car Retarder Operator must check all switches to see that they are in proper position, operator retarders to see if there is indication they are operating, and check to see that skate retarders are indicating to be in the proper position. Siren must be sounded prior to cutting off first car.
3. While the hump is not in use, the Car Retarder Operator must have the master retarder in the closed position.
EXCEPTION: Master retarder may be opened while maintenance is being performed.
4. Before tracks are shoved or trimmed in the Classification Yard, the Hump Conductor must notify the East End Yardmaster of the move to be made.
5. Precautions must be taken to ensure that cars are coupled in curves prior to trimming, to eliminate possible damage due to mismatched or by-passed couplers.
6. Cuts of cars being pulled from either end of the Class Yard must be inspected by an employee located at the clear point of the track to ensure all couplers are properly aligned. This does not apply to cuts of cars that have been walked their entire length during coupling operations.

KNOXVILLE TERMINAL

9. DISTRICT INSTRUCTIONS (CONT.)

H. JOHN SEVIER RECEIVING TRACKS / FORWARDING TRACKS (CONT.)

Crews shoving equipment into the John Sevier Forwarding Yard, Knoxville, TN, will be required to have a minimum of five (5) cars equipped with operative air brakes next to the locomotive when the total equipment length will exceed the footages below:

Track	Footage
FT01	8,000
FT02	8,000
FT03	8,000
FT04	5,000
FT05	5,000
FT06	4,200
FT07	4,200
FT08	4,200
FT09	4,200
FT010	2,800

Speed must be controlled during all shove movements and movement must stop immediately when shove lights are extinguished. Prior to beginning shove moves into the Forwarding Yard, crew will ascertain the tonnage and footage of equipment being shoved. This information will be Job Briefed with all crew members.

Shove lights located on the ground are protection to shove Forwarding Yard Tracks from the east end of John Sevier Yard without a member of the crew being at, on, or ahead of the leading car in the shove.

If the light should go out during a shove move, the move must be stopped. The employee on the ground directing the shove is responsible for watching the shove lights and taking appropriate action to stop the shove if the light goes out. In the event of a malfunction of the ground shove light at the east end of the forwarding tracks, shove movement will be conducted in accordance to applicable rules.

Cars or trains left standing at the west end of FT01 through FT09 will be left to occupy the shove light circuit at the west end. Crews will contact the East End Yardmaster to verify the circuit is occupied and shove light is out indicating track is occupied.

Malfunctions must be reported immediately to the Yardmaster, who will notify the C&S personnel.

KNOXVILLE TERMINAL

9. DISTRICT INSTRUCTIONS (CONT.)

I. OLD PASSENGER MAIN

Certain trains arriving at Sevier Yard will, when directed, be fueled at a "Direct To Locomotive" (DTL) fueling site. Engineers will stop their locomotives at the designated fueling site as directed by the Main Tower.

There are three (3) DTL fueling sites in John Sevier Yard. They are located just east of the road crossing at MP 123.9 A on the Old Passenger Main at MP 122.5 A and on the south side of the shed track. The fueling sites on the Old Passenger Main are designated by sign. Engineers will stop their engines on the south side of the shed at the direction of the Main Tower.

While at the DTL, the train and/or locomotive must not be moved until the crew members have been advised that the fueling is complete, all hoses are detached and the DTL fueling personnel are in the clear. The fuel track is equipped with a Yellow strobe light that will be flashing when fuel is being pumped from the truck into the locomotives. The absence of this light, or the light being off, does not relieve crew members from ascertaining that fueling is complete, hoses down, and personnel are in the clear.

J. ASHEVILLE INBOUND

Employees are prohibited from using the walkway on the North side of the Asheville Inbound between the North Side of the Shed switch and the Bronsnan Hill switch.

K. MOVEMENT WITHIN SEVIER YARD

All trains entering Sevier Yard must have oral permission from the tower before entering the Receiving Yard tracks. All movements within Sevier Yard will be under the direction of Sevier Main Tower.

Prior to any two (2) opposing movements being made into the same track simultaneously, or any two (2) or more movements being made to adjacent tracks simultaneously, the Yardmaster will advise affected crews of the movements to be made.

L. SEVIER YARD — GENERAL INSTRUCTIONS

Cabooses and wheel cars may be cut off in motion and allowed to roll to a coupling at Sevier Yard.

Derails applied by Engineering and Mechanical will be approved by the Terminal Officer on-duty and documented by the Yardmaster on Form SV-1 (Yardmaster Report of On-Track Equipment).

Yardmasters at John Sevier Yard, MP 123.0 A, will issue all track time for movements of On-Track equipment. Form SV-1 will be utilized for documentation.

All crossings throughout the Terminal are designated as public crossings for protection purposes.

Cardboard, and/or any item that will obstruct vision, will not be permitted in the windows of locomotives/yard engines.

The grass bank located adjacent to the north end of the tunnel adjacent to the Stock Pen Track is not an authorized walkway.

KNOXVILLE TERMINAL

9. DISTRICT INSTRUCTIONS (CONT.)

L. SEVIER YARD — GENERAL INSTRUCTIONS (CONT.)

Employees are prohibited from riding the steps of engines moving through retarders at John Sevier Yard, MP 123.0 A.

Light engine movements over the Master Retarders and all group retarders will not exceed 5 MPH.

Do not cut empty rail cars coupled to loaded rail cars over the hump at Sevier Yard. This change is made due to empties popping up out of the master when coupled to loads, causing damage to master.

As part of the Job Briefing, before humping begins, the Hump Conductor must communicate with the East Tower Yardmaster to ascertain what tracks in the Class Yard are blocked out. The East Tower Yardmaster will provide the requested information to the Hump Conductor when requested. The Hump Conductor must also communicate with the CRO and have verbal confirmation that the CRO has the same tracks blocked and that humping is to begin. After confirmation is received from the CRO, the Main Tower must be notified that humping is to begin.

Yard or train movements handling five (5) or more cars in a westward direction on the High-Line Track at Sevier Yard must arrange to have a minimum of five (5) cars with operative air brakes next to the engine consist to assist in controlling the train speed and for additional stopping.

A new walking mat has been installed on the walkway on the hump. Before crews begin humping at the beginning of their shift, and also after their minutes, the Foreman must inspect the mat edges and seams for any loose or frayed ends. Any problems with the mat should be immediately reported to the Main Tower Yardmaster or Trainmaster on-duty.

The calling times for John Sevier Yard assignments for employees called off the extra boards for the purpose of filling vacant positions will comply as follows:

- 4:30AM to 6:00AM: for assignments starting between 6:30AM and 8:00AM
- 12:30PM to 2:00PM: for assignments starting between 2:30PM and 4:00PM
- 8:30PM to 10:00PM: for assignments starting between 10:30PM and 12:00PM Midnight

Employees must report for duty at the assigned or report time given. Employees called from the extra board must report within two (2) hours from the time Crew Management Center first initiates a call to the employee. Employees should do all possible to arrive at the appointed start times if a full two (2) hours is not possible for reasons uncontrolled by the Crew Management Center. **EXCEPTION:** Employees called to report for duty at 5:30AM will have one (1) hour and 30 minutes from the time the Crew Management Center first initiates a call to the employee.

For security purposes, keypad locks have been installed on both doors of the West End Utility Shack at Sevier Yard. The entry code is 531 (both locks). **This information should NOT be shared with non-employees.**

All locomotives left unattended within the perimeter of the John Sevier Diesel Shop, Knoxville, TN, are required to be secured with 100% hand brakes.

Employees are prohibited from riding equipment over a hump retarder. **EXCEPTION:** An employee can ride the locomotive platform maintaining a secure hand hold or ride in the operating compartment of the locomotive when moving over a retarder.

KNOXVILLE TERMINAL

9. DISTRICT INSTRUCTIONS (CONT.)

M. CAR RETARDER OPERATOR (CRO)

The CRO will control speed of spine or double-stack cars for 4 MPH or less coupling. Following cars must not be cut off until spine or double-stack cars have passed the second control point (group retarder).

1. After lining necessary switch or switches to properly block out a track, the blocking pins must be placed in the holes provided on the retarder console at the switch lever of the blocked-out track.
2. When it is desired to manually operate the master retarder to the fully closed (heavy) position in order to hold a car or cut of cars in a standing position, the master retarder should be placed in the fully closed (heavy) position, and wait for the "pump light" to extinguish before the car or cut of cars come to a complete stop. Should the pump light fail to extinguish, change the retarder setting to the next lighter position. This is necessary to prevent the possibility of overheating the hydraulic oil, which may result in a system shutdown.
3. Crews pulling cars that have been held in retarders on the west end of John Sevier Classification Yard must ascertain that the wheels are on the rail before pulling.
4. CROs are not to allow cars to pass on the adjacent track in the Class Yard when the track is shown to be fouling, as indicated by the track light on the CRO Panel Board.
5. In order to prevent the possibility of overspeeds in the event of power failure, retarders will be left as follows during idle times:
 - (a) The first section of each retarder is to be left on Light Retardation.
 - (b) All other sections of each retarder are to be left on Heavy Retardation.

A voltage alarm has been installed in the Car Retarder Operator (CRO) Tower at John Sevier Yard (MP 123.0 A). The voltage alarm is designed to activate when the humping operation has moved to back-up battery power.

Humping operations will stop immediately in the event that the voltage alarm is activated. The Car Retarder Operator is responsible for stopping the humping operation by notifying the Hump Utility assignment, and then by notifying the Yardmaster in the Main Tower and the Yardmaster in the East Tower.

The humping operation will not begin until C&S Department personnel advise that the power has been restored.

The following procedures will be followed when a switch out of correspondence indication (a single stroke gong in the control console will ring and a flashing Red light will show in the center of a switch lever) is received in the Car Retarder Tower:

1. Car Retarder Operators must immediately stop the humping operation.
2. If possible, hold cars that have not exited the master in the master retarder.
3. Look for a misrouted car to determine which switch is out of correspondence.
4. Car Retarder Operators are prohibited from manually lining such out of correspondence switches while the humping operations are in progress.

KNOXVILLE TERMINAL

9. DISTRICT INSTRUCTIONS (CONT.)

M. CAR RETARDER OPERATOR (CONT.)

5. In an effort to correct the out of correspondence indication, after the humping operation has been stopped, operate the switch manually to determine that switch follows the movement of lever.
6. If this fails to correct the condition, place switch lever in manual position corresponding with actual position of the switch points indicated by White light on control panel and then arrange for examination of the switch with the out of correspondence indication.
7. If C&S personnel are not available to inspect switch with out of correspondence indication, a Terminal Officer will inspect the switch.
8. Cars must not be allowed to pass over the switch until inspection is completed.

NOTE: C&S personnel should be contacted to check the switch even if the out of correspondence indication is corrected when manually throwing the switch.

N. CITY YARD, KNOXVILLE, TN, MP 131.0 A—COSTER, MP 2.0 C

1. Cars switched in the West Yard and East Yard at City Yard, MP 131.0 A, and Coster Yard, MP 2.0 C, will not be cut off in motion, but will be shoved to couplings.
2. The Foreman on Yard assignments TK06, TK23 and TK61 will be responsible for providing the following information to the Yardmaster:
 - (a) Complete and detail City Yard turnover with a copy of complete work order.
 - (b) Status of CSXT and KXHR interchange deliveries.
 - (c) Explanation for any overtime incurred.
3. Close clearance exists between EY06 and No. 1 eastward Main Track, City Yard, MP 131.0 A, Knoxville, TN. Employees working in this area must use proper caution.
4. When delivery is made to CSXT on Interchange Tracks 1 through 4, sufficient hand brakes will be applied on the south end of track to properly secure cars. In addition, the angle cock on the south end will be left open, and the angle cock on the east end will be left closed.
5. The following tracks at Coster Yard are designated as interchange tracks between Norfolk Southern and the Knoxville & Holston River Railroad (KXHR):

Oakwood No. 1, Oakwood, No. 2, Metler Track

Equipment left standing in any of these tracks must have a minimum of five (5) hand brakes applied, or a sufficient amount.
6. Road trains are prohibited from using any other tracks at Coster Yard, MP 2.0 C, except the three (3) designated interchange tracks noted above, along with the Coster Lead which leads to the interchange tracks.

As information, the aforementioned tracks are numbered as follows from the southward Main Line at Coster, MP 2.0 C:

Oakwood No. 1 — Oakwood No. 2 —
KXHR No. 1 — KXHR No. 2 — KXHR No. 3

Be on the lookout for bad footing conditions, all tracks at Coster Yard.

KNOXVILLE TERMINAL

9. DISTRICT INSTRUCTIONS (CONT.)

N. CITY YARD, KNOXVILLE, TN, MP 131.0 A–COSTER, MP 2.0 C (CONT.)

7. Be on the lookout around ALL TRACKS at White Lily Industry, MP 130.5 A, for grated ground drains between all trains. Drains are recessed at various depths below the normal walking surface and can cause a tripping hazard if stepped in. The 14 drain locations have been marked with Orange fluorescent paint and must be avoided while working in this area. You are also reminded of the close clearances of all tracks and dock area, and to protect yourself accordingly.
8. When switching White Lily Flour Company, MP 130.5 A, the train line air will be cut in on equipment to be switched out or spotted.
9. Close clearance exists between ALL tracks at White Lily, MP 130.5 A.
10. It will not be permissible to allow equipment secured on No. 2 Main Line east of the West Yard Crossover, MP 131.6 A, to be cut off in motion with the intention to couple into equipment secured on No. 2 Main Line west of the West Yard Crossover.
11. In an effort to show reported interchanges on a real time basis, all crews interchanging cars to the CSXT and the KXHR will advise CYO by radio or phone at 404-589-6131 or 404-589-6088 of the actual time the cars are delivered to the interchange point. Advise CYO of the number of cars set off including the head and rear car numbers.

Interchange for the CSXT will be on the CSXT Interchange Track at 22nd Street. KXHR Interchange will be at Coster Yard and at East City Yard tracks.

O. CEMEX CEMENT PLANT, MP 124.5 A

A Blue flag and derail is located at the railroad gate across the access track to Cemex Cement Plant, MP 124.5 A, John Sevier Yard. NS Yard assignments will not enter the limits of Cemex Cement unless the Blue flag and Blue derail have been removed.

Should NS Yard assignments find the Blue flag and derail displayed/applied, then contact the Yardmaster.

P. REPAIR TRACKS SEVIER YARD

The Mechanical Department at Sevier Yard has installed spotting signs for inbound Repair Tracks 1, 2 and 3.

When spotting cars on Repair Tracks 1, 2 and 3 at John Sevier Yard, be governed by the newly installed Blue spotting signs with White lettering reading "SPOT KNUCKLE OF LEAD CAR HERE". The signs are approximately 50 feet east of the derails and provide a standard location for safe spotting. After spotting, always make sure cars are properly secured with a minimum of two (2) hand brakes.

CHATTANOOGA TERMINAL

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
		331.3	CT DISPATCHER 774 TENBRIDGE.....Y DB CP	1
		331.7	BOYCEY CP	
		332.4	CITICO JCT.Y CP	
		333.3	PIERCE.....Y CP	
		334.6	WEBB CP	
		336.0	DeButts Yard R PRATT CP	
		337.1	EAST END AVENUE..... CP	
		337.5	MAIN STREET CP	
		338.2/ 243.1 A	23RD STREET C	
		AGS 2.1	NORTH TUNNEL..... CP	
		AGS 3.2	SOUTH TUNNEL..... CP	
		AGS 5.3/ 248.1 A	WAUHATCHIE CP	
		248.1 A	HBD-DED (<i>Wauhatchie, TN</i>)	

STATION PAGE INFORMATION

NOTE 1: Chattanooga Terminal section governs between Tenbridge and Wauhatchie.

1. RULES IN EFFECT

Between	Main Track	Main 1 Track	Main 2 Track
	Rules		
Tenbridge and Pierce		261	261
Pierce and East End Ave.	261		
East End Ave. and N. Tunnel		261	261
N. Tunnel and S. Tunnel	261		
S. Tunnel and Wauhatchie		261	261

CHATTANOOGA TERMINAL

1. RULES IN EFFECT (CONT.)

RAILROAD CROSSING AT GRADE

INTERLOCKED

Location	Line/R.R.
Wheland	CSXT (see Note 1)

NOTE 1: (a) When NS movement is stopped by stop indication at CSXT crossing and signal does not clear, after approximately one (1) minute, an employee will go to the time release box. If indicator light is burning, this indicates CSXT signals are in the stop position and the push button marked "clear" may be pushed. If indicator light is dark, this indicates the CSXT signal is clear for an approaching train, and clear button must not be pushed. After six (6) minutes have expired, and no CSXT train is evident, the clear button may be pushed.

(b) After expiration of time, which is an additional six (6) minutes the NS signal will clear. If the signal does not clear, movement may proceed at Restricted Speed, after contacting NS CT Dispatcher to ascertain no CSXT movements are approaching, CSXT signals indicate stop, and burning fuses are placed on conflicting CSXT tracks.

NON-INTERLOCKED

Location	Line/R.R.
Chestnut Street	CSXT (Note 1)
33rd Street	CSXT (Note 2)

NOTE 1: Stop signs are located at CSXT tracks on both sides of NS crossing.

NOTE 2: The stop signs are located at CSXT crossing 33rd Street. ALL MOVEMENTS MUST STOP AT THIS LOCATION IN EITHER DIRECTION.

These signs have periodically been stolen. Therefore, if the signs are not found in position, the fact should be reported to the operator/dispatcher and movements must stop short of CSXT crossing at location where stop signs would normally be displayed.

2. MAXIMUM SPEEDS

	Main Tracks
Between	MPH
MP 235.1 A and MP 238.0 A	40
Except:	
MP 236.0 A, Through Crossovers Williams	25
MP 235.0 A, Through Crossover Jersey	40
MP 238.0 A, Through Crossovers and Turnout Citico Jct.	40
MP 238.7 A, Through Turnout Pierce	25
MP 331.2, Tenbridge and MP 337.0, East End Avenue	35
Except:	
MP 331.2, Through Crossovers Tenbridge	25
MP 331.9, Through North Crossovers Boyce	25
MP 331.9, Through South Crossovers Boyce	15
MP 331.9, Through Turnouts 2 Wye and 1 Wye Boyce	15
No. 1 Wye Track	15
No. 2 Wye Track	15
MP 334.6, Through Crossover Webb	20
MP 334.6, Through Alternate Inbound Turnouts Webb	10
CNO&TP Zero Track — MP 334.7, Webb to MP 337.0, East End Ave.	20
MP 336.0, Through Crossover Pratt	20
MP 336.0, Through Turnout Zero to Forwarding Yard (Pratt)	10
MP 337.0, East End Avenue and MP 0.0, Ship Yard	15
MP 0.0, Ship Yard and MP 3.2, South Tunnel	25
Except:	
MP 2.2, Through Turnouts North Tunnel	25
MP 3.1, Through Turnouts South Tunnel	25

CHATTANOOGA TERMINAL

2. MAXIMUM SPEEDS (CONT.)

	Main Tracks
Between	MPH
MP 3.2, South Tunnel and MP 5.5, Wauhatchie	
No. 1 Track	50
No. 2 Track	45
Except:	
MP 3.2 to MP 3.9 (Tracks 1 & 2), Curves	25
MP 5.3, Through Crossovers Wauhatchie	25
Auxiliary Tracks:	
Chattanooga Traction Company	10
Except:	
MP 1.3V to MP 1.5V, Curve at Top of Mountain	5
MP 4.1 CD to MP 4.3 CD	5
MP 2.8V to MP 2.9V, Soft Fill Side	5
Bunges Edible Oil Company, Over Scales	3
River Belt, Between Superspun Ave and 19th Street	5
CSXT Wauhatchie Yard	10
DeButts Yard, Over All Switches in and out of Receiving Yard, Classification Yard, Forwarding Yard, and Over Alternate Inbound Bridge (Hop Skip Bridge)	10
Citico Jct., West Inbound lead Through Turnout	10
DeButts Yard, All industry tracks and leads	10
DeButts Yard, All Belt tracks including the Belt Yard	10
DeButts Yard, Over Street Crossings listed below:	8
Broad Street	
Market Street	
Main Street	
King Street	
Coward Street	
Thirteenth Street	
Rosville Avenue	
McCallie Avenue	
Bailey Avenue	
Third Street	
Rosville Blvd.	
Central Avenue	
Alton Park Blvd.	
Forty-Fifth Street	
Thirty-Eighth Street	

NOTE: Trains and engines must stop and flag over the above street crossings by a member of the crew with proper signals, unless crossing Flagmen are on-duty or other approved signals are used to warn traffic. After the leading engine or cars has cleared the crossing, the speed may be increased not to exceed 10 MPH.

DeButts Yard, movements in all tracks in the Receiving Yard, including the East and West Thoroughfares will operate at Restricted Speed. Trains moving over the switches leading to any of these tracks must operate at 10 MPH until the trailing end of their movement has cleared the switch.

3. CHECKING LOCOMOTIVE SPEED INDICATOR

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

LOCATION OF TEST MILE SIGNS:

WESTWARD	EASTWARD	NORTHWARD
MP AGS 4.0 to MP AGS 5.0	MP 234.0 A to MP 233.0 A	MP 328.0 to MP 327.0

NOTE: Tests for accuracy will be made at other locations in addition to those shown. Engineers will choose appropriate locations to check speed indicators.

CHATTANOOGA TERMINAL

4. DIESEL UNIT RATINGS

See District Instructions for trains departing Chattanooga Terminal.

5. LOCOMOTIVE AND CAR RESTRICTIONS

Loaded 4-axle cars may be handled up to the weight shown, provided the stenciled limit (weight of car and lading) if not exceeding 286,000 lbs.

6. SWITCHES AND DERAILS

A. FUEL RACK AND DIESEL SHOP

The fuel rack and diesel shop area at DeButts Yard are protected by outreach derails and Blue lights. The purpose of these derails is to prevent unauthorized movement of locomotives or cars into the shop facility. Outreach derails are remotely controlled by the fuel rack Supervisor in the diesel shop at DeButts Yard.

The north set of derails and lights are located on the inbound and outbound leads just north of the Citico Creek Bridge. Two (2) reflective signs, one located on the east side of the inbound lead and one located on the west side of the outbound lead, provide warning for consists leaving and arriving the Shop facility. The signs state:

STOP
NOTIFY FUEL RACK SUPERVISOR BEFORE
PROCEEDING BEYOND THIS POINT AND NOTIFY
FUEL RACK SUPERVISOR
WHEN MOVEMENT HAS CLEARED DERAIL

The south set of derails and Blue lights are located on the inbound lead and Norris Lead halfway between Third Street Bridge and McCallie Avenue Bridge. One (1) lighted sign is located on the west side of the Norris Lead.

All movements into and out of DeButts Diesel Shop Facility must stop clear of these derails and comply with instructions posted.

B. MOUNTAIN LINE RUNAROUND (K45 & K35)

The Mountain Line Runaround (K45) and Main Line Runaround (K35) are both equipped with hand-thrown derails. The normal position for these derails are locked in the OFF position unless cars are stored on these tracks.

C. C&D JCT. TRACKS

The normal position for derails protecting C&D Jct. tracks are locked in the OFF position unless cars are stored on these tracks.

D. BLUE SIGNAL DERAIL

There is a permanent Blue Signal derail located 168 feet south of the north switch on East Thoroughfare Track. This derail is under exclusive control of the Mechanical Department and will be locked in the OFF position at all times unless being used by the Mechanical Department to Blue Signal East the Thoroughfare.

CHATTANOOGA TERMINAL

6. SWITCHES AND DERAILS (CONT.)

E. JUNCTIONS

INTERLOCKED

Milepost	Location	Line/R.R.
243.1 A/338.5	23rd Street Chattanooga	CSXT
248.1 A	Wauhatchie	CSXT, Alabama Division
332.4	Citico Jct.	A Line, Georgia Division

7. COMMUNICATION INFORMATION

None.

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

A. EXCESSIVE CURVATURE

Listed below are tracks with curvature of 12 degrees, 30 minutes or greater:

Milepost	Location	Curvature
1.4M	Mountain Line	17.0 degrees
JIT Lead	JIT Industries	18.5 degrees
240 A	Quaker Oats	16.5 degrees
CG 2.4	Central of Georgia Cutoff	14.5 degrees
242.6 A	Old Passenger Main	13.5 degrees
3.8 M	Mayo Lead north Chattanooga	13.0 degrees
331.2	South leg of Wye at Tenbridge	14.0 degrees

Refer to the Equipment Restriction Section of the System Timetable.

B. JOINT TRACKAGE

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

Between DeButts Yard, MP 240.0 A and Wauhatchie, MP 248.1 A, Alabama Division.

Between Jersey, MP 335.0 A and Summit, MP 230.0 A, Georgia Division.

C. JOINT TRACK AUTHORITY IS REQUIRED AT THE FOLLOWING LOCATIONS:

Between Tenbridge, MP 331.2 and Hixson, TN, MP 328.7 (CT Dispatcher) and south end between Jersey, MP 235.0 A and Summit, MP 230.0 A, CT Dispatcher and Georgia North End Dispatcher..

D. WHISTLE AND BELL

Whistle will be blown and bell will be rung at ALL CROSSINGS in DeButts Yard.

CHATTANOOGA TERMINAL

9. DISTRICT INSTRUCTIONS (CONT.)

E. TRAFFIC AT POWER HOUSE

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

F. DIESEL SHOP

Engines or engine consists moving into or out of the Diesel Shop must have a crew member positioned on the front of the lead unit or on the ground proceeding the movement except when the Engineer is operating short hood forward on the lead end of the movement.

All road crews are to call the car foreman on the road channel when departing the DeButts Yard Diesel shop so that you can be given your EOTD number and then test your emergency feature.

G. TINKER STREET BRIDGE

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

H. MIDDLE ENGINE LEAD

All southward traffic moving to the Diesel Shop will use the East Engine Lead. All northward traffic moving from the Diesel Shop will use the Middle Engine Lead. Dwarf signals governing train movements are located on Engine Thoroughfare Tracks. Northward movements are governed by three (3) signals. Southward movements are governed by two (2) signals.

I. OUTBOUND FREIGHT LEAD

A stop sign is located on each side of Outbound Freight Lead, 250 feet north of the No. 5 "P" signal governing southward movements. A train or engine moving southward on Outbound Freight Lead must stop at the stop sign and receive permission from Yardmaster on-duty, to pass the stop sign. Permission must be received from the Yardmaster before movement in any direction is made through electric switches at north end of Forwarding Yard.

J. INSTRUCTIONS FOR MAIN TRACK MOVEMENT

Permission must be received from Main Tower before entering Zero Track.

CHATTANOOGA TERMINAL

9. DISTRICT INSTRUCTIONS (CONT.)

K. RECEIVING YARD AT DEBUTTS

All train and yard movements entering the Receiving Yard at DeButts will be governed by the following:

1. Train and yard movements MUST communicate with the Main Tower Yardmaster to determine the Receiving Yard track to be used.
2. When yarding trains or cuts in the Receiving Yard in the East or West Thoroughfare and Tracks 1, 2, 11, or 12, a sufficient number of hand brakes must be applied. Hand brakes will not be required in Receiving Yard Tracks 3 through 10.

L. FORWARDING YARD AT DEBUTTS

Hand brakes will not be required in Forwarding Tracks 1–10.

M. INDUSTRIAL LEADS

Anytime cars are left on any of the following Industrial Leads:

- TAG
- Central of Georgia Cutoff
- Mtn. Line
- Valley
- C&D Line

The CT Dispatcher must be notified, providing number of cars left standing and location.

Two (2) hand brakes will hold any number of cars on the following tracks:

- Local Yard 1–5
- Belt Yard 1–8
- Riverport Runaround and Lead
- Dupont Service Yard

A C-102 brake test must be performed on the two (2) secured cars.

N. RIDGE BELT (CENTRAL OF GEORGIA)

Per 49 CFR (Code of Federal Regulations), Part 213 — Track Safety Standards, Subpart A — General Section 213.4 entitled Excepted Track, the Ridge Belt in DeButts Terminal located between MP 445.6 and 28th Street on the Central of Georgia (approx. 1.5 miles) is hereby designated as “EXCEPTED TRACK”. The track on bridges and bridge approaches (100 feet each side of a bridge) and the track within the limits of public streets or highways is EXCLUDED from the “EXCEPTED TRACK”.

No occupied passenger trains may operate on this line segment.

No freight trains may operate with more than five (5) cars required to be placarded by the Hazardous Materials Regulations (49 CFR, Part 172).

CINCINNATI TERMINAL

SOUTH 	SIDINGS IN FEET	MP	STATION	NOTE
		0.0	NORTH END DISPATCHER 103 Cincinnati	
		2.3	Gest St. Yard	
		2.6	8TH STREET ©	
		2.8	OH/KY State Line	
		3.0	LUDLOW R ©	

1. RULES IN EFFECT

	Main 1 Track	Main 2 Track
Between	Rules	
Gest Street and 8th Street	261	261
8th Street and Ludlow	261	261

A. RAILROAD CROSSING AT GRADE

NON-INTERLOCKED

Milepost	Line/R.R.
Loop Track and West Lead (Note)	CSXT

NOTE: All trains and engine movements must stop and not proceed until no conflicting movements are evident.

CINCINNATI TERMINAL

2. MAXIMUM SPEEDS

Between	Main Tracks
	MPH
CSXT, MP BE 6.7, Winton Place and CSXT, MP BE 5.0 Except: CSXT, MP BE 6.7, Through Turnout Winton Place	35
CSXT, MP BE 5.0 to CSXT, MP BE 4.1, Eckler Except: CSXT, MP BE 4.1, Through Turnout Eckler	20
I&O, NA Tower to East Norwood	25
Clare and Red Bank Track No. 1	10
Track No. 2 Except: Through Interlocking Plant to Clare Yard	25
Red Bank, Through Interlocking	10
Red Bank and Valley	25
Red Bank and Rendcom Jct.	25
Oakley and Penn	10
Penn and East Norwood	25
MP CT 0.0 and MP CT 9.0, Old Main Line	25
MP 0.0, Cincinnati and MP 2.6	10
MP 2.6, Through C. U. T.	15
MP 2.6 and MP 3.0, Ohio River Bridge	20
MP 3.0, Through Crossover Ludlow	25
Auxiliary Tracks: Sharonville and Evendale, All Yard Tracks Except: Cincinnati, All Yard Tracks	10
	10

3. CHECKING LOCOMOTIVE SPEED INDICATOR

Engineers will choose appropriate locations to check speed indicators.

4. DIESEL UNIT RATINGS

See District Instructions for train departing Cincinnati Terminal.

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

Loaded 4-axle cars may be handled up to the weight shown provided the stenciled Load Limit (Weight of car and lading) is NOT exceeded.

286,000 lbs.

CINCINNATI TERMINAL

5. LOCOMOTIVE AND CAR RESTRICTIONS (CONT.)

B. EQUIPMENT RESTRICTIONS

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

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

Line Segments	Between	Maximum Safe Trailing Tonnage	
		Southward/ Westward	Northward/ Eastward
Cincinnati Terminal	Cincinnati and Ludlow	See Note 1	See Note 1

NOTE 1: See District instructions for trains departing Cincinnati Terminal.

C. TRAILING TONNAGE RESTRICTIONS — RAILRUNNER* EQUIPMENT

Line Segments	Between	Maximum Safe Trailing Tonnage		
		Empty Less than 18 Tons	Light Load 18–27 Tons	Loaded 28 Tons or More
Cincinnati Terminal (To/From Lake Div.)	New River Jct. and Gest Street (Via CSXT)	4,400	4,400	5,200

NOTE: *RailRunner Block MUST TRAIL RoadRailers.

6. SWITCHES AND DERAILS

A. INTERLOCKED SWITCHES

Interlocked switches are controlled as follows:

Milepost	Location	By Operators
1.9	8th Street	North End Dispatcher
2.0	Intermodal	North End Dispatcher

B. JUNCTIONS

INTERLOCKED

Milepost	Line/R.R.
Valley, Rendcomb Jct. (Note 1)	Lake Div.
Hopple St. — Loop Track Connector (Note 2)	CSXT
Clare Yard, Red Bank (Note 3)	Lake Div.
Bond Hill — East Norwood (Note 4)	I&O

NOTE 1: Interlocking at Valley, and Rendcomb Jct., are controlled by Lake Division Train Dispatcher, Ft. Wayne, IN.

NOTE 2: Interlocking with CSXT at Hopple Street and at foot of loop West lead track at Gest Street yard are controlled by CSXT. Movements are governed by CSXT Rules, Timetable and Special Instructions.

NOTE 3: Clare and Red Bank interlockings are controlled by the Lake Division Chicago Train Dispatcher at Ft. Wayne, IN.

NOTE 4: Bond Hill to East Norwood is controlled by the I&O Dispatcher.

CINCINNATI TERMINAL

7. COMMUNICATION INFORMATION

Channel 1	Tone
CSXT 08-08	1
McCollough Yard 85-85 I&O 74-74	519

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

A. JOINT TRACKAGE

1. Trains and engines of the Central Division will use track of other divisions, and foreign lines, in accordance with their Timetables, Rules and Regulations as shown below:
Between Gest St. Yard and Sharonville, Lake Div., CSXT, I&O.
Gest St. Yard and Queensgate Yard, CSXT.
2. Trains and engines of other division and foreign lines will use Central Division tracks as shown below:
Between Gest St. Yard, MP 0.0 and Ludlow, MP 3.5, Lake Div., I&O, CSXT.

B. CINCINNATI TERMINAL

1. All Train and Engine service employees performing services in Cincinnati Terminal must have in their possession the current CSXT Superintendent's Bulletins prior to traversing, or fouling CSXT trackage as required by **CSXT Operating Rule #5**. CSXT Bulletins are issued each calendar quarter and will indicate the most recent edition published. This information is available in the Office of the Terminal Superintendent at Gest Street along with DI Tower.
2. Equipment left unattended in Cincinnati Terminal must be properly secured as indicated below:
One (1) car — One (1) hand brake
Two (2) cars — Two (2) hand brakes
Two (2) or more cars — Two (2) hand brakes plus a sufficient number necessary to ensure securement
EXCEPTIONS:
 - Equipment left at Sharonville Yard intended for inspection by charging the air brake system, as designated by the Yardmaster at Sharonville, will require a minimum of five (5) hand brakes.
 - Equipment left at Bulkmatic Industry, MP CT 9.0 will require securement on both ends of the equipment. A minimum of six (6) hand brakes must be applied, with no less than three (3) on each end.
 - Equipment left standing at Matlack Industry, MP CT 4.0 will require securement on both ends. A minimum of five (5) hand brakes are required on the East End of the equipment and a minimum of three (3) hand brakes are required on the West End.

CINCINNATI TERMINAL

9. DISTRICT INSTRUCTIONS (CONT.)

B. CINCINNATI TERMINAL (CONT.)

3. All switches at Gest Street Yard must be left in corresponding position aligned for lead movement unless otherwise instructed by DI Tower. Before dropping cars at Gest Street Yard, it must be determined that there is no excessive dimensional equipment on an adjacent track which would effect clearance.

4. All grade crossings in the Intermodal facility at Gest Street Yard must be protected when shoving cars.

All transfer movements departing Gest Street or Sharonville Yard en route to Clare Yard or Berry Yard must display a marker on the rear car while in transit. The Conductor of each affected movement will be responsible to ensure compliance with this procedure.

5. All Northward trains en route to Sharonville Yard that do not have radios (installed or handset) which are equipped with the frequencies to be used will notify the Yardmaster at Gest St. prior to passing Ludlow Yard in order to receive a radio that is properly equipped for temporary use. It will be the responsibility of the employee requesting the radio to return the equipment after use. Tower personnel will record and verify the assignment of such radio equipment.

6. Account close track centers on the south end of class Tracks 22 and 23, Gest St. Yard, employees are prohibited from riding the side of equipment on these tracks.

7. When allowing cars to roll free during flat switching operations at the south end of Gest Street Yard, cars must not be cut-off and allowed to roll free into the Class Yard from further south of the CT19 switch on the southwest switching lead (southward side of the yard), and no further south than the CT27 switch on the southeast switching lead (northward side of the yard).

8. All crews reporting for duty at Cincinnati will contact the Trainmaster on-duty at 513-977-3210 within 10 minutes of reporting for duty for instructions, and to verify that all crew members are present and ready to perform service.

If delayed for ANY REASON, i.e. paperwork, transportation, etc., it is the responsibility of the Conductor, or Engineer in the Conductor's absence, to contact proper authority every 15 minutes until the issue has been resolved or you are no longer being delayed.

C. BERRY YARD (BOND HILL)

Maximum authorized speed for all industry tracks at Proctor and Gamble's Ivorydale Facility, MP CJ 254.0 is not to exceed 5 MPH.

CINCINNATI TERMINAL

9. DISTRICT INSTRUCTIONS (CONT.)

D. LUDLOW

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

It must be determined that sufficient hand brakes are applied before coupling air. After checking for hand brakes and coupling air, charge train line to 65 pounds minimum. After determining that train line is properly charged, Engineer will make 25 pound reduction. After brakes have been set with a 25 pound reduction, brakes can be released and train line charged again. After air brakes have been released and while waiting for train line to charge to 65 pounds, a crewmember can release the hand brakes on the train and train can be held with independent brake. If independent brake is not sufficient to hold the train while train line pressure is being charged, a sufficient number of hand brakes must be applied to the train. When the train line is charged and sufficient hand brakes have been released, movement may proceed with hand brakes applied if necessary until safe to release.

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

2. When necessary to move multiple-unit consists in the Diesel Shop area, Ludlow Yard, with the Engineer positioned on any unit other than the lead locomotive in the direction of movement, a crewmember must be placed at, on, or ahead of the movement to provide positive protection.

Engines at Ludlow Yard must not be moved from servicing area until:

- (a) The Mechanical Foreman on-duty has given verbal permission.
- (b) The Blue Signals have been removed from the locomotive and applicable track.
- (c) Positive confirmation has been established that derails are in the off position.

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

3. Employees are prohibited from riding side of car or engine on west side of West House Track, and east side of Crane spur at Ludlow Yard due to close clearance.
4. The south running lead switch at Ludlow Yard is equipped with an electric lock and Blue signals at the entrance to the Coach Yard and Roundhouse Track, which are controlled by the Mechanical Department. To access these tracks, permission must be obtained from the Mechanical Department, and the signal indication must be changed from Blue to Amber. An Amber display indicates that the switch has been unlocked for manual alignment of the intended movement.
5. Track No. 3 at Ludlow Yard, must be left open at all times. Equipment must not be left in this track without obtaining permission from the Trainmaster at Gest Street Yard.

CINCINNATI TERMINAL

9. DISTRICT INSTRUCTIONS (CONT.)

E. CLARE

Unless otherwise instructed, the garden crossing, MP CV 111.2 is to be cut and left clear for highway traffic.

F. SHARONVILLE

1. Crews must receive permission from the Sharon Yardmaster prior to entering Sharon Yard, at MP CP 246.0 when accessing from the East end, or MP CP 248.0 when accessing from the west end entrance. The Yardmaster at Sharon may be contacted via radio on Conrail Channel 2, frequency 64-64.
2. Employees are prohibited from riding the side of equipment through the flood gates at Ford Motor Company, MP CF 18.0 account close clearance.
3. The Maximum Authorized Speed for all industry tracks located within Bunge North America Industry, MP CF 18.0 at Sharonville is Restricted Speed not exceeding 5 MPH.
4. When spotting cars in the Stub Track at Diversey Industries in Sharonville, OH, MP CJ 245.5, 100% hand brakes must be applied.

Cars spotted in this industry must be placed no more than 10 feet from the butting post. A Yellow line has been painted at the spot where the rear wheel should be.
5. Employees are prohibited from riding the side of equipment in Tracks SH06, SH07, SH08 and SH09 at Sharonville Yard when the adjacent track is occupied.
6. All trains arriving or departing the west end of Evendale Yard, CP 248.0 must stop short of the Lower Eastbound Main Switch at Evendale if their movement requires the use of this switch. After stopping, crews are required to inspect the alignment of the Lower Eastbound Main Switch and report via radio, the position of the switch to the Yardmaster at Sharonville.

DANVILLE TERMINAL

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
		110.7	NORTH END DISPATCHER 103 FAULKNER..... CP	
		112.6	N. WYE Y CP	
		113.2	S. J. TOWER Y CP	
		116.4	DV TOWER VL CP	
		116.6	Danville R, Y	
		118.3	SOUTH DANVILLE VL CP	

1. RULES IN EFFECT

	Main 1 Track	Main 2 Track
Between	Rules	
Faulkner and DV Tower	261	261
DV Tower and South Danville	93	93

2. MAXIMUM SPEEDS

	TV	Frt.
Between	MPH	
MP 110.7, Faulkner and MP 116.4, DV Tower Except: MP 110.7, Through Turnout Faulkner	60	50
MP 112.6, Through Turnout N. Wye (Louisville District)	40	40
MP 356.8 W, South Wye to MP 112.7, North Wye, Over Wye Track	20	20
MP 113.2, Through Crossover from CNO&TP No. 1 Track to the Louisville District Main Track	40	40
MP 113.3, Through Crossover S. J. Tower	40	40
MP 113.3, Through Turnout South Wye (Louisville District)	40	40
MP 114.0 to MP 116.0, Curves	55	50
MP 116.0 to MP 116.4, Curves	50	50
MP 116.4 and MP 118.3 Except: RESTRICTED SPEED entering, leaving, or using No. 1 and No. 2 Tracks between the points designated until the leading end of movement reaches the governing signal at DV Tower or South Danville.	30	30
Auxiliary Tracks:		
West Lead from Clarks Bridge to South Danville (Note)	20	20
Danville, All Yard Tracks	10	10
Danville, All Industry Tracks	10	10

NOTE: Operate at Restricted Speed until leading end of movement reaches governing signal at South Danville.

3. CHECKING LOCOMOTIVE SPEED INDICATOR

Engineers will choose appropriate locations to check speed indicators.

DANVILLE TERMINAL

4. DIESEL UNIT RATINGS

See District instructions for trains departing Danville Terminal.

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

Loaded 4-axle cars may be handled up to the weight shown provided the stenciled Load Limit (Weight of car and lading) is NOT exceeded.

286,000 lbs.

B. EQUIPMENT RESTRICTIONS

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

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

Line Segments	Between	Maximum Safe Trailing Tonnage	
		Southward/ Westward	Northward/ Eastward
Danville	Danville and Danville	See Note 1	See Note 1

NOTE 1: See District instructions for trains departing Danville Terminal.

6. SWITCHES AND DERAILS

JUNCTIONS

INTERLOCKED

Milepost	Location	Line/R.R.
113.2	S.J. Tower	W Line

7. COMMUNICATION INFORMATION

None.

8. DETECTOR INSTRUCTIONS

None.

DANVILLE TERMINAL

9. DISTRICT INSTRUCTIONS

A. EXCESSIVE CURVATURE

Listed below are tracks with curvature of 12 degrees, 30 minutes or greater:

Milepost	Location	Curvature
117.0	North Leg Wye	17.0 degrees
117.0	Pig Track	18.0 degrees

Refer to the Equipment Restriction Section of the System Timetable.

B. DANVILLE TERMINAL

1. Main Tracks No. 1 and 2 between DV Tower, MP 116.4, and South Danville, MP 118.3, are designated as "Yard Tracks". ALL Trains using the above tracks between points designated will move at RESTRICTED SPEED.
2. Derailing device boxes controlling Blue signal derails are located at clearance points, at the south end of West No. 1 through West No. 10 yard tracks Danville Yard. These devices will be controlled by the Mechanical Department. The normal position will be in non-derailing position, the indication is Yellow target by day and Yellow light by night. Be careful mounting and dismounting equipment and walking in these areas where the derailing device boxes are located. Normal position for Main Line switches (including crossover switches) Danville Yard is lined and latched for Main Line movement. Switches must be left in normal position after use, except on authority of Yardmaster.
3. Southward trains handling high and wide shipments must contact the Yardmaster at Danville Yard prior to passing SJ Tower, MP 113.0 for clearance route into and through Danville Yard.
4. Northward trains handling high and wide shipments must contact Yardmaster at Danville Yard prior to passing South Danville, MP 118.3 for clearance route into and through Danville Yard.
5. Northward trains, prior to passing Bowen, MP 123.0 will contact the Danville Yardmaster for instructions to determine if train should be stopped south of Stewart's Lane crossing, MP 119.1.
 - Yardmaster shift changes are as follows:
7:00AM to 7:10AM 3:00PM to 3:10PM 11:00PMDuring these hours the Yardmaster will be making turnovers and will not be able to transmit on the radio unless necessary.
6. The engine bell must be sounded when entering the Danville Yard from DV Tower, MP 116.4 to South Danville, MP 118.3.

DANVILLE TERMINAL

9. DISTRICT INSTRUCTIONS (CONT.)

B. DANVILLE TERMINAL (CONT.)

7. All CNO&TP southward trains and Western District eastward trains must contact the Danville Tower before fouling Faulkner Road crossing. All CNO&TP northward trains must contact the Danville Tower before fouling Stewart's Lane road crossing. Crew members on trains or engines being fueled on No. 2 Track at Stewart's Lane, Danville, KY, MP 119.1 will comply with following procedures:
 - Yardmaster will inform contractor of trains or engines to be fueled and whether to anticipate train movement on No. 1 Track. Crew members on train being fueled will need to protect the crossing for movement on No. 1 Track, and notify contractor of an approaching movement. Trains approaching Stewart's Lane on No. 1 Track from either direction will notify the crew of trains sitting on No. 2 Track of their approach.
8. All train crews arriving or departing Danville Yard that will be setting off, picking up, or doing work in connection with a yard crew or utility person will, prior to performing work, establish positive radio communications with that crew or utility person on the Danville Yard channel (92-92). Both crews and/or utility person will remain on that channel until work is completed. Run through trains or trains requiring brake test will communicate with the Mechanical Department on the road channel (56-56). The Yardmaster, during job briefings, will instruct crews when to change to the yard channel.
9. All yard engines, tow engines or engines set out for any reason on the north end of the east yard at Danville, KY, that are running will be placed south of the Orange marker between the road and No. 8 Track approximately 300 feet south of clear point of No. 8 Track.
10. Close clearance conditions exist at Greenleaf, Danville Yard, Danville, KY, and employees must be governed by the following:
 - Employees must not ride side of equipment on either side of track between north end of building and end of track.
 - In addition, employees must not stand between building and moving equipment due to close clearance condition.

LOUISVILLE TERMINAL

EAST ↓	SIDINGS IN FEET	MP	STATION	NOTE
			LOUISVILLE DISPATCHER..... 104	
		268.3 W	TATEM..... CP	2
		268.9 W	K&I JCT. VL CP	1, 2
		269.9 W	IN/KY State Line	
		270.2 W	DI TOWER..... CP	
		270.4 W	Louisville..... R, Y	
		270.4 W	PORTLAND AVE. CP	
		271.6 W	MADISON ST..... CP	
		272.3 W	GARLAND AVE..... CP	
		272.8 W	VIRGINIA AVE..... CP	
		274.8 W	FOURTEENTH ST. A CP	1, 2
		274.9 W	LS JCT. VL CP	

STATION PAGE INFORMATION

NOTE 1: Permission must be received from Louisville Train Dispatcher before entering yard limits between K&I Jct. and LS Jct. **EXCEPTION:** Does not apply to trains entering yard limits on signal indication.

NOTE 2: Louisville Terminal section governs between LS Jct. and Tatem.

LOUISVILLE TERMINAL

1. RULES IN EFFECT

Between	Main 1 Track	Main 2 Track
	Rules	
Tatem and K&I Jct.	261	261
K&I Jct. and DI Tower	93	93
DI Tower and DI Tower	261	261
DI Tower and Portland Ave.	93	93
Portland Ave and Portland Ave.	261	261
Portland Ave. and Madison St.	93	93
Madison St. and Madison St.	261	261
Madison St. and Garland Ave.	93	93
Garland Ave. and Garland Ave.	261	261
Garland Ave. and Virginia Ave.	93	93
Virginia Ave. and Virginia Ave.	261	261
Virginia Ave. and Fourteenth St.	93	93
Fourteenth St. and Fourteenth St.	261	261
Fourteenth St. and LS Jct.	93	93

2. MAXIMUM SPEEDS

Between	Main Tracks
	MPH
MP 268.3 W and MP 275.2 W Except: MP 268.7 W to MP 269.0 W, Curves MP 274.9 W, LS Jct., to CSXT Seventh and Magnolia Connection Track	15 10 15

3. CHECKING LOCOMOTIVE SPEED INDICATOR

Engineers will choose appropriate locations to check speed indicators.

4. DIESEL UNIT RATINGS

See District Specific Instructions for trains departing Louisville Terminal.

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

Loaded 4-axle cars may be handled up to the weight shown provided the stenciled Load Limit (Weight of car and lading) is NOT exceeded.

286,000 lbs.

LOUISVILLE TERMINAL

5. LOCOMOTIVE AND CAR RESTRICTIONS (CONT.)

B. EQUIPMENT RESTRICTIONS

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

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

Line Segments	Between	Maximum Safe Trailing Tonnage	
		Southward/ Westward	Northward/ Eastward
Louisville Terminal	K&I Jct. and LS Jct.	See Note 1	See Note 1

NOTE 1: See District specific instructions for trailing tonnage restrictions.

C. 6-AXLE DIESEL UNITS

These restrictions do not apply to Main Track.

6-axle engines may not operate over the following tracks:

- MP 270.0 W — LIRC Connection (Panama to Highline)
- MP 272.8 W — Fairground Lead

6. SWITCHES AND DERAILS

A. SWITCH OPERATION

Solar powered switch boxes which replaced the hand throw switch stands are installed on the west end of the "B" lead for the 3 to 4 lead crossover (west end of crossover only). BY3 to BY4 and BY3 to BY5.

Employees will position themselves to the west of the switch box so as to be in the clear, not fouling tracks, lift the light Gray cover located on the west end of the switch stand box and press the button. (Do not hold the button down.) This will line the switch points. The switch lines with 6,000 lbs of pressure and locks into place with 2,000 lbs. of pressure. Before lining ensure no one is in the gauge of the track near the points. After lining the switch, close the cover to the small Gray box and check to make sure the switch is properly lined as required.

NOTE: Do not attempt to operate the switch while it is occupied by equipment. When handling this switch, **Rule 104(b)** applies. You must check the switch points for proper fit.

Only the west end switch of the 3 to 4 lead crossover has a solar powered switch.

The east end of the crossover still operates by a hand throw switch.

LOUISVILLE TERMINAL

6. SWITCHES AND DERAILS (CONT.)

B. SWITCHES AND DERAILS

Normal position for the Plywood Lead is lined and locked for "I" Yard, Track No. 4. After use, the switch must be returned to normal position and locked.

The normal position for the Engine Yard House Track switch west end is lined for No. 5 Lead. After using this switch, return to normal position.

Normal position for the No. 5 Lead/No. 6 Lead, (D Yard), switch at west end of Louisville Yard is lined and locked for movement on the No. 5 Lead. If multiple moves are to be made toward No. 6 Lead, permission to leave switch lined for No. 6 Lead may be granted only by communicating with Louisville Tower personnel.

A switch lock has been re-applied to the Wye Switch at the Fairgrounds K-Yard. The normal position for this switch is lined and locked for the East Leg of the Wye. For clarification, the East Leg of the Wye is the track section that runs from the K-Yard toward the north and south Main Tracks, toward the I-264 Overpass.

7. COMMUNICATION INFORMATION

None.

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

A. RAILROAD CROSSING AT GRADE

INTERLOCKED

Milepost	Location	Line/R.R.
274.8 W	Fourteenth Street (Note 1)	PAL R.R.

- NOTE 1:** Fourteenth Street, Louisville, KY, PAL Railroad Crossing, MP 274.8 W
1. Must have authorization from Louisville District Train Dispatcher, Knoxville, TN, to operate push button release.
 2. Indicator light in box will be illuminated if PAL signals indicate stop. The button marked "clear" may be pushed immediately if indication light is illuminated. When depressed PUSH BUTTON shall be held for five (5) seconds.
 3. If indicator is not illuminated, check all PAL tracks for approaching trains or engines.
 4. Push button may now be operated only if no PAL trains or engines are approaching crossing.
 5. After three (3) minutes have elapsed if NS signal does not clear, movement may be made in accordance with **Rule 462**.

NON-INTERLOCKED

Milepost	Location	Line/R.R.
272.8 W	Bells Lane	PAL
272.8 W	Mothers Cookie Lead	PAL (see note)

NOTE: All movements approaching the PAL railroad crossing at grade at Mothers Cookies Lead, 300 feet east of the switch to Phillip Morris Tracks 1 and 2, must stop clear of crossing and not proceed until conflicting route is known to be clear.

LOUISVILLE TERMINAL

9. DISTRICT INSTRUCTIONS (CONT.)

B. INTERLOCKED SIGNALS

Between K&I Jct., MP 268.9 W and LS Jct., MP 274.9 W interlocking signals govern movement over power switches only: Signals do not convey any information concerning condition of block ahead. Interlocking home signals govern movement only within the limits of each interlocking. The normal indication of the interlocking signals is stop. The most favorable indication these signals can display is proceed at Restricted speed except where otherwise restricted.

C. JOINT TRACKAGE

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

Vincennes St., MP 268.9 W to LS Jct., MP 274.9 W, INRD R.R., CSXT R.R.
14th Street, MP 274.8 W, PAL R.R.

D. CLOSE CLEARANCES

There are close clearances in almost all of the industries in Louisville. Employees must maintain constant vigilance for marked and non-marked close clearance locations. It is the employee's responsibility to learn and know where close clearance exist. In addition to the marked CLOSE CLEARANCE locations, certain tracks can have close clearances when long cars are in them. Hence employees are prohibited from riding the side of moving equipment in any tracks in the E, F, G, H and I yards when there is equipment on the adjacent track.

Employees are prohibited from riding on the bottom step, on the north side, of locomotive adjacent to the electric lock box at the west end of the engine Ready Track, due to close clearance of the box to the bottom step. Employees are prohibited from standing in between moving equipment and standing equipment on adjacent tracks, in the yard tracks named above.

Reynolds is in the process of installing additional platforms along their dock. These create an additional close clearance situation at this location. Close clearance signs are already posted on both sides of the doorway into the building due to existing close clearance conditions with the doorway and dock. Use extra caution while working at this location. A Blue flag and derail system will also be installed in the near future. Instructions governing it will be outlined in a separate Bulletin.

EXCEPTION: When coupling tracks, it will be permissible to stand between the tracks to make couplings and stretch tracks. Exercise extreme Caution to avoid locations where long cars and track curvature can create close clearance.

Other Close Clearance Tracks:

1. Inbound engine track
2. Outside and inside tracks PAL Yard
3. Eastward main and switching lead MP 271.2 W
4. Eastward Main between MP 275.8 W and MP 275.3 W South Side
5. RP02 and outbound engine track

LOUISVILLE TERMINAL

9. DISTRICT INSTRUCTIONS (CONT.)

E. HIGH & WIDES

Prior to passing Buechel, MP 283.0 W all westward trains with excessive dimensional loads (high/wides) approaching Louisville Terminal must advise Louisville Tower of High/wide shipment(s) in their train. Prior to passing Budd Road, MP 266.8 W, all eastward trains with excessive dimensional loads (high/wides) approaching Louisville Terminal must advise Louisville Tower of excessive loads (high/wide) prior to entering NS tracks. All NS, CSXT, LIRC, and PAL Yard and transfer movements must notify Louisville Tower of excessive loads (High/wides) prior to entering NS tracks.

F. WARNING WHISTLE

All trains and engines will sound warning whistle approaching the following trestle:
Ohio River — MP 270.0 W

G. CLEARANCE POINTS

Clearance points are painted on the rail for yard tracks. Rail equipment must be left behind these clearance points (In Clear) before movement is made into an adjacent track. If the clearance points are fouled, movement to an adjacent track cannot be made until clearance is corrected.

H. BLUE SIGNAL PROTECTION

The East End of the engine service tracks located off the west end of Plywood lead has electric Blue Signal Protection and switch lockout. The West End of the engine service tracks located off the No. 5 Lead has electric Blue Signal Protection and switch lockout. The signal indication and switch lockout will be controlled from Roundhouse by mechanical forces. There are two (2) signals, one governing the Outside and Middle House tracks to the I-Yard Runaround track, West End, and one governing the inside track to the West End of the No. 5 Lead. Normal position for the West End of the House track switch is lined for the I-Yard Runaround track, return to normal position after use. Normal position for the Inside Engine Ready Track is lined for the DY17 Lead. After use, the switch must be restored to normal position.

Procedure for movement to or from these tracks is as follows:

If governing signal displayed is Blue, contact the Roundhouse supervisor via radio for Yellow signal and permission to use track. If unable to contact Roundhouse supervisor, notify Louisville Tower. When a Yellow signal is received, move locked/unlocked lever to the unlocked position, and line as needed. After use, return switch to normal position and lever to the locked position. All crossings within the Terminal Roundhouse limits must be approached prepared to stop, looking out for Mechanical Department equipment fouling.

LOUISVILLE TERMINAL

9. DISTRICT INSTRUCTIONS (CONT.)

I. GROUND AIR LOCATIONS

The following are ground air locations in Louisville Terminal.

West End: Main 1 and Main 2

BY-01 through BY-08

EY-01 through EY-04

FY-01 through FY-09

East End:

BY-01 through BY-07

HY-01 through HY-08

IY-RA through IY-04

J. USE OF AIR WHILE FLAT SWITCHING

Yard engines performing normal flat switching with cuts of cars of 2,000 tons or more will have the air hoses coupled and train line air cut through on the five (5) cars next to the engine for additional braking effort. For each additional 200 tons over the initial 2,000 tons, one (1) additional car must have the air hoses coupled with the train line air supplied to each additional car. For example, seven (7) cars would have the air hoses coupled and train line air supplied for additional braking effort for the head seven (7) cars of a cut of 2,400 tons.

Any questions concerning the tonnage of a cut of cars being handled should be directed to Louisville Tower.

Crews should use good judgment and care to prevent damage to locomotives, cars and lading while performing flat switching.

K. BAD ORDER EQUIPMENT

When advised of bad order equipment at any location, including industry, notify Louisville Tower and do not move until released by Mechanical Department personnel.

LOUISVILLE TERMINAL

9. DISTRICT INSTRUCTIONS (CONT.)

L. D-YARD TRACKS

Employees placing equipment into tracks in the D-Yard (Bulk Transfer Facility) at Youngtown Yard, must apply a minimum of three (3) hand brakes on the east (downhill) end of a cut of cars left standing. To clarify, the east (downhill) end is the end closest to the bumping post. Equipment left standing in these tracks must not be nearer than 25 feet to the bumping post. In accordance with Central Division Timetable No. 1, Special Instruction CE-103-1, safety stops should be made prior to coupling to equipment already occupying these tracks to prevent damage and/or end of track collisions with the bumping posts.

The activities in the D-Yard have expanded to include a bulk transfer terminal, light car repair, and program repair work. The Mechanical Department is using Track DY02 to perform the program repair work on steel coil cars. Wheel chocks, cranes, miscellaneous car parts, and other materials are present in the area. Use extreme caution when working and traveling in this area as bad footing conditions will exist due to the ongoing work. Crews must inspect cars prior to coupling to ensure that wheel chocks have been removed by Mechanical Department forces.

Crews serving the Thoroughbred Bulk Transfer (TBT) Facility in the D-Yard must ensure that cars are shoved beyond the clearance points of tracks to allow access for trucks to unload products from railcars safely, without fouling the lead or adjacent tracks. Any questions on where to spot the cars should be directed to TBT Operators and/or the Main Tower.

As a reminder, safety stops must be made on shove moves and cars must be left at least 25 feet from the bumping post.

Spotting of Repair Program Steel Cars in the "D-Yard"

Louisville Mechanical will be performing program maintenance on steel cars in the D-Yard. Cars should be spotted using extreme caution, using Track DY02 as the primary spot. Track DY04 may also be used if DY02 is not available. Due to the power lines located over the track and the Mechanical Department's equipment need to be on the pavement, the following procedures must be followed:

Track DY02 and Track DY04

1. Spot four (4) cars on the east side (bumping post side) of the Overhead Power Line.
2. Spot four (4) cars on the west end (Tower side) of the Overhead Power Line.
3. Any additional cars may be staged and secured on the Tower end of the D-Yard Track for the next spot.
4. There are White paint marks on the rails of DY02 and DY04 to indicate the separation needed for the Overhead Power Lines.

Cars must not be left closer than 25 feet to the bumping posts. Safety stops must be made. Job Briefings must be conducted to ensure safe movements are made. Due to previous incidents, cars handled within the D-Yard must be handled with three (3) effective hand brakes on the rear cars of the cut. All couplings should be stretched to ensure cars are properly coupled together.

LOUISVILLE TERMINAL

9. DISTRICT INSTRUCTIONS (CONT.)

M. CAR HANDLING

In the interest of damage free car handling, the following instructions for switching are in effect.

1. Do not cut off and allow to roll freely more than three (3) empty cars or two (2) loaded cars at one time en route to any track in Louisville Terminal, Magnolia Yard, K Yard and L Yard. Any group of three (3) cars cut off and rolling freely must be stopped on straight track before others are allowed to follow in the same track.
2. When switching cars within Louisville Terminal car(s) standing must be in clear of track(s) to allow car(s) rolling freely to be on straight track with couplers properly aligned to avoid mismatching.
3. All cars which are to roll freely must be cut off on straight track and coupled to standing car(s) on straight track. Standing cars at any location must be in clear on straight track at least the length of car rolling freely to coupling.
4. Do not handle cars or equipment 70 feet or longer in Fairgrounds K Yard tracks KY-07, KY-08, KY-09, KY-10, and KY-11. Due to excessive curvature, such equipment will not negotiate curves.
5. Loaded intermodal traffic (automobiles and TOFC-COFC) must not be allowed to roll freely to coupling. In all cases, shove to coupling.
6. Various series of special flat cars are used by Carbide Industries to transport calcium carbide in bins. These cars must not be cut off while in motion. Other rail cars must not be allowed to roll freely into these types of cars. Care must be used when handling these types of cars to avoid damage to lading and securing devices.

N. EVACUATIONS

Should it become necessary to evacuate all or parts of areas within Louisville Terminal, guidelines to follow are listed below.

1. LOUISVILLE TOWER

Personnel in and around the Terminal offices are to meet in the parking lot at the flag pole for an accounting of personnel and further instructions in the event of an emergency.

2. LOUISVILLE (MAIN YARD)

Yardmaster or other proper authority will direct yard personnel. These instructions will advise to the safe direction to be taken, if locomotive power should be used, and any other information concerning conditions. Once in a safe area, advise the Yardmaster of your location and personnel present.

3. FAIRGROUNDS YARD (K&L)

Yardmaster or other proper authority will direct yard personnel. Instructions will advise conditions and means of departure from area. Once in a safe area, crew will communicate with the Yardmaster their location and personnel present. Unless otherwise instructed, the Fairgrounds office at the K Yard will be point of shelter.

LOUISVILLE TERMINAL

9. DISTRICT INSTRUCTIONS (CONT.)

N. EVACUATIONS (CONT.)

4. MAGNOLIA YARD

Yardmaster or other proper authority will direct yard personnel, and will advise conditions and means of departure from area. Once to a safe area, crew will communicate to Yardmaster location and personnel present. Unless otherwise instructed, the 15th Street Warehouse will be point of shelter.

5. NEW ALBANY (INDIANA) YARD

Yardmaster or other proper authority will direct yard personnel, and will advise conditions and means of departure from area. Once to a safe area, crew will communicate to Yardmaster location and personnel present. Unless otherwise instructed, 4th Street Office will be point of shelter.

6. CSXT, PAL, LIRC RAILROADS

NS crews interchanging to foreign rails will be governed by instructions received from foreign lines proper authority for evacuation instructions.

O. SECURING EQUIPMENT

All tracks in Louisville Terminal must be properly secured with hand brakes. One (1) car — one (1) hand brake; two (2) cars — two (2) hand brakes. More than two (2) cars, minimum of two (2) hand brakes. Before dropping cars to tracks, it MUST be known that track is properly secured. If it is not known there are at least two (2) hand brakes on a track prior to dropping cars to that track, first two (2) cars dropped to that track must be secured with hand brakes or an employee must see that track is secured with a minimum of two (2) effective hand brakes.

Cars yarded in Yard Tracks BY-01 through BY-05 must be secured on the east end (Market Street end), unless otherwise instructed by the tower. Utility personnel must make arrangements with inbound road and yard crew(s) when assisting crew(s) to secure equipment per timetable instructions. Standing cars in the following tracks when placed for yard air must have a sufficient number of hand brakes applied with a minimum of four (4) hand brakes applied.

Main 2
Main 1
BY-01
BY-02
BY-03

Train crews are to advise the tower on which end of the cut of cars the hand brakes have been applied. On the Fairgrounds Tracks shown below, hand brakes must be applied on the west end:

STOCK CHUTE
GODLEN ROD
STRAIGHT TRACK
FAIRGROUNDS NO. 1
FAIRGROUNDS NO. 2
FAIRGROUNDS NO 3

LOUISVILLE TERMINAL

9. DISTRICT INSTRUCTIONS (CONT.)

P. INSTRUCTIONS — “FOREIGN RAILROADS” PADUCAH & LOUISVILLE RAILWAY (PAL)

The following instructions are issued concerning permission to operate on Paducah and Louisville Railway (PAL).

All movements within Louisville Terminal on the Paducah & Louisville Railway will be made by authority of a TRACK WARRANT issued by the PAL Train Dispatcher. In addition, train crews will have in their possession before entering PAL property the current PAL Timetable, Current General Order, and Current en route Movement Instructions.

Copies of current PAL timetables are available at reporting locations at the Norfolk Southern Fair Ground office and Yard Office/Yardmaster tower. Yardmasters and/or crews will contact the PAL Train Dispatcher prior to movement onto PAL property to receive current General Orders and en route Movement Instructions that will be referred to for issuance of Track Warrant. The PAL Train Dispatcher may be reached by the following methods:

Telephone 1-800-444-2580 at the Prompt, 1-4306# or 270-444-4306.

By radio PAL frequency AAR 42-42, Train Dispatcher Touchtone call: 09.

Special Notice is given that all Times on PAL Track warrants and en route Movement Instructions are in CENTRAL Standard Time (CST).

PAL Bulletin Orders and Bulletin notices will be maintained at the Fair Ground office, yard office and Yardmaster tower.

The word “VOID” must be written legibly across each copy of the Track Warrant when crew member has reported train clear of the limits. Copies of all “VOIDED” Track Warrants must be retained by crew member until end of tour of duty.

The Train Crew will directly communicate with PAL Train Dispatcher at Paducah for permission to occupy the PAL tracks. The permission must be received by Track Warrant before fouling Bells Lane and occupying the PAL tracks at Standard lead. All permission to occupy PAL tracks must be clearly understood by all crew members. All information contained in permission granted by PAL Track Warrant including restrictions must be repeated back to the PAL Train Dispatcher.

PAL must be advised of engine number or numbers, if in multiple, when receiving permission.

PAL Train Dispatcher must be contacted as crew clears locations where any restrictions were given and all crews must contact PAL on return trip after clearing at Bells Lane to advise PAL that movement has cleared PAL rails. Any crew that will not complete work during their tour of duty while on the PAL or will be relieved while on the PAL must contact the PAL with such information. Relieving crew on PAL must contact PAL Train Dispatcher and advise them of such, prior to moving train or fouling PAL tracks. Proper radio usage must be maintained.

LOUISVILLE TERMINAL

9. DISTRICT INSTRUCTIONS (CONT.)

P. INSTRUCTIONS — “FOREIGN RAILROADS” PADUCAH & LOUISVILLE RAILWAY (PAL) (CONT.)

WHEN CLEARING PAL RAILS AT BELLS LANE OR RETURN TRIP, BOTH PAL DISPATCHER AND THE NS LOUISVILLE TOWER MUST BE NOTIFIED THAT MOVEMENT HAS CLEARED PAL TRACKS.

When delivering to the PAL, two (2) separate cuts must be delivered if any of the cars exceed 73 feet in length. In other words, one cut will consist of those cars exceeding 73 feet in length, while the other cut will consist of those cars that are 73 feet or less. When shoving cars to deliver to the PAL, begin on NS Main Line, moving until engine is on straight track, PAL Main Line, NOT EXCEEDING 5 MPH.

The south switch of the Cane Run WYE on the PAL R.R. may be left as last used.

Q. INSTRUCTIONS — “FOREIGN RAILROADS” LOUISVILLE INDIANA RAILWAY (LIRC)

Designated interchange tracks for the LIRC Railroad are as follows:

1. Panama Yard Track #1
2. Panama Yard Riverside Track
3. Panama Yard Floodwall Track

R. INSTRUCTIONS — “FOREIGN RAILROADS” CSXT

1. All crews operating into CSXT Osborne Yard, Louisville, KY, will be governed by the following instructions for securing equipment left standing in any track.
2. All equipment left standing is to be properly secured with hand brakes. One (1) car — one (1) hand brake; two (2) cars — two (2) hand brakes; three (3) cars — three (3) hand brakes. More than three (3) cars, a minimum of three (3) hand brakes.
3. CSXT RAILROAD — 10 MPH Northward Main from 7th & Magnolia to Norfolk Southern crossing: 15 MPH on all other portions of Main Tracks between 7th & Magnolia Osborne Yards.
4. All northward trains departing CSXT en route to the NS will need:
 - (a) Signal indication, and
 - (b) Verbal permission from NS Train Dispatcher prior to passing the CSXT Northward signal governing movement onto the NS Connection Track at 7th Street and Magnolia, Louisville Terminal.

KNOXVILLE DISTRICT APPOLO BRANCH

SOUTH 	SIDINGS IN FEET	MP	STATION	NOTE
			WEST END DISPATCHER 773	1
		MR 221.0	Appolo	
		MR 219.0	Stoney Fork Jct. Y	
		MR 216.0	Queensbury	

STATION PAGE INFORMATION

NOTE 1: KD Train Dispatcher handles 8:00AM to 4:00PM, Monday through Friday 775.

1. RULES IN EFFECT

Between	Main Track
Appolo and Queensbury	171

2. MAXIMUM SPEEDS

Between	Main Track
Appolo, MP MR 221.0 and Queensbury, MP MR 216.0	MPH 10

3. CHECKING LOCOMOTIVE SPEED INDICATOR

Engineers will choose appropriate locations to check speed indicators.

4. DIESEL UNIT RATINGS

None.

KNOXVILLE DISTRICT APPOLO BRANCH

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

Loaded 4-axle cars may be handled up to the weight shown provided the stenciled Load Limit (Weight of car and lading) is NOT exceeded.

286,000 lbs.

B. EQUIPMENT RESTRICTIONS

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

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

Line Segments	Between	Maximum Safe Trailing Tonnage	
		Southward/ Westward	Northward/ Eastward
Appolo Line	Appolo and Queensbury	Unrestricted	Unrestricted

NOTE: See District specific instructions for trailing tonnage restrictions.

**KNOXVILLE DISTRICT
APPOLO BRANCH**

6. SWITCHES AND DERAILS

A. APPOLO

Normal position of Main Line derail located at MP MR 219.5 and Yard Tracks 1–4 is lined and locked in OFF position, unless being used to protect cars and/or engines tied down. Trains and/or engines must approach the derail prepared to stop.

B. SWITCHES

All Main Line switches on the Appollo Branch have no normal position, and will be left lined and locked in last position used.

C. JUNCTIONS

NON-INTERLOCKED

Milepost	Location	Line/R.R.
216.0	Queensbury	CV Line
219.0	Stoney Fork Jct.	MS Line

7. COMMUNICATION INFORMATION

Base Station	Channel 1 TX and RX	Channel 2 TX (RX)
Middlesboro	56	NA

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

JOINT TRACKAGE

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

Between Queensbury, MP MR 216.5 and Stoney Fork Jct., MP MR 219.0, CSXT.

KNOXVILLE DISTRICT BELL COUNTY BRANCH

SOUTH 	SIDINGS IN FEET	MP	STATION	NOTE
		MS 221.0 MS 219.0	WEST END DISPATCHER 773 Bell County Stoney Fork Jct.	1

STATION PAGE INFORMATION

NOTE 1: KD Train Dispatcher handles 8:00AM to 4:00PM, Monday through Friday 775.

1. RULES IN EFFECT

Between	Main Track
Bell County and Stoney Fork Jct.	Rules
	171

2. MAXIMUM SPEEDS

Between	Main Track
MP MS 219.0, Stoney Fork Jct. and MP MS 221.0, Bell County	MPH
	10

3. CHECKING LOCOMOTIVE SPEED INDICATOR

Engineers will choose appropriate locations to check speed indicators.

4. DIESEL UNIT RATINGS

None.

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

Loaded 4-axle cars may be handled up to the weight shown provided the stenciled Load Limit (Weight of car and lading) is NOT exceeded.

286,000 lbs.

KNOXVILLE DISTRICT BELL COUNTY BRANCH

5. LOCOMOTIVE AND CAR RESTRICTIONS (CONT.)

B. EQUIPMENT RESTRICTIONS

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

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

Line Segments	Between	Maximum Safe Trailing Tonnage	
		Southward/ Westward	Northward/ Eastward
Bell County Branch	Bell County and Stoney Fort Jct.	Unrestricted	Unrestricted

6. SWITCHES AND DERAILS

JUNCTIONS

NON-INTERLOCKED

Milepost	Location	Line/R.R.
MS 219.0	Stoney Fork Jct.	MR Line

7. COMMUNICATION INFORMATION

Base Station	Channel 1 TX and RX	Channel 2 TX (RX)
Middlesboro	56	NA

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

A. JOINT TRACKAGE

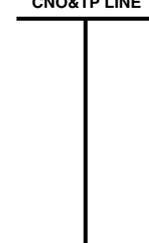
Trains and engines of other divisions and foreign lines will use Central Division tracks as shown below:

Between Stoney Fork Jct., MP MS 219.0 and Bell County, MP MS 221.0, CSXT.

B. BELL COUNTY

A crewmember must contact an employee of Bell County Coal to determine if their train or engine is in the clear before movement is made past the derail located at MP MS 221.7. In addition to the radio, a telephone is located at the Main Line derail on the Stoney Fork Branch (Bell County side), to contact Bell County Coal. The telephone numbers for Bell County Coal are 606-248-6404 and 606-242-5553.

NEW RIVER RAILWAY BRANCH

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
CNO&TP LINE 		215.3/ NR 215.3 NR 218.6/ NR 0.0 NR 0.5 NR 3.5 NR 7.1 NR 9.1 NR 11.0	SOUTH END DISPATCHER..... 102 Helenwood..... R New River Highway Jct. Pemberton Hunter Slick Rock Sterling	

1. RULES IN EFFECT

Between	Main Track
Helenwood and Sterling	Rules 171

2. MAXIMUM SPEEDS

Between	Main Track MPH
MP NR 215.3, Helenwood and MP NR 0.0, New River	25
MP NR 0.0, New River and MP NR 11.0, Sterling	10

3. CHECKING LOCOMOTIVE SPEED INDICATOR

Engineers will choose appropriate locations to check speed indicators.

4. DIESEL UNIT RATINGS

None.

NEW RIVER RAILWAY BRANCH

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

Loaded 4-axle cars may be handled up to the weight shown provided the stenciled Load Limit (Weight of car and lading) is NOT exceeded.

286,000 lbs.

B. EQUIPMENT RESTRICTIONS

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

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

Line Segments	Between	Maximum Safe Trailing Tonnage	
		Southward/ Westward	Northward/ Eastward
New River Railway	Helenwood and Sterling	Unrestricted	Unrestricted

6. SWITCHES AND DERAILS

No additional instructions.

7. COMMUNICATION INFORMATION

Base Station	Channel 1 TX and RX	Channel 2 TX (RX)
Oneida	56	48 (9)

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

New River Railway Branch between Helenwood, MP NR 215.3 and Sterling, MP NR 11.0 is out of service and cannot be used. Switch is spiked and tagged.

HARRIMAN & NORTHEASTERN RAILWAY

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
		166.0 H	SOUTH END DISPATCHER..... 102	1
		164.6 H	CANEY CREEK..... R (CP)	
		163.5 H	NEW GRADE (CP)	
		156.9 H	EMORY GAP Y (VL)	
			156.9 H	

STATION PAGE INFORMATION

NOTE 1: Between New Grade and Emory Gap Third District CNO&TP instructions and rules apply.

1. RULES IN EFFECT

	Main Track
Between	Rules
Caney Creek and New Grade	171
Emory Gap, MP 163.5 H and Emory Gap, MP 162.0 H	93
Emory Gap, , MP 162.0 H and Rockwood	171

2. MAXIMUM SPEEDS

	Main Track
Between	MPH
MP 166.0 H, Caney Creek and MP 163.5 H, Emory Gap	15
Except: MP 164.6 H to MP 163.5 H, Curves	10
MP 163.5 H, Emory Gap and MP 156.9 H, Rockwood	10

3. CHECKING LOCOMOTIVE SPEED INDICATOR

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

LOCATION OF TEST MILE SIGNS:

SOUTHWARD

MP 160.0 H to MP 159.0

NORTHWARD

MP 151.0 to MP 152.0

NOTE: Tests for accuracy will be made at other locations in addition to those shown. Engineers will choose appropriate locations to check speed indicators.

HARRIMAN & NORTHEASTERN RAILWAY

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Southward						
Caney Creek to Emory Gap	3200	4250	5100	6345	7050	8320
Emory Gap to Rockwood	700	900	1000	Prohibited	Prohibited	Prohibited
Northward						
Emory Gap to Caney Creek	3200	4250	5100	6345	7050	8320
Rockwood to Emory Gap	1400	1850	2250	Prohibited	Prohibited	Prohibited

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

Loaded 4-axle cars may be handled up to the weight shown provided the stenciled Load Limit (Weight of car and lading) is NOT exceeded.

286,000 lbs.

B. EQUIPMENT RESTRICTIONS

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

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

6. SWITCHES AND DERAILS

JUNCTIONS

INTERLOCKED

Milepost	Location	Line/R.R.
166.0 H	Caney Creek	Oakdale Line
164.6 H	New Grade	CNO&TP Line

NON-INTERLOCKED

Milepost	Location	Line/R.R.
163.5 H	Emory Gap	CNO&TP Line

7. COMMUNICATION INFORMATION

Base Station	Channel 1 TX and RX	Channel 2 TX (RX)
Oakdale	56	48 (9)
Rockwood	56	48 (9)

HARRIMAN & NORTHEASTERN RAILWAY

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

A. EXCESSIVE CURVATURE

Listed below are tracks with curvature of 12 degrees, 30 minutes or greater:

Milepost	Location	Curvature
165.7 H	Main Line	14.0 degrees
164.4 H	North Leg of Wye-Emory Gap	13.5 degrees
160.4 H	Tennessee Valley Steel	25 degrees — R
160.4 H	Tennessee Valley Steel	24 degrees — L

Refer to the Equipment Restriction Section of the System Timetable.

B. EMORY GAP

1. When engines are to be set out for the H&NE at Emory Gap it must be known that all engines have operating radios and speed indicators. Additionally, any malfunctions of the engines must be reported to the Chief Dispatcher prior to setting out the engines.
2. At Emory Gap Yard, when standing equipment is near the clearance points of the crossover of the House Track, Middle New Track, Old H&NE Main Track, and spur tracks, employees are prohibited from riding the sides of rail equipment through the crossover or turnouts due to CLOSE CLEARANCE that WILL NOT CLEAR A MAN ON THE SIDE OF CAR.

C. H&NE RUNAROUND TRACK

The runaround track located at MP 157.0 H, Rockwood on the H&NE, is a 2,200 foot siding. The track CANNOT be used as a storage track due to no derail protection on either end.

D. CLOSE CLEARANCE

Due to close clearance.

1. Do not ride sides or ends of equipment through the Bayou Steel Building, MP 160 H.
2. Do not ride sides of cars or equipment through Bayou Steel Tracks No. 1 through No. 6 located on the west side of building.

E. ROCKWOOD, TN

A new Hayes-type derail has been installed on the east rail at MP 158.0 H.

F. FRANKLIN-OWNED TRACKAGE

CNO&TP train and engine crews will utilize Franklin-owned trackage between former MP 156.6 H and MP 156.9 H for the purposes of interchanging cars with Franklin and serving Horsehead Resources, Inc.

EG LINE						
NORTH 	SIDINGS IN FEET	MP	STATION			NOTE
CNO&TP LINE 		EG 0.0 EG 5.3	SOUTH END DISPATCHER 102 Emory Gap R TVA			
1. RULES IN EFFECT						
Between					Main Track	
Emory Gap and TVA					Rules	
					271	
2. MAXIMUM SPEEDS						
Between					Main Track	
MP EG 0.0, Emory Gap and MP EG 5.3, TVA					MPH	
Auxiliary Tracks:						
TVA, Over Scales Entering Loop Track					10	
TVA, When Moving Empty Through Unloading Pit					5	
TVA, Within Limits Kingston Plant — Restricted Speed not exceeding					10	
3. CHECKING LOCOMOTIVE SPEED INDICATOR						
Engineers will choose appropriate locations to check speed indicators.						
4. DIESEL UNIT RATINGS						
DIESEL UNIT RATINGS IN TONS						
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Northward Emory Gap to TVA	3200	4250	5100	6345	7050	8320
Southward TVA to Emory Gap	3200	4250	5100	6345	7050	8320

EG LINE

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

Loaded 4-axle cars may be handled up to the weight shown provided the stenciled Load Limit (Weight of car and lading) is NOT exceeded.

286,000 lbs.

B. EQUIPMENT RESTRICTIONS

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

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

Line Segments	Between	Maximum Safe Trailing Tonnage	
		Southward/ Westward	Northward/ Eastward
EG Line	Caney Creek and TVA	Unrestricted	Unrestricted

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

Base Station	Channel 1 TX and RX	Channel 2 TX (RX)
Rockwood	56	48 (9)
Oakdale	56	48 (9)

8. DETECTOR INSTRUCTIONS

None.

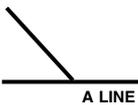
EG LINE

9. DISTRICT INSTRUCTIONS

KINGSTON

1. Conductor must ensure with the TVA Coal yard foreman that all electrical power is shut off to car door actuator so that car doors will not open while moving through building.
2. The following instructions are to be observed due to changes made in the car weighing process at Kingston TVA Plant, located at MP EG 05.3. All unit coal trains are to stop short of the scales until it is known that all switches are lined for train movement over the weigh scales into the unloading pit. No train unless for emergency purposes is to stop on the weigh scales. While on the weigh scales, speed will not exceed 10 MPH or decrease below 2 MPH.
When departing TVA with an empty unit coal train, all switches needed for the safe train movement must be lined over the weigh scales, and speed again must not exceed 10 MPH or decrease below 2 MPH until the entire train is over the weigh scales.
3. Norfolk Southern employees dumping coal at TVA Kingston TN Plant, MP EG 05.5 must wear ear plugs and ear muffs inside the monitoring room while the shaker is in the process of shaking coal hoppers.

BLAIR BEND BRANCH

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
		158.4 A	WEST END DISPATCHER..... 773 Blair Bend.....R Grigsby Staley	

1. RULES IN EFFECT

Between	Main Track
Blair Bend and Staley	Rules
	171

2. MAXIMUM SPEEDS

Between	Main Track
Blair Bend and Staley	MPH
	15

3. CHECKING LOCOMOTIVE SPEED INDICATOR

Engineers will choose appropriate locations to check speed indicators.

4. DIESEL UNIT RATINGS

None.

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

Loaded 4-axle cars may be handled up to the weight shown provided the stenciled Load Limit (Weight of car and lading) is NOT exceeded.

286,000 lbs.

BLAIR BEND BRANCH

5. LOCOMOTIVE AND CAR RESTRICTIONS (CONT.)

B. EQUIPMENT RESTRICTIONS

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

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

Line Segments	Between	Maximum Safe Trailing Tonnage	
		Southward/ Westward	Northward/ Eastward
Blair Bend	Blair Bend and Staley	Unrestricted	Unrestricted

6. SWITCHES AND DERAILS

No additional instructions.

7. COMMUNICATION INFORMATION

Base Station	Channel 1 TX and RX	Channel 2 TX (RX)
Lenior City	56	48 (9)

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

LOCATION OF STATION SIGNS

Name	Location
------	----------

Blair Bend	East Leg of Wye, just south of Runaround track switch
------------------	---

Grigsby	Loudon Dept., clear of south end of yard near light pole
---------------	--

Staley	Approximately 40 car lengths north of entrance to Tate & Lyles Yard entrance switch (near Highway 11W overpass)
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CENTRAL DIVISION SPECIAL INSTRUCTIONS

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CENTRAL DIVISION

SPECIAL INSTRUCTIONS

CE-B-1. TWO OR MORE TRACKS

1. In **Rule 261** territory, where two (2) Main Tracks are in service, the track to the right as viewed by an Eastward train is Main 1, and the track to the left is Main 2.

In **Rule 261** territory, where two (2) Main Tracks are in service, the track to the right as viewed by a Northward train is Main 1, and the track to the left is Main 2.

(a) Between Pratt, MP 241.8 A and Wauhatchie, MP 248.1 A the track to the right as viewed by an Eastward train is Main 1, and the track to the left is Main 2.

2. Other Locations:

(a) In Knoxville Terminal between South End Two Tracks, MP 0.5 C and Coster, MP 2.3 C the track to the right as viewed by a Northward train is the Northward Track, and the track to the left is the Southward Track.

(b) In Louisville Terminal between Tatem, MP 268.3 W and Fourth Street, MP-276.2 W, the Eastward Track is located on the right hand side when headed toward Fourth Street and the Westward Track is located on the left hand side when headed toward Fourth Street.

(c) Between West End Two Tracks, MP 132.2 A and West Sevier, MP 125.0:

The Eastward Main Track will be designated as Track No. 1

The Westward Main Track will be designated as Track No. 2

CE-B-2. ARRIVING AND DEPARTING TERMINALS

The following instructions apply to all road crews on the Central Division.

1. Crews arriving at their final terminal will report via radio to the respective Terminal Trainmaster or Yardmaster on-duty;

- (a) the time their train enters the final switch and
- (b) the time the engines arrive at the engine tie-up track.

2. Engineers will report time train first moves from the tracks where the train is built to the Terminal Trainmaster and/or Yardmaster in charge.

CE-B-3. TAKING CHARGE OF TRAIN

Train and engine service crews taking charge of trains outside yard limits and between signals must have permission from the Train Dispatcher before moving trains and, in addition, will compare Train Clearance, orders and instructions with the Train Dispatcher prior to moving train if they have not already done so. Train and engine service crews taking charge of trains within yard limits must have permission from the Yardmaster or proper authority (where Yardmasters are not employed) before moving train.

CENTRAL DIVISION

SPECIAL INSTRUCTIONS (CONT.)

CE-B-4. TUNNELS

When a train stalls with locomotives in tunnels, the train's brakes are to be set in emergency and locomotive's moved from the tunnel. The train is to be properly secured. The Chief Dispatcher is to then be contacted for further instructions.

Locomotive windows and cab entrance doors must be kept closed while locomotives are inside tunnels. (**EXCEPTION:** Locomotive cab entrance doors may be opened to enter or exit the operating compartment. Cab entrance doors must be promptly closed after use.)

CE-B-5. MULTIPLE UNIT LOCOMOTIVE CONSISTS

When operating multiple unit locomotive consists without cars and/or cabooses coupled on any extended moves on line-of-road or within the terminal limits, the Engineer **MUST** operate from the lead locomotive in the direction of movement. An extended movement for these purposes is considered to be any movement, other than switching moves, which pass signals, pass over switches or public road crossings or involves any other movements in excess of 1/4 of mile on line-of-road.

CE-B-6. LOCOMOTIVE SEATS

Crew members riding locomotives between stations must occupy cab seats on the locomotive that are securely mounted and braced when their duties permit. The use of unsecured, temporary chairs by crew members is prohibited.

CE-B-7. ENGINEER TRAINEES

Locomotive Engineer Trainees must not operate a locomotive and/or train unless under the direct supervision of an Engineer who has received training as an Instructor Engineer or Coach. Additionally, the Instructor Engineer (Coach) must have at least one (1) year of service as a certified Engineer.

CE-B-8. OUTLYING LOCALS AND ROAD SWITCHERS

All outlying Locals and Road Switchers must contact the Train Dispatcher prior to putting off duty to ensure all work has been completed.

CE-B-9. LOCATIONS OF EMPLOYEES WHEN PASSING OVER PUBLIC CROSSING

Employees located on the head end of a train must be positioned within the cab of the locomotive when entering and passing over a public crossing at grade. Riding outside the cab of the locomotive on or about locomotive walkways or steps while passing over crossing at grade is strictly prohibited.

CE-B-10. RIDING INSIDE OF MULTI-LEVEL CARS

Employees are prohibited from riding the inside of multi-level auto rack cars.

CENTRAL DIVISION

SPECIAL INSTRUCTIONS (CONT.)

CE-B-11. NOTIFICATION OF CYO (CENTRALIZED YARD OPERATIONS)

All crews must notify CYO by radio (Tone 108) or other means as soon as possible after making a set-off or pick-up on the line-of-road.

When working a Local or Switcher, and it becomes apparent that Hours of Service will become an issue, the Conductor must ensure that the Industry Work Order and any work not completed, are turned into CYO prior to going on Hours of Service. This can be done over the radio or a company provided cell phone if one is available.

CE-B-12. MOVING LOCOMOTIVES IN THE DIESEL SHOP

Before any train crew or yard job crew moves a unit/units out of the Diesel Shop, a crew member must contact the Diesel Shop Foreman via radio for permission to move and a route out of the Shop. When the movement clears the Outreach Derail, a crew member must contact the Diesel Shop Supervisor via radio to report that the movement has cleared the Outreach Derail.

CE-C-100-1. EQUIPMENT INSPECTIONS — BLOCK SWAPPING

PROCEDURE FOR INSPECTING CARS WHEN CARS ARE “BLOCK-SWAPPED”

Definition: “Block Swapping” is the procedure where a block, consisting of one (1) or more freight cars, that has previously received (a) an initial terminal (Form NS-1, A-6) air brake test and (b) a Freight Car Safety Standards inspection, is removed from a train and placed into another train.

A block of cars placed in a train must:

Receive a Freight Car Safety Standards inspection before or after being placed in a train.

NOTE: A train crew will comply with **NS-1 Rule C-100** for this inspection.

Be inspected from both sides of the car(s).

NOTE: If an inspection cannot be safely made on both sides of the train because of terrain, then a one-side inspection is acceptable.

NOTE: These instructions outline the requirements for Freight Car Safety Standard inspections when “block swapping” and does not change the requirements for air brake tests.

CE-GR-8-1. HOURS OF SERVICE

Provisions of the Federal Hours of Service Act will be complied with in its entirety. Three (3) hours prior to the Hours of Service Law affecting a crew member of a train operating on line-of-road on the Central Division, the Conductor of that train will notify the Chief Dispatcher of the exact time and the crew member, or members, affected by the Hours of Service Law. The Conductor of a crew taking charge of a train where crew has been relieved for the Hours of Service Law will compare all Train Clearance, orders and instructions with the Train Dispatcher before authority will be given to move the engines and/or train.

CENTRAL DIVISION

SPECIAL INSTRUCTIONS (CONT.)

CE-GR-13(k)-1. PINCH BARS — PUSH POLES PROHIBITED

The use of Pinch Bars, Manual Car Movers, or any other device used to manually move rail cars is prohibited.

CE-GR-20-1. HAZARDOUS MATERIAL

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

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

Knoxville:

Dray Track at Sevier Yard

Cincinnati Yard:

Track No. 36

Danville Yard:

Derrick Track

Louisville Yard:

Cab Track — Youngtown Yard

K-Yard No. 11 — Fairgrounds Yard

Chattanooga:

North end of West Pullback just north of Wilder Street bridge

South end of the Advance track near Class Track 60 crossover

South end of Receiving Yard on Old Cavalier Lead next to road crossing

Frisco:

Stub Track, MP 46.0TC

CE-GR-20-2. HAZARDOUS MATERIAL — PUSHER SERVICE

When a train is assisted by another train crew or pusher crew, it will be necessary for the Conductor on the train being assisted, or proper authority, to furnish the assisting train or pusher crew the initial, number, and location of all hazardous material cars in train consist prior to pusher engines coupling to rear of train or assisting train. This information is to be kept by the assisting crew for use in case of an emergency. Trains and engines will not shove other trains unless hazardous material cars are properly spaced from assisting engines in accordance with hazardous materials chart shown in current Eastern Code Hazardous Material.

CENTRAL DIVISION

SPECIAL INSTRUCTIONS (CONT.)

CE-GR-30-1. DEVICES — RAILVIEW CAMERAS

Norfolk Southern's locomotive fleet is being equipped with "Railview Locomotive Cameras". They have been mounted on locomotives to record a view of the railroad right-of-way from the locomotive cab viewpoint, horn action and other important information. This video recorder system will record the actions of motor vehicle drivers in the event of highway-railroad grade crossing accidents and those of trespassers in the event of accidents involving them. If you are in a train involved in an accident/incident and the lead locomotive is equipped with "Railview", notify the Train Dispatcher so that arrangements can be made to download the recorded information. Tampering with this device or any of its connections, etc., is prohibited.

CE-GR-38-1. ADDITIONAL SITUATIONS REQUIRING JOB BRIEFINGS

When the following situations are encountered on the Central Division, Conductors are responsible for conducting a Job Safety Briefing with all employees on the crew:

WHEN A TRAIN RECEIVES AN APPROACH SIGNAL OR OTHER SIGNAL REQUIRING THE TRAIN TO STOP AT NEXT SIGNAL.

Discussion must include the location of the next signal, how and when the train speed will be reduced, and where the stop will be made. Additional local issues such as, but not limited to, visibility, and location of highway grade crossings must also be included in the briefing.

WHEN A TRAIN IS REQUIRED BY SIGNAL INDICATION TO OPERATE AT RESTRICTED SPEED.

Discussion must include appropriate speed, issues affecting visibility such as, but not limited to, curves, equipment on adjacent tracks, and weather and location of switches and derails.

WHEN A TRAIN TRAVELS INTO AN AREA WHERE THE RULES IN EFFECT CHANGED FROM THE PREVIOUS METHOD.

For example, but not limited to, moving from 271 to 261 territory, or to a Foreign Railroad, or signaled territory to non-signaled territory.

WHENEVER A CREW MEMBER WILL BE DISMOUNTING THE LOCOMOTIVE FOR ANY REASON.

Discussion to include where best location to dismount is, live tracks, local walking conditions, factors affecting visibility, stretching exercises, and any other appropriate discussion necessary under the existing conditions.

If a shoving move is being made when one of the above situations is encountered, the employee protecting the shoving movement must be included in the briefing by radio, along with those in the controlling unit.

CE-L-1. REPORTING CONDITIONS TO THE PROPER AUTHORITY

Central Division Safety Hot Line: 1-888-269-6297

CE-L-200-1. LOCOMOTIVES — REVERSER HANDLES

Engine service employees, when taking charge of locomotives, must know that ALL reverser handles on trailing locomotives are removed.

CENTRAL DIVISION

SPECIAL INSTRUCTIONS (CONT.)

CE-S-1040-1. PROTECTIVE EQUIPMENT

Gloves must be worn when your duties may expose your hands to injuries from cuts and bruises.

Under all conditions, gloves must be of a construction that they do not present a safety hazard and are suitable for duties to be performed.

CE-S-1042-1. HEARING PROTECTION

Hearing protection is NOT required to be worn by personnel inside the operator's cab of General Electric Models D9-40CW, CHD-8CW, and MD model SD 80MAC locomotives, when the doors and windows are closed.

If the above locomotives are operated with the door and/or windows open, personnel must use an approved hearing protection device. This exception applies only to the above listed locomotives. All other instructions concerning hearing protection devices remain in full effect.

CE-S-1070-1. MOUNTING — DISMOUNTING EQUIPMENT

Mounting or dismounting with hand-held items or baggage is only permissible when it can be done safely and presents no hazard.

Prior to either mounting or dismounting, crew members must discuss, utilizing the buddy system, how to safely load or unload baggage, coolers and other items on and off locomotives. In that discussion, consideration must be given to where each employee will be positioned, approximate size and weight of items/baggage, the number of items/baggage, ground conditions, weather conditions, and any other conditions that would restrict the safe loading or unloading of items/baggage.

If the items/baggage that are being carried onto the locomotive cannot be safely handled or properly stored because of size, shape or weight, they are prohibited.

CE-S-1080-1. RIDING EQUIPMENT

Employees are prohibited from riding the leading end of the car when it PLACES THE EMPLOYEE BETWEEN THE GAUGE OF THE TRACK, except when it is necessary to operate the hand brake on a moving car. This does not prohibit an employee from riding under the slope sheets of a hopper, covered hopper, or on the end platform of a tank car outside the gauge of the track.

In addition, employees must not cross over on end of moving cars or between moving coupled cars.

CE-S-1080-2. RIDING EQUIPMENT — CABOOSES

All occupants of cabooses are to be seated at points where slack normally runs in or out and at all times when speed of train is 10 MPH or less, except as follows:

1. Crossing from one side of caboose to the other to observe train.
2. Protecting shove move.
3. Complying with applicable rules.

CENTRAL DIVISION

SPECIAL INSTRUCTIONS (CONT.)

CE-92-1. COMMUNICATION OF MEETING POINT

In **Rule 271** territory a crew member on the controlling locomotive will communicate by radio at least two (2) miles in advance of reaching the end of their Track Authority that the train's authority ends at milepost or station named in the Track Authority. In addition, if train holding Track Authority knows it is to meet another train at milepost or station named in Track Authority, the Engineer will, at least two (2) miles before reaching meeting point, contact the Engineer of the opposing train to determine its location and the Engineer's understanding of which train will hold Main Track.

CE-103-1. SHOVE MOVES — END OF TRACK

Except when necessary to spot cars for a revenue customer, do not place cars on stub-end tracks within 25 feet of earth mound, bumping post, wheel stops, cross ties, or end of track. This will allow a small margin of space for slight movement of cars during switching operations or coupling of tracks.

Trains or engines shoving rail cars on a stub-end track with an earth mound, bumping post, wheel stops or cross ties at the end of track will make a "safety stop" 100 feet from the earth mound, bumping post, wheel stops, cross ties, or end of track.

If it is necessary to shove the leading end of the leading car in the shove movement closer than 50 feet from the earth mound, bumping post, wheel stops, cross ties, or end of track, a crew member or other employee suitably equipped to control the movement must place himself at or ahead of the leading end of the movement to ensure the movement is stopped short of the earth mound, bumping post, wheel stops, cross ties, or end of track.

If necessary to couple to standing equipment within 50 feet from earth mound, bumping post, wheel stops, cross ties, or end of track, coupling must be made with no more force than necessary to make the coupling. Additionally, equipment being coupled to must have 100% hand brakes applied prior to coupling.

Except when necessary to spot cars for revenue customers, do not spot or leave cars closer than 50 feet to a derail. This will allow better visibility of derail by employees and allow a small margin of space for slight movement of cars. NS employees must not chock cars to control movement of cars or to hold cars in place. Hand brakes must be used. Crews switching industries should expect to find chocks placed by industry personnel.

Employees protecting shove movements must observe the leading end of the movement enter the intended track or track(s) on which the movement will operate prior to moving to another location or performing other duties.

Additionally, in order to positively determine the position of switches or derails, **EMPLOYEES WHO USE VEHICLES TO POSITION THEMSELVES TO PROTECT SHOVE MOVEMENTS MUST EXIT THE VEHICLE TO OBSERVE, VERIFY AND DOUBLE-CHECK**, the position of the switch points and derails of all intervening switches and derails from the ground.

PROTECTING SHOVE MOVEMENTS FROM INSIDE VEHICLES IS STRICTLY PROHIBITED.

CENTRAL DIVISION

SPECIAL INSTRUCTIONS (CONT.)

CE-105-1. SECURING EQUIPMENT

In addition to **Rules 105 and 106**, when car(s) are left standing, cars must be secured by hand brakes as follows:

- One (1) car — one (1) hand brake
- Two (2) cars — two (2) hand brakes
- Three (3) or more cars — two (2) hand brakes, plus a sufficient number of additional brakes to secure the cut of cars.

Except: When setting car off on line-of-road with defective hand brake, only one (1) 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.

CE-105(a)-1. SECURING EQUIPMENT — LOADED RAIL TRAINS

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

CE-111-1. GRAVITY DROPPING CARS

Gravity dropping restricted to maximum of five (5) cars are authorized at the following locations:

Appalachia District	Birmingham Bolt Pac-Mor House Track at Duffield Sunbright House Track at Gate City East End Frisco Yard Holston Defense at Holston Jct. Kingsport Press at New Canton AFG Industries at Greenland
Knoxville District — West End	East End Bearden Siding TVA Lead at Lenoir City Bowater under Highway 11 East End of Old Yard at Calhoun Runaround Track, MP 209.0 A Tasso Siding Sweetwater Siding Main Line at JFG Spur, MP 133.6 A
Knoxville District — Middlesboro Line	Global Stone
Louisville Dist.	Bluegrass — Siding Fisherville — Spur Track Lawrenceburg — Long Track

CENTRAL DIVISION

SPECIAL INSTRUCTIONS (CONT.)

CE-111-1. GRAVITY DROPPING CARS (CONT.)

Cincinnati District	MP CT 29.1 — Afton-Sofco MP CT 30.2 — Afton-Ford MP CT 74.3 — Plum Run-Stone
Knoxville Terminal	New Farmers Warehouse Tracks
DeButts Terminal	West Inbound (Camera Track) to Quaker Oats Lead, Norris Lead at Tie Yard Switches Bunge Oil Nutra-Sweet at Jersey, MP 234.4 A Fleet transport at Jersey, MP 234.4 A Florida Rock, MP 233.8 A Wheland Foundry, Middle St. Plant North end Riverport Runaround, Boyce Lead
First District — CNO&TP	Natico lead at Northern Kentucky Industrial Park Phillips Driscopipe — MP 36.9 Blue Line — MP 14.7 Gulf States — MP 93.2
Second District — CNO&TP	Somerset — General Electric Somerset — Southern States Somerset — Middle Yard Burnside — Kingsford Charcoal Plant
Third District — CNO&TP	MP 278.2 JM Hubor Co.
Danville Yard	North end of east and west yards and at the south end of Tracks No. 3, 4, 5, 6, 7 and 8 in the east yard

CE-123(c)-1. ROAD CROSSINGS

Where it is known that a road crossing will be blocked over 10 minutes, the Conductor and/or Engineer will arrange to have a crew member in place to cut train, if necessary, to avoid delays to the public. When a train can be stopped short of crossing to avoid blocking it, arrange to do so. If there is an emergency that prevents the crossings from being cut, the Conductor on the train will immediately notify the Chief Dispatcher by the quickest means of communication, advising why the crossing cannot be cut and approximately how much longer it will be blocked.

CE-141-1. TEMPORARY SPEED RESTRICTIONS

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

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

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

CENTRAL DIVISION

SPECIAL INSTRUCTIONS (CONT.)

CE-508-1. RADIO COMMUNICATION — SWITCHING MOVES

When using radio communication to make switching moves, shove moves, set-outs, pickups, or couplings:

1. Double checking switches, derails, and your route:
After switches and derails connected with the movement are properly lined, the employee directing the move will communicate this information to the Engineer. The Engineer, who will acknowledge the information, will advise the employee directing the movement to “double-check” the alignment of the switches and/or derails. Until notified again that the switches and derails are properly lined, the Engineer must not make a movement. Additionally, in compliance with **Rule 508**, the Engineer must not move until he is given a direction of move and distance seen or known to be clear.
2. After the correct “DOUBLE CHECK” procedure has been followed, all ground crew members are to report that they are “IN THE CLEAR” to the Engineer before the movement begins.
3. The Engineer is to be notified of the track name or number prior to starting shove movement.
4. Employee directing the shove movement is to see the cars actually move and physically observe the cars start into the designated track.

CE-585-1. REPORTING CAR MOVEMENTS

The following information must be furnished to CYO when switching car(s) at outlying locations:

- Train number
- Time
- Head and rear car number or cars being switched in a block. Furnish appropriate track number if cars are switched from one (1) track to another.
- If switching results in car(s) being rearranged, a list in standing order should be furnished to CYO.
- The total number of cars setoff and/or picked up, along with the track number involved.

Anytime work orders and/or paperwork from CYO have not been received within 30 minutes of the crew's on-duty time, the Conductor is to notify the Chief Dispatcher for assistance and instructions.

CENTRAL DIVISION

SPECIAL INSTRUCTIONS (CONT.)

CE-586-1. REPORTING MECHANICAL FAILURES

Unless relieved of responsibility under the Hours of Service Law, inbound train crews arriving final terminals must contact a representative of the Mechanical Department via radio or telephone and inform them of any mechanical problems encountered with their train on line-of-road, such as:

- Hot Box Detector stops
- Dragging Equipment Detector stops
- Locomotive failures
- Bad order equipment set out

If unable to reach a Mechanical Department representative, report such to the Yardmaster on-duty.

CE-602-1. REPORTING LOCOMOTIVE AND EOT/HOT FAILURES

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

CE-632-1. TRAIN DISPATCHER DTMF CODES

The following Division DTMF tone call-in codes to be used to contact the Train Dispatcher office or other office as indicated by radio:

<u>Train Dispatcher</u>	<u>DTMF Code</u>
Chief Dispatcher	771
East End Train Dispatcher	772
West End Train Dispatcher	773
KD Train Dispatcher	775
Georgia North End Dispatcher	442
South End Train Dispatcher	102
North End Train Dispatcher	103
Louisville Train Dispatcher	104
CYO Atlanta	108
MOC	124
EMERGENCY	911

The procedure for this tone call-in system is the same procedure as the ARN system (select the desired channel, depress the handset on your radio, if required, and input the call-in code, then release the handset and listen for an acknowledgement tone). This tone lets you know that you have successfully completed your request to reach the Train Dispatcher's office.

NOTES

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Our NS Goal-No Damage