



PIEDMONT DIVISION

Eastern Region

Timetable Number

1

In Effect

At 12:01 AM

Monday, August 4, 2008

Eastern Standard Time

For The Government of Employees Only



COMMITTED
TO SAFETY

DOUBLE ZEROS

ZERO INJURIES

ZERO INCIDENTS

Communication is the Key

PIEDMONT DIVISION TIMETABLE

TABLE OF CONTENTS

I. Timetable General Information	1
a. Station Page.....	1
b. Explanation of Characters	1
c. Diesel Unit Groups.....	2
d. Main Track Control	2
e. Division Special Instructions	2
II. Piedmont Division Station Pages.....	3
III. Piedmont Division Special Instructions	228–243

This page is intentionally left blank.

PIEDMONT 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
- Ⓒ⒫ — Controlled Point
- CS — Controlled Siding
- 999 — Dispatcher Radio Call-in Code
- ⒹⒷ — Drawbridge
- - - - — Foreign R.R. — NS Trackage Rights
- Fr. — Freight Trains
- Jct. — Junction
- Ⓐ — Non-Interlocked Railroad Crossing at Grade
- N/S — Non-Signaled
- Psgr. — Passenger Trains
- 9 — Radio Channel
- Rhwy. — Rail-highway Trains
- 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.

PIEDMONT 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 Interlockings.

E. DIVISION SPECIAL INSTRUCTIONS

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

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

NOTE:


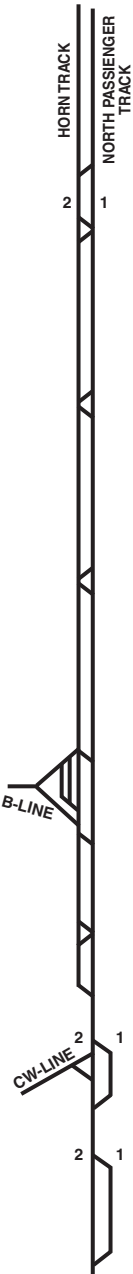
- General Rules and General Regulations (GR) can be found in both the NS Operating Rules and the Safety and General Conduct Rule Books.
- NS Operating Rules are Numbered 999 and below.
Safety and General Conduct Rules are numbered 1000 and up.
- PI indicates the Special Instruction is specific to the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

PIEDMONT DIVISION TIMETABLE

STATION PAGES

Line Segments	Milepost	Page
Washington District		
Alexandria to Montview	8.2 – 174.6	4–14
Manassas to Edinburg	B 0.0 – B 79.0	15–19
Calverton to Cassanova	CW 0.0 – CW 3.8	20–21
Danville District		
Montview to Salisbury	174.6 – 333.3	22–37
Stokesland to Spray	5.3 DW – 25.9 L	38–39
Greensboro to Cumnock West	CF 69.4 – CF 123.2	40–42
Pomona to Rural Hall	K 0.0 – K 37.0	43–46
Winston-Salem to Charlotte	L 0.0 – 376.0	47–50
High Point to Asheboro	M 30.6 – M 0.0	51–53
Greensboro to Fetner	H 0.0 – H 72.8	54–60
Glenn to Carrboro	J 0.0 – J 10.2	61–62
Oxford to East Durham	D 54.2 – D 85.9	63–64
Charlotte District		
Salisbury to Greenville	324.5 – 484.6	65–77
Yadkin Junction to Halls Ferry	N 0.6 – N 25.0	78–79
Bowlin to Gebo	HG 36.0 – HG 51.1	80–81
Spartanburg to Landrum	W 65.7 – W 45.0	82–83
Donaldson Junction to Michelin	DL 0.0 – DL 6.35	84–85
Greenville District		
Greenville to Inman Yard	484.1 – 148.0 H	86–97
Norcross District	619.0 – 635.0	98–105
C&G Junction to Piedmont	V 143.45 – V 131.7	106–107
Anderson to Walhalla	Z 9.0 – Z 42.6	108–109
Lula to Center	NE 0.0 – NE 32.0	110–112
Asheville District		
Salisbury to Murphy Junction	333.3 – S 142.3	113–127
Asheville to Sylva	T 0.0 – T 47.0	128–133
Asheville to Flatrock	W 0.0 – W 26.0	134–137
Hendersonville to Brevard	TR 0.0 – TR 19.8	138–139
Columbia District		
Columbia to Beaumont	W 161.2 – W 67.6	140–144
Charlotte to Columbia	379.9 – SC 127.5	145–154
Columbia to Augusta	R 109.0 – D 121.9	155–161
Prosperity to Conrad	V 42.1 – V 60.0	162–165
Columbia to Edmund .....	.....	166
Warrenville to Oakwood	SA 63.4 – SA 51.0	167–169
Charleston District		
Tirzah to Catawba Junction	SB 102.0 – SB 91.2	170–172
Charleston to Columbia	SC 0.0 – SC 123.8	173–181
Hasskamp to Kingville	SB 22.0 – SB 0.0	182–183
Washburn to Kings Creek	SB 160.0 – SB 133.6	184–185
Terminals		
Asheville .....	.....	186
Charlotte .....	.....	187–191
Columbia .....	.....	192–193
Linwood .....	.....	194–197
East Carolina Business Unit		
Goldsboro to Fetner	H 130.0 – H 73.1	199–207
Morehead City to Goldsboro	EC 94.0 – EC 0.4	208–211
Havelock to LeJeune	CL 29.6 – CL 0.0	212–213
Raleigh North to Cumnock	NS 228.0 – NS 279.9	214–218
Varina to Fayetteville	VF 0.0 – VF 42.9	219–222
Chocowinity to New Bern	NB 2.0 – NB 29.0	223–224
Aurora to Phosphate Junction	WL 25.9 – WL 0.0	225–226
East Carolina Business Unit Special Instructions .....	.....	227

WASHINGTON DISTRICT Alexandria to Montview

SOUTH 	SIDINGS IN FEET	MP	STATION	NOTE
			WASHINGTON DISTRICT DISPATCHER..... 334	
		8.2	Alexandria	
		9.2	VAL CP	
		10.7	C. R. TOWER CP	
		12.0	Van Dorn	
		12.9	EDSALL CP	
		15.1	SPRINGFIELD CP	
		17.8	RAVEN CP	
		18.8	HBD (<i>Burke, VA</i>)	
		20.0	BURKE CP	
		22.3	CRESTWOOD CP	
		24.7	FAIRFAX CP	
		26.8	CLIFTON CP	
		30.2	BULL RUN CP	
		31.6	HBD (<i>Manassas, VA</i>)	
		32.4	MOORE CP	
		32.6	MANASSAS Y CP	
		33.8	POWELL CP	
		35.7	S. MANASSAS CP	
		36.4	BRISTOW CP	
		39.0	NOKESVILLE CP	
		39.5	HBD (<i>Nokesville, VA</i>)	
		46.0	CALVERTON CP	
		52.7	HBD (<i>Bealeton, VA</i>)	
		56.0	REMINGTON CP	
		64.4	HBD (<i>Inlet, VA</i>)	
		65.9	MOUNTAIN RUN CP	
		67.4	Culpepper	
		70.8	WINSTON CP	

WASHINGTON DISTRICT Alexandria to Montview

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
			WASHINGTON DISTRICT DISPATCHER 334	
		79.2	HBD (<i>Rapidan</i> , VA)	
		80.0	RAPIDAN (CP)	
		84.7	ORANGE (CP)	
		91.5	HBD (<i>Somerset</i> , VA)	
		92.1	WEYBURN (CP)	
		102.0	GILBERT (CP)	
		105.5	HBD-DED-HWD (<i>Proffit</i> , VA)	
		109.9	RIO (CP)	
		112.2	CHARLOTTESVILLE (C)	
		114.8	TEEL (CP)	
		115.8	HBD (<i>Hickory Hill</i> , VA)	
		120.4	RED HILL (CP)	
		126.5	HBD (<i>Applegate</i> , VA)	
		126.6	APPLEGATE (CP)	
		132.0	HAMNER (CP)	
		140.3	HBD (<i>Gordon</i> , VA)	
		143.4	OAK RIDGE (CP)	
		148.0	KINGSWOOD (CP)	
		150.1	TYE RIVER (CP)	
		150.2	HBD (<i>Tye River</i> , VA)	
		160.7	HBD (<i>Sweet Brier</i> , VA)	
		160.8	ANGELO (CP)	
		164.2	McIVOR (CP)	
			DANVILLE DISTRICT DISPATCHER 333	
		170.7	HBD (<i>Rivermont</i> , VA)	
		170.8	RIVERMONT (CP)	
		172.5	LYNCHBURG (CP)	
		173.3	DURMID (CP)	
		174.6	MONTVIEW (CP)	

WASHINGTON DISTRICT

Alexandria to Montview

1. RULES IN EFFECT

Between	Main 1 Track	Main 2 Track
	Rules	
Val and C. R. Tower (N. Pass. Trk.)	261	
C. R. Tower and Montview	261	261

NOTE: Alexandria to C. R. Tower on the North freight and the South freight is non-signaled track and authority for operation is **Rule 137**.

2. MAXIMUM SPEEDS

Between	Psg.	Rhwy.	Frt.
	MPH		
MP 9.1, Val and MP 174.6, Montview	79	60	50
Except:			
MP 9.1 to MP 10.7	60	45	45
Through Horn Track Turnout at C. R. Tower and Through 1st Curve Northward (700 feet North of Switch)	45	35	35
From 1st Curve Northward (700 feet North of Switch) of Horn Track Turnout at C. R. Tower to CSXT Connection	60	35	35
MP 10.7 to MP 11.4, Curves	60	45	45
MP 10.7, C. R. Tower, Crossovers	35	35	35
MP 12.9, Edsall, Crossovers	45	45	40
MP 14.0 to MP 17.0, Curves	60	60	50
MP 15.3, Springfield, Robinson Terminal Track 17	5	5	5
MP 17.0 to MP 18.5, Curves	50	50	50
MP 18.5 to MP 20.1, Curves	55	55	50
MP 20.0, Burke, Crossovers	45	45	40
MP 20.1 to MP 20.3, Curves	50	50	50
MP 20.3 to MP 23.5, Curves	55	55	50
MP 23.5 to MP 28.2, Curves	50	50	50
MP 26.8, Clifton, Crossovers	45	45	40
MP 28.2 to MP 28.7, Curves	40	40	40
MP 28.7 to MP 30.7, Curves	50	50	50
MP 30.7 to MP 33.0, Curves	70	60	50
MP 32.4, Moore, Crossover	45	40	40
MP 31.0 to MP 33.0, Manassas, Over Road Crossing	25	25	25
MP 33.5, Manassas, Over Road Crossing	35	35	35
MP 33.7, Powell, Crossover	45	45	40
MP 34.6, Manassas, Over Road Crossing	45	45	45
MP 35.7, South Manassas, Turnouts	25	25	25
MP 36.4, Bristow, Turnout	45	45	40
MP 36.4 to MP 39.0	79	60	50
MP 39.0, Nokesville	45	45	40
MP 41.7 to MP 43.3, Curves	65	60	50
MP 46.0, Calverton, Turnout	45	45	40
MP 56.0 to MP 57.0, Curves	60	60	50
MP 56.0, Remington, Turnout	45	45	40
MP 65.9, Mountain Run, Turnout	45	45	40

WASHINGTON DISTRICT Alexandria to Montview

2. MAXIMUM SPEEDS (CONT.)

Between	Psgr.	Rhwy.	Frnt.
	MPH		
MP 67.0 to MP 69.0, Curves	40	40	40
MP 67.0 to MP 67.6, Culpepper, Over Road Crossings	35	35	35
MP 67.3 to MP 68.1, Track No. 2	35	35	35
MP 69.0 to MP 70.0, Curves	55	55	50
MP 70.8, Winston, Turnout	45	45	40
MP 79.0 to MP 79.7, Curves	55	55	50
MP 79.7 to MP 83.0, Curves	60	60	50
MP 80.0, Rapidan, Turnout	45	45	40
MP 83.0 to MP 84.6, Curves	40	40	40
MP 84.7, Orange, Crossover	45	45	40
MP 84.6 to MP 85.9, Orange, Over Road Crossings	25	25	25
MP 84.6 to MP 85.2, Curve	30	30	30
MP 85.2 to MP 86.0, Curves	40	40	40
MP 86.0 to MP 88.4, Curves	65	60	50
MP 88.4 to MP 88.6, Curve	60	60	50
MP 88.6 to MP 93.6, Curves	65	60	50
MP 92.1, Weyburn, Turnout	50	50	45
MP 93.6 to MP 95.2, Curves	60	60	50
MP 95.1 to MP 95.3	55	55	50
MP 95.4 to MP 101.7, Curves	60	60	50
MP 101.7 to MP 105.5, Curves	65	60	50
MP 102.0, Gilbert, Turnout	50	50	45
MP 105.5 to MP 106.0, Curve	55	55	50
MP 106.0 to MP 106.8, Curve	50	50	50
MP 106.8 to MP 108.1, Curves	60	60	50
MP 108.1 to MP 108.3, Curve	55	55	50
MP 108.3 to MP 110.0, Curves	60	60	50
MP 109.9, Rio, Turnout	50	50	45
MP 110.0 to MP 112.2, Curves	65	60	50
MP 111.5 to MP 113.3, Charlottesville, Over Road Crossings	25	25	25
MP 112.2 to MP 112.5, No. 1 Track, Curves	20	20	20
MP 112.2 to MP 112.5, No. 2 Track, Curves	25	25	25
MP 112.5 to MP 115.5, Curves	65	60	50
MP 114.8, Teel, Crossovers	45	45	40
MP 115.5 to MP 115.8, Curves	55	55	50
MP 115.8 to MP 116.8, Curves	60	60	50
MP 116.8 to MP 117.5, Curves	55	55	50
MP 117.5 to MP 119.9, Curves	60	60	50
MP 119.9 to MP 120.4, Curves	65	60	50
MP 120.4, Red Hill, Turnout	50	50	45
MP 120.4 to MP 124.5, Curve	65	60	50
MP 124.5 to MP 124.8, Curves	60	60	50
MP 124.8 to MP 128.0, Curves	65	60	50
MP 126.6, Applegate, Turnout	50	50	45
MP 128.0 to MP 128.4, Curves	45	45	45
MP 128.4 to MP 129.7, Curves	60	60	50

WASHINGTON DISTRICT Alexandria to Montview

2. MAXIMUM SPEEDS (CONT.)

Between	Psg.	Rhwy.	Fr.
	MPH		
MP 131.5 to MP 132.7, Curves	60	60	50
MP 132.0, Hamner, Turnout	50	50	45
MP 132.7 to MP 133.3, Curves	55	55	50
MP 133.3 to MP 133.5, Curve	45	45	45
MP 133.5 to MP 135.2, Curves	50	50	50
MP 135.2 to MP 135.7, Curves	50	50	45
MP 135.7 to MP 136.3, Curves	50	50	50
MP 136.3 to MP 138.3, Curves	65	60	50
MP 138.3 to MP 138.9, Curve	60	60	50
MP 138.9 to MP 139.5, Curve	45	45	40
MP 143.4, Oak Ridge, Turnout	50	50	45
MP 148.0 to MP 153.5, Curves	55	55	50
MP 148.0, Kingswood, Crossovers	45	45	40
MP 150.1, Tye River, Turnout	50	50	45
MP 153.5 to MP 156.0, Curves	65	60	50
MP 156.0 to MP 156.5, Curve	60	60	50
MP 156.5 to MP 158.3, Curves	65	60	50
MP 158.3 to MP 159.0, Curve	60	60	50
MP 159.0 to MP 159.5, Curve	55	55	50
MP 159.5 to MP 164.1, Curves	60	60	50
MP 160.8, Angelo, Turnout	45	45	40
MP 164.1 to MP 164.5, Curves	60	60	50
MP 164.2, McIvor, Turnout	45	45	40
MP 164.5 to MP 167.0, Curves	55	55	50
MP 167.0 to MP 168.5, Curves	65	60	50
MP 168.5 to MP 169.1, Curve	60	60	50
MP 169.1 to MP 170.8, Curves	40	40	40
MP 170.8, Rivermont, Turnout	50	50	45
MP 170.8 to MP 173.8, Curves	40	40	40
MP 173.3, Durmid, Through Turnout	15	15	15
MP 173.8, Carroll Avenue, Over Crossing	45	45	45
MP 173.8 to MP 174.6, Curves	50	50	50
MP 174.6, Montview, Through Crossovers	45	45	40
MP 174.7, Through Turnout	10	10	10

3. CHECKING LOCOMOTIVE SPEED INDICATOR

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

LOCATION OF TEST MILE SIGNS:

WASHINGTON DISTRICT

MP 25.0 to MP 26.0

MP 48.0 to MP 49.0

MP 158.0 to MP 159.0

MP 170.0 to MP 171.0

WASHINGTON DISTRICT Alexandria to Montview

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Southward						
Washington DC to Monroe	1600	2150	2550	3150	3500	4130
Monroe to Montview	2950	3950	4700	5850	6500	7670
Northward						
Montview to Monroe	2300	3050	3650	4545	5050	5960
Monroe to Charlottesville	1800	2400	2850	3555	3950	4660
Charlottesville to Manassas	2300	3100	3650	4545	5050	5960
Manassas to Washington DC	2000	2650	3200	3960	4400	5190

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

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

GROSS WEIGHT IN POUNDS				
Between	Unit		Loaded Car	
	4-Axle	6-Axle	4-Axle	6-Axle
A. F. Tower and Orange	291,000	420,000	286,000	394,500
Alexandria and Montview	291,000	420,000	286,000	394,500

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
Washington District	Alexandria and Monroe	9,200	8,300
	Monroe and Linwood	9,500	8,400
	South Leg of Wye at Manassas	10,000	10,000

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

WASHINGTON DISTRICT Alexandria to Montview

5. LOCOMOTIVE AND CAR RESTRICTIONS (CONT.)

C. LIST OF INDUSTRIAL TRACKS 21 DEGREES AND GREATER

NO 6-AXLE ENGINES ALLOWED ON THESE TRACKS

Location	MP	Name of Track	Degree of Curvature
Alexandria and Monroe	14.8	Old Fries, Beale and Sharp	31
	15.3	Washington Post	29
	46.1	South Leg Wye	21
	66.1	Southern States	31
	112.1	Southern States	33
	120.3	Red Hill	21

D. OTTX CAR RESTRICTIONS

Empty OTTX flat cars originating at non-mechanized stations or to be placed in trains at outlying points will be handled on rear of trains. Empty OTTX flat cars not equipped with the approved end-of-car cushion units will be restricted to rear of trains and will be identified in the following manner:

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

E. INSTRUCTIONS FOR OPERATING SILVERSIDE GONDOLA/ LOAD AIR BRAKE EQUIPMENT

When empty or loaded Silverside gondola cars with the Empty/Load air braking features are bled off and then unloaded or loaded, the Empty/Load air braking feature automatically adjusts itself according to spring position.

At locations where empty Silverside gondola cars are loaded without being bled off, and cars have brake pipe pressure charged, and the Empty/Load feature has to be changed from the Empty to the Load position, the following procedure must be followed:

1. Brake pipe pressure must be charged to 70 PSI or more as indicated at the rear of the train.
2. After pipe pressure is charged, reduce the brake pipe pressure to 20 PSI or less with the automatic brake.
3. After automatic brake exhaust stops, release the automatic brake and recharge the brake pipe pressure.
4. Apply the automatic brake to full service and the Empty/Load equipment should be in the Load position.

The above procedure will also apply when changing from the Load to the Empty position and cars have brake pipe pressure charged.

WASHINGTON DISTRICT Alexandria to Montview

6. SWITCHES AND DERAILS

Instructions for Handling Electric Switch Locks

US&S Electric Locks:

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

For movement from Main Track to siding or spur track:

1. Stop engine or cars just ahead of switch points.
2. Actuate operating handle or foot pedal to unlock position.

This unlocks the switch and it can be operated the same as any other handthrow switch.

7. COMMUNICATION INFORMATION

RADIO

Emergency		Code 911
CYO		Code 338
MOC		Code 124
Washington District Dispatcher	Selection #7	Code 334
Danville District Dispatcher		Code 333

TELEPHONE

Dispatcher Center	800-272-9522	
CYO	800-898-4296	M/W 589-5769
	Fax: 800-476-0179	M/W 589-5129

8. DETECTOR INSTRUCTIONS

Detectors listed on Station Pages.

WASHINGTON DISTRICT Alexandria to Montview

9. DISTRICT INSTRUCTIONS

A. GENERAL INSTRUCTIONS

1. Manassas Yard, Manassas, VA

All railcars and engines being handled in Manassas Yard, Manassas, VA, must have air hose coupled and handled with air.

A minimum of five (5) hand brakes will be tied on equipment being set off at Manassas, VA, after trainman has received signal from Engineer that a full service brake application has been applied and before any angle cock is closed. Angle cock must remain open on equipment left standing.

When setting off more than five (5) cars, a hand brake must be applied on each of the first south or west five (5) cars before equipment is separated. Train crew will always tie sufficient hand brakes with Conductor and Engineer obtaining this information from responsible crew member securing car(s). The Engineer and Conductor are jointly responsible for determining whether cars are properly secured. The Engineer and Conductor will also be jointly responsible for determining that the proper number of hand brakes, as required above, are applied.

2. Virginia Railway Express

Crew members operating Virginia Railway Express (VRE) passenger trains between A. F. Tower, MP 9.1, and South Manassas, MP 35.1, are hereby required to comply with NS Operating Rules and Special Instructions.

3. Buckingham Branch at Orange, VA

The section of track leading off No. 1 Main Line southward at MP 84.7 going to the Buckingham Branch at Orange, VA, will be designated as the C&O Lead Track and will be used as such in obtaining track permits to perform work.

4. City Limits of Manassas

Under no circumstances are road crossings to be blocked within the city limits of Manassas longer than five (5) minutes.

In the event of an undesired emergency, the Washington District Dispatcher must be notified immediately.

5. Brandy Station Volunteer Fire Department

Route 669, located MP 61.5, provides access for the Brandy Station Volunteer Fire Department. Arrange to clear crossing when stopping at this location. Trains working at Brandy Station spur track must stop to clear crossing. Trains stopped at this location for any other reason must cut crossing, if necessary.

6. Robinson Terminal Company

Only cars designated to or departing from Robinson Terminal Company will be handled on Robinson Terminal Track, MP 15.3, Springfield, VA.

WASHINGTON DISTRICT Alexandria to Montview

9. DISTRICT INSTRUCTIONS (CONT.)

A. GENERAL INSTRUCTIONS (CONT.)

7. **Buckingham Branch, Charlottesville, VA**

Trains or engines encountering STOP Signal at Buckingham Branch crossing, Charlottesville, VA, will be governed by the following instructions:

STEP 1 — Contact Norfolk Southern Washington District Dispatcher Greenville and ascertain if Train Dispatcher/Control Operator is holding train. If Train Dispatcher/Control Operator is not holding train and cannot get signal to display, Train Dispatcher/Control Operator must authorize movement to pass the signal, then follow instructions in Steps 2 and 3 below.

STEP 2 — White light located on south end of bungalow marked "C&O signals at STOP" must be observed. When illuminated, it indicates that Buckingham Branch signals display stop.

STEP 3 — If no conflicting movement is observed, train or engine will pass home signal and stop before fouling conflicting route, wait five (5) minutes, then proceed at Restricted Speed.

8. **Close Clearance**

Close clearance exists at the following locations:

Old Main Line, Charlottesville, VA — MP 112.0

Between West Storage Track and Manassas Running Trail, Manassas, VA
Between north end of North Storage Track and north end of North Pickup Track and South Setoff Track

North end of South Setoff Track and north end of South Storage Track

West Side of equipment at Builder's Supply Lumber, MP 61.7

9. **AF Tower, MP 9.1 and South Manassas, MP 35.1**

Crew members operating Virginia Railway Express (VRE) passenger trains between AF Tower, MP 9.1 and South Manassas, MP 35.1, are hereby required to comply with the following:

A crew member on the controlling locomotive or cab car will communicate by radio the name and location of each signal affecting movement as soon as the signal becomes available.

The Conductor (or crew member designated by the Conductor) located in passenger car(s) will acknowledge the transmission, repeating the information to crew member(s) on the controlling end of the movement. If the Conductor or designated crew member fails to acknowledge the communication, the Engineer will determine at the next scheduled stop why the message is not being confirmed. If necessary, due to radio equipment failure, alternative means shall be established by the crew (e.g., via intercom, cellular telephone, etc.) to accomplish the procedure.

Your attention is directed to **Rule 81** for the correct procedure to initiate the radio transmission by a crew member on the controlling locomotive or cab car and the correct procedure to initiate the radio transmission by the Conductor or his or her designee. **Rule 81** remains in full force.

WASHINGTON DISTRICT Alexandria to Montview

9. DISTRICT INSTRUCTIONS (CONT.)

A. GENERAL INSTRUCTIONS (CONT.)

10. Virginia Railway Express

Crew members operating Virginia Railway Express (VRE) passenger trains between AF Tower, MP 9.1 and South Manassas, MP 35.1, are hereby required to comply with the following:

After a stop, including a station stop, or when speed is reduced below 10 MPH, movement must approach the next signal, at a speed not exceeding 40 MPH, prepared to stop until it can be plainly seen to be displaying an aspect permitting the train to proceed and the track to that signal is clear.

11. Trespasser Activity

Due to increased trespasser activity in Charlottesville, VA, all train and engine crews will ring the locomotive bell and if the engine is so equipped, set the ditch lights to the "flash" position between MP 111.4, the whistle board approaching Concord Rd. and MP 113.5, the Jefferson Park Ave. Overpass. Crews are reminded that if necessary for safety, the horn is to be sounded as a warning for persons or vehicles.

12. Bristow Yard Crossing

Crews swapping out at Bristow Yard office are not to block Bristow Road Crossing under any circumstances.

13. Service at Mirant

Ensure that the following procedure is followed when attempting to service Mirant at Alexandria, VA. Notify the Chief Dispatcher any time the CSXT indicates delaying our movement to service mentioned customer. Upon notification from CSXT regarding potential delay, the Conductor must contact the NS Chief Dispatcher immediately relaying any information obtained from the CSXT. NS Greenville Chief Dispatcher telephone number is: 864-255-4202.

14. Orange, VA and Gordonsville, VA

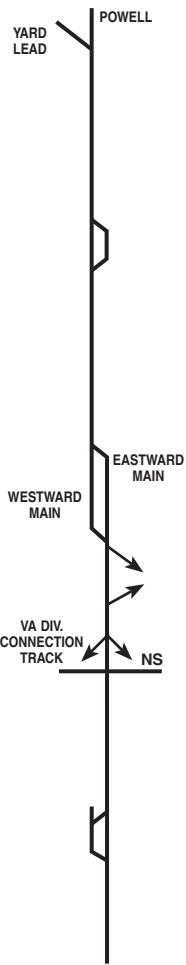
Trackage between Orange, VA and Gordonsville, VA, formerly controlled by CSXT Transportation will now be controlled by the Buckingham Branch Railroad. Included in this line segment is the switch at Orange, VA, MP 84.7, formerly governing movement from CSXT to Norfolk Southern Main One Track via C&O Lead Track and the railroad crossing at grade located at MP 112.3, Charlottesville, VA. Phone numbers for reaching the Buckingham Branch Dispatcher are: 540-887-2248 or 540-887-2269.

B. END-OF-TRAIN DEVICE — GRADES

Listed below indicated District and track segment that require two-way End-Of-Train Device for freight trains:

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

Between MP 115.7 and MP 119.1

WASHINGTON DISTRICT Manassas to Edinburg				
WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
	<div>7658</div>		WASHINGTON DISTRICT DISPATCHER..... 334	
		B 0.0	MANASSAS Y	
		B 8.8	Gainesville	
		B 10.1	HBD (<i>Haymarket, VA</i>)	
		B 19.6	HBD (<i>The Plains, VA</i>)	
		B 21.1	ALLISON	
		B 24.0	MARSHALL	
		B 33.6	HBD (<i>Delaplane, VA</i>)	
		B 42.8	LINDEN	
		B 42.9	HBD (<i>Linden, VA</i>)	
		B 45.2	CODY	1
		B 47.6	WOODS	2
		B 50.0	Front Royal Junction..... Y	
		B 50.7	E. Riverton Junction	
		B 50.9	RIVERTON JUNCTION Y	
		B 51.0	..... CP	
		B 51.4	Riverton	
		B 60.8	Strasburg	
		B 62.9	Strasburg Junction	
		B 78.8	Edinburg	
		B 79.0	MILEPOST 79	
STATION PAGE INFORMATION				
NOTE 1:		The east switch governing westward movement located at MP B 45.2 is a spring switch and will be designated station Cody. Normal position for the spring switch is lined for the westward main when moving west, unless operated manually for movement on the eastward main.		
NOTE 2:		The west switch governing eastward movement located at MP B 47.6 is a spring switch and will be designated station Woods. Normal position for the spring switch is lined for the eastward main when moving east, unless operated manually for movement on the westward main.		

WASHINGTON DISTRICT Manassas to Edinburg

1. RULES IN EFFECT

Between	Main Track Rules
	Rules
Manassas and Cody	171
Cody and Woods	171
Woods and Edinburg	171

2. MAXIMUM SPEEDS

Between	Psgr.	Rhwy.	Frt.
	MPH		
MP B 0.0, Manassas and MP B 78.8, Edinburg, All Trains	45	45	45
Except:			
MP B 0.0 to MP B 1.0	25	25	25
North Leg of Wye Track at Manassas	10	10	10
MP B 0.0, Manassas to MP B 2.5, Over Road Crossings	25	25	25
MP B 1.0 to MP B 3.8, Curves	35	35	35
MP B 8.4 to MP B 9.3, Curve	40	40	40
MP B 14.8 to MP B 16.3, Curves	35	35	35
MP B 14.5 to MP B 23.21	40	40	40
MP B 20.4, Allison, Through Turnout at East End	25	25	25
Allison Siding, Rule 137 applies	15	15	15
MP B 21.8, Allison, Through Turnout at West End	25	25	25
MP B 29.0 to MP B 39.0	35	35	35
MP B 29.5 to MP B 30.3, Curves	25	25	25
MP B 33.2 to MP B 33.7	25	25	25
MP B 33.7 to MP B 35.2	20	20	20
MP B 36.8 to MP B 37.3, Curves	30	30	30
MP B 39.0 to MP B 44.8	40	40	40
MP B 42.5 to MP B 42.8, Curve	35	35	35
MP B 44.8 to MP B 67.9	35	35	35
MP B 45.2 to MP B 47.6, Westward Main, Eastward Main and Both Turnouts	25	25	25
Virginia Division Connection Track	15	15	15
MP B 50.9, Riverton Junction, Virginia Division Railroad Crossing	10	10	10
MP B 51.5, Through Turnouts and Siding at Riverton	10	10	10
MP B 61.1 to MP B 61.4, Road Crossings	10	10	10
MP B 63.0, Through Turnouts and Siding at Strasburg Junction	10	10	10
MP B 68.0 to MP B 78.8	10	10	10

3. CHECKING LOCOMOTIVE SPEED INDICATOR

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

LOCATION OF TEST MILE SIGNS:

MP B 12.0 to MP B 13.0
MP B 57.0 to MP B 58.0
MP B 70.0 to MP B 71.0

WASHINGTON DISTRICT Manassas to Edinburg

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Westward						
Manassas to Markham	1750	2350	2800	3465	3850	4540
Markham to Strasburg	1550	2050	2450	3060	3400	4010
Strasburg to Edinburg	1600	2150	2550	3150	3500	4130
Eastward						
Edinburg to Strasburg	1850	2450	2950	3645	4050	4780
Strasburg to Manassas	1425	1900	2250	2835	3150	3720

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

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

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

NOTE: No train or engine can be operated over bridge MP B 79.0 without permission from the Bridge Department.

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
Washington District	Manassas and Riverton	10,000	10,000

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

WASHINGTON DISTRICT Manassas to Edinburg

5. LOCOMOTIVE AND CAR RESTRICTIONS (CONT.)

C. LIST OF INDUSTRIAL TRACKS 21 DEGREES AND GREATER

NO 6-AXLE ENGINES ALLOWED ON THESE TRACKS

Location	MP	Name of Track	Degree of Curvature
Manassas and Front Royal	B 10.5	84 Lumber	21
	B 23.9	Marshall Co-Op	21
	B 24.2	Marshall Brick	22

6. SWITCHES AND DERAILS

SPRING SWITCHES

Spring switches are located as follows:

Allison Note 1
 Cody Note 2
 Woods Note 2

NOTE 1: Spring switches at Allison are protected by signals at MP B 20.3 and MP B 21.8 and by Approach signals at MP B 18.8 and MP B 23.3.

NOTE 2: Spring switches at Cody are protected by a signal at MP B 45.2 and by Approach signal at MP B 43.3. Spring switch at Woods is protected by a signal at MP B 47.6 and by Approach signal at MP B 49.0.

WHEN SWITCH POINT INDICATOR AT EITHER END OF SIDING IS RED, STOP AND EXAMINE SWITCH POINTS. These signals indicate ONLY the position of the switch points; they are not Automatic Block signals, therefore, do not show if the Main Track is clear or occupied.

7. COMMUNICATION INFORMATION

RADIO

Emergency		Code 911
CYO		Code 338
MOC		Code 124
Washington District Dispatcher	Selection #7	Code 334
VA Division Crewe Dispatcher	Frequency 22 22	Code 555

TELEPHONE

Dispatcher Center	800-272-9522	
VA Division Crewe Dispatcher	540-981-3905	M/W 981-3905
CYO	800-898-4296	M/W 589-5769
	Fax: 800-476-0179	M/W 589-5129

8. DETECTOR INSTRUCTIONS

Detectors listed on Station Pages.

WASHINGTON DISTRICT Manassas to Edinburg

9. DISTRICT INSTRUCTIONS

A. GENERAL INSTRUCTIONS

1. Clearance Points — Cody and Woods

Station signs will be erected at the clearance points for Cody and Woods on both the eastward and westward and at the switch or single track. When Track Authority is given from Main Track (single track) east to Woods and west to Cody, authority must not pass the switches to the east or westward mains at station switch sign on single track.

2. Track Authority

When Track Authority is given on the east or west bounds between Cody and Woods, authority begins and ends at station sign (clearance point).

3. Direction of Traffic

The normal direction for traffic approaching either of the stations will be for the Main Track to the RIGHT. Non-Automatic Block Signals, **Rules 311(a) and 312(a)** as shown in the Operating Rule Book, are located at MP B 43.3 for westward traffic and at MP B 49.0 for eastward traffic. These signals will provide an aspect as to the indication of the Spring Switch Marker Lights.

4. Track Authority Box 9

Movement authority on either the eastward or westward Main Track will require a separate Track Authority. Permission for following train movement on either the eastward or westward Main Track will require **Track Authority Box 9** authority for each movement.

5. “B” Main Line

All train and engine crews will be required to announce the following locations on the “B” Main Line by radio in addition to any non-automatic block signals and the spring switch indicator lights also located on this territory. The direction of travel of the train is also required (example: NS 214 westward at Wellington):

B5 Wellington, B9 Gainesville, MP 15.6 Broad Run, B24 Marshall, B29 Rectortown, B34 Delaplane, B38 Markham

6. Happy Creek Road

All westward trains must contact VA Division Crewe Dispatcher for clearance past Riverton Junction before passing the crossing at Happy Creek Road, MP B 47.1.

B. END-OF-TRAIN DEVICE — GRADES


Listed below indicated District and track segment that require two-way End-Of-Train Device for freight trains:

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

Between MP B 39.6 and MP B 42.6

Between MP B 42.7 and MP B 45.8

WASHINGTON DISTRICT Calverton to Cassanova

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
		CW 0.0 CW 3.8	WASHINGTON DISTRICT DISPATCHER..... 334 CALVERTON CASSANOVA	

1. RULES IN EFFECT

Between	Main Track
Calverton and Cassanova	Rules 171

2. MAXIMUM SPEEDS

Between	Psgr.	Rhwy.	Frt.
MP CW 0.0, Calverton and MP CW 3.8, Cassanova	20	20	20
Except: MP CW 0.0, Calverton, Wye Tracks	10	10	10

3. CHECKING LOCOMOTIVE SPEED INDICATOR

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

LOCATION OF TEST MILE SIGNS:

None.

4. DIESEL UNIT RATINGS

None.

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

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

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

WASHINGTON DISTRICT Calverton to Cassanova

5. LOCOMOTIVE AND CAR RESTRICTIONS (CONT.)

B. LIST OF INDUSTRIAL TRACKS 21 DEGREES AND GREATER

NO 6-AXLE ENGINES ALLOWED ON THESE TRACKS

Location	MP	Name of Track	Degree of Curvature
Calverton	CW 0.0	South Leg of Wye	22

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

RADIO

Emergency	Code 911
CYO	Code 338
MOC	Code 124
Washington District Dispatcher	Code 334
Selection #7	

TELEPHONE

Dispatcher Center	800-272-9522	
CYO	800-898-4296	M/W 589-5769
	Fax: 800-476-0179	M/W 589-5129

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

None.

DANVILLE DISTRICT

Montview to Salisbury

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
			DANVILLE DISTRICT DISPATCHER 333	
		174.5	DED (<i>Montview</i>)	
		174.6	MONTVIEW Y (CP)	
		176.6	FALWELL (CP)	
		180.1	WALKE (CP)	
		180.8	HBD (<i>Lawyers, VA</i>)	
		189.7	HBD (<i>Otter River, VA</i>)	
		190.0	DEAL (CP)	
		195.2	LANE (CP)	
		197.8	HURT CONN. (CP)	
		201.5	HBD (<i>Motley, VA</i>)	
		202.1	GREEN (CP)	
		209.5	HBD (<i>Gretna, VA</i>)	
		212.0	SMOTHERS (CP)	
		216.7	DAY (CP)	
		218.3	HBD (<i>Chatham, VA</i>)	
		222.0	WHITE (CP)	
		229.0	HBD (<i>Blairs, VA</i>)	
		232.5	FALL (CP)	
		235.0	Dundee Y	
		235.8	Danville	
		239.8	BENTLEY (CP)	
		240.0	HBD (<i>Bentley, VA</i>)	
		241.1	STOKESLAND (CP)	1
		241.8	VA/NC State Line	
		245.3	SWANN (CP)	
		251.5	HBD (<i>Ruffin, NC</i>)	
		256.1	SADLER (CP)	
		259.9	REIDSVILLE	
		260.4	EDNA (CP)	
		265.6	PRIDDY (CP)	

DANVILLE DISTRICT

Montview to Salisbury

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
			DANVILLE DISTRICT DISPATCHER..... 333	
		276.5	HBD (<i>Rudd, NC</i>)	
		277.6	BUSICK..... (CP)	
		283.9	GREENSBORO	
		284.4	ELM Y (CP)	
		286.8	POMONA..... Y (CP)	
		289.3	COX (CP)	
		291.5	HBD (<i>Hilltop, NC</i>)	
		298.0	HOSKINS..... (CP)	
		299.2	High Point	
		301.9	HBD (<i>High Point, NC</i>)	
		303.5	VARNER..... (CP)	
		309.9	BOWERS..... (CP)	
		313.9	HBD (<i>Lake, NC</i>)	
		314.0	LAKE..... (CP)	
		316.8	Lexington	
		319.4	MAYBELLE..... (CP)	
		323.0	LEE..... (CP)	
		324.5	SHARP (CP)	
		325.0	Spencer Yard	
		327.4	DUKE..... (CP)	
		333.3	SALISBURY Y (CP)	

STATION PAGE INFORMATION

NOTE 1: CP on Main 2 only.

DANVILLE DISTRICT

Montview to Salisbury

1. RULES IN EFFECT

Between	Main 1 Track	Main 2 Track
	Rules	
Montview and Salisbury	261	261

2. MAXIMUM SPEEDS

Between	Psg.	Rhwy.	Frt.
	MPH		
MP 174.6, Montview and MP 333.3, Salisbury, All Trains	79	60	50
Except:			
MP 174.6, Montview, Through Crossovers	45	45	40
MP 174.6 to MP 174.9	50	50	50
MP 174.7, Turnout	10	10	10
MP 176.5, Falwell, Through Crossover	15	15	15
MP 178.0 to MP 178.5, Through Curve	60	60	50
MP 178.5 to MP 180.0, Through Curve	70	60	50
MP 180.1, Walke, Through Turnout	50	50	45
MP 186.0 to MP 186.8, Through Curve	70	60	50
MP 187.1 to MP 187.9, Curves	55	55	50
MP 188.0 to MP 190.0, Through Curve	70	60	50
MP 190.0 to MP 194.5, Through Curve	70	60	50
MP 190.0, Deal, Through Turnout	50	50	45
MP 194.8 to MP 195.2, Curve	55	55	50
MP 195.3, Lane, Through Crossovers	45	45	40
MP 195.3 to MP 197.4, Through Curves	55	55	50
MP 197.8, Hurt, Through Crossover	45	45	40
MP 197.8, Hurt, Through Virginia Division Connection Turnout	30	30	30
MP 198.1 to MP 198.4, Track No. 1, Through Curve	45	45	40
MP 198.1 to MP 198.4, Track No. 2, Through Curve	40	40	40
MP 198.5 to MP 198.8, Through Curve	55	55	50
MP 199.0 to MP 199.4, Through Curves	55	55	50
MP 199.9 to MP 202.1, Through Curves	55	55	50
MP 202.1, Green, Through Turnout	50	50	45
MP 202.3 to MP 202.6, Through Curve	55	55	50
MP 202.8 to MP 203.0, Through Curve	45	45	45
MP 203.1 to MP 204.4, Through Curve	65	60	50
MP 207.6 to MP 207.8, Through Curve	55	55	50
MP 208.2 to MP 209.3, Through Curve	50	50	50
MP 209.3 to MP 211.5, Through Curve	70	60	50
MP 211.5 to MP 212.0, Through Curves	65	60	50
MP 212.0, Smothers, Through Turnout	50	50	45
MP 212.0 to MP 214.0, Through Curve	70	60	50
MP 214.0 to MP 216.7, Through Curve	60	60	50
MP 216.7, Day, Through Crossover	45	45	40
MP 216.7 to MP 218.3, Through Curve	60	60	50
MP 218.6 to MP 218.9	45	45	45
MP 218.9 to MP 219.2, Through Curve	45	45	45
MP 219.4 to MP 219.8, Through Curve	55	55	50
MP 220.0 to MP 222.0, Through Curve	60	60	50
MP 222.0, White, Through Turnout	50	50	45
MP 222.0 to MP 224.5, Through Curve	70	60	50

NOTE: Durmid

Old Main Line Durmid to NS Connection to CSXT. 10 MPH between Jefferson St., MP OM 171.0, Lynchburg and Durmid Old Main Line, MP 173.3.

DANVILLE DISTRICT Montview to Salisbury

2. MAXIMUM SPEEDS (CONT.)

Between	Psg.	Rhwy.	Fr.
	MPH		
MP 224.5 to MP 227.0, Through Curve	60	60	50
MP 227.0 to MP 227.5, Through Curves	65	60	50
MP 227.5 to MP 232.5, Through Curve	65	60	50
MP 232.5, Fall, Through Turnout	50	50	45
MP 232.5 to MP 234.7, Through Curve	70	60	50
MP 234.8 to MP 235.0, Through Curve	55	55	50
MP 235.1 to MP 241.3, Over Crossings	40	40	40
MP 235.6 to MP 237.0, Through Curves	35	35	35
MP 239.8, Bentley, Through Crossover	45	45	40
MP 240.3 to MP 241.6, Through Curves	50	50	50
MP 241.1, DW Line, Through Turnout Stokesland	15	15	15
MP 241.9 to MP 244.8, Through Curve	65	60	50
MP 244.18 to MP 245.3, Through Curves	55	55	50
MP 245.3, Swann, Through Turnout	50	50	45
MP 245.5 to MP 245.7, Through Curve	50	50	50
MP 245.7 to MP 246.3, Through Curves	45	45	45
MP 246.3 to MP 247.3, Through Curve	55	55	50
MP 248.1 to MP 248.3, Through Curve	50	50	45
MP 248.3 to MP 251.1, Through Curve	60	60	50
MP 251.1 to MP 254.0, Through Curve	70	60	50
MP 254.0 to MP 254.2, Through Curves	65	60	50
MP 254.2 to MP 256.0, Through Curve	70	60	50
MP 256.1, Sadler, Through Turnout	50	50	45
MP 256.3 to MP 256.7, Through Curves	50	50	45
MP 256.7 to MP 257.7, Through Curve	65	60	50
MP 257.7 to MP 259.1, Through Curve	60	60	50
MP 259.2 to MP 259.7, Through Curves	45	45	45
MP 259.6 to MP 261.6, Over Crossings	35	35	35
MP 259.7 to MP 260.0, Through Curves	45	45	45
MP 260.0 to MP 260.2, Through Curve	60	60	50
MP 260.2 to MP 263.0, Track No. 1 Curves	70	60	50
MP 260.2 to MP 263.0, Track No. 2 Curves	60	60	50
MP 260.4, Edna, Through Crossover	45	45	40
MP 261.6, Turner Avenue, Over Crossing	45	45	45
MP 263.0 to MP 265.6, Through Curve	70	60	50
MP 265.6, Priddy, Through Turnout	50	50	45
MP 265.6 to MP 266.0, Through Curves	70	60	50
MP 266.0 to MP 267.5, Through Curves	65	60	50
MP 267.5 to MP 269.5, Through Curve	70	60	50
MP 269.5 to MP 270.1, Through Curves	65	60	50
MP 270.1 to MP 277.6, Through Curve	70	60	50
MP 277.6 to MP 278.5, Through Curve	70	60	50
MP 277.7, Busick, Through Turnout	50	50	45
MP 278.5 to MP 280.9, Through Curve	65	60	50
MP 280.9 to MP 281.2, Through Curve	50	50	50
MP 281.3 to MP 281.6, Through Curve	55	55	50
MP 281.9 to MP 282.3, Through Curves	55	55	50
MP 282.8 to MP 283.0, Through Curve	55	55	50
MP 283.3 to MP 284.0, Through Curves	20	20	20
MP 284.0, Track 2 Only, Non-Electrically Locked Turnout	20	20	20
MP 284.0, Elm, Through Turnout from Main 1 to H-Line, Main 2	45	45	40
MP 284.0 to MP 284.2, Through Curve	45	45	40

DANVILLE DISTRICT

Montview to Salisbury

2. MAXIMUM SPEEDS (CONT.)

Between	Psg.	Rhwy.	Frt.
	MPH		
MP 284.4, Elm, Through Crossovers	45	45	40
MP 284.4, Elm, Through Crossover from Main 1 to H-Line, Main 1	45	45	40
MP 284.4, Elm, Through Turnout to CF-Line	10	10	10
MP 284.6, Elm, Through Crossover to Pomona Yard Lead	10	10	10
MP 284.7 to MP 285.0, Through Curve	75	60	50
MP 286.8 to MP 287.0, Through Curve	65	60	50
MP 288.6 to MP 290.2, Through Curves	65	60	50
MP 287.1, Pomona, Through Crossover	45	45	40
MP 287.1, Pomona, K-Line, Through Turnout	15	15	15
MP 287.6 to MP 290.2, Through Curves	65	60	50
MP 289.3, Cox, Through Turnout	50	50	45
MP 293.5 to MP 293.8, Through Curve	65	60	50
MP 293.8 to MP 294.1, Through Curve	70	60	50
MP 294.8 to MP 299.9, Through Curves	65	60	50
MP 297.6 to MP 298.3, Hoskins St. Crossing	40	40	40
MP 298.0, Hoskins, Through Turnout	50	50	45
MP 299.4 to MP 300.6, Crossings	40	40	40
MP 303.5, Varner, Through Crossovers	45	45	40
MP 309.4 to MP 312.0, Through Curves	70	60	50
MP 309.9, Bowers, Through Turnout	50	50	45
MP 313.4 to MP 316.8, Through Curves	70	60	50
MP 314.0, Lake, Through Turnout	50	50	45
MP 316.8 to MP 317.0, Through Curve	65	60	50
MP 318.5 to MP 319.0, Through Curves	70	60	50
MP 319.4, Maybelle, Through Crossovers	45	45	40
MP 319.7 to MP 320.1, Through Curve	60	60	50
MP 322.0 to MP 322.3, Through Curve	70	60	50
MP 323.0, Lee, Through Crossover	45	45	40
MP 323.0, Lee, Through Turnout Inbound/Outbound Leads to Spencer Yard	25	25	25
MP 324.5, Sharp, Through Crossover	45	45	40
MP 324.5, Sharp, Through Turnout Inbound Lead	25	25	25
MP 327.4, Duke, Through Crossovers	45	45	40
MP 327.4, Duke, Through Turnouts Inbound and Outbound Leads	25	25	25
MP 327.4 to MP 328.0, Through Curve	45	45	40
MP 328.0 to MP 328.5, Through Curve	65	60	50
MP 332.8 to MP 333.3, Through Curves	55	55	50
MP 333.1, Salisbury, Through Crossover	45	45	40
MP 333.1, Salisbury, Through Turnout and North Leg of Wye	15	15	15
MP 333.4, Salisbury, Through Turnout and South Leg of Wye	10	10	10
MP 322.05, Through Curve	70	60	50
MP 330.8, Through Curve	79	60	50
MP 333.6, Salisbury Through Crossover	45	45	40
MP 333.9 to MP 334.2, Through Curve	55	55	50
MP 337.3, Reid, Through Turnout	45	45	40

NOTES: 1. Speed on Inbound and Outbound leads at Lee, Sharp, and Duke at Linwood, NC, is Restricted Speed not exceeding 15 MPH. Outbound trains may increase speed to 25 MPH, if signal indication allows when the rear of the train is clear of all intervening turnouts on the leads and then only after the lead unit has entered the Main Line at Lee, Sharp, and Duke, in accordance with signal indication. Inbound trains must observe Restricted Speed not exceeding 15 MPH immediately upon entering the leads at Lee, Sharp, or Duke.

DANVILLE DISTRICT Montview to Salisbury

2. MAXIMUM SPEEDS (CONT.)

- NOTES:**
2. Speed on all tracks (except within shop limits) in the Receiving Yard, Classification Yard, Forwarding Yard, Pullout Leads and Thoroughfare at Linwood, NC, is Restricted Speed not exceeding 15 MPH.
 3. Speed on Virginia Division connection at Montview, VA, MP 174.6 not to exceed 15 MPH.
 4. Speed on the north leg of Wye at Montview, VA, and west leg of Wye at Kinney Yard not to exceed 10 MPH.
 5. Speed on Yard Tracks No. 2 and 3 in North Yard, Montview, VA, from derail to Main Line switch Restricted Speed not to exceed 10 MPH.
 6. Speed on all tracks, NFD, Danville, VA, Restricted Speed not to exceed 10 MPH.
 7. Speed within the fence track at Goodyear Tire and Rubber Company, NFD, Danville, VA, Restricted Speed not to exceed 10 MPH.
 8. Speed on all yard tracks, Pomona Yard, Restricted Speed not to exceed 10 MPH.
 9. Speed on all yard tracks (Old Richmond Main Line), Dundee, VA, is Restricted Speed not to exceed 10 MPH.
 10. Speed on all tracks (Old Richmond Main Line), Dundee, VA, is Restricted Speed not to exceed 10 MPH.

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 181.0 to MP 182.0
MP 184.0 to MP 185.0
MP 229.0 to MP 230.0
MP 243.0 to MP 244.0
MP 253.0 to MP 254.0
MP 267.0 to MP 268.0
MP 292.0 to MP 293.0
MP 315.0 to MP 316.0
MP 326.0 to MP 327.0

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Southward						
Lynchburg to Montview	2950	3950	4700	5850	6500	7670
Montview to Dundee	2100	2800	3350	4140	4600	5430
Dundee to Pomona	1850	2450	2950	3645	4050	4780
Pomona to Linwood	2700	3600	4300	5355	5950	7020
Northward						
Linwood to Pomona	2600	3450	4150	5130	5700	6730
Pomona to Lynchburg	2300	3050	3650	4545	5050	5960

DANVILLE DISTRICT Montview to Salisbury

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

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

GROSS WEIGHT IN POUNDS

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

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 District	Monroe and Linwood	9,500	8,400
	Kinney Yard and Montview Yard	5,000	5,000

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

6. SWITCHES AND DERAILS

MAIN TRACK SWITCHES NOT EQUIPPED WITH ELECTRIC LOCKS

MP 284.0 — No. 2 Track Greensboro.

DANVILLE DISTRICT Montview to Salisbury

7. COMMUNICATION INFORMATION

RADIO

Emergency	Code 911
CYO	Code 338
MOC	Code 124
Danville District Dispatcher	Code 333

TELEPHONE

Dispatcher Center	800-272-9522	
CYO	800-898-4296	M/W 589-5769
	Fax: 800-476-0179	M/W 589-5129

8. DETECTOR INSTRUCTIONS

Detectors listed on Station Pages.

9. DISTRICT INSTRUCTIONS

A. DANVILLE DISTRICT

The following customers on the Danville District perform switching or move cars within the confines of their industry with locomotives, track mobiles, or front end loaders. Before entering the tracks of these industries, Conductors must determine that engines, track mobiles or other industry equipment is in the clear and will not move or perform switching until track is cleared by NS crews:

Starpett	Asheboro, NC	MP M 23.0
Atlantic Scrap	Kernersville, NC	MP K 17.0
Duke Power	Eden, NC	MP 23.5 L
Miller Brewing	Eden, NC	MP 23.8 L
Goodyear Tire	Danville, VA	MP NFD 203.0
Owens Brockway	Danville, VA	MP F 3.5
Townsend No. 2	Bonlee, NC	MP CF 110.6
CPL Brickhaven	Brickhaven, NC	MP NS 266.0
Piedmont Minerals	Hillsborough, NC	MP H 41.0
CPL Goldsboro	Goldsboro, NC	MP H 125.6
Goldsboro Milling	Goldsboro, NC	MP EC 7.0
Certain Teed	Oxford, NC	MP D 55.5

DANVILLE DISTRICT

Montview to Salisbury

9. DISTRICT INSTRUCTIONS (CONT.)

B. OLD MAIN LINE DURMID TO SOUTHERN CONNECTION TO CSXT

1. Northward and southward trains must obtain permission from Train Dispatcher/Control Operator before entering Automatic Block Signal territory between Durmid, MP 173.3 and Garnett Street, MP 172.8, Old Main Line.
2. All northward movements between Durmid and CSXT Interchange Tracks, Lynchburg, must receive permission from Yardmaster at Montview Yard before crossing Garnett Street. Yardmaster Montview must communicate with CSXT Yardmaster and ascertain there are no conflicting CSXT movements prior to authorizing NS movement to pass Garnett Street. If there are conflicting movements, NS movement must not pass Garnett Street until track is reported clear by CSXT Yardmaster. That portion of Old Main Line between Garnett Street and CSXT Interchange track is designated as a Yard Lead. Normal position for all switches on this track is lined and locked for movement on Old Main Line.
3. Due to customer unloading product adjacent to track, close clearance conditions may exist and employees must not ride the sides of equipment at Griffin Pipe, Lynchburg, VA, MP OM 172.0.

C. LYNCHBURG, VA (MONTVIEW/KINNEY YARDS)

1. Trains and engines must receive permission from Yardmaster at Montview, VA, before using connection track between Southern Main Track, Montview, MP 174.6 and Virginia Division Main Track, Kinney Yard, MP PH 16.7.
2. Permission must be secured from the Yardmaster at Montview before operating split switch derail in tracks North Yard No. 1, 2 and 3 Montview Yard.
3. Mixed freight trains setting off in North Yard, Montview, VA, will leave a minimum of seven (7) hand brakes on the north end of the cut, more when necessary, to ensure that they are properly secured.
Solid loaded bulk commodity trains (coal, grain, ore, or similar bulk lading), setting off in North Yard, Montview, VA, must have 33% (1/3) hand brakes applied on the north end of the cut but never less than seven (7) hand brakes applied. For example:
 - 60 cars left must have at least 20 hand brakes applied.
 - 50 cars left must have at least 17 hand brakes applied.
 - 40 cars left must have at least 13 hand brakes applied.
 - 15 cars and under must have at least 7 hand brakes applied.
4. The hand-throw crossover switch from Main Line No. 2 Track into Montview Yard, MP 175.7, cannot be used unless cars in North Yard No. 1 Track are 25 feet north of the switch stand.
Cars left standing in North Yard No. 1 Track will be left at least 25 feet north of the hand-throw crossover switch stand from Main Line No. 2 into Montview Yard, MP 175.7, unless permission is received from the Montview Yardmaster.
5. Normal position for the crossover switch between North Yard No. 2 Track and North Yard No. 3 Track, Montview Yard, is lined for movement on the straight track.

DANVILLE DISTRICT Montview to Salisbury

9. DISTRICT INSTRUCTIONS (CONT.)

C. LYNCHBURG, VA (MONTVIEW/KINNEY YARDS) (CONT.)

6. Cars left in South Yard tracks Montview Yard, must be secured on the south end of the cut.
7. Normal position for the south switch, South Yard No. 5 Track, Montview Yard is lined for movement on South Yard No. 4 Track.
8. Train setting off in Kinney Yard, Montview, VA, will leave a minimum of five (5) hand brakes on the east end of the cut, more when necessary, to ensure that they are properly secured.
9. Do not place any cars exceeding Plate C in plant at Weyerhaeuser, Lynchburg, VA, MP 174.6.
10. When locomotives are left in Montview North Yard unattended and cannot be left coupled to other equipment that is properly secured, the controlling unit must be left running to supply air for the air brakes and the hand brake must be applied on each locomotive.
11. CB Fleet Company, Inc., located on connection track between Montview, VA, MP 174.6 and Kinney, VA, MP PH 16.2 has installed a tank car platform that swings down over the top of a tank car. After being placed for loading, this platform has to be in the raised position before using this track.
12. Due to less than standard track centers, close clearance may exist in North Yard Tracks 1, 2, 3, 4 or 5, Montview, VA. When adjacent tracks are not clear, employees must not ride sides of equipment unless adjacent track is clear.
13. Transportation Department employees are prohibited from driving a vehicle north of the South Yard No. 1 switch at the south end of Montview South Yard.

D. HURT, VA

1. Cars left in the setoff track, Hurt, VA, MP 197.8, must have 33% (1/3) hand brakes applied but never less than five (5) hand brakes applied. For example:
 - 40 cars left must have at least 13 hand brakes applied.
 - 30 cars left must have at least 10 hand brakes applied.
 - 15 cars and under must have at least 5 hand brakes applied.

NOTE: These hand brakes must be on the north or west end of the cut of cars.

2. Train and engine service employees are prohibited from riding on the side of moving equipment between No. 2 Main Track and the South Pass Track from MP 197.3 to MP 197.5 account close clearance.
3. Southward trains observing an Approach Signal at MP 200.1 will contact the Train Dispatcher/Control Operator at Greenville and, unless otherwise instructed, be prepared to stop short of Bennett Road Crossing located at MP 201.5.
4. When locomotives are left unattended and cannot be left coupled to other equipment that is properly secured, the controlling unit must be left running to supply air for the air brakes and the hand brake must be applied on each locomotive. This applies to the set out track only.

DANVILLE DISTRICT Montview to Salisbury

9. DISTRICT INSTRUCTIONS (CONT.)

D. HURT, VA (CONT.)

5. Cars left in these track must have 100% hand brakes applied:
Graham Packaging, MP 194.2, Altavista, VA
Kloplin Mills Industry, MP 197.6, Hurt, VA
Barlett Milling Industry, City Farm Track, MP 178.6, Lynchburg, VA

E. DANVILLE, VA (DUNDEE YARD)

1. All freight trains except 200 Series and Amtrak Train will contact the Yardmaster at Dundee to determine if a pick up is to be made. If no Yardmaster is on-duty, the Danville Dispatcher will be contacted.
2. Normal position of Ringgold-Dundee Main Line switch at north end Dundee Yard, MP F 1.1 will be lined to enter the yard.
3. Cuts of cars left on Dundee Yard, Tracks 8 through Richmond Main Line, must have a minimum of five (5) hand brakes applied to south end of each cut of cars.
4. Certain type locomotives will not clear raised platform at Dan River Mills, MP 238.8. Before locomotive passes platform, it must be determined positively that engine will clear.
5. Cutting cars off in motion or dropping cars by gravity is prohibited at the north end of Dundee Yard, MP 235.0.
6. Standing trains are prohibited from blocking the Clearview Drive (golf course) crossing, Danville, VA, MP 241.0, for more than five (5) minutes. If blocking is in excess of five (5) minutes, crossing is to be cut.
7. Due to close clearance created by track centers, employees must not ride moving equipment in Dundee Yard Tracks (Danville, VA) Richmond Main Line 1, 2, 3, 4, 5, 6, 7 and 8 unless adjacent track is clear.
8. When spotting the Shipping Warehouse Tracks at Miller Brewing in Eden, NC, MP L 24.0, the cars should be placed between the signs on each track. This is to ensure vehicles using road will have proper site distance.
9. Substandard track center exists on the NFD Bottom Tracks 1, 2, 3 and clean out. Employees must not ride the sides of equipment when on the adjacent track.
10. Employees are prohibited from walking up or down the steep terrain on the west side of the north end of West Bradley Track, MP 233.6, Dundee, VA. This is an unauthorized walkway. The authorized walkway to access the west side of this track will be at MP 233.7, just north of the State Route 360 overhead bridge.

DANVILLE DISTRICT Montview to Salisbury

9. DISTRICT INSTRUCTIONS (CONT.)

F. POMONA YARD

1. When shoving cars at Pomona Yard, the following tracks will not clear a man on the side of car when cars are located in adjacent tracks:
Between Old Yard and 3, Between Old Yard 3 and 4
Between Old Yard 4 and 5, Between Back Yard 2 and 3
Between Back Yard 3 and 4, Between Back Yard 4 and 5

2. Also when shoving cars in the team tracks at A&Y Yard, a man will not clear when cars are in adjacent track.
3. Between the hours of 5:00 AM and 11:00 PM all southward freight trains picking up and/or setting off at Pomona Yard, arrange to make cut and leave rear portion of train north of yard office.
4. When switching cars on the north end of Pomona Yard into tracks containing cars, it must first be determined the number of cars in the tracks being switched. If five (5) or more cars are being switched, a minimum of five (5) hand brakes must be applied on the standing cars. If less than five (5) cars, 100% hand brakes must be applied on the standing cars.
5. These restrictions apply to equipment left standing in all yard tracks north of the north end Trainman's Shanty. When equipment is left standing south of the North End Trainman's Shanty, a sufficient number of hand brakes will be applied with a minimum of three (3) on the south end.
6. All shove movements into the intermodal facility at Greensboro, NC, Rail-highway Track No. 1 and Rail-highway No. 2, must be protected by an employee on or ahead of the shove movement.

The shove lights on No. 1 Lead Track, outside the intermodal facility may still be used in accordance with outstanding rules and instructions.

7. Security Rail Spikes have been installed at the Northend Intermodal Yard Lead, Greensboro, NC, to prevent vehicular traffic from exiting the facility at unauthorized locations. The units are bright Yellow in color and are installed directly on top of crossties. Employees must not sit, stand, step or operate highway vehicles on or over Security Rail Spikes. In addition, employees must use caution when working in close proximity to these areas. Damage to any unit should be reported to the Greensboro Yardmaster.

These barriers with a thin fiberglass cover that are constructed to break under pressure are designed to disable rubber tired vehicles after passing over them. Do not drive vehicles over them, or use them as a step or seat, or allow any part of your body to come in contact with them.

Location of Rail Spike Barriers:

Northend Greensboro Intermodal Yard Lead —
23 feet north of Middle Lead Loop Track Switch
12 feet south of Middle Lead Loop Track Switch

NOTE: Barriers stick up approximately 1 1/4 inches below top of rail.

8. Passenger trains which intend to unload mail may do so only when occupying Main Track No. 2.

DANVILLE DISTRICT
Montview to Salisbury

9. DISTRICT INSTRUCTIONS (CONT.)

G. TRAIN HANDLING

All freight trains with three (3) or more Group 5 locomotives in consist will limit head end power to no more than notch 7 while cresting incline at Dundee Yard, MP 235.0.

After bunching train and ascending grade at Danville, VA, MP 237.0 through MP 240.0, trains with three (3) or more Group 5 locomotives in consist will be limited to no more than notch 7 until cresting grade at MP 238.5 where throttle should be limited to notch 6 in compliance with proper cresting procedures. These instructions are to prevent train separations at this location.

DANVILLE DISTRICT Montview to Salisbury

9. DISTRICT INSTRUCTIONS (CONT.)

H. DANVILLE DISTRICT

RUNNING SWITCHES ARE PROHIBITED ON THE DANVILLE DISTRICT

Gravity-Roll By Switching is permitted at the following locations on the Danville District:

Main Line between Amhurst, VA, MP 157.0 and Benaja, NC, MP 286.6:

MP 157.3	First Brand
MP 168.6	Dillard Lead
MP 176.4	South End, South Yard, Montview, VA
MP 196.8 – MP 197.7	Hurt, VA
MP 218.3 – MP 221.0	Chatham, VA
MP 221.5	Cook Composite
MP 228.2	Star Paper
MP 235.0	South End, Dundee Yard
MP 238.6 – MP 239.2	Jaffa Pass Track
MP 241.0	Corning Glass
MP 241.8 – MP 242.1	Shelton, NC
MP 257.2 – MP 257.8	North Pass Track, Reidsville, NC
MP 258.5	Zarn
MP 260.6	Paper Development
MP 262.5	Ball Metal
MP 263.0	Dyster
MP 267.0	Southern States

NFD-Line:

MP NFD 201.0	Wood Fibers
MP NFD 201.7	Goodyear

F-Line (Old Richmond Main Line):

MP F 1.5	Intertape
MP F 4.0	Brockway Glass

DW-Line:

MP 5.9 DW	Columbia Forest
-----------------	-----------------

OM-Line:

MP OM 174.6	Campbell Payne (Watering Branch)
-------------------	----------------------------------

L-Line:

MP L 1.0 – MP L 2.0	Loparex, MP 22.5 L
---------------------------	--------------------

PH-Line:

MP PH 15.3	East End, Kinney Yard
------------------	-----------------------

KM-Line (Kinney-Montview Connection Track):

MP 9.0 KM	Tomahawk Warehouse
MP 9.0 KM	R.R. Donnelly Industry

DANVILLE DISTRICT

Montview to Salisbury

9. DISTRICT INSTRUCTIONS (CONT.)

H. DANVILLE DISTRICT (CONT.)

ROLL-BY GRAVITY SWITCHING

Listed below are authorized locations on the listed line segments:

Main Line — Linwood to Priddy:

MP 338.8 (No. 1 Main)	Taylor Clay Products
MP 335.5 (No. 1 Main)	Fresh House Co.
MP 332.0 (No. 1 Main)	Boral Brick Co.
MP 329.7 (No. 2 Main)	PCA, Inc.
MP 320.9 (No. 2 Main)	Kimberly Clark
MP 318.9 (No. 2 Main)	Old Maybell
MP 318.4 (No. 1 Main)	New Maybell
MP 317.6 (No. 1 Main)	WSS Connection
MP 317.0 (No. 1 Main)	Lexington Pass Track
MP 305.0 (No. 1 Main)	Imaflex
MP 304.2 (No. 1 Main)	Exopak
MP 301.2 (No. 2 Main)	Southern Film
MP 294.2 (No. 1 Main)	Jamestown Pass Track
MP 289.6 (No. 1 Main)	D. H. Griffin
MP 274.5 (No. 1 Main)	Proctor & Gamble

K-Line (between Greensboro and WSS Crossing):

MP K 2.0.....	Greensboro Auto Auction
MP K 2.0.....	Brenntag/Worth Chemical
MP K 4.0.....	Lindley Lead
MP K 6.0	FriendShip Siding
MP K 8.1.....	Builders Supply Lead
MP K 10.0	Carolina Steel
MP K 11.0	National Pipe
MP K 16.5	Atlantic Scrap Processors
MP K 23.0	Salem Yard East End
MP K 24.0	DSI

M-Line — High Point to Asheboro:

MP M 1.5.....	Wye High Point
MP M 3.0.....	Thomas Bus
MP M 3.2.....	Vita Foam
MP M 11.8.....	Royster Clark
MP M 21.4.....	Dart Container
MP M 22.0.....	Siding
MP M 23.0.....	Eveready Battery
MP M 23.0.....	Starpet
MP M 27.4.....	Asheboro House Track

DANVILLE DISTRICT Montview to Salisbury

9. DISTRICT INSTRUCTIONS (CONT.)

H. DANVILLE DISTRICT (CONT.)

ROLL-BY GRAVITY SWITCHING (CONT.)

Listed below are authorized locations on the listed line segments:

CF-Line — Greensboro to Cumnock:

MP CF 72.0	Pegram West
MP CF 73.5	Vandailia Pass Track
MP CF 75.5	USA Metals
MP CF 76.8	Boren Brick
MP CF 78.9	Duke Power
MP CF 82.3	Climax House
MP CF 96.4	Gold Kist Staley
MP CF 110.6	Gold Kist Bonlee
MP CF 110.9	Townsend Farms
MP CF 111.8	Townsend Farms
MP CF 123.5	Cumnock ATW Connection

H-Line — Greensboro to Fetner:

MP H 1.8	ORD Lead
MP H 18.0	CMC
MP H 26.0	Haw River House Track
MP H 33.0	Mebane Lumber
MP H 41.0	Piedmont Minerals
MP H 46.5	Glenn
MP H 57.5	East Durham Yard
MP H 67.3	Clegg
MP H 71.1	Triangle Builders

J-Line — Glenn to Carrboro:

MP J 10.0	Carboro
-----------------	---------

DANVILLE DISTRICT

Stokesland to Spray

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
|			DANVILLE DISTRICT DISPATCHER..... 333	
		5.3 DW	STOKESLAND CP	
		19.7 DW	LEAKSVILLE JUNCTION	
		23.8 L	EDEN	
		25.9 L	SPRAY	

1. RULES IN EFFECT

Between	Main Track Rules
Stokesland and Spray	171

2. MAXIMUM SPEEDS

Between	Psgr.	Rhwy.	Frt.
	MPH		
MP 5.3 DW and MP 19.7 DW, All Trains	30	30	30
Except:			
MP 5.3 DW to MP 5.8 DW, Curves	10	10	10
MP 5.8 DW to MP 6.4 DW, Curves	15	15	15
MP 6.4 DW to MP 7.1 DW, Curves	20	20	20
MP 7.1 DW to MP 7.2 DW, Curves	15	15	15
MP 7.2 DW to MP 7.4 DW, Curves	20	20	20
MP 10.8 DW to MP 11.0 DW, Curves	25	25	25
MP 16.0 DW to MP 16.2 DW, Curve	25	25	25
MP 16.2 DW to MP 16.4 DW, Curve	10	10	10
MP 16.4 DW to MP 16.9 DW, Curve	20	20	20
MP 16.9 DW to MP 17.2 DW, Curve	25	25	25
MP 19.7 L, Leaksville Junction Switch (L-Line)	10	10	10
MP 19.7 L and MP 25.0 L	30	30	30
MP 19.7 L and MP 20.0 L, Curve	15	15	15
MP 23.4 L to MP 23.7 L, Curve	20	20	20
MP 23.5 L — Speed in Duke Power Unloading Facility, Eden, NC, Restricted Speed not exceeding	5	5	5
MP 25.0 L and MP 25.9 L, Main Track	10	10	10

3. CHECKING LOCOMOTIVE SPEED INDICATOR

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

LOCATION OF TEST MILE SIGNS:

MP 7.0 DW to MP 8.0 DW
MP 11.0 DW to MP 12.0 DW

DANVILLE DISTRICT Stokesland to Spray

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Westward						
Stokesland to Leaksville Jct.	1400	1850	2600	2700	3000	3540
Leaksville Jct. to Eden	950	1250	2250	2430	2700	3186
Eastward						
Eden to Leaksville Jct.	1500	2000	2250	2430	2700	3186
Leaksville Jct. to Stokesland	1150	1550	2600	2700	3000	3540

5. LOCOMOTIVE AND CAR RESTRICTIONS

WEIGHT RESTRICTIONS

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

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

6-axle units must not exceed 10 MPH:

Stokesland Spray — MP 19.7 DW, Over Cascade Creek Bridge

4-axle loaded cars must not exceed 10 MPH:

Stokesland Spray — MP 19.7 DW, Over Cascade Creek Bridge

6-axle loaded cars must not exceed 10 MPH:

Stokesland Spray — MP 19.7 DW, Over Cascade Creek Bridge

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

RADIO

Emergency	Code 911
CYO	Code 338
MOC	Code 124
Danville District Dispatcher	Code 333

TELEPHONE

Dispatcher Center	800-272-9522	
CYO	800-898-4296	M/W 589-5769
	Fax: 800-476-0179	M/W 589-5129

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

Employees are prohibited from riding the sides of equipment when spotting or pulling rail cars inside the gate of Loparex Industry, MP 23.5 L, Eden, NC, due to close clearance.

DANVILLE DISTRICT

Greensboro to Cumnock West

EAST ↓	SIDINGS IN FEET	MP	STATION	NOTE
			DANVILLE DISTRICT DISPATCHER..... 333	
			Pomona	
		CF 69.4	GREENSBORO Y (VL)	
		CF 71.0	GREENSBORO EAST (VL)	
		CF 92.6	LIBERTY	
		CF 104.4	SILER CITY	
		CF 120.6	GULF	
		NS 279.9/ CF 123.2	CUMNOCK WEST	1

STATION PAGE INFORMATION

NOTE 1: The normal position for the Junction Switch with the Atlantic and Western (ACWR) Railway Company, MP CF 123.2, will be lined and locked for NS/CF Main Track movement.

1. RULES IN EFFECT

Between	Main Track
	Rules
Cumnock West and Greensboro East	171
Greensboro East and Greensboro	93

2. MAXIMUM SPEEDS

Between	Psg.	Rhwy.	Frt.
	MPH		
MP CF 69.4 and MP CF 123.2	25	25	25
Except:			
MP CF 69.4 to MP CF 69.9, Curve	10	10	10
MP CF 103.5 to MP CF 106.0, Siler City, Crossing	20	20	20
MP CF 109.5 to MP CF 109.7, Curve	20	20	20
MP CF 120.4 to MP CF 120.7, Curve	10	10	10
MP CF 120.5, ACWR Junction Switch	10	10	10
MP CF 123.2, ATW Conn.	10	10	10

NOTE: MP CF 123.2 to MP CF 130.1 is ATW (Shortline) Railroad.

DANVILLE DISTRICT Greensboro to Cumnock West

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 CF 71.0 to MP CF 72.0
MP CF 74.0 to MP CF 75.0
MP CF 118.0 to MP CF 119.0

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Eastward						
Greensboro to Sanford	2500	3350	4000	4950	5500	6490
Westward						
Sanford to Liberty	1550	2100	2450	3060	3400	4010
Liberty to Greensboro	1500	2000	2400	2970	3300	3890

5. LOCOMOTIVE AND CAR RESTRICTIONS

WEIGHT RESTRICTIONS

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

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

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

RADIO

Emergency	Code 911
CYO	Code 338
MOC	Code 124
Danville District Dispatcher	Code 333

TELEPHONE

Dispatcher Center	800-272-9522	
CYO	800-898-4296	M/W 589-5769
	Fax: 800-476-0179	M/W 589-5129

**DANVILLE DISTRICT
Greensboro to Cumnock West**

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

GENERAL INSTRUCTIONS


1. MP CF 124.0

Permanent derail has been installed on the ATW Main Line in Cumnock, NC, by the ATW Railroad, industry ATW Siding at Cumnock, NC. The derail has been installed to protect the ATW Main Line south of the existing interchange track to permit interchange when volume of interchange cars to be delivered or received exceeds the existing car limit on the interchange siding.

The permanent derail is located 1,200 feet south of the south switch, MP CF 124.0. Derail is under the control of the ATW Railroad and has a ATW switch lock.

2. Battleground Lead

All train and engine movements must approach public grade crossings equipped with automatic warning devices on Battleground Lead prepared to stop unless it is positively known that warning devices are operating properly.

DANVILLE DISTRICT Pomona to Rural Hall				
WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
			DANVILLE DISTRICT DISPATCHER..... 333	
		K 0.0	POMONA..... Y (CP)	
		K 6.6	FRIENDSHIP	
		K 14.2	KERNERSVILLE	
		K 23.9	WINSTON-SALEM EAST..... (YL)	
		K 24.8	WSSB CROSSING (A)	
		K 25.9	WINSTON JUNCTION	
		K 27.3	N. WINSTON	
		K 30.3	WINSTON-SALEM WEST (YL)	
		K 37.0	RURAL HALL..... (YL)	
STATION PAGE INFORMATION				
Virginia Division Timetable governs within the limits of Winston-Salem Terminal, which includes MP K 23.9 to MP K 30.3. NOTE: NS Crews may use G&O R.R. trackage between MP K 37.0 and MP K 40.0 and between MP CF 28.0 and MP CF 31.0. All movements must be made at Restricted Speed within these limits. All switches and derails must be approached prepared to stop unless it is known that such switches and derails are properly lined for the desired movement.				
1. RULES IN EFFECT				
Between			Main Track	
			Rules	
Pomona and Winston-Salem East				171
Winston-Salem East and Winston-Salem West				93
Winston-Salem West and Rural Hall				171

DANVILLE DISTRICT Pomona to Rural Hall

2. MAXIMUM SPEEDS

	Psgr.	Rhwy.	Fr.
Between	MPH		
MP K 0.0 and MP K 23.9, Old Salem Yard	35	35	35
Except:			
Pomona over Wye Tracks	10	10	10
MP K 4.2, Capital Lead	5	5	5
MP K 4.3, Lindley Lead	5	5	5
MP K 4.3, Sequoin Supply	5	5	5
MP K 13.7 to MP K 14.2, Curve	30	30	30
MP K 23.9, Old Salem Yard and MP K 37.0, Rural Hall, All Trains	30	30	30
Except:			
MP K 24.8, W/S, WSSB Interlocking Limits	15	15	15
MP K 23.9 to MP K 26.0, Curve	20	20	20
MP K 25.9, Winston Junction, Through Turnout	15	15	15
MP K 26.0 to MP K 26.7, Curve	25	25	25
MP K 28.0 to MP K 28.2, Curve	25	25	25
MP K 31.8 to MP K 32.0, Curve	25	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:

MP K 2.0 to MP K 3.0
MP K 25.0 to MP K 26.0
MP K 29.0 to MP K 30.0
MP K 31.0 to MP K 32.0

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Westward						
Pomona to Friendship	3550	4750	5650	7020	7800	9200
Friendship to Winston-Salem	2050	2750	3250	4050	4500	5310
Winston-Salem to Rural Hall	1800	2400	2850	3555	3950	4660
Eastward						
Winston-Salem to Friendship	2150	2850	3450	4230	4700	5550
Friendship to Pomona	3200	4250	5100	6345	7050	8320
Rural Hall to Winston-Salem	1600	2150	2550	3150	3500	4130

DANVILLE DISTRICT Pomona to Rural Hall

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

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

GROSS WEIGHT IN POUNDS				
Between	Unit		Loaded Car	
	4-Axle	6-Axle	4-Axle	6-Axle
Pomona and MP K 37.0	291,000	420,000	286,000	394,500

B. LIST OF INDUSTRIAL TRACKS 21 DEGREES AND GREATER

NO 6-AXLE ENGINES ALLOWED ON THESE TRACKS			
Location	MP	Name of Track	Degree of Curvature
Greensboro and Rural Hall	K 4.1	Central Concrete	22
	K 4.4	Lindley Lead	23
	K 4.4	Proctor & Gamble	24
	K 11.1	Ramco	27
	K 28.7	RJR Whitaker Park	21
	K 31.7	University Warehouse	21

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

RADIO

Emergency	Code 911
CYO	Code 338
MOC	Code 124
Danville District Dispatcher	Code 333

TELEPHONE

Dispatcher Center	800-272-9522	
CYO	800-898-4296	M/W 589-5769
	Fax: 800-476-0179	M/W 589-5129

8. DETECTOR INSTRUCTIONS

None.

DANVILLE DISTRICT Pomona to Rural Hall

9. DISTRICT INSTRUCTIONS

GENERAL INSTRUCTIONS

1. MP K 23.0

Cars set off and left standing at Salem Yard, MP K 23.0, will have a minimum of seven (7) hand brakes applied on the east end of yard. More when necessary to ensure equipment is properly secured.

2. Close Clearance Conditions

Employees are prohibited from riding the sides of equipment when spotting or pulling railcars inside the building on Track No. 2 and Track No. 3 Carolina Steel, Inc., MP K 9.5 account close clearance.

3. MP K 37.9


Do not block road crossing at Bay Street in Rural Hall, NC, MP K 37.9, more than 10 minutes. If blocking is in excess of 10 minutes, crossing is to be cut.

4. Rural Hall Crossings

In addition, other road crossings in Rural Hall are not to be blocked in excess of 10 minutes also.

DANVILLE DISTRICT

Winston-Salem to Charlotte

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
			DANVILLE DISTRICT DISPATCHER..... 333	
		L 0.0	WINSTON JUNCTION..... Y (YL)	
		L 3.9	WINSTON-SALEM (YL)	
		L 5.1	FRONTIS	
		L 11.7	CLEMMONS	
		L 18.7	BIXBY	
		L 25.6	MOCKSVILLE	
		L 31.0	COOLEEMEE	
		L 38.0	..... (YL)
		L 39.4	BARBER..... Y (A)	
		L 41.0	..... (YL)
		L 46.2	MT. ULLA	
		L 53.5	N. MOORESVILLE	
		O 28.1	MOORESVILLE	
		O 29.1	S. MOORESVILLE	
		O 15.1	HUNTERSVILLE	
		O 10.0	CROFT	
		O 3.9	ATANDO JUNCTION Y (YL)	
		376.0	CHARLOTTE..... Y (YL) (C)	

STATION PAGE INFORMATION

Virginia Division Timetable governs within the limits of Winston-Salem Terminal.

DANVILLE DISTRICT Winston-Salem to Charlotte

1. RULES IN EFFECT

Between	Main Track
	Rules
Winston Junction and MP L 38.0	171
MP L 38.0 and MP L 41.0	93
MP L 41.0 and Charlotte	171

2. MAXIMUM SPEEDS

Between	Psg.	Rhwy.	Frt.
	MPH		
MP L 0.0, Winston Junction and MP L 53.5, North Mooresville, All Trains	35	35	35
MP O 29.1, South Mooresville and MP O 4.0, Charlotte	35	35	35
Except: All Unit Grain Trains and All Trains with SD 6-axle Engines	25	25	25
MP L 3.9, Winston-Salem and 376.0, Charlotte	35	35	35
Except:			
MP L 0.2, Winston Junction, Through Switch	15	15	15
MP L 0.0 to MP L 1.7, Over Crossings	25	25	25
MP L 0.0 to MP L 1.4, Curves	25	25	25
MP L 1.7 to MP L 2.7, Curves	30	30	30
MP L 2.7 to MP L 3.9, Over Crossings	25	25	25
MP L 13.8 to MP L 15.5, Curves	30	30	30
MP L 19.0, In All R.J. Reynolds Tracks, Davie, NC	10	10	10
MP L 19.6 to MP L 21.7, Curves	30	30	30
MP L 22.2 to MP L 24.4, Curves	30	30	30
MP L 38.9 to MP SILO, Spencer Cut Off Track	15	15	15
MP L 39.5, Barber, on Wye Track	10	10	10
MP L 39.5, Barber, within Interlocking	20	20	20
MP O 29.1 to MP O 29.3, O-Line line change at MP L 53.1, Mooresville, All Wye Tracks	20	10	10
MP O 29.1 to MP O 30.6, Armitage Shanks Lead Track	10	10	10
MP O 28.0 to MP O 29.1, Mooresville, Over Crossings	25	25	25
MP O 3.9, Yard Limit and Tryon Street, Charlotte	10	10	10
Wye Tracks AT&O Junction	10	10	10

3. CHECKING LOCOMOTIVE SPEED INDICATOR

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

LOCATION OF TEST MILE SIGNS:

MP L 37.0 to MP L 38.0
MP L 41.0 to MP L 42.0
MP O 7.0 to MP O 8.0
MP O 4.0 to MP O 5.0

DANVILLE DISTRICT Winston-Salem to Charlotte

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Southward						
Winston-Salem to Mocksville	1600	2150	2550	3150	3500	4130
Mocksville to Barber	2100	2800	3350	4140	4600	5430
Barber to Mooresville	2250	3000	3000	4455	4950	5840
Mooresville to Charlotte	3900	5250	6250	7695	8550	10090
Northward						
Charlotte to Barber	1900	2550	3050	3735	4150	4900
Barber to Mocksville	2350	3150	3750	4635	5150	6080
Mocksville to Winston-Salem	1800	2400	2850	3555	3950	4660

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

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

GROSS WEIGHT IN POUNDS				
Between	Unit		Loaded Car	
	4-Axle	6-Axle	4-Axle	6-Axle
Winston-Salem and Mooresville	291,000	420,000	286,000	394,500
Mooresville and Charlotte	291,000	420,000	286,000	394,500

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 District	Winston-Salem and Mooresville	7,500	7,500
	Mooresville and Charlotte	8,000	9,200

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

DANVILLE DISTRICT

Winston-Salem to Charlotte

5. LOCOMOTIVE AND CAR RESTRICTIONS (CONT.)

C. LIST OF INDUSTRIAL TRACKS 21 DEGREES AND GREATER

NO 6-AXLE ENGINES ALLOWED ON THESE TRACKS

Location	MP	Name of Track	Degree of Curvature
Winston-Salem and Mooresville	L 0.6	Vernon Produce	22
Winston-Salem and Charlotte	O 3.2	Atando Industrial Park	23

6. SWITCHES AND DERAILS

The following industry has a second derail located on their track in addition to the derail located at the Main Line switch. Crew must address this situation in their job briefing prior to switching the industry to ensure safe movement.

MP L 50.9 Southern Container, Mooresville, NC
 The second derail is located 625 feet beyond the Main Track
 derail just south of the crossing.

7. COMMUNICATION INFORMATION

RADIO

Emergency	Code 911
CYO	Code 338
MOC	Code 124
Danville District Dispatcher	Code 333

TELEPHONE

Dispatcher Center	800-272-9522	
CYO	800-898-4296	M/W 589-5769
	Fax: 800-476-0179	M/W 589-5129

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

A. GENERAL INSTRUCTIONS



Bridge at MP L 1.1 is out of service.

B. GRAVITY SWITCHES — ASHEVILLE, NC

Special care should be used when performing gravity switches (Roll by). These moves must only be made at authorized locations. Gravity switches (Roll by), in accordance with **Rule 111**, are authorized at the following locations:

L&O Line:

MP L 24.4	Mocksville
MP L 25.9	Mocksville Builder
MP L 38.9	Southern States Barber
MP L 50.3	Cardinal Glass
MP O 26.8	South Side Pass Track

DANVILLE DISTRICT High Point to Asheboro						
WEST 	SIDINGS IN FEET	MP	STATION	NOTE		
		M 30.6 M 2.0 M 0.0	DANVILLE DISTRICT DISPATCHER..... 333			
			ASHEBORO			
			HIGH POINT EAST (VL)			
			HIGH POINT (VL)			
STATION PAGE INFORMATION						
NOTE: MP M 18.0, MP M 19.0 and MP M 20.0 no longer exist.						
1. RULES IN EFFECT						
Between				Main Track		
Asheboro and High Point East				Rules		
High Point East and High Point				171		
				93		
2. MAXIMUM SPEEDS						
Between		Psg.	Rhwy.	Fr.		
		MPH				
MP M 0.0 and MP M 3.0, All Trains		10	10	10		
Except:						
MP M 1.5 to MP M 1.9, High Point Wye		10	10	10		
MP M 3.0 and MP M 22.0		25	25	25		
MP M 22.0 and MP M 30.7		10	10	10		
3. CHECKING LOCOMOTIVE SPEED INDICATOR						
Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.						
LOCATION OF TEST MILE SIGNS: MP M 5.0 to MP M 6.0						
4. DIESEL UNIT RATINGS						
	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Westward Asheboro to High Point	1500	2000	*	*	*	0
Eastward High Point to Asheboro	1500	2000	*	*	*	0
*6-axle units are permitted on the M Line between High Point and MP M 1.0. *6-axle units are prohibited on the M Line between MP M 1.0 and MP M 30.0.						

DANVILLE DISTRICT High Point to Asheboro

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

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

GROSS WEIGHT IN POUNDS

Between	Unit		Loaded Car	
	4-Axle	6-Axle	4-Axle	6-Axle
High Point and Asheboro	291,000	420,000	286,000	394,500

B. LIST OF INDUSTRIAL TRACKS 21 DEGREES AND GREATER

NO 6-AXLE ENGINES ALLOWED ON THESE TRACKS

Location	MP	Name of Track	Degree of Curvature
High Point and Randleman Jct.	M 1.5	Snow Lumber	21

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

RADIO

Emergency	Code 911
CYO	Code 338
MOC	Code 124
Danville District Dispatcher	Code 333

TELEPHONE

Dispatcher Center	800-272-9522	
CYO	800-898-4296	M/W 589-5769
	Fax: 800-476-0179	M/W 589-5129

8. DETECTOR INSTRUCTIONS

None.

DANVILLE DISTRICT High Point to Asheboro

9. DISTRICT INSTRUCTIONS

GENERAL INSTRUCTIONS

1. HTP&D Railroad

All tracks on the HPT&D Railroad, High Point, NC, between MP M 0.0 and MP M 2.0 are considered yard tracks and movement will be made in accordance with **CSXT Operating Rule 105**. NS T&E crews interchange between NS and HPT&D will be governed by **CSXT Operating Rule 46**.

2. CSXT Operating Rule 46

Trains using other than main or signaled tracks must move at a speed that will permit stopping within one-half (1/2) the range of vision, short of a train, a car, an obstruction, a derail or an improperly lined switch, On-Track equipment or a stop signal, not exceeding 25 MPH.

3. Maximum Speeds

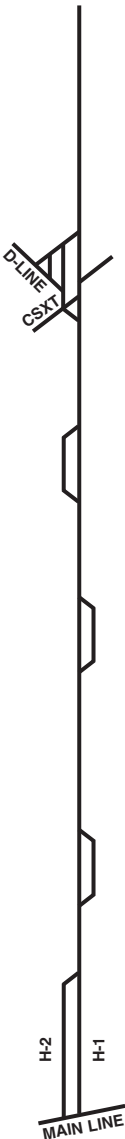
Trains moving on sidings may expect switches connected to the siding to be lined for movement on the siding. The following speeds must not be exceeded:

- (a) Unless equipped with a signal, 15 MPH through hand-operated turnouts and crossovers to and from the Main Track.
- (b) 10 MPH through hand-operated turnouts and crossovers other than those to and from the Main Track; and
- (c) 5 MPH within CSXT engine servicing area and CSXT car shop repair area.

4. MP 300.0

Employees must not ride sides of equipment in Yard Tracks No. 1 through No. 4 at High Point Yard, MP 300.0, when equipment is standing on adjacent track.

DANVILLE DISTRICT Greensboro to Fetner

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
			DANVILLE DISTRICT DISPATCHER..... 333	
			FETNER EAST BEGINS ECBU	
		H 72.8	FETNER..... CP	
		H 65.7	CLEGG CP	
		H 62.3	HBD (IBM, NC)	
		H 59.0	Sullivan	
		H 57.4	East Durham..... Y	
	SS 10655	H 56.4	D&S JUNCTION CP	
		H 55.2	Durham	
	SS 9055	H 49.8	FUNSTON..... CP	
		H 47.9	KING CP	
		H 46.6	GLENN Y	
		H 43.9	HBD (Glen)	
	SS 11605	H 34.1	ISOM..... CP	
		H 31.6	MEBANE CP	
		H 29.4	HBD (Mebane)	
		H 23.5	MERRILL CP	
		H 21.3	Burlington	
		H 15.5	HBD (Gibsonville)	
	SS 10228	H 9.9	SUPERIOR CP	
		H 7.8	McLEANSVILLE..... CP	
		H 0.6	FIELDS..... CP	
		H 0.0/ 284.4	GREENSBORO Y	
		H 0.0/ 284.4	ELM Y CP	

DANVILLE DISTRICT Greensboro to Fetner

1. RULES IN EFFECT

Between	Main 1 Track
	Rules
Fetner and Greensboro/Elm	261

2. MAXIMUM SPEEDS

Between	Psg.	Rhwy.	Frt.
	MPH		
MP H 0.0, Greensboro and MP H 73.0, Fetner	79	60	50
Except:			
MP H 0.0 and MP H 0.7	45	45	40
MP H 0.7, Over S. Dudley Street Crossing, Eastward Only	45	45	40
MP H 5.5 to MP H 5.9, Through Curve	65	60	50
MP H 5.9 to MP H 6.1, Through Curve	55	55	50
MP H 6.1 to MP H 6.4, Through Curve	70	60	50
MP H 7.3 to MP H 7.6, Through Curve	75	60	50
MP H 7.8, McLeansville to MP H 9.8, Superior, Through Siding and Turnouts	45	45	40
MP H 9.5 to MP H 9.8, Through Curve	65	60	50
MP H 10.3 to MP H 10.7, Through Curve	65	60	50
MP H 10.7 to MP H 11.2, Through Curve	75	60	50
MP H 13.8 to MP H 14.0, Through Curve	70	60	50
MP H 15.0 to MP H 15.5, Through Curve	75	60	50
MP H 15.5 to MP H 15.7, Through Curve	65	60	50
MP H 16.0 to MP H 16.4, Through Curve	65	60	50
MP H 17.3 to MP H 17.9, Through Curve	65	60	50
MP H 18.3 to MP H 19.3, Through Curve	65	60	50
MP H 20.1 to MP H 20.5, Through Curve	70	55	50
MP H 20.5 to MP H 21.5, Through Curve	60	55	50
MP H 21.5 to MP H 22.3, Through Curve	55	55	50
MP H 22.3 to MP H 22.6, Through Curve	65	55	50
MP H 23.6 to MP H 23.9, Through Curve	55	55	50
MP H 24.7 to MP H 25.6, Through Curves	50	50	45
MP H 25.6 to MP H 26.1, Through Curve	60	50	45
MP H 26.3 to MP H 26.8, Through Curve	55	50	45
MP H 26.8 to MP H 27.1, Through Curves	45	45	40
MP H 27.1 to MP H 27.8, Through Curves	50	45	40
MP H 27.8 to MP H 28.6, Through Curves	45	45	40
MP H 28.6 to MP H 29.2, Through Curve	65	60	50
MP H 31.7, Mebane to MP H 34.1, Isom, Through Siding and Turnouts	45	45	40
MP H 35.8 to MP H 36.3, Through Curves	75	55	50
MP H 36.3 to MP H 36.7, Through Curve	55	55	50
MP H 36.7 to MP H 37.1, Through Curves	65	55	50
MP H 37.7 to MP H 38.0, Through Curve	55	55	50
MP H 38.0 to MP H 38.6, Through Curves	50	50	45
MP H 38.6 to MP H 39.9, Through Curve	55	50	50
MP H 39.4 to MP H 39.8, Through Curves	45	45	40
MP H 39.9 to MP H 40.3, Through Curves	50	50	45
MP H 40.7 to MP H 41.3, Through Curves	65	60	50
MP H 41.8 to MP H 42.4, Curves	40	40	35
MP H 42.5 to MP H 43.7, Through Curve	55	50	50
MP H 44.1 to MP H 44.2, Through Curve	60	60	50
MP H 44.9 to MP H 45.4, Through Curve	50	50	45
MP H 45.6 to MP H 47.3, Through Curves	55	55	50

DANVILLE DISTRICT Greensboro to Fetner

2. MAXIMUM SPEEDS (CONT.)

	Psg.	Rhwy.	Frt.
Between	MPH		
MP H 47.8 to MP H 48.5, Through Curves	65	60	50
MP H 48.5 to MP H 49.0, Through Curves	70	60	50
MP H 48.4, Funston to MP H 49.8, Through Siding and Turnouts	45	45	40
MP H 49.8 to MP H 50.4, Through Curve	65	60	50
MP H 50.4 to MP H 50.9, Through Curve	50	50	45
MP H 50.9 to MP H 52.81, Through Curves	55	55	50
MP H 52.8 to MP H 54.0, Through Curves	60	60	50
MP H 54.0 to MP H 55.9, Through Curves	55	55	50
D&S Junction, Through Turnouts and Crossovers to and from Siding	45	40	40
Signaled Siding D&S Junction and Sullivan	45	40	40
Hand-Throw Turnouts and Crossovers between MP H 56.4, D&S Jct., and MP H 59.0, Sullivan	10	10	10
MP H 56.8, Through Turnouts and Crossovers	10	10	10
MP H 59.1 to MP H 59.8, Through Curves	55	55	50
MP H 59.8 to MP H 60.5, Through Curves	65	60	50
MP H 62.7 to MP H 62.9, Through Curves	70	60	50
MP H 63.2 to MP H 63.6, Through Curves	65	60	50
MP H 64.5 to MP H 64.9, Through Curve	55	55	50
MP H 65.9 to MP H 66.6, Through Curve	65	60	50
MP H 67.5 to MP H 67.9, Through Curve	70	60	50
MP H 68.1 to MP H 68.3, Through Curve	65	60	50
MP H 69.0 to MP H 70.5, Through Curves	55	55	50
MP H 70.5 to MP H 72.3, Through Curves	65	60	50
MP H 72.4 to MP H 73.0, Crossings	35	35	35
MP H 72.6 to MP H 73.0, Through Curve	40	40	35
MP H 73.0, CSXT Junction, Fetner, Through Turnouts	25	25	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:

MP H 5.0 to MP H 6.0
 MP H 25.0 to MP H 26.0
 MP H 61.0 to MP H 62.0
 MP H 71.0 to MP H 72.0

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Westward						
Goldsboro to Selma	3350	4450	5350	6615	7350	8670
Selma to Raleigh	2700	3600	4300	5355	5950	7020
Raleigh to Greensboro	2050	2750	3250	4050	4500	5310
Eastward						
Greensboro to Durham	2250	3000	3600	4455	4950	5840
Durham to Raleigh	2150	2850	3450	4230	4700	5550
Raleigh to Selma	2300	3100	3650	4545	5050	5960
Selma to Goldsboro	3000	4000	4800	5940	6600	7790

DANVILLE DISTRICT Greensboro to Fetner

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

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

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

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 District	Raleigh and Greensboro	5,300	5,300

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

C. LIST OF INDUSTRIAL TRACKS 21 DEGREES AND GREATER

NO 6-AXLE ENGINES ALLOWED ON THESE TRACKS			
Location	MP	Name of Track	Degree of Curvature
Greensboro and Fetner	H 1.8	Oro Lead	22
	H 18.3	CMC	36
	H 41.0	Piedmont Minerals	28
	H 52.8	West Campus	22
	H 54.7	Duke Belt	24
	H 55.8	L-Line Connection	23
	H 56.8	Brentag	25

DANVILLE DISTRICT Greensboro to Fetner

6. SWITCHES AND DERAILS

Rule 407 states: A train engine must not clear the Main Track through a hand-operated switch not equipped with an electric lock unless speed on Main Track is 20 MPH or less, or Timetable permits clearing.

The following are not equipped with electric locks:

MP H 1.7	— Hand-operated switch
MP H 4.4	— Hand-operated switch
MP H 14.6	— Hand-operated switch
MP H 15.9	— Hand-operated switch
MP H 18.2	— Hand-operated switch
MP H 19.6	— Hand-operated switch
MP H 23.7	— Hand-operated switch
MP H 32.7	— Hand-operated switch
MP H 32.7	— Hand-operated switch on siding
MP H 34.6	— Hand-operated switch
MP H 37.58	— Hand-operated switch
MP H 51.6	— Hand-operated switch
MP H 52.3	— Hand-operated switch
MP H 72.8	— Hand-operated switch

7. COMMUNICATION INFORMATION

RADIO

Emergency		Code 911
CYO		Code 338
MOC		Code 124
Danville District Dispatcher	M–F, 7:00 AM–11:00 PM	Code 335
Danville District Dispatcher	Saturday–Sunday	Code 333

TELEPHONE

Dispatcher Center	800-272-9522	
CYO	800-898-4296	M/W 589-5769
	Fax: 800-476-0179	M/W 589-5129

8. DETECTOR INSTRUCTIONS

Detectors listed on Station Pages.

DANVILLE DISTRICT Greensboro to Fetner

9. DISTRICT INSTRUCTIONS

A. MP H 57.5 — ELLIS ROAD CROSSING

Durham must not be blocked in excess of five (5) continuous minutes. Road freight trains picking up or setting off at Durham are prohibited from backing entire train in order to clear Ellis Road Crossing.

Eastward trains picking up or setting off will pull clear of the crossing or will make arrangements to cut crossing.

Westward trains picking up or setting off will consider the length of train after pick up and will stop the rear of the train clear of Glover Road Crossing, MP H 58.9 or clear of Wren Road, MP H 59.3, whichever is necessary to ensure train will be clear of Ellis Road after entire pick up is made.

B. MP H 58.0 — DURHAM, NC

Employees must not ride the sides of equipment in Yard Tracks 1 through 5 at Durham, NC, MP H 58.0 when equipment is on adjacent tracks account close clearance.

C. MP H 58.0 — DURHAM YARD

The following hand brake requirements apply at Durham Yard. Trains setting off or switching on the east end of Durham Yard must have a minimum of five (5) hand brakes applied to the east end of each cut of cars. Trains setting off or switching on the west end of Durham Yard must have a minimum of five (5) hand brakes applied on the west end of each cut of cars.

D. N&W BELT LINE — DURHAM, NC

All trains and yard engines using N&W Belt Line, Durham, NC, from MP 0.0 to MP 1.9 must be prepared to stop and flag all crossings if gates, bells and lights are not working properly.

E. CLOSE CLEARANCE

Close clearance exists at the following locations:

All yard tracks Durham Yard 1 through 5 unless adjacent track is clear.

F. GENERAL AND SYSTEM BULLETINS

All NS trains and engines operating on CSXT Tracks No. 1 and No. 2 between Fetner, NC, CSXT MP S 164.8 (NS MP 73.0) and SOU Junction CSXT MP S 157.0 (NS MP 232.4) must have in their possession a copy of the current Aberdeen Subdivision, Florence Division General Bulletins and CSXT Transportation System Bulletins. Refer to current **CSXT Operating Rules**.

Copies of the current Bulletins will be posted in a CSXT Bulletins Book at Linwood, NC, and Raleigh, NC, and maintained. As each new Bulletin is issued, copies will be made and will be available for employees to obtain.

DANVILLE DISTRICT Greensboro to Fetner

9. DISTRICT INSTRUCTIONS (CONT.)

G. McLEANSVILLE, NC



All westward freight trains moving from the H-Line to Greensboro, NC, must contact the Danville District Dispatcher before leaving McLeansville, NC, to determine if Train Dispatcher/Control Operator is able to move the train south of Elm, in order that crossing will not be blocked. The private road crossing 722977X located at MP H 8.5, McCleansville, NC, must not be blocked by standing train longer than five (5) minutes. Trains approaching McCleansville siding will contact the Train Dispatcher/Control Operator in advance to determine if their train is to stop at McCleansville. If advised that they will be held, the train will stop clear of the crossing(s) until the opposing train is close enough to afford a expeditious train meet. If situation would occur where this crossing would be blocked in excess of allotted time, then the train must be separated to clear the crossing. The Train Dispatcher/Control Operators should work closely with crews to ensure compliance.

H. DUKE YARD LEAD

Provide flag protection over all crossings with electronic warning systems when using Duke Yard Lead Durham between N&W MP L 111.0 and N&W MP L 115.0.

I. RALEIGH TO LINWOOD

Train crews called for service between Raleigh, NC, and Linwood/Greensboro, NC, westward will, when reporting for duty, contact the Raleigh/Durham CYO desk and determine the number of west cars to pickup and from what track. Crews will arrange to move cars as directed unless relieved of picking up by the Danville/Raleigh District Dispatcher.

DANVILLE DISTRICT Glenn to Carrboro						
SOUTH 	SIDINGS IN FEET	MP	STATION	NOTE		
		J 0.0	DANVILLE DISTRICT DISPATCHER..... 333			
			GLENN Y (YL)			
			CARRBORO			
		J 10.2				
1. RULES IN EFFECT						
Between				Main Track		
Glenn and Glenn				Rules		
Glenn and Carrboro				93		
				171		
2. MAXIMUM SPEEDS						
Between			Psgr.	Rhwy.		
			MPH			
MP J 0.0, Glenn and MP J 10.2, Carrboro			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:						
MP J 8.0 to MP J 7.0						
4. DIESEL UNIT RATINGS						
	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Southward Glenn to Carrboro	2050	2750	3250	4050	4500	5310
Northward Carrboro to Glenn	2050	2750	3250	4050	4500	5310
5. LOCOMOTIVE AND CAR RESTRICTIONS						
WEIGHT RESTRICTIONS						
The weight of diesel units and cars is limited as follows:						
GROSS WEIGHT IN POUNDS						
	Unit			Loaded Car		
Between	4-Axle	6-Axle	4-Axle	6-Axle		
Glenn and Carrboro	291,000	420,000	286,000	394,500		

DANVILLE DISTRICT
Glenn to Carrboro

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

RADIO

Emergency	Code 911
CYO	Code 338
MOC	Code 124
Danville District Dispatcher	Code 333

TELEPHONE

Dispatcher Center	800-272-9522	
CYO	800-898-4296	M/W 589-5769
	Fax: 800-476-0179	M/W 589-5129

8. DETECTOR INSTRUCTIONS


None.

9. DISTRICT INSTRUCTIONS

None.

DANVILLE DISTRICT

Oxford to East Durham

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
			DANVILLE DISTRICT DISPATCHER..... 333	
		D 54.2	O&H JUNCTION	
		D 56.0	OXFORD	
		D 72.4	BUTNER	
		D 85.3	NORTH DURHAM	(YL)
		D 85.9	EAST DURHAM	Y (YL)

1. RULES IN EFFECT

Between	Main Track Rules
O&H Junction and North Durham	171
North Durham and East Durham	93

2. MAXIMUM SPEEDS

Between	Psg.	Rhwy.	Frt.
	MPH		
MP D 54.2 and MP D 72.6	25	25	25
Except: MP D 54.5, O&H Junction to MP D 72.6, Butner, Loaded Ballast Trains	10	10	10
MP D 55.1 to MP D 55.3, Over Crossings	10	10	10
MP D 72.6 and MP D 86.4	35	35	35

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 D 59.0 to MP H 60.0

MP D 78.0 to MP D 77.0

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Southward						
East Durham to Lyons	2000	2650	3200	3960	4400	5190
Lyons to O&H Junction	1500	2000	0	0	0	0
Northward						
O&H Junction to East Durham	1500	2000	2400	2970	3300	3890

DANVILLE DISTRICT Oxford to East Durham

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

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

GROSS WEIGHT IN POUNDS

Between	Unit		Loaded Car	
	4-Axle	6-Axle	4-Axle	6-Axle
O&H Junction and East Durham	291,000	420,000	286,000	394,500

B. LIST OF INDUSTRIAL TRACKS 21 DEGREES AND GREATER

NO 6-AXLE ENGINES ALLOWED ON THESE TRACKS

Location	MP	Name of Track	Degree of Curvature
Durham and Oxford	D 54.6	Furniture Track	23
	D 54.8	Furniture Track	23
	D 69.9	J&M Lead	26
	D 69.9	John Manville Track	26
	D 70.0	J&M Lead	26

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

RADIO

Emergency	Code 911
CYO	Code 338
MOC	Code 124
Danville District Dispatcher	Code 333

TELEPHONE

Dispatcher Center	800-272-9522	
CYO	800-898-4296	M/W 589-5769
	Fax: 800-476-0179	M/W 589-5129

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

None.

CHARLOTTE DISTRICT

Salisbury to Greenville

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
			CHARLOTTE DISTRICT DISPATCHER 332	
		324.5	SHARP (CP)	
		325.0	Spencer Yard	
		327.4	DUKE (CP)	
		333.3	SALISBURY Y (CP)	
		334.2	Yadkin Junction	
		337.3	REID (CP)	
		338.0	HBD (<i>Reid</i>)	
		341.2	SSD (<i>China Grove</i>)	
		346.8	HBD (<i>Kannapolis</i>)	
		347.3	N. KANNAPOLIS (CP)	
		348.9	Kannapolis	
		354.1	ADAMS (CP)	
		355.3	HBD (<i>Adams</i>)	
		360.1	HAYDOCK (CP)	
		366.2	HBD (<i>Hahn</i>)	
		372.2	JUNKER (CP)	
		375.2	AT&O Y (CP)	
		376.0	Charlotte	
		377.1	GRAHAM (C)	
		378.8	HBD (<i>Charlotte</i>)	
		379.6	N. ADVANCE (CP)	
		380.8	CHARLOTTE JUNCTION (CP)	
		385.7	PAW CREEK (CP)	
		387.0	N. BELMONT (CP)	
		389.3	S. BELMONT (CP)	

CHARLOTTE DISTRICT

Salisbury to Greenville

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
			CHARLOTTE DISTRICT DISPATCHER 332	
		390.3	HBD (<i>South Fork</i>)	
		390.6	SOUTH FORK CP	
		396.7	RANLO CP	
		398.1	Gastonia	
		402.3	ARLINGTON CP	
		402.6	HBD (<i>Arlington</i>)	
		408.6	SEWELL CP	
		413.4	HBD (<i>Hudson</i>)	
		413.6	HUDSON CP	
		418.7	GROVER CP	
		427.0	HBD (<i>Blacksburg</i>)	
		427.2	BROAD RIVER CP	
		432.8	CHEROKEE CP	
		437.5	THICKETTY CP	
		437.6	HBD (<i>Thicketty</i>)	
		448.3	HBD (<i>Zion Hill</i>)	
		451.3	BEAUMONT CP	
		452.5	MAGNOLIA CP	
		452.6	Spartanburg	
		453.6	HAYNE JUNCTION Y CP	
		457.2	HBD (<i>Fair Forest</i>)	
		459.5	FREY CREEK CP	
		464.8	LYMAN CP	

CHARLOTTE DISTRICT

Salisbury to Greenville

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
			GREENVILLE DISTRICT DISPATCHER 331	
		467.8	HBD (<i>Lyman</i>)	
		468.5	BAVARIAN..... Y (CP)	
		469.1	MOTOR..... Y (CP)	
		475.9	TAYLORS (CP)	
		479.3	HBD (<i>Paris</i>)	
		481.0	WORLEY (CP)	
		482.5	NORTH GREENVILLE (CP)	
		484.1	Greenville	
		484.6	SOUTH GREENVILLE (CP)	

1. RULES IN EFFECT

Between	Main 1 Track	Main 2 Track
	Rules	
Sharp and Greenville	261	261

2. MAXIMUM SPEEDS

Between	Psg.	Rhwy.	Frt.
	MPH		
MP 324.5, Sharp and MP 484.4, Greenville	79	60	50
Except:			
MP 324.5, Sharp, Through Crossovers	45	45	40
MP 324.5, Sharp, Through Turnout Inbound Lead Spencer Yard	25	25	25
MP 327.4 Duke, Through Crossovers	45	45	40
MP 327.4 Duke, Through Turnouts Inbound/Outbound Leads to Spencer Yard	25	25	25
MP 327.4 to MP 328.0, Through Curve	45	45	40
MP 328.0 to MP 328.5, Through Curve	65	60	50
MP 330.8 to MP 331.1, Through Curve	55	55	50
MP 332.8 to MP 333.3, Through Curves	55	55	50
MP 333.1, Salisbury, Through Crossover	45	45	40
MP 333.1, Salisbury, Through Turnout and North Leg of Wye	15	15	15
MP 333.3 to MP 334.0, Over Crossings	50	50	50
MP 333.4, Salisbury, Through Turnout and South Leg of Wye	10	10	10
MP 333.6, Salisbury, Through Crossover	45	45	40
MP 333.9 to MP 334.2, Through Curve	55	55	50
MP 337.3, Reid, Through Turnout	45	45	40
MP 342.4 to MP 358.0, Through Curves	65	60	50
MP 345.6 to MP 346.0, E. Ryder Avenue Crossing, Northward Only	79	60	50

CHARLOTTE DISTRICT

Salisbury to Greenville

2. MAXIMUM SPEEDS (CONT.)

Between	Psg.	Rhwy.	Frt.
	MPH		
MP 347.3, N. Kannapolis, Through Turnout	45	45	40
MP 347.3, Adams, Through Crossovers	45	45	40
MP 358.0 to MP 359.7, Curve	60	60	50
MP 360.1, Haydock, Through Turnout	50	50	45
MP 360.2 to MP 361.4, Through Curves	70	60	50
MP 363.6 to MP 366.6, Through Curves	70	60	50
MP 367.9 to MP 368.4, Through Curve	70	60	50
MP 372.2, Junker, Through Turnout	50	50	45
MP 372.2 to MP 374.8, Curves	70	60	50
MP 374.8 to MP 375.4, Curves	60	60	50
MP 375.2, AT&O, Through Dual Control Crossovers	15	15	15
MP 375.6 to MP 376.7, Curves	35	35	35
MP 376.7 to MP 377.5, Curves	30	30	30
MP 377.1, Over CSXT Crossing	30	30	30
MP 378.2 to MP 380.8, Curves	60	60	50
MP 380.8, Charlotte Junction, Through Crossovers and Turnout (R-Line)	45	45	40
MP 380.8 to MP 385.7, Curves	60	60	50
MP 385.7, Paw Creek, Through Turnout	50	50	45
MP 385.7 to MP 387.0, Curve	60	60	50
MP 387.0 to MP 389.1, Pocket Track Belmont	10	10	10
MP 387.0 to MP 390.5, Curves	60	60	50
MP 387.6, N. Belmont, Through Turnout	10	10	10
MP 388.1, Through Turnout and Duke Power Lead	10	10	10
MP 389.4, Belmont, Through Turnout	10	10	10
MP 390.5 to MP 391.5, Curves	45	45	45
MP 390.6, South Fork, Through Turnout	50	50	45
MP 391.5 to MP 396.7, Curves	60	60	50
MP 396.7, Ranlo, Through Crossovers	45	45	40
MP 396.7 to MP 398.4, Curves	60	60	50
MP 398.4 to M 399.3, Curves	55	55	50
MP 399.3 to MP 402.3, Curves	60	60	50
MP 402.3, Arlington, Through Turnout	50	50	45
MP 402.3 to MP 405.1, Curves	60	60	50
MP 405.1 to MP 406.0, Curves	55	55	50
MP 406.0 to MP 406.4, Curve	50	50	50
MP 406.4 to MP 408.6, Curves	60	60	50
MP 408.6, Sewell, Through Turnout	50	50	45
MP 408.6 to MP 410.5, Curves	60	60	50
MP 410.5 to MP 411.2, Over Crossings	50	50	50
MP 410.5 to MP 413.6, Curves	60	60	50
MP 413.6, Hudson, Through Crossovers	45	45	40
MP 413.6 to MP 418.7, Curves	60	60	50
MP 418.7, Grover, Through Turnout	50	50	45
MP 419.0 to MP 422.0, Curves	70	60	50
MP 422.0 to MP 427.2, Curves	60	60	50
MP 423.7 to MP 424.5, All Crossings	60	60	50
MP 427.2, Broad River, Through Turnout	50	50	45
MP 427.2 to MP 432.0, Curves	60	60	50
MP 432.0 to MP 432.8, Curves	55	55	50
MP 432.8, Cherokee, Through Crossovers	45	45	40
MP 432.8 to MP 435.1, Curves	55	55	50

CHARLOTTE DISTRICT Salisbury to Greenville

2. MAXIMUM SPEEDS (CONT.)

Between	Psg.	Rhwy.	Frt.
	MPH		
MP 435.1 to MP 437.5, Curves	60	60	50
MP 437.5, Thicketty, Through Turnout	50	50	45
MP 437.5 to MP 442.7, Curves	60	60	50
MP 442.7 to MP 443.5, Curve	55	55	50
MP 443.5 to MP 450.5, Curves	60	60	50
MP 451.3, Beaumont, Through Turnout	50	50	45
MP 451.2 to MP 453.3, Spartanburg, Over Crossings	50	50	50
MP 452.7 to MP 453.2, Curves	35	35	35
MP 453.6, Hayne Junction, Through Dual Control Crossovers	15	15	15
MP 453.6 to MP 455.0, Curves	40	40	35
MP 455.0 to MP 457.9, Curves	60	60	50
MP 457.9 to MP 458.4, Curves	55	55	50
MP 458.4 to MP 459.5, Curves	60	60	50
MP 459.5, Frey Creek, Through Crossovers	45	45	40
MP 459.5 to MP 463.0, Curves	60	60	50
MP 463.0 to MP 464.8, Curves	45	45	40
MP 464.8, Lyman, Through Turnout	50	50	45
MP 464.8 to MP 467.2, Curves	45	45	40
MP 467.2 to MP 468.0, Curve	50	50	50
MP 468.0 to MP 468.5, Curve	70	60	50
MP 468.5, Bavarian, Through Turnout	20	20	20
MP 468.8, BMW Lead — See Note 1	20	20	20
MP 469.1, Motor, Through Turnout	15	15	15
MP 468.5 to MP 470.0, Curve	70	60	50
MP 470.5 to MP 475.9, Curves	60	60	50
MP 475.9, Taylors, Through Turnout	50	50	45
MP 475.9 to MP 478.2, Curves	60	60	50
MP 478.2 to MP 478.6, Curves	55	55	50
MP 478.6 to MP 480.0, Curves	60	60	50
MP 480.0 to MP 481.0, Curves	65	60	50
MP 481.0, Worley, Through Crossovers	45	45	40
MP 481.0 to MP 483.0, Curves	65	60	50
MP 483.0 to MP 483.5, Curves	45	45	40
MP 483.6 to MP 484.4, Greenville, Main Track 1 & 2	20	20	20

NOTE 1: The following will clarify any questions on speeds allowed on BMW Lead, Motor, Bavarian and Works:

1. Speed through turnout at Bavarian and Works is 20 MPH.
2. Speed through turnout at Motor and Works is 15 MPH.
3. All yard tracks between Works and end of track (unloading ramps) is Restricted Speed not exceeding 15 MPH. Speed on BMW Lead is 20 MPH.

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 339.0 to MP 340.0	MP 446.0 to MP 447.0
MP 350.0 to MP 351.0	MP 462.0 to MP 463.0
MP 370.0 to MP 371.0	MP 468.0 to MP 469.0
	MP 477.0 to MP 478.0

CHARLOTTE DISTRICT Salisbury to Greenville

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Southward						
Linwood to Charlotte	2600	3450	4150	5130	5700	6730
Charlotte to Greenville	2150	2850	3450	4230	4700	5550
Northward						
Greenville to Spartanburg	2400	3200	3850	4725	5250	6200
Spartanburg to Charlotte	2200	2950	3500	4365	4850	5720
Charlotte to Linwood	2600	3450	4150	5130	5700	6730

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

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

GROSS WEIGHT IN POUNDS				
Between	Unit		Loaded Car	
	4-Axle	6-Axle	4-Axle	6-Axle
Salisbury and Greenville	245,000	420,000	220,000	394,500

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
Charlotte District	Spartanburg and Greenville	10,400	9,300

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

Between Linwood and Atlanta:

Blocks of 10 or more empty 89-foot or longer flat or multi-level cars must be handled on rear of train. These instructions do not apply to Intermodal Trains.

CHARLOTTE DISTRICT Salisbury to Greenville

5. LOCOMOTIVE AND CAR RESTRICTIONS (CONT.)

C. LIST OF INDUSTRIAL TRACKS 21 DEGREES AND GREATER

NO 6-AXLE ENGINES ALLOWED ON THESE TRACKS

Location	MP	Name of Track	Degree of Curvature
Greenville to Linwood	478.0	South Carolina Steel off of Winn Dixie Lead	26
	454.5	Hayne Car Shop	21
	454.5	Hayne Diesel Track	22
	399.1	Westvaco Lead (SBO-Gastonia)	26
	388.2	Rivers Track — Duke Power	22
	380.8	Southern Metals #1 — Off the Advance Track	23
	380.6	Chemway — Off the Advance Track	24
	378.5	Wasco — Off the King Lead	23
	375.9	Western Intermodal	27
	375.8	Southern Wipers — Off the Dodge Lead	23
	375.8	West Ransco — Off the King Lead	27
	375.8	Weyerhaeuser — Off the King Lead	22
	375.7	General Latex — Off the Dodge Lead	22
	375.7	King Lead — Off the N. End Coach Yard	22
	374.5	General Bonded Warehouse	30
	374.2	General Bonded Warehouse — Off the Concrete Supply	23
	332.0	Isenhour Brick	21

6-axle locomotives are not permitted on or past the sharp curves at the lower end of the fence middle and river tracks at the Duke Power Allen Steam Plant, Belmont, NC.

6-axle locomotives are not permitted on Whitney Lead, MP 451.4

6. SWITCHES AND DERAILS

MAIN TRACK SWITCHES NOT EQUIPPED WITH ELECTRIC LOCKS

No. 1 or No. 2 Track between MP 483.6 and MP 484.4.

Normal position for Duke Power Plant lead/pocket track switch is lined and locked for the last movement using switch. Switches do not have to be restored for straight track movement in pocket track.

7. COMMUNICATION INFORMATION

RADIO

Emergency	Code 911
CYO	Code 338
MOC	Code 124
Charlotte District Dispatcher	Code 332
Greenville District Dispatcher	Code 331

TELEPHONE

Dispatcher Center	800-272-9522	
CYO	800-898-4296	M/W 589-5769
	Fax: 800-476-0179	M/W 589-5129

CHARLOTTE DISTRICT Salisbury to Greenville

8. DETECTOR INSTRUCTIONS

Detectors listed on Station Pages.

9. DISTRICT INSTRUCTIONS

A. GENERAL INSTRUCTIONS

1. Close Clearance Conditions

Air Products, located at MP V 133.5, on the "Donaldson Lead" has created a close clearance situation beside their industry track. All employees are not allowed to ride on side of equipment at this location.

2. Mitsubishi Polyester

The overhead structure at Mitsubishi Polyester, MP 473.5, Greer, SC, will not clear engines or excessive height cars on Tracks 2A, 2B, and 2D. Engines or excessive height equipment are not permitted under these structures.

3. Hoechst Celanese Plant

When working Hoechst Celanese Plant, Area No. 1 Yard, MP 473.2, Greer, SC:

No engine is allowed inside the A Building. Signs are posted and read:

Entry Permit Required "NO TRAFFIC ALLOWED."

Under no circumstances will locomotives be allowed to pass this sign.

4. Excessive Length

Southward freight trains having a length in excess of 6,500 feet will be handled by the following method between MP 464.0 and MP 468.0:

As the locomotive consist crests grade at MP 464.3, throttle will be gradually reduced to Throttle No. 1 and remain in Throttle No. 1 until rear of train crests grade at MP 466.2 and slack is completely in.

Dynamic Brake may be used to control train speed as necessary on descending grade; however, it must be released as locomotives ascend grade at MP 467.3, and throttle placed in No. 1 position until rear of train crests grade at MP 466.2 and slack is completely in.

5. Fairview Street Road Crossing

When required to pass a STOP signal in any direction at Beaumont, MP 451.3, trains and engines must not exceed 10 MPH over Fairview Street Road Crossing account crossing signal design.

6. MP 378.5

Northward freight trains on Track No. 1 must approach intermediate signal at MP 378.5 not exceeding 35 MPH, using dynamic brake, until signal indication can be seen, then may proceed on signal indication.

7. Brown Packing

Crews switching cars at Brown Packing, MP 435.2 on Track No. 1 are to stay 25 feet from the button blocks and end of track. The rail and crossie(s) have been painted White to mark stopping point.

CHARLOTTE DISTRICT Salisbury to Greenville

9. DISTRICT INSTRUCTIONS (CONT.)

A. GENERAL INSTRUCTIONS (CONT.)

8. Sugar Creek Road

Trains and engines must not block Sugar Creek Road, MP 374.0. Southward trains should contact Charlotte Dispatcher before passing to ensure they are lined to Charlotte.

9. Charlotte Yard

In the interest of safety, engineers must sound proper warning signals while approaching the south end of Charlotte Yard (Booth 4) and while approaching the north end of Charlotte Yard (AT&O). Engineers must also comply with **Rule 14(m)** while approaching the passenger station at Charlotte. The proximity of the switching leads to the Main Track as well as the passenger station/landing at Charlotte warrants advance warning to yard crews and Amtrak employees/riders in an effort to enhance our safety program on the Piedmont Division. Employees working on the ground and adjacent to any track upon which movements are being made must maintain a vigilant lookout for approaching movements at all times.

10. Wye Track

Crew must ensure that after use of the Wye Track at MP 0.0 to MP 3.0, Charlotte, NC, that it be left lined and locked for movement to the north toward Winston-Salem. The maximum operating speed is Restricted Speed not exceeding 10 MPH.

11. Northend Road Crossing

Northward trains stopping for any reason at Charlotte must not block the road crossing at the north end of the yard commonly known as Northend Road Crossing at Charlotte, MP 375.6.

12. 11th Street

Northward trains being yarded at Duke must contact Spencer Tower before passing 11th Street, MP 332.9, to verify that Tower is ready for train to be yarded on signal indication. If Tower cannot be contacted or train cannot be yarded, a safety stop must be made short of signal at MP 330.9 with dynamic brake. After stopping, automatic brake must be applied and released before proceeding to yard. If Tower is contacted and proper signal is displayed, all trains must approach Duke at a speed that will enable yarding of train with dynamic brake to prevent unnecessary use of train air brake.

13. Charlotte Yard

When setting cars off in Rabbit Yard or A&B Yards, the following hand brakes are required:

Road crews setting off at Charlotte Yard are required to apply a minimum of five (5) hand brakes. **EXCEPTION:** A minimum of two (2) hand brakes are required on Tracks PT1, PT2, and PT3.

14. Coach Yard

Track speed for Coach Yard and King Lead is 5 MPH.

CHARLOTTE DISTRICT Salisbury to Greenville

9. DISTRICT INSTRUCTIONS (CONT.)

B. BELMONT

All trains and engines operating on the Duke Power Lead, Belmont, NC, MP 388.2 will be governed by the following instructions:

Duke Power Lead will be considered an Absolute Block. Please refer to **NS Operating Rule Book**. Absolute Block is defined as a block, which may be occupied by only one (1) train or engine at a time. The name of the Block is Belmont. The length of the Block is approximately 15,050 feet from sign to sign. Both signs are double sided so that the block may be entered from either end.

Prior to entering the Block, all trains and engines will contact the Charlotte District Dispatcher to request permission to occupy the Belmont Absolute Block. The lead locomotive will be used as train identification. All train crews will document this permission once granted on their Train Clearance in the area headed by "Supplemental Instructions — Instructions Received and Time Received."

Trains and engines are restricted to operate at a maximum speed of 10 MPH on Belmont Absolute Block at this time.

All trains, engines and On-Track equipment entering the Belmont Pocket Track, MP 387.0 to MP 389.4 on the Charlotte District must do so only on signal indication or by obtaining permission from the on-duty Train Dispatcher/Control Operator.

Running around any loaded Belmont Coal Train will only occur at MP 398.0; when running around the train make sure the train is cut off north of Hancock Street. Highway Crossings at Henry Chapel Road and Main Street in downtown Belmont, NC will not be blocked for any extended period of time. The crossings are only allowed to be blocked when lining switches and are not to be blocked in excess of 10 minutes. In the event either of these crossings are to be blocked for an extended amount of time, the train must be cut at the crossing to allow vehicular traffic through the crossing. Spotting Instructions: When spotting loaded coal trains at Allen Steam Plant, Belmont, NC the train will first pull into Track No. 3. After reaching the east end of Track No. 3, all switches involved in pulling around the rotary dumper toward the fence track will be lined in correspondence. The train will then pull 25 car lengths and a cut will be made to clear Track No. 3. The remaining cars will shove into yard Track No. 4; the crew will then proceed back to Track No. 3 to pick up 25 additional cars placing them in Track No. 5. The crew will return to Track No. 3 placing an additional 25 cars in Track No. 6. The cars left standing in all tracks must have a minimum of two (2) hand brakes on the dumper end of each track. At this point, Track No. 2 will be used to operate to rear of train located in Track No. 3 to remove the EOTD and place on locomotives. The locomotive consist will then be placed and secured in yard Track No. 1.

Empty coal trains departing Allen Steam Plant, Belmont, NC must leave switches lined for the fence track.

CHARLOTTE DISTRICT Salisbury to Greenville

9. DISTRICT INSTRUCTIONS (CONT.)

C. ALLEN PLANT COAL TRAINS

All Belmont Coal trains before cutting off at Gastonia to run around their train, will pull south of MP 398.0 before uncoupling to run around the train.

D. HAYNE YARD

Northward freight trains setting off in Hayne Yard will shove no more than 4,000 tons without assistance of yard engine. When setting off cuts over 4,000 tons, a yard engine will be used to pull the cut into the yard. When yard engine is used, the yard engine will be considered the leading engine, controlling the air brakes, and the road engine will be the pusher engine.

Cars left on tracks in the West Yard at Hayne Yard will be secured with a minimum of two (2) hand brakes on the west end, in addition to a minimum of five (5) hand brakes on the east end.

Crews setting off or yarding train in East Yard at Hayne will secure the cars by the application of a minimum of five (5) hand brakes on the north end of the cut.

When employees place cars to be spotted at the "Yard Air" spots in Hayne Yard, they are instructed to secure these cars with five (5) hand brakes. This is already in place, however, if the cars to be spotted exceed the limits of the track and these cars extend west of the Scale House track, an additional hand brake will be needed per five (5) cars to secure the cut. If the cars are to be spotted on the Bug Lead, and extend north onto the Bug Lead Runaround, there will be additional hand brakes required. One (1) hand brake per five (5) cars. These additional hand brakes will be secured on the west end of these cuts. The original five (5) hand brakes are to be applied on the north end.

Reference to south switching lead at Hayne Yard:

Yard and road employees will not line switches that are located between the south switching lead and the A&S Main Track when a movement is being made on the Main Track.

When engines are moving on the A&S Main Track adjacent to the south switching lead, Engineers will ring the engine bell continuously.

Maximum speed on all tracks at Hayne Yard, Spartanburg, SC, other than the Main Tracks, is 10 MPH.

CHARLOTTE DISTRICT Salisbury to Greenville

9. DISTRICT INSTRUCTIONS (CONT.)

E. BMW FACILITY MP 468.8

The BMW Lead runs from Works switch to the switch point derail located at the loading ramps. Classification Yard consists of 5 Class Tracks. The tracks on the left/north of the lead are for classification tracks on the south/right of the lead are 2 Prep Tracks for preparing empty multi-level for loading.

Prep Tracks 1 and 2 have Hayes style sliding derails located on the east and west end of each track. These derails are controlled by the Mechanical Forces.

An Absolute Block is in effect between Hendricks Road and Works. The Absolute Block will be referred to as the "BMW PLANT" Block. Signs in the field will designate limits of the "BMW PLANT" Block with the signs positioned at Hendricks Road.

All trains, engines, men performing maintenance and operators in charge of On-Track equipment must contact the Greenville District Dispatcher for authority to occupy the "BMW Plant" Block. The Greenville District Dispatcher will record Absolute Block authority using Form TA 1.1.

Trains and engines will be governed by the requirements of an Absolute Block when authorized to use the "BMW Plant" Block.

The lead locomotive initial and number will be used as the train identification.

TC territory ends at the point of switch at Works. All movement on the BMW Lead and facility is non-signal auxiliary track governed by **Rule 137**. When entering the BMW facility on either the south or north leg of the Wye, trains and/or On-Track equipment will encounter either a Restricted Proceed or stop signal at Works. These signals only govern movement through the control point of the switch east toward the BMW facility.

All trains or engines will be governed by the following instructions while switching the BMW facility:

1. Trains and engines setting off and leaving cars in Prep Tracks 1 and 2 and Classification Tracks 1–3 must apply a sufficient number of hand brakes to properly secure the cars with a minimum two (2) on each track.
2. Upon notification of arrival, BMW personnel will open the security gate for the loading facility. This facility consists of 8 tracks numbered 1–8 from south to north. Tracks 1, 4, 5 and 7 all hold five (5) multi-levels. Tracks 2, 3 and 6 hold six (6) multi-levels.

CHARLOTTE DISTRICT Salisbury to Greenville

9. DISTRICT INSTRUCTIONS (CONT.)

E. BMW FACILITY MP 468.8 (CONT.)

3. Slack must be stretched to not less than 35 inches or no greater than 45 inches in between each car, measured from the hinge point of the ramp on one (1) car to the hinge point on the opposite car. The minimum and maximum distance must be maintained to ensure proper positioning of the ramps when lowered. A measuring device is located at the rear of the loading ramp near the butting post. This device has the minimum and maximum measurement noted in Red to show the proper distance between cars for placement of bridge plates.
4. Before releasing hand brakes for movement of outbound cars from the loading facility, all cars loaded or empty must be checked to ensure bridge plates are removed and both end doors are closed. Cars moving in a switch move to and from Prep, Class, and loading ramps may be moved with end doors open.
5. Upon completion of switching and departure from BMW loading facility, crew must notify Hayne Tower to have BMW security close security gates.

F. GRAVITY SWITCHES — CHARLOTTE NORTH DISTRICT

Special care should be used when performing gravity switches (Roll by). These moves must only be made at authorized locations. Gravity switches (Roll by), in accordance with **Rule 111** are authorized at the following locations:

Charlotte North End

N-Line:

MP N 15.0 – MP N 16.5

MP N 25.0 – MP N 26.0

HG-Line:

MP HG 45.0

MP HG 37.5 – MP HG 40.5

SB-Line:

MP SB 133.5 – MP SB 135.0

Main Line Locations:

MP 260.0 – MP 362.5

MP 346.0 – MP 346.7

MP 387.0 – MP 388.0

MP 397.0 – MP 398.0

MP 401.0 – MP 402.0

MP 407.0 – MP 408.0

MP 411.0 – MP 412.0

MP 416.5 – MP 417.5

MP 423.0 – MP 424.5

MP 435.0 – MP 437.0


MP 451.4 (Whitney Lead)

MP 454.0 (Hayne Yard all tracks)

MP 480.0 – MP 482.5

CHARLOTTE DISTRICT

Yadkin Junction to Halls Ferry

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
MAIN LINE 			CHARLOTTE DISTRICT DISPATCHER 332 N 0.6 Yadkin Junction (YL) N 2.0 (YL) N 5.0 GRANITE QUARRY N 10.3 ROCKWELL N 20.0 RICHFIELD N 25.0 HALLS FERRY JUNCTION	

1. RULES IN EFFECT

Between	Main Track Rules
Yadkin Junction and MP N 2.0	93
MP N 2.0 and Halls Ferry	171

2. MAXIMUM SPEEDS

Between	Psg.	Rhwy.	Frt.
	MPH		
MP N 0.6, Yadkin Junction and MP N 26.0, Halls Ferry, All Trains	25	25	25
Except:			
MP N 14.8 to MP N 16.3	10	10	10
MP N 19.0 to MP N 19.5	10	10	10
MP N 24.0 to MP N 26.0	10	10	10

3. CHECKING LOCOMOTIVE SPEED INDICATOR

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

LOCATION OF TEST MILE SIGNS:

MP N 3.0 to MP N 4.0

CHARLOTTE DISTRICT

Yadkin Junction to Halls Ferry

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Southward						
Yadkin Junction to Halls Ferry	1500	2000	2400	2970	3300	3900
Northward						
Halls Ferry to Salisbury	1500	2000	2400	2970	3300	3900

5. LOCOMOTIVE AND CAR RESTRICTIONS

WEIGHT RESTRICTIONS

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

GROSS WEIGHT IN POUNDS				
Between	Unit		Loaded Car	
	4-Axle	6-Axle	4-Axle	6-Axle
Yadkin Junction and Halls Ferry	245,000	N/A	220,000	315,000

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

RADIO

Emergency	Code 911
CYO	Code 338
MOC	Code 124
Charlotte District Dispatcher	Code 332

TELEPHONE

Dispatcher Center	800-272-9522	
CYO	800-898-4296	M/W 589-5769
	Fax: 800-476-0179	M/W 589-5129

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

CLOSE CLEARANCE


Close clearance exists at the following location:

Carolina Stalite Company — Johnson Siding, NC, MP N 16.1

Employees are prohibited from riding on the sides of car between the inside and outside tracks at Carolina Stalite Company, Johnson Siding, NC, MP N 16.1.

CHARLOTTE DISTRICT

Bowlin to Gebo

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
			CHARLOTTE DISTRICT DISPATCHER 332	
		HG 36.0	BOWLIN	
		HG 45.0	GASTONIA	1
		HG 51.1	GEBO	1

STATION PAGE INFORMATION

NOTE 1: Out of Service and supposed to be abandoned.

1. RULES IN EFFECT

Between	Main Track
Bowlin and Gebo	Rules
	171

2. MAXIMUM SPEEDS

Between	Psg.	Rhwy.	Frt.
	MPH		
MP HG 36.0, Bowlin and MP HG 51.1, Gebo	10	10	10

3. CHECKING LOCOMOTIVE SPEED INDICATOR

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

LOCATION OF TEST MILE SIGNS:

Not Applicable.



4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Southward Gebo to Bowlin	1350	1800	*	*	*	0
Northward Bowlin to Gebo	1350	1800	*	*	*	0

*6-axle units restricted over these lines.

<div>CHARLOTTE DISTRICT</div> <div>Bowlin to Gebo</div>																		
5. LOCOMOTIVE AND CAR RESTRICTIONS																		
<div>WEIGHT RESTRICTIONS</div> <div>The weight of diesel units and cars is limited as follows:</div>																		
<div>GROSS WEIGHT IN POUNDS</div> <table border="1"><thead><tr><th rowspan="2">Between</th><th colspan="2">Unit</th><th colspan="2">Loaded Car</th></tr><tr><th>4-Axle</th><th>6-Axle</th><th>4-Axle</th><th>6-Axle</th></tr></thead><tbody><tr><td>Bowlin and Gebo</td><td>245,000</td><td>N/A</td><td>220,000</td><td>300,000</td></tr></tbody></table>					Between	Unit		Loaded Car		4-Axle	6-Axle	4-Axle	6-Axle	Bowlin and Gebo	245,000	N/A	220,000	300,000
Between	Unit		Loaded Car															
	4-Axle	6-Axle	4-Axle	6-Axle														
Bowlin and Gebo	245,000	N/A	220,000	300,000														
6. SWITCHES AND DERAILS																		
None.																		
7. COMMUNICATION INFORMATION																		
<div><div><div>RADIO</div><div>Emergency</div><div>CYO</div><div>MOC</div><div>Charlotte District Dispatcher</div></div><div><div>Code 911</div><div>Code 338</div><div>Code 124</div><div>Code 332</div></div></div> <div><div><div>TELEPHONE</div><div>Dispatcher Center</div><div>CYO</div></div><div><div>800-272-9522</div><div>800-898-4296</div><div>Fax: 800-476-0179</div></div><div><div>M/W 589-5769</div><div>M/W 589-5129</div></div></div>																		
8. DETECTOR INSTRUCTIONS																		
None.																		
9. DISTRICT INSTRUCTIONS																		
None.																		

CHARLOTTE DISTRICT Spartanburg to Landrum

EAST ↓	SIDINGS IN FEET	MP	STATION	NOTE
			ASHEVILLE DISTRICT DISPATCHER 336	
		W 65.7	SPARTANBURG (YL) (CP)	
		W 62.0	SIGSBEE (YL) (CP)	
		W 55.2	INMAN	
		W 56.5	HBD (<i>Inman</i>)	
		W 47.5	CAMPOBELLO	
		W 46.0	HBD (<i>Landrum</i>)	
		W 45.0	LANDRUM	

1. RULES IN EFFECT

Between	Main Track
Sigsbee and Landrum	Rules
Sigsbee and Spartanburg	271
	93

2. MAXIMUM SPEEDS

Between	Psgr.	Rhwy.	Frt.
MP W 65.7, Spartanburg and MP W 45.0, Landrum	MPH		
Except:	50	50	50
MP W 45.0 to MP W 62.4, Curve	40	40	40
MP W 46.0 to MP W 65.7, Curve	50	50	50
MP W 62.0, Turnout at Sigsbee	25	25	25
MP W 62.4 to MP W 65.7, Curve	25	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:

MP W 64.0 to MP W 63.0
MP W 61.0 to MP W 60.0

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Eastward Spartanburg to Landrum	1325	1750	2100	2610	2900	—
Westward Landrum to Spartanburg	1250	1700	2000	2475	2750	—

CHARLOTTE DISTRICT Spartanburg to Landrum

5. LOCOMOTIVE AND CAR RESTRICTIONS

WEIGHT RESTRICTIONS

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

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

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

RADIO

Emergency	Code 911
CYO	Code 338
MOC	Code 124
Asheville District Dispatcher	Code 336

TELEPHONE

Dispatcher Center	800-272-9522	
CYO	800-898-4296	M/W 589-5769
	Fax: 800-476-0179	M/W 589-5129

8. DETECTOR INSTRUCTIONS

Detectors listed on Station Pages.

9. DISTRICT INSTRUCTIONS



GENERAL INSTRUCTIONS

Inman Asphalt

Do not mount or dismount on the west side of Track No. 3, Inman Asphalt, MP W 57.9, due to bad footing resulting from hose connections and piping.

CHARLOTTE DISTRICT

Donaldson Junction to Michelin

SOUTH 	SIDINGS IN FEET	MP	STATION	NOTE
			GREENVILLE DISTRICT DISPATCHER 331	
		DL 0.0	DONALDSON JUNCTION	
		DL 6.35	MICHELIN	

1. RULES IN EFFECT

Between	Main Track
Donaldson Junction and Michelin	Rules 171

2. MAXIMUM SPEEDS

Between	Frt. MPH
MP 0.0, Donaldson Junction to MP 6.35, Michelin	10

3. CHECKING LOCOMOTIVE SPEED INDICATOR

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

LOCATION OF TEST MILE SIGNS:

None.

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Southward Piedmont to Greenville	2350	3150	*	*	*	0
Northward Greenville to Piedmont	4000	5350	*	*	*	0

*6-axle units prohibited Donaldson Junction to Michelin.

5. LOCOMOTIVE AND CAR RESTRICTIONS

WEIGHT RESTRICTIONS

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

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

<div>CHARLOTTE DISTRICT</div> <div>Donaldson Junction to Michelin</div>																							
6. SWITCHES AND DERAILS																							
None.																							
7. COMMUNICATION INFORMATION																							
<div>RADIO</div> <table><tr><td>Emergency</td><td></td><td>Code 911</td></tr><tr><td>CYO</td><td></td><td>Code 338</td></tr><tr><td>MOC</td><td></td><td>Code 124</td></tr><tr><td>Greenville District Dispatcher</td><td></td><td>Code 331</td></tr></table> <div>TELEPHONE</div> <table><tr><td>Dispatcher Center</td><td>800-272-9522</td><td></td></tr><tr><td>CYO</td><td>800-898-4296</td><td>M/W 589-5769</td></tr><tr><td></td><td>Fax: 800-476-0179</td><td>M/W 589-5129</td></tr></table>			Emergency		Code 911	CYO		Code 338	MOC		Code 124	Greenville District Dispatcher		Code 331	Dispatcher Center	800-272-9522		CYO	800-898-4296	M/W 589-5769		Fax: 800-476-0179	M/W 589-5129
Emergency		Code 911																					
CYO		Code 338																					
MOC		Code 124																					
Greenville District Dispatcher		Code 331																					
Dispatcher Center	800-272-9522																						
CYO	800-898-4296	M/W 589-5769																					
	Fax: 800-476-0179	M/W 589-5129																					
8. DETECTOR INSTRUCTIONS																							
None.																							
9. DISTRICT INSTRUCTIONS																							
<div>GENERAL INSTRUCTIONS</div> <div>Donaldson Lead</div> <p>Modern storage track at MP V 136.9, on the “Donaldson Lead”, will only accommodate standard Plate B height box cars.</p> <p>No cars exceeding Plate B height will be allowed on this track.</p>																							

GREENVILLE DISTRICT

Greenville to Inman Yard

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
<div>2 1</div>			GREENVILLE DISTRICT DISPATCHER 331	
		484.1	Greenville	
		484.5	SOUTH GREENVILLE CP	
		486.5	FALLIS..... CP	
		489.2	CROSSWELL CP	
		492.5	HBD (<i>Lathem</i>)	
		493.6	HAYWOOD CP	
		498.5	METLER CP	
		504.1	TRABER CP	
		504.2	HBD (<i>Traber</i>)	
		508.0	JOHNSON CP	
		511.9	ROWLAND CP	
		513.7	HBD (<i>Clemson</i>)	
		514.2	Clemson	
		517.0	KEOWEE CP	
		519.6	COURTENAY CP	
		521.9	HBD (<i>Seneca</i>)	
		525.6	CHENEY CP	
		526.1	HBD (<i>Cheney</i>)	
		530.2	JASON..... CP	
		533.8	HUNTER CP	
		539.2	HBD-HWD (<i>Madison</i>)	
		542.1	TUGALO CP	
		545.0	PARK CP	
		547.3	TOCCOA Y	
		552.0	AYERSVILLE CP	
		552.4	HBD (<i>Ayersville</i>)	
		558.0	MT. AIRY CP	
		562.0	BALDWIN CP	
		564.1	HBD (<i>Alto</i>)	

GREENVILLE DISTRICT

Greenville to Inman Yard

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
			GREENVILLE DISTRICT DISPATCHER 331	
		569.1	YONAH (CP)	
		574.0	CAGLE..... (CP)	
		575.1	HBD (<i>Cagle</i>)	
		581.1	RED LANE (CP)	
		584.6	Gainesville	
		585.0	MIDLAND (C)	
		588.0	CHICOPEE (CP)	
		588.6	HBD (<i>Oakwood</i>)	
		592.3	GRIF (CP)	
		594.8	ALLEN (CP)	
		598.2	HBD (<i>Walters</i>)	
		599.8	WALTERS..... (CP)	
		605.2	SHADOW BROOK (CP)	
		611.0	HBD (<i>Duluth</i>)	
		612.7	DULUTH (CP)	
		615.0	CAROLINA (CP)	
		619.0	NORCROSS (CP)	
		619.0	HBD (<i>Norcross</i>)	
		621.4	RAY..... (CP)	
		624.5	CHAMBLEE..... (CP)	
		626.3	GOODWIN (CP)	
		626.6	HBD (<i>Goodwin</i>)	
		630.9	FOREMOST..... (CP)	
		632.5	ARMOUR Y (CP)	
			GEORGIA DIVISION — INMAN DISPATCHER..... 444	
		633.3	ATLANTA	
		634.8	BIRMONT (CP)	
		635.0	HOWELL..... Y (CP)	
		148.0 H	INMAN YARD	

GREENVILLE DISTRICT

Greenville to Inman Yard

1. RULES IN EFFECT

Between	Main 1 Track	Main 2 Track
	Rules	
Greenville and Inman Yard	261	261

2. MAXIMUM SPEEDS

Between	Psg.	Rhwy.	Frt.
	MPH		
MP 484.4, Greenville and MP 635.2, Howell	79	60	50
Except:			
MP 483.6 to MP 484.4, Main Tracks 1 & 2, Not Electrically Locked	20	20	20
MP 484.4 to MP 484.6, Curves	20	20	20
MP 484.6 to MP 486.0	50	50	50
MP 486.0 to MP 486.6, Curves	60	60	50
MP 486.5, Falls, Through Crossover	45	45	40
MP 486.6 to MP 489.2, Curves	60	60	50
MP 489.2, Crosswell, Through Turnout	45	45	40
MP 489.2 to MP 493.4, Curves	60	60	50
MP 493.6, Haywood, Through Turnout	45	45	40
MP 494.4 to MP 494.7, Curves	60	60	50
MP 495.5 to MP 496.5, Crossings	45	45	45
MP 496.1 to MP 496.7, Curves	45	45	45
MP 496.7 to MP 497.1, Curves	50	50	50
MP 497.1 to MP 498.5, Curves	60	60	50
MP 498.5, Metler, Through Crossovers	45	45	40
MP 498.5 to MP 502.1, Curves	60	60	50
MP 502.1 to MP 503.1, Curves	50	50	50
MP 503.1 to MP 504.1, Curves	60	60	50
MP 504.1, Traber, Through Turnout	45	45	40
MP 504.1 to MP 505.1, Curve	60	60	50
MP 505.1 to MP 505.5, Curve	50	50	50
MP 505.5 to MP 506.5, Curves	65	60	50
MP 506.7 to MP 508.0, Curves	50	50	50
MP 508.0, Johnson, Through Turnout	45	45	40
MP 508.0 to MP 508.75	50	50	50
MP 509.4 to MP 511.9, Curves	60	60	50
MP 511.9, Rowland, Through Turnout	45	45	40
MP 511.9 to MP 516.8, Curves	60	60	50
MP 517.0, Keowee, Through Turnout	45	45	40
MP 517.1 to MP 519.6, Curves	65	60	50
MP 519.6, Courtenay, Through Crossovers	45	45	40
MP 519.6 to MP 522.0, Curves	65	60	50
MP 522.1, Seneca, Through Turnout and North Leg of Wye	10	10	10
MP 522.0 to MP 522.6, Curves	45	45	40
MP 522.6 to MP 523.1, Curves	55	55	50
MP 523.1 to MP 525.6, Curves	60	60	50
MP 525.6, Cheney, Through Turnout	45	45	40
MP 525.6 to MP 527.5, Curves	60	60	50
MP 527.5 to MP 530.2, Curves	65	60	50

GREENVILLE DISTRICT Greenville to Inman Yard

2. MAXIMUM SPEEDS (CONT.)

Between	Psg.	Rhwy.	Frt.
	MPH		
MP 530.2, Jason, Through Turnout	45	45	40
MP 530.5 to MP 533.8, Curves	60	60	50
MP 533.8, Hunter, Through Turnout	45	45	40
MP 533.8 to MP 541.4, Curves	60	60	50
MP 541.4 to MP 542.0, Curves	55	55	50
MP 542.1, Tugalo, Through Turnout	45	45	40
MP 542.1 to MP 545.1, Curves	60	60	50
MP 545.1, Park, Through Crossover	45	45	40
MP 545.1 to MP 547.2, Curves	60	60	50
MP 547.1, Toccoa Sage Street, Over Crossing	50	50	50
MP 549.5 to MP 552.0, Curves	65	60	50
MP 552.0, Ayersville, Through Crossovers	45	45	40
MP 552.0 to MP 552.6, Curves	60	60	50
MP 552.6 to MP 553.9, Curves	55	55	50
MP 553.9 to MP 556.1, Curves	60	60	50
MP 558.0, Mt. Airy, Through Crossovers	45	45	40
MP 558.2 to MP 558.9, Curves	60	60	50
MP 558.9 to MP 561.2, Curves	55	55	50
MP 561.2 to MP 562.0, Curves	60	60	50
MP 562.0, Baldwin, Through Turnout	45	45	40
MP 562.0 to MP 562.5, Curve	60	60	50
MP 562.5 to MP 562.7, Curve	55	55	50
MP 562.7 to MP 567.1, Curves	60	60	50
MP 567.1 to MP 569.1, Curves	55	55	50
MP 569.1, Yonah, Through Turnout	45	45	40
MP 569.1 to MP 571.2, Curves	55	55	50
MP 571.2 to MP 573.0, Curves	60	60	50
MP 574.0, Cagle, Through Turnout	45	45	40
MP 577.4 to MP 578.6, Curves	65	60	50
MP 578.6 to MP 579.3, Curves	60	60	50
MP 581.1, Red Lane, Through Turnout	45	45	40
MP 581.4 to MP 584.0, Curves	65	60	50
MP 584.0 to MP 584.2, Curve	55	55	50
MP 584.1 to MP 585.5, Gainesville, Over Crossings	35	35	35
MP 585.0, Midland, Through Crossovers	45	45	40
MP 585.5 to MP 588.0, Curves	60	60	50
MP 588.0, Chicopee, Through Turnout	45	45	40
MP 588.0 to MP 592.3, Curve	60	60	50
MP 592.3, Grif, Through Turnout	45	45	40
MP 592.3 to MP 594.8, Curves	60	60	50
MP 594.8, Allen, Through Turnout	45	45	40
MP 594.8 to MP 595.3, Curve	60	60	50
MP 595.3 to MP 595.8, Curve	65	60	50
MP 598.6 to MP 599.8, Curves	60	60	50
MP 599.8, Walters, Through Turnout	45	45	40
MP 599.8 to MP 602.1, Curves	60	60	50
MP 602.1 to MP 602.4, Curves	55	55	50
MP 602.4 to MP 604.3, Curves	60	60	50
MP 605.2, Shadow Brook, Through Turnout	45	45	40
MP 607.8 to MP 608.1, Curve	65	60	50
MP 608.1 to MP 609.8, Curves	60	60	50

GREENVILLE DISTRICT Greenville to Inman Yard

2. MAXIMUM SPEEDS (CONT.)

Between	Psgr.	Rhwy.	Frt.
	MPH		
MP 612.4 to MP 612.7, Curve	65	60	50
MP 612.7, Duluth, Through Turnout	45	45	40
MP 612.7 to MP 613.7, Curves	65	60	50
MP 613.7 to MP 614.1, Curves	60	60	50
MP 615.0, Carolina, Through Turnout	45	45	40
MP 618.0 to MP 619.0, Curves	60	60	50
MP 619.0, Norcross, Through Turnout	45	45	40
MP 619.0 to MP 621.4, Curves	60	60	50
MP 621.4, Ray, Through Crossovers	45	45	40
MP 621.4 to MP 626.3, Curves	60	60	50
MP 626.3, Goodwin, Through Crossovers	45	45	40
MP 626.3 to MP 627.3, Curves	60	60	50
MP 627.3 to MP 630.1, Curves	50	50	50
MP 630.1 to MP 630.9, Curves	40	40	40
MP 630.9, Foremost, Through Crossovers	45	45	40
MP 630.9 to MP 631.5, Curves	40	40	40
MP 631.5 to MP 633.3	40	40	40
MP 633.3 to MP 634.7	35	35	35
MP 634.7 to MP 635.2	15	15	15

3. CHECKING LOCOMOTIVE SPEED INDICATOR

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

LOCATION OF TEST MILE SIGNS:

Southward

MP 488.0 to MP 489.0
MP 500.0 to MP 501.0
MP 513.0 to MP 514.0
MP 526.0 to MP 527.0
MP 561.0 to MP 562.0

Northward

MP 582.0 to MP 581.0
MP 588.0 to MP 587.0
MP 611.0 to MP 610.0
MP 617.0 to MP 616.0
MP 627.0 to MP 626.0
MP 631.0 to MP 630.0

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Southward						
Greenville to Cornelia	1950	2600	3100	3870	4300	5070
Cornelia to Inman Yard	3000	4000	4800	5940	6600	7790
Northward						
Inman Yard to Chamblee	2150	2850	3450	4230	4700	5550
Chamblee to Greenville	2250	3000	3600	4455	4950	5840

GREENVILLE DISTRICT Greenville to Inman Yard

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

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

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

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
Greenville District	Greenville and Atlanta	9,600	9,000

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

Between Linwood and Atlanta:

Blocks of 10 or more empty 89-foot or longer flat or multi-level cars must be handled on rear of train. These instructions do not apply to Intermodal Trains.

C. LIST OF INDUSTRIAL TRACKS 21 DEGREES AND GREATER

NO 6-AXLE ENGINES ALLOWED ON THESE TRACKS

Location	MP	Name of Track	Degree of Curvature
Armour to High Point	519.8	Duke Power	21
	522.1	North Leg Wye	22
	573.2	Cagle Woodyard	23
	620.9	Humphries Concrete	21
	623.8	Chev. Lead	25

6. SWITCHES AND DERAILS

MAIN TRACK SWITCHES NOT EQUIPPED WITH ELECTRIC LOCKS

No. 1 or No. 2 Track between MP 483.6 and MP 484.4.

GREENVILLE DISTRICT **Greenville to Inman Yard**

7. COMMUNICATION INFORMATION

RADIO

Emergency	Code 911
CYO	Code 338
MOC	Code 124
Greenville District Dispatcher	Code 331
Inman Dispatcher	Code 444

TELEPHONE

Dispatcher Center	800-272-9522	
CYO	800-898-4296	M/W 589-5769
	Fax: 800-476-0179	M/W 589-5129

8. DETECTOR INSTRUCTIONS

Detectors listed on Station Pages.

9. DISTRICT INSTRUCTIONS

A. GENERAL INSTRUCTIONS

1. MP 542.1 to MP 547.1

Northward through freight trains being held at Tugalo, MP 542.1 must stop short of the signal at Toccoa, MP 547.1 when so notified in advance by Train Dispatcher/Control Operator.

2. MP 517.0 to MP 519.6

Northward through freight trains being held at Keowee, MP 517.0 must stop short of Courtenay, MP 519.6 when so notified in advance by Train Dispatcher.

3. Speed Restriction

Speed restriction for all northward freight trains excluding Intermodal Trains between MP 558.0 and MP 541.0 and between MP 519.0 and MP 515.0 follows:

- (a) Freight trains with tonnage over 12,500 tons are restricted to 30 MPH.
- (b) Freight trains with less than 16 effective axles of Dynamic Braking and tonnage exceeding 5,800 tons are restricted to 25 MPH.

4. Moccasin Gap Road

Do not block road crossing at Yonah, GA, MP 570.3, Bearing Road (Moccasin Gap Road) more than 10 minutes. If blocking is in excess of 10 minutes, crossing is to be cut.

5. Do Not Block Crossings

Crossings must not be blocked more than five (5) minutes at the following locations:

Flowery Branch, GA MP 593.0 — Radford Road
MP 593.7 — Chattahoochee Street
MP 593.9 — Spring Street
MP 594.3 — Lights Ferry Road

GREENVILLE DISTRICT Greenville to Inman Yard

9. DISTRICT INSTRUCTIONS (CONT.)

A. GENERAL INSTRUCTIONS (CONT.)

6. Parsons Crossing

All trains being delayed between Duluth and Carolina must clear Parsons Crossing, MP 613.8, if possible.

7. Atlanta Terminal

All trains entering the Atlanta Terminal area will be required to go to Radio Channel 42-42 and remain on that Channel until they depart the Atlanta area. All communication with any Atlanta Terminal location and the Georgia Division Dispatching Center will be on Channel 42-42. Signs are erected at Austell, MP 134.7 H; Armour, MP 632.5; Lee, MP S 280.1 and Constitution, MP 158.8 as a reminder to switch to Channel 42-42.

B. END-OF-TRAIN DEVICE — GRADES

Listed below indicated District and track segment that require two-way End-Of-Train Device for freight trains:

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

Between MP 515.0 and MP 519.5

Between MP 543.0 and MP 546.0

Between MP 549.5 and MP 556.0

C. CLOSE CLEARANCE

Close clearance exists at the following locations:

MP Z 19.6 — Michelin Inc. located at Sandy Springs, SC

MP V 133.5 — Air Products

All Yard Tracks — Toccoa Yard with the exception of the North and South Pickup Tracks and the west side (road side) of Yard Track No. 1

All Yard Tracks — Seneca, SC

GREENVILLE DISTRICT Greenville to Inman Yard

9. DISTRICT INSTRUCTIONS (CONT.)

D. SENECA, SC

1. Walnut Street Crossing, MP 522.6, must NOT be blocked by standing trains.
2. The north leg of the Wye at Seneca, SC, MP 522.5, is in service for any equipment or combination of equipment that is authorized to operate on 16 degree curves. This track may be used at a speed not to exceed 10 MPH.

3. Seneca Yard

The following instructions will govern cuts of cars set off or left standing in Seneca Yard:

100% hand brakes will be applied to the first five (5) cars; cuts exceeding five (5) cars will have additional 50% hand brakes applied.

Cars must not be kicked while switching at Seneca.

Through trains setting off and picking up at Seneca, must arrange work so as to clear Walnut Street crossing while making brake test.

Northward trains with Seneca setoffs may use portion of Z-Line Main Track between south end of yard, Seneca and derail located on Main Track at MP Z 36.0. When setting out be governed by the following instructions:

The public road crossing at MP Z 35.6 must not be blocked by standing cuts of cars.

Each cut of cars left on this portion of track must have a minimum of five (5) hand brakes applied (more if necessary).

Before leaving cars on this portion of Main Track, crew setting off must notify crew of P35, if on-duty. If P35 cannot be contacted, notify Greenville District Dispatcher before cars are left.

GREENVILLE DISTRICT Greenville to Inman Yard

9. DISTRICT INSTRUCTIONS (CONT.)

E. TOCCOA

1. Trains setting off at Toccoa will couple to cars in the track, couple air hoses, and cut in the train line air.

Trains setting off at Toccoa will NOT set off in the run-around track.

Cars MUST NOT be “kicked” while switching at Toccoa, GA. Flat switching is permitted at the south end of yard only.

The gravel crossing at the north end of Toccoa Yard located near the yard lead and run-around tracks will not be blocked for any reason.

When using Wye at Toccoa, cars and engines are not permitted to pass over Highway 113-123.

2. **Hand brake requirement:**

There will be a minimum of eight (8) hand brakes applied to the north end of the North Pickup Track (TYNP) and the South Pickup Track (TYSP).

All other tracks at Toccoa Yard must have a minimum of five (5) hand brakes per track applied on the north end.

Through trains picking up and setting off at Toccoa Yard must couple to cars making the track solid, air hoses coupled, angle cocks properly lined and adjust the location of hand brakes accordingly.

3. All switching moves at Toccoa Yard must be made with air.

EXCEPTION: It is permissible to gravity roll cars at Toccoa Yard.

The following instructions must be complied with when gravity rolling cars at Toccoa Yard:

- (a) Before gravity rolling cars into a track, there must be at least six (6) cars with hand brakes applied and air must not be bled off of cars in track.
- (b) The cut of cars being gravity rolled must be fully stopped.
- (c) Air may not be bled off of cars until they are ready to be gravity rolled.
- (d) No more than three (3) cars can be cut off at one time and at a distance not to exceed eight (8) 50-foot car lengths.
- (e) While gravity rolling cars, couples must be made only in straight track.

Crews are to see to it that there is no failure to comply with these instructions.

GREENVILLE DISTRICT
Greenville to Inman Yard

9. DISTRICT INSTRUCTIONS (CONT.)

F. GAINESVILLE

While switching in New Holland Yard, cars will not be cut off to roll free EXCEPT on north end of the yard.

While switching Cargill at Gainesville, GA, there must not be any cars exceeding Plate C in the switching movement.

G. BUFORD

1. Northward trains are not to stand at Walters Signal blocking grade crossings in the City of Buford. Train Dispatcher/Control Operator is to notify crews on northward trains if they are to be held at Walters so that trains can avoid blocking the crossings at Buford.
2. **Buford Pass Track**
When setting cars off in the Buford Pass Track, 10 hand brakes are required. 100% hand brakes must be used for 10 cars or less. A minimum of 10 hand brakes must be applied on south end of loaded grain and/or lumber cars left on Buford Pass Track.

GREENVILLE DISTRICT Greenville to Inman Yard

9. DISTRICT INSTRUCTIONS (CONT.)

H. GRAVITY SWITCHES — CHARLOTTE SOUTH END

Special care should be used when performing gravity switches (Roll by). These moves must only be made at authorized locations. Gravity switches (Roll by), in accordance with **Rule 111**, are authorized at the following locations:

MP 620.9 – MP 622.65	North and south ends of Doraville Yard
MP 620.8	GE Lead towards Button Gwinnett on Stone Mountain Lead
MP 620.8	Stone Mountain Lead toward Pleasant Dale Road
MP 614.7	Southland Bonding
Domtar/Panolan Ind. on Peachtree	Corners
MP 614.5	Williams Bros.
MP 608.7	Namasco Steel
MP 601.8 – MP 602.7	North and south end of Buford Pass Track
MP 597.3	Cemex
MP 592.2	Wrigley's
MP 591.5	Carolina Builders
MP 589.6	Thomas Lumber
MP 589.5	Crystal Farms
MP 584.7	Tank Track
MP 582.6 – MP 583.3	North and south end of New Holland Yard including the Wagon Master
MP 581.3	Scriber Foods
MP 581.1	Farrell Gas
MP 548.5	South end of Toccoa Yard Main One
MP 532.0	Thrift Brothers
MP 528.9	Baillie Lumber
MP 527.5	Davis Brothers
MP 522.0 – MP 523.9	North and south end of Seneca Yard
MP 508.9	BASF
MP 496.5	Easley

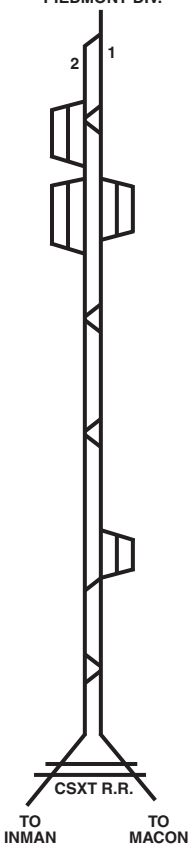
Z-Line — Walhalla to Anderson, SC:

MP Z 37.6	Parkay Products
MP Z 16.9	Ashland Distribution
MP Z 12.3	Vulcan Pass Track
MP Z 10.8	Martin Pass Track

NE-LE-Line — Lula to Center:

MP NE 18.2	Commerce Dry Wall
MP NE 23.0	Gold Kist (but not over crossing)
MP NE 23.3	Toyota
MP NE 23.4	JM Huber
ME NE 32.0	Center

NORCROSS DISTRICT

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

NORCROSS DISTRICT

1. RULES IN EFFECT

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

Train and engine movements entering and/or departing the Atlanta Intermodal tracks will be governed as follows. In addition to existing instructions concerning T & E crews securing permission from NS Mechanical Supervisor to pass location of Blue flag derails, the following is in effect:

1. Intermodal contractor personnel use an Orange colored sign displaying the word "STOP" to indicate their personnel and/or machinery is fouling the track.
2. These signs are located in gauge of all Intermodal Tracks No. 1 through No. 7 at/or near the clear point on both north and south ends of tracks.
3. When signs are in raised position, tracks must not be entered.
4. After securing instructions concerning your track assignment and receiving permission from the NS Mechanical Supervisor, the crew intending to use the track, or utility switchman attached to your crew, must determine by visual inspection that the orange signs are in the down position before entering the tracks.
5. If you find the sign displaying in the up position, contact the pig tower or main tower advising so that action can be taken for Intermodal to lower the sign.
6. Transportation employees are not authorized to handle these signs.

2. MAXIMUM SPEEDS

Between	Psg.	Rhwy.	Fr.
	MPH		
MP 619.0 and MP 631.5	79	60	50
Except:			
MP 619.0 to MP 627.3, Curve	60		50
MP 619.0, Norcross, Turnout	45		40
MP 621.4, Ray, Turnout	45		40
MP 626.3, Goodwin, Turnout	45		40
MP 627.3 to MP 630.0, Curves	50		50
MP 630.0 to MP 633.3, Curves	40		40
MP 630.9, Foremost, Turnout	45		40
MP 631.5 to MP 633.3, All Trains		40	
MP 633.3 to MP 634.7, All Trains		35	
MP 634.7 to MP 635.2, All Trains		15	

3. CHECKING LOCOMOTIVE SPEED INDICATOR

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

LOCATION OF TEST MILE SIGNS:

SOUTHWARD

MP 626.0 to MP 627.0

NORTHWARD

MP 631.0 to MP 630.0

NORCROSS DISTRICT						
4. DIESEL UNIT RATINGS						
	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Southward Norcross to Inman Yard	3000	4000	4800	5980	6600	7790
Northward Inman Yard to Chamblee	2150	2850	3450	4230	4700	5550
Chamblee to Norcross	2250	3000	3600	4455	4950	5840
5. LOCOMOTIVE AND CAR RESTRICTIONS						
A. WEIGHT RESTRICTIONS						
The weight of diesel units and cars is limited as follows:						
GROSS WEIGHT IN POUNDS						
	Unit		Loaded Car			
Between	4-Axle	6-Axle	4-Axle	6-Axle		
Norcross and Inman	291,000	420,000	286,000	394,500		
B. EXCESSIVE DIMENSION EQUIPMENT						
Double-stack cars.						
Double-stack cars exceeding 20'3" (two (2) 9'6" high x 8'6" wide containers) above top of rail may only be handled on Main Tracks and sidings between:						
Inman Yard & Norcross						
6. SWITCHES AND DERAILS						
None.						
7. COMMUNICATION INFORMATION						
RADIO						
Emergency					Code 911	
CYO					Code 448	
MOC					Code 124	
Greenville South End Dispatcher					Code 331	
Greenville Chief Dispatcher	800-272-9525				Code 331	
Inman Dispatcher					Code 444	
TELEPHONE						
Dispatching Center	800-435-4389					
CYO	404-589-5769				M/W 589-5769	
	Fax: 800-476-0179				M/W 589-5129	
8. DETECTOR INSTRUCTIONS						
Detectors listed on Station Pages.						

NORCROSS DISTRICT

9. DISTRICT INSTRUCTIONS

A. TRAIN HANDLING

Northward

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

40 MPH — MP 622.0 until engines pass MP 618.0 except

25 MPH — when 15 or more TTX cars on head end.

B. GENERAL INSTRUCTIONS

1. Road Crossings on Stone Mountain Lead

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

2. Stone Mountain Lead, Connecting Leads and Industrial Tracks

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

- (a) In accordance with power brake law, brake test will be made before leaving Chamblee Yard or Doraville Yard proper. Brake system will be fully charged and brakes tested for application and release, and hand brakes of all cars inspected. Any car found to have inoperative brake or hand brake will be cut out and left in yard for repairs.
- (b) Before handling any cars on lead, stop must be made on No. 1 Main Track south of Amwiler Road and, with brakes released, a minimum of one-third (1/3) of the retainer valve handles must be turned to the high pressure (HP) position. **EXCEPTION:** No retainers are required if the car count is 25 cars or less.
- (c) While descending Stone Mountain Lead and before speed reaches 5 MPH, brakes will be cycled to charge retainers. Speed must not exceed 8 MPH while descending lead between Main Track switch and Pleasantdale Lead switch. Retainers must be turned down to the exhaust (EX) or normal position after descending the initial grade at the time the initial cut is made or prior to making ANY shove movements handling cars with the retainers in the high pressure (HP) position.

NORCROSS DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

B. GENERAL INSTRUCTIONS (CONT.)

2. Stone Mountain Lead, Connecting Leads and Industrial Tracks (Cont.)

- (d) If there is any work to be performed in tracks on the initial grade, cars for those tracks will be cut off and handled before the remainder of the cars are pulled from the Main Track as follows:
- With one (1) unit, handle a maximum of five (5) cars with 100% retainers turned to the high pressure (HP) position before leaving the Main Track and, in addition, a sufficient number of hand brakes will be applied to properly secure cars left on Main Track.
 - With two (2) units, handle a maximum of 11 cars with 100% retainers turned to the high pressure (HP) position before leaving Main Track and, in addition, a sufficient number of hand brakes will be applied to secure cars left on Main Track.
 - Do not cut any loaded cars off on main lead on the initial grade between crest at Main Track switch and bottom at Pleasantdale Lead switch.
 - Retainers must be turned down to the exhaust (EX) or normal position after descending the initial grade at the time the initial cut is made or prior to making Any shove movements handling cars with the retainers in the high pressure (HP) position.
- (e) At any time engine is uncoupled from cars and recoupled, or after coupling to any cars while working the Stone Mountain Lead or its connecting leads and Industrial Tracks, air will be cut in and air will be used in all switching movements. When operating ends of the engines are changed or cut is run around, it must be determined that brakes on the rear of train apply and release. In addition, the following procedures will be observed:
- Apply hand brake on head car, on all cars with inoperative air brakes and on any additional cars necessary to control movement of cars being handled to any industry located on, or at end of, a track with grade descending from lead to industry.
 - Apply hand brake on any car with inoperative air brake and on rear of cars being handled from any industry located on, or at end of a track with grade descending from main lead.
 - Do not handle any more cars while switching these Industrial Tracks than can be handled without doubling from the Industrial Track Lead.
 - Engines with cars must not enter Stone Mountain Lead from Main Track when cars are standing on Stone Mountain Lead between Main Track switch and Pleasantdale Lead switch.
 - While switching Van Waters & Rogers (W14) you must leave 100% hand brakes on cars standing on main lead because of steep grade.
 - When necessary to switch the Tank Track (Upper Boyle) at Boyle-Midway (V41) on Stone Mountain Lead, all switching will be performed toward lead and commercial Cold Storage Track, with Tank Track switch lined to lead. At no time will cars be lined toward Tank Track switch lined to lead. At no time will cars be lined toward Tank Track unless engines are coupled and air brakes charged

NORCROSS DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

B. GENERAL INSTRUCTIONS (CONT.)

3. Stone Mountain Industrial Area

The Stone Mountain Industrial area, MP 620.6, is switched by two (2) crews. Only one (1) Stone Mountain switcher will be in Industrial area at a time. Under no condition will two (2) or more crews operated in the Stone Mountain Industrial area until all crews concerned have made contact with each other and understand where each crew will be working. Contact must be made prior to occupying the Stone Mountain Industrial Lead switch on No. 1 Main Track at MP 620.6. The maximum authorized speed is Restricted Speed not exceeding 8 MPH on the lead.

4. Peachtree Corners Lead

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

- (a) Before shoving any cars on the initial grade of Lead Track No. 1 from Main Track, brakes will be fully charged, brakes tested in accordance with power brake law and hand brakes inspected on all cars. Any car found to have inoperative air brake or hand brake will be cut out on L.B. Foster Track and returned to yard for repairs.
- (b) At least one (1) hand brake for every 10 cars will be applied on the lead car or cars before shoving cars on the initial grade.
- (c) Train line air will be cut in to all cars for movements in Peachtree Corners Industrial Park and air will be used in all switching movements.

5. B.O.P. Yard, Chamblee

Crews shoving cars in open tracks in B.O.P. Yard, Chamblee will apply a minimum of four (4) hand brakes on north end of cut to secure cars and, in addition, will apply one (1) hand brake to south end of cut. When adding cars to south end of cars already in tracks, sufficient brakes will be applied to ensure that entire track is secured. When switching tracks in B.O.P. Yard and Chamblee Lower Yard, crews must know that four (4) hand brakes are applied to north end of track to secure cars and when cars are added to tracks, additional hand brakes must be applied as necessary to secure properly. It must be understood that when switching is completed in both yards that tracks must be left with one (1) hand brake on south end, in addition to four (4) hand brakes on north end of cut. The practice of allowing cars to roll free is prohibited at the north end of both yards.

6. General Motors B.O.P. Plant

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

7. ISG Industries

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

NORCROSS DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

B. GENERAL INSTRUCTIONS (CONT.)

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

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

9. Chamblee or Doraville Yard

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

10. Peachtree Station

Trains and engines approaching Peachtree Station, MP 633.3, must comply with the requirements of **Rule 14(m)** to warn passengers and employees on platform.

11. Mecaslin Street Crossing

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

12. Armour Yard

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

13. General Electric Lead

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

14. Upper Track at Boyle Midway

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

15. Doraville

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

NORCROSS DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

B. GENERAL INSTRUCTIONS (CONT.)

16. General Motors Doraville Assembly Plant

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

17. B.O.P. Yard at Doraville

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

18. Decatur Street Belt Line

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

19. General Motors Plant Lead

The Parish Lead connecting the Yard Lead to the General Motors Plant Lead at the south end of the B.O.P. Yard, MP 624.0, is not designated as a crossover.

20. Atlanta Terminal and Satellite Yards

The speed for all tracks for Atlanta Terminal and Satellite Yards is Restricted Speed not exceeding 10 MPH, unless otherwise provided. This includes all Industry Tracks as well unless otherwise noted.



21. Motiva

Employees servicing Motiva Industries must wear a hard hat while inside the facility. The hard hats will be provided by Motiva and are located in a storage box inside the plant gates. In addition, 100% hand brakes are required in the facility.

C. NORCROSS DISTRICT SPEED RESTRICTIONS

MP 634.0, Capitol Materials Track 5 MPH

GREENVILLE DISTRICT C&G Junction to Piedmont

EAST 	SIDINGS IN FEET	MP	STATION	NOTE
			GREENVILLE DISTRICT DISPATCHER 331	
		V 143.45	C&G JUNCTION	
		V 137.8	DONALDSON	
		V 131.7	PIEDMONT	

1. RULES IN EFFECT

Between	Main Track Rules
C&G Junction and MP V 142.0	93
MP V 142.0 and Piedmont	171

2. MAXIMUM SPEEDS

Between	Psg.	Rhwy.	Frt.
	MPH		
MP V 142.0 and MP V 138.01	25	25	25
MP V 138.01 and MP V 131.7, Piedmont	10	10	10

3. CHECKING LOCOMOTIVE SPEED INDICATOR

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

LOCATION OF TEST MILE SIGNS:

None.

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Eastward Greenville to Piedmont	4000	5350	*	*	*	0
Westward Piedmont to Greenville	2350	3150	*	*	*	0

*6-axle units prohibited C&G Junction to Piedmont.

GREENVILLE DISTRICT C&G Junction to Piedmont

5. LOCOMOTIVE AND CAR RESTRICTIONS

WEIGHT RESTRICTIONS

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

GROSS WEIGHT IN POUNDS				
Between	Unit		Loaded Car	
	4-Axle	6-Axle	4-Axle	6-Axle
C&G Junction and Piedmont	291,000	420,000	286,000	394,500

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

RADIO

Emergency	Code 911
CYO	Code 338
MOC	Code 124
Greenville District Dispatcher	Code 331

TELEPHONE

Dispatcher Center	800-272-9522	
CYO	800-898-4296	M/W 589-5769
	Fax: 800-476-0179	M/W 589-5129

8. DETECTOR INSTRUCTIONS

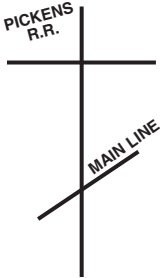
None.

9. DISTRICT INSTRUCTIONS

None.

GREENVILLE DISTRICT

Anderson to Walhalla

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
			GREENVILLE DISTRICT DISPATCHER 331	
		Z 9.0	..... (YL)	
		Z 10.2	Anderson	
		Z 11.0	..... (YL)	
		Z 22.9	PENDLETON	
		Z 32.0	..... (YL)	
		Z 34.5	Seneca	
		Z 37.0	..... (YL)	
	Z 42.6	WALHALLA		

1. RULES IN EFFECT

Between	Main Track Rules
MP Z 9.0 and MP Z 11.0	93
MP Z 11.0 and MP Z 32.0	171
MP Z 32.0 and MP Z 37.0	93
MP Z 37.0 and Walhalla	171

2. MAXIMUM SPEEDS

Between	Psgr.	Rhwy.	Frt.
	MPH		
MP Z 9.0 and MP Z 10.2	10	10	10
MP Z 9.5, Anderson and MP Z 11.0, Crossings	5	5	5
MP Z 11.0 and MP Z 16.0	25	25	25
MP Z 16.0 and MP Z 24.5	35	35	35
MP Z 24.5	25	25	25
MP Z 24.5 and MP Z 32.0	35	35	35
MP Z 32.0 and MP Z 37.0	10	10	10
MP Z 37.0 and MP Z 42.6	10	10	10

3. CHECKING LOCOMOTIVE SPEED INDICATOR

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

LOCATION OF TEST MILE SIGNS:

MP Z 29.0 to MP Z 28.0

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Westward						
MP Z 9.0 and Walhalla	1500	2000	*	*	*	0
Eastward						
Walhalla and MP Z 9.0	1850	2450	*	*	*	0

*6-axle units not allowed over these lines.

GREENVILLE DISTRICT Anderson to Walhalla

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

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

GROSS WEIGHT IN POUNDS				
Between	Unit		Loaded Car	
	4-Axle	6-Axle	4-Axle	6-Axle
MP Z 9.0 and Walhalla	291,000	N/A	286,000	N/A

B. LIST OF INDUSTRIAL TRACKS 21 DEGREES AND GREATER

NO 6-AXLE ENGINES ALLOWED ON THESE TRACKS			
Location	MP	Name of Track	Degree of Curvature
Belton to Walhalla	Z 10.2	East Anderson Siding	22
	Z 13.2	Ryobe	21
	Z 34.1	East Leg Wye	22

When making a coupling with 89-foot flat cars, a safety stop must be made prior to a coupling when these cars are in a turnout or a crossover. After the stop has been made, care must be exercised to complete the coupling.

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

RADIO

Emergency	Code 911
CYO	Code 338
MOC	Code 124
Greenville District Dispatcher	Code 331
Columbia District Dispatcher	Code 337

TELEPHONE

Dispatcher Center	800-272-9522	
CYO	800-898-4296	M/W 589-5769
	Fax: 800-476-0179	M/W 589-5129

8. DETECTOR INSTRUCTIONS

None.


9. DISTRICT INSTRUCTIONS

ANDERSON

Movements must be preceded by Flagger over Tower Street, MP Z 10.3.

NOTE: NS has trackage rights on the Pickens Railroad between MP Z 9.0 and MP Z 10.2. Pickens R.R. has trackage rights on the NS R.R. between MP Z 10.2 and MP Z 11.0.

GREENVILLE DISTRICT Lula to Center

EAST ↓	SIDINGS IN FEET	MP	STATION	NOTE
			GREENVILLE DISTRICT DISPATCHER 331	
		NE 0.0	..... (YL)	
		NE 1.0	LULA (YL)	
		NE 20.5	COMMERCE	
		NE 22.0	..... (YL)	
		NE 25.0	..... (YL)	
		NE 32.0	CENTER (YL)	

1. RULES IN EFFECT

Between	Main Track
MP NE 0.0 and Lula	Rules
Lula and MP NE 22.0	93
MP NE 22.0 and MP NE 25.0	171
MP NE 25.0 and Center	93
Center and MP NE 33.0	171
	93

2. MAXIMUM SPEEDS

Between	Psg.	Rhwy.	Frt.
	MPH		
MP NE 0.0, Lula and NE 32.0, Center	35	35	35
Except:			
MP NE 0.1 to MP NE 1.0, North & South Leg of Wye Lula	15	15	15
MP NE 20.0 to MP NE 21.6, Commerce, GA, Crossings	10	10	10

3. CHECKING LOCOMOTIVE SPEED INDICATOR

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

LOCATION OF TEST MILE SIGNS:

MP NE 2.0 to MP NE 3.0

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Eastward Athens to Lula	1300	1750	2100	2600	2900	3400
Westward Lula to Athens	2400	3200	3840	4750	5280	6240

GREENVILLE DISTRICT Lula to Center

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

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

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

B. LIST OF INDUSTRIAL TRACKS 21 DEGREES AND GREATER

NO 6-AXLE ENGINES ALLOWED ON THESE TRACKS			
Location	MP	Name of Track	Degree of Curvature
Lula to Athens	NE 22.0	Porter Woodyard	21

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

RADIO

Emergency	Code 911
CYO	Code 338
MOC	Code 124
Greenville District Dispatcher	Code 331

TELEPHONE

Dispatcher Center	800-272-9522	
CYO	800-898-4296	M/W 589-5769
	Fax: 800-476-0179	M/W 589-5129

8. DETECTOR INSTRUCTIONS

None.

GREENVILLE DISTRICT Lula to Center

9. DISTRICT INSTRUCTIONS

A. ATHENS LINE, LLC

The line segment MP NE 32.0, Junior State, GA, and NE 39.1, Athens, GA, is leased and under jurisdiction of the Athens Line, LLC. Additionally, the line segment between MP F 75.5, Madison, GA, and MP F 106.3, Athens, GA, will also be leased and operated by the Athens Line, LLC.

Yard Limits (Restricted Speed) are established between MP NE 32.0 and MP NE 33.0. Interchange will be handled at Center, GA, utilizing Louisiana Pacific Spur. A Hayes derail is placed into service at MP NE 32.0. This derail will be lined and locked in derailing position restricting access by the Athens Line LLC to NS Track. This derail will be left in non-derailing position and locked while NS crew is effecting Interchanging cars. The derail will be lined and locked in derailing position after departing the Athens Line, LLC. Train or engine movements cannot be made beyond MP NE 33.0 without authority of the Athens Line, LLC.

NS Conductors making delivery to the Athens Line, LLC, will establish radio communication after calling cell phone 770-367-5766 or 678-316-6329. A wheel report identifying cars for delivery to the Athens Line, LLC, will be furnished to the receiving Conductor along with any special handling instructions. Interchange will be reported to CYO through normal procedures.

B. COMMERCE TOYOTA FACILITY

A safety stop is required at a maximum of five (5) car lengths from the bumping post of any track.

C. COMMERCE PASSING TRACK, COMMERCE, GA


Do not leave locomotive and/or locomotive consists unattended in the Commerce Passing Track, Commerce, GA. When necessary, unattended locomotives should be properly secured and left in the Old Passing Track, or Gold Kist Feed mill when not occupied with a unit train.

ASHEVILLE DISTRICT Salisbury to Murphy Junction

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
			ASHEVILLE DISTRICT DISPATCHER 336	
		333.3/ S 0.6	SALISBURY .....Y (YL) (CP)	
		S 2.1	MAJOLICA (YL)	2
		S 4.8	HBD (<i>Majolica</i>)	
	7048	S 11.5	BARBER JUNCTION (A)	
		S 18.0	ELMWOOD	
		S 19.0	HBD (<i>Elmwood</i>)	
		S 25.8	STATESVILLE Y	1
		S 29.1	HBD (<i>Statesville</i>)	
	7628	S 32.8	EUFOLA	
		S 38.3	Catawba Lead	4
		S 38.3	CATAWBA	
		S 38.3	HBD (<i>Catawba</i>)	
	13470	S 42.5	CLAREMONT	
		S 48.1/ HG 80.2		3
		S 48.2	NEWTON	
		S 50.6	HBD (<i>Conover</i>)	
	7567	S 53.9	OYAMA	
		S 58.1	HICKORY	
		S 62.5	HILDEBRAN	
		S 62.9	HBD (<i>Hildebran</i>)	
	12150	S 67.9	CONNELLY SPRINGS	
		S 73.7	DREXEL	
		S 76.8	HBD (<i>Morganton</i>)	
		S 78.6	MORGANTON	1
		S 87.0	HBD (<i>Bridgewater</i>)	
	7310	S 89.4	BRIDGEWATER	
		S 97.5	CLINCHCROSS	
		S 99.0	HBD (<i>Marion</i>)	
	11715	S 99.6	MARION	
		S 105.1	GREENLEE	
	2645	S 107.0	HBD-HWD (<i>Greenlee</i>)	
	7980	S 109.7	OLD FORT Y	

ASHEVILLE DISTRICT

Salisbury to Murphy Junction

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE	
			ASHEVILLE DISTRICT DISPATCHER 336		
		S 114.7	DENDRON		
	5450	S 118.6	COLEMAN		
	2650	S 123.0	RIDGECREST		
		S 125.1	BLACK MOUNTAIN		
		S 125.2	HBD (<i>Black Mountain</i>)		
	6060	S 126.5	GROVESTONE		
		S 129.9	SWANNANOA		1
		S 133.2	HBD (<i>Azalea</i>)		
	1920	S 134.1	AZALEA		
		S 138.2	ASHEVILLE EAST	YL	5
		S 138.9	BILTMORE .....Y	YL CP	5
		S 142.3	MURPHY JUNCTION.....	CP	

STATION PAGE INFORMATION

- NOTE 1:** That portion of **Rule 401** relating to five (5) minutes is changed as follows:
- MP S 78.9 and MP S 79.4 7 minutes
MP S 129.6 and MP S 132.2 12 minutes
MP S 23.6 and MP S 28.8 7 minutes
- NOTE 2:** Yard Limits are designated between Salisbury, NC, MP S 0.6 and Majolica, NC, MP S 2.1 with all movements being made under the jurisdiction of the Asheville District Dispatcher.
- All trains, locomotives and On-Track Equipment must have permission from the Asheville District Dispatcher before entering the Main Track within these limits.
Train movements against the current traffic within these limits may be made only on permission of the Asheville District Dispatcher, who will arrange for protection against conflicting movements.
Operation of On-Track equipment will be under the provisions of **Rule 809**.
- NOTE 3:** **Rule 137** is in effect South Newton Lead not exceeding 10 MPH.
- NOTE 4:** Remote Control from radio keyboard. See District Instructions.
- NOTE 5:** Authority to enter Yard Limit must be received from the Asheville Yardmaster or Asheville District Dispatcher when Yardmaster is not available.

ASHEVILLE DISTRICT

Salisbury to Murphy Junction

1. RULES IN EFFECT

Between	Main Track	Main 1 Track	Main 2 Track
	Rules		
Salisbury and Majolica		93	93
Majolica and Asheville East	271		
Asheville East and Biltmore		93	
Biltmore and Murphy Junction		261	261

2. MAXIMUM SPEEDS

Between	Fr.
	MPH
MP S 111.0, Old Fort and MP 333.3, Salisbury	45
Except:	
South Leg of Wye, Salisbury — Restricted Speed not exceeding	10
MP S 0.0 to MP S 0.5, EB & WB	15
MP S 2.2, Majolica, Turnout	25
MP S 4.3 to MP S 6.0, Curves	45
MP S 6.0 to MP S 7.2, Curve	40
MP S 7.2 to MP S 30.2, Curve	45
MP L 38.9 to MP S 11.1, Spencer Cut Off Track	15
MP S 11.5, Barber, Within Interlocking	35
MP S 11.5, Barber, All Wye Tracks	10
MP S 23.6 to MP S 26.0, Statesville, Over Crossings	35
MP S 30.2 to MP S 36.4, Curves	40
MP S 37.2 to MP S 37.6, Curves	20
MP S 37.6 to MP S 47.2, Curves	45
MP S 38.0, Catawba, NC, Marshall Plant Lead	35
MP S 38.3, Catawba Lead Switch	15
Marshall Plant Lead, MP 0.0 to MP 0.2	15
MP S 47.2 to MP S 48.1, Curves	25
MP S 48.1 to MP S 50.1, Curve	45
MP S 50.1 to MP S 50.3, Curve	40
MP S 50.3 to MP S 54.7, Curve	45
MP S 54.7 to MP S 58.0, Curve	40
MP S 55.0 to MP S 60.0, Over Crossing	35
MP S 58.0 to MP S 70.0, Curve	45
MP S 70.0 to MP S 78.2, Curve	40
MP S 78.2 to MP S 78.4, Curve	35
MP S 79.4 to MP S 88.6, Curve	40
MP S 88.6 to MP S 89.8, Curve	35
MP S 89.8 to MP S 90.8, Curve	25
MP S 90.8 to MP S 103.9, Curves	40
MP S 98.3 to MP S 99.4, Over Marion Crossing	35
MP S 103.9 to MP S 107.2, Curve	45
MP S 107.2 to MP S 111.1, Curve	35

ASHEVILLE DISTRICT Salisbury to Murphy Junction

2. MAXIMUM SPEEDS (CONT.)

Between	Fr. MPH
MP S 111.1, Old Fort and MP S 123.1, Ridgecrest	20
Except:	
MP S 111.3 to MP S 123.0, Eastward trains	15
MP S 111.3 to MP S 123.0, Eastward, Light Engines or Engines with Caboose only	25
MP S 121.6 to MP S 123.3, Curves	25
MP S 123.1, Ridgecrest and MP S 141.0, Asheville	45
Except:	
MP S 123.3 to MP S 128.3, Curve	45
MP S 127.9, Grovestone, Industry Lead	5
MP S 128.3 to MP S 129.3, Curve	40
MP S 129.3 to MP S 136.9, Curve	35
MP S 136.9 to MP S 137.5, Curve	30
MP S 137.5 to MP S 138.2, Curve	25
MP S 138.2, Asheville East to MP S 142.3, Murphy, No. 1 and No. 2 Main Tracks	20
Wye Tracks	10
All Sidings between Asheville East, MP S 138.2 and Majolica, MP S 2.1	10
All Industrial Tracks in Asheville Terminal — Restricted Speed not exceeding	5
MP S 141.9, Craggy Line	10
All Tracks Asheville Yard, Including Leads — High, Shop	10
East Yard Lead between Victoria Bridge and Biltmore	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:

MP S 1.0	to MP S 2.0
MP S 8.0	to MP S 9.0
MP S 39.0	to MP S 40.0
MP S 44.0	to MP S 45.0
MP S 51.0	to MP S 50.0
MP S 53.0	to MP S 52.0
MP S 55.0	to MP S 56.0
MP S 56.0	to MP S 57.0
MP S 75.0	to MP S 74.0
MP S 77.0	to MP S 76.0
MP S 99.0	to MP S 98.0
MP S 102.0	to MP S 103.0
MP S 111.0	to MP S 112.0
MP S 135.0	to MP S 134.0
MP S 139.0	to MP S 138.0

ASHEVILLE DISTRICT Salisbury to Murphy Junction

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Westward						
Linwood to Barber	2600	3450	4150	5130	5700	6730
Barber to Statesville	2500	3350	4000	4950	5500	6490
Statesville to Morganton	2000	2700	3200	3960	4400	5190
Morganton to Marion	1600	2150	2550	3150	3500	4130
Marion to Old Fort	2050	2750	3250	4050	4500	5310
Old Fort to Asheville	825	1100	1300	1620	1800	2120
Eastward						
Asheville to Old Fort	1400	1850	2250	2745	3050	3600
Old Fort to Statesville	2000	2700	3200	3960	4400	5190
Statesville to Linwood	2500	3350	4000	4950	5500	6490

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

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

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

B. EQUIPMENT RESTRICTIONS

Fully enclosed auto racks are prohibited from operating on Alexander R.R. Connecting Track at Statesville, NC.

C. LIST OF INDUSTRIAL TRACKS 21 DEGREES AND GREATER

Location	MP	Name of Track	Degree of Curvature
Spencer to Murphy Jct.	S 20.3	Southeast Lead	21-1/2
	S 22.7	Ideal Cement	21-1/2
	S 43.4	J.C. Penney	21
	S 51.5	Hickory Springs #2	25
	S 51.6	Hickory Springs #1	23
	S 56.5	Hickory Manufacturing	23
	S 66.4	C&L Scrap	31
	S 77.3	Burke Builders Supply	21
	S 82.5	Dixie Container	21
	S 99.7	Drexel Furniture	21
	S 127.9	Drexel Furniture Plant #28	29

ASHEVILLE DISTRICT Salisbury to Murphy Junction

5. LOCOMOTIVE AND CAR RESTRICTIONS (CONT.)

D. OTHER 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
Asheville District	Linwood and Statesville	9,400	10,600
	Statesville and Old Fort	8,400	8,400
	Old Fort and Asheville	Rear Only	Rear Only

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

6. SWITCHES AND DERAILS

SPRING SWITCHES

Spring switches are located as follows:

Majolica.....	End of double track
Barber.....	East and west end siding
Eufola.....	East and west end siding
Claremont	East and west end siding
Oyama	East and west end siding
Connelly Springs	East and west end siding
Bridgewater.....	East and west end siding
Clinchcross	East and west end siding
Old Fort.....	East and west end siding
Coleman	West end siding
Grovestone	East and west end siding

ASHEVILLE DISTRICT Salisbury to Murphy Junction

6. SWITCHES AND DERAILS (CONT.)

The following industries have a second derail located on their track in addition to the derail located at the Main Line switch. Crew must address this situation in their job briefing prior to switching the industry to ensure safe movement.

- | | |
|------------|--|
| MP S 106.0 | Columbia Forest Products, Greenlee, NC
The second derail is located 520 feet beyond the Main Track derail just east of the crossing. |
| MP S 44.9 | E. R. Carpenter, Claremont, NC
The second derail is located 700 feet beyond the Main Track derail just east of the Tank Track Switch. |

Normal position of derails is derailing position and those equipped with locks must be locked per **Rule 104(g)**.

A Hayes type (hinged) derail has been placed on the "Craggy Branch" Asheville, NC. The derail is located 96 feet west of the switch to Silverline Plastics. NS crews have no operational authority beyond the derail.

7. COMMUNICATION INFORMATION

RADIO

Emergency	Code 911
CYO	Code 338
MOC	Code 124
Asheville District Dispatcher	Code 336

TELEPHONE

Dispatcher Center	800-272-9522	
CYO	800-898-4296	M/W 589-5769
	Fax: 800-476-0179	M/W 589-5129

8. DETECTOR INSTRUCTIONS

Detectors listed on Station Pages.

9. DISTRICT INSTRUCTIONS

A. DP COAL TRAINS

All Asheville District crews operating with DP coal trains must communicate with the Asheville District Dispatcher before departure of Asheville Terminal for the handling of retainers. Retainers must not be set on DP coal trains when it known there will be a train meet at Grovestone due to having to complete the required test of a (TRAIN CHECK) when stopped. If it is known that there will be a meet at Grovestone, retainers will be set at Grovestone. If it is known there will not be any meets before the descent of Old Fort Mountain, retainers may be set at Asheville Terminal before departure.

ASHEVILLE DISTRICT Salisbury to Murphy Junction

9. DISTRICT INSTRUCTIONS (CONT.)

B. BARBER JUNCTION

Movements over grade crossing of S-Line and L-Line at Barber, NC, are governed by automatic interlocking signals.

For L-Line movements, there is a box containing a push-button and indicator light located on a phone booth in the southeast quadrant of the crossing (32 feet from the crossing frog).

C. SPECIAL INSTRUCTIONS GOVERNING THE HANDLING OF TRAINS ON MOUNTAIN GRADES (ASHEVILLE TO SALISBURY)

Descending

Trains or engines running light, towing engines, or operating with less than 50% tonnage must have all units on the line when descending mountain grades. This does not include engines in tow.

Mountain grades are defined as follows:

BETWEEN RIDGECREST AND OLD FORT — Trains handled by Locomotives **not equipped** with dynamic brake or Locomotive with dynamic brake **inoperative**:

1. Air on engine and train must be fully charged.
2. Before beginning the descent, all trains must stop and inspect and test the air brakes except it will not be necessary to inspect and test air brakes before leaving Ridgecrest.
3. A car with defective brakes must be set out and repaired before forwarding.
4. Excluding empty cars, handles of all retainer valves must be turned up.
5. Upon arrival at bottom of grades, a careful inspection of running gear must be made, especially of the wheels for cracked flanges, treads or other conditions.
6. The inspection and tests prescribed in the preceding paragraphs will be made by car inspectors when provided, otherwise by trainmen under supervision of Conductor.

BETWEEN ASHEVILLE AND OLD FORT — Trains handled by locomotives **equipped** with dynamic brakes: Extended Range

1. On eastward freight trains running test of the dynamic brake must be made on descending grade through MP S 136.0 to MP S 135.0.
2. Train operating with limit consist not equipped with extended range, Dynamic Brakes must stop at Ridgecrest and turn up 25% retainers to the High Pressure position.
3. Permission must not be given for a train to pass stop signal eastward when block is occupied by another train, except when authorized by Chief Dispatcher.
4. NS unit coal trains descending Blue Ridge Mountain will turn up retainers on the head 25 cars to the High Pressure position prior to passing Ridgecrest, MP S 123.0.

ASHEVILLE DISTRICT Salisbury to Murphy Junction

9. DISTRICT INSTRUCTIONS (CONT.)

C. SPECIAL INSTRUCTIONS GOVERNING THE HANDLING OF TRAINS ON MOUNTAIN GRADES (ASHEVILLE TO SALISBURY) (CONT.)

Descending (CONT.)

5. When train is required to stop and proceed at more than one (1) stop signal while descending Blue Ridge Mountain, between Ridgecrest and Old Fort, crew members must turn up one-third (1/3) of retainers on head end to High Pressure.
6. When pusher engines cut off at Ridgecrest, all solid bulk commodity trains must have a minimum of 50% retainers set to the High Pressure position between Ridgecrest and Old Fort.
7. All trains descending Old Fort Mountain consisting of 75% or more loaded coal cars must stop prior to Ridgecrest and turn head 25 retainers on High Pressure. In addition, retainers must not be turned up on empties.
8. Loaded ballast trains descending Blue Ridge Mountain must stop prior to Ridgecrest, MP S 123.0 and turn 25 retainers to the High Pressure position.
9. All freight trains operating between Asheville, NC, and Old Fort, NC, with solid loaded bulk commodity consist must have 25% retainers set to the High Pressure position before passing Ridgecrest, NC, MP S 123.0.
10. 84-foot cars or longer must be handled on rear of train up and down Blue Ridge Mountain.
11. All retaining valves must be returned to the exhaust position at Old Fort.

Ascending

1. When helping engines are used, they will be placed on the rear of ALL trains on all grades.
2. Any ascending freight train stopping on mountain grades as defined in the Timetable for any cause must:
 - (a) Notify all members of the train and engine crews that the front engine will take forward part of train to top of grade.
 - (b) Take as many cars from head of train as front engine or engines can pull without taking slack, being sure that the brakes on rear portion are holding train.
 - (c) Helper Engineer take slack and in doing so, close throttle gradually and allow weight of train to force engine back if necessary. Use independent brake to grade the slack desired, then blow ahead and start train.

ASHEVILLE DISTRICT

Salisbury to Murphy Junction

9. DISTRICT INSTRUCTIONS (CONT.)

D. END-OF-TRAIN DEVICE — GRADES

Listed below indicated District and track segment that require two-way End-Of-Train Device for freight trains:

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

Between MP S 39.2 and MP S 42.7

Between MP S 112.0 and MP S 122.7

Average Grade of 2% or greater over a distance of 2 continuous miles:

Between MP S 119.0 and MP S 121.4

E. SPECIAL INSTRUCTIONS (ASHEVILLE TO SALISBURY)

1. Catawba, NC

Use of the Dual Controlled, Self-Restoring Power Switch at Catawba, MP S 38.3:

ENTERING CATAWBA LEAD

When a train has Track Authority to exit the Main Track and use the Catawba Lead, the operation will be as follows:

Eastward train will stop in advance of the entering signal to Catawba Lead, MP S 38.3. If the eastward signal is clear for Main Track move and the train occupies a circuit within 200 feet of the signal, they will have 60 seconds to request the switch to throw reverse. This will be accomplished from the engine radio by coding a 1-2-3-4-* on the keypad. When the code is received, a message will be transmitted (NS Location Name, Reverse Switch Request Received) as confirmation to the train crew that their request for Reverse Switch has been received. If all signal conditions are correct, the entering signal will automatically go to STOP and a time will operate for 2 minutes and 30 seconds. After this time period expires, the switch will throw reverse and the entering signal will display a restricting aspect for a movement into the Catawba Siding. When the rear of the train clears the switch detection circuit, the switch will automatically return to the normal position.

In the event a train meet is planned at Catawba for the above scenario, the westward train must be east of signal MP S 33.9 until the Catawba switch has been requested. In the event that the westward train has passed the MP S 33.9, eastward train entering the siding can request the switch reverse but time will operate 6 minutes and 15 seconds before the switch throws reverse. Operation into the siding and restoration of switch will be the same as the previous operation.

There is a push button located on the side of the instrument house and is used for requesting switch reverse for movement into or leaving the Catawba Lead in the event of radio failure.

Operation of switch by push button will require train occupancy of the circuit 200 feet in advance of the entering signal and signal time of 2 minutes and 30 seconds provided no westward movements are beyond the MP S 33.9 signal.

NOTE: Occupancy of the switch detector circuit, the circuit within the eastward, westward and siding signals will prevent any automatic type operation of the power switch and will require hand-throw operation.

ASHEVILLE DISTRICT Salisbury to Murphy Junction

9. DISTRICT INSTRUCTIONS (CONT.)

E. SPECIAL INSTRUCTIONS (ASHEVILLE TO SALISBURY) (CONT.)

1. Catawba, NC (Cont.)

ENTERING MAIN TRACK FROM CATAWBA LEAD

For train movements leaving Catawba Lead and entering the Main Track, operation of the power switch is as follows:

Train crew must have Track Authority to enter the Main Track and should not block crossings until they are permitted to enter the Main Track. When the train occupies a circuit 300 feet in advance of the leaving dwarf signal, a reverse switch must be requested by the train crew by transmitting the four (4) tones 1-2-3-4-* with the keypad of the engine radio over Radio Channel. Acknowledgement of this request will be transmitted (NS Location Name, Reverse Switch Request Received). If signal conditions are proper (no trains on Main Track approaches to Catawba) then switch will reverse and dwarf signal will display a signal for westward movement onto Main Track.

If signal conditions are not proper, the signals on the Main Track will be set to stop and a 6 minute, 15 second time will run before the switch throws reverse. If conditions permit, the dwarf signal will be diverging clear.

In the event of radio failure or the acknowledgement message is not received, the train crew can operate the power switch as previously described by using the push button located on the signal bungalow.

After train movement clears the detector circuit on the Main Track, the switch will restore to the normal position.

OPERATION FOR ON-TRACK EQUIPMENT

On-Track equipment operating on the Main Track with Track Authority can proceed over the power switch if signal indicates clear. If signals governing movement over power switch display STOP, precautions must be taken since the switch locking status cannot be positively known by the operator of the On-Track equipment. In this case, the switch should be placed in the hand-throw position before allowing movement over the switch.

Non-insulated On-Track equipment may be permitted to operate the switch in the same fashion as previously stated for train operation if so desired.

ASHEVILLE DISTRICT Salisbury to Murphy Junction

9. DISTRICT INSTRUCTIONS (CONT.)

E. SPECIAL INSTRUCTIONS (ASHEVILLE TO SALISBURY) (CONT.)

1. Catawba, NC (Cont.)

PLANT MARSHALL INDUSTRIAL LEAD

The Plant Marshall Industrial Lead, MP S 37.9 is an absolute block and is divided into two (2) sections as follows:

Comscope Block — Extends From MP PM 0.0 TO MP PM 6.0

Plant Marshall Block — Extends from MP PM 6.0 to MP PM 10.3, the beginning of Plant Marshall Yard.

Authority to occupy the Plant Marshall Industrial Lead must be received from the Asheville District Dispatcher and recorded on Track Authority Form TA 1.1.

Trains and engines will be governed by the requirements of an Absolute Block. The lead locomotive initial and number will be used as the Train Identification. Signs indicating the beginning and end points for both the Comscope and Plant Marshall Blocks are erected for movement in both directions.

THIS LENGTH OF TRACK WILL BE CONSIDERED A MAIN TRACK WITH ALL RULES AND INSTRUCTION FOR OPERATION IN EFFECT.

YARDING COAL TRAINS

When pulling ahead with cut of 23–25 cars, speed will not exceed 5 MPH and slack should be controlled gradually to reduce lateral forces on curve between switch #20 and #21.

All shove moves will be made with a single locomotive on line at 5 MPH or less. No automatic airbrake will be used during shoves to control slack or the speed of the shove, except in the case of an emergency.

ASHEVILLE DISTRICT Salisbury to Murphy Junction

9. DISTRICT INSTRUCTIONS (CONT.)

E. SPECIAL INSTRUCTIONS (ASHEVILLE TO SALISBURY) (CONT.)

2. MP S 21.5–MP S 30.0 and MP S 67.0–MP S 64.0

All eastward trains with 5,000 tons or more will reduce to 35 MPH between MP S 21.5 and MP S 30.0, and 35 MPH between MP S 67.0 and MP S 64.0 for train handling purposes.

3. Distributed Power and Solid Bulk Commodity Trains

All eastward Distributed Power trains and all solid bulk commodity trains will reduce speed to 35 MPH between MP S 70.0 and MP S 61.0 and between MP S 44.0 and MP S 43.0 for proper train handling.

4. Unplanned Stop

Except in emergency, when conditions require an unplanned stop and the train is stretched, to prevent heavy slack run-in the automatic brake will be applied with an initial reduction of 5 to 8 PSI while working power, keeping locomotive brakes released. After the air brakes have taken effect throughout the train, throttle setting will be reduced gradually, keeping train stretched. Additional reductions of 2 to 3 PSI may be made to complete stop.

The above train handling procedure applies only when making an unplanned stop and train is stretched. **Rule L-245, Form NS-1**, will continue to be observed under other circumstances.

5. Tonnage Exceeds the Braking Power

When handling cuts of cars where the tonnage exceeds the braking power of the locomotives independent brake, the Engineer will instruct the train crew to apply sufficient hand brakes to hold the cars until the air brake pipe pressure is sufficiently charged, the Engineer will then make a full service application of the air brakes and instruct the train crew to release the hand brakes after the air brakes have been applied.

Under no circumstances will the locomotives be used to hold cars with the locomotives under power while standing as this will cause stall burns on the traction motors of the locomotives.

6. Loaded Bulk Commodity Trains

All loaded bulk commodity trains will operate with 100 PSI on feed valve setting when operating on the S-Line.

7. Old Fort, NC

When switching at Collins & Aikman, Old Fort, NC, MP S 110.1, air must be coupled throughout cars being handled and hand brakes released due to curvature at this location.

Upon arrival at Old Fort, Conductor of eastward trains will arrange to pick up so it will not be necessary to make reverse movement through turnout East End Old Fort siding with entire train.

ASHEVILLE DISTRICT

Salisbury to Murphy Junction

9. DISTRICT INSTRUCTIONS (CONT.)

E. SPECIAL INSTRUCTIONS (ASHEVILLE TO SALISBURY) (CONT.)

8. Oyama

At Oyama Shop, the east end engine terminal Blue derail and east/west end RIP Track Blue derails have been modified to high handles. These derails are only used by the Mechanical Department and are 36 inches high and 12 inches wide. These handles are painted Yellow and are in service. Please be aware of this condition and use caution in these areas when working. Please be aware of the Safety Barrier around the Engine Pit on the #2 Engine Track at Oyama Shop. The Safety Barrier may be removed by moving the ropes and snaps and setting the side uprights out of the way in the clear so equipment may move through the track and individuals can mount/dismount equipment properly. Those individuals that remove the Safety Barrier to go into the #2 Engine Track are required to replace the safety barrier around the Engine Pit when they finish working in the track.

9. Statesville

The AT&O Track located at Statesville, NC, MP S 25.7, is designated AT&O South Industrial Lead governed by Restricted Speed not exceeding 10 MPH. The connection track at Statesville, NC, interchange with the Alexandria Railroad located at MP S 25.9 is designated AT&O North Industrial Lead governed by Restricted Speed not exceeding 10 MPH. When storing empty chip cars in Statesville area, it is mandatory to use the South Storage, West Storage, and East Storage Tracks to full capacity before using the K10 and Scale Tracks. If the K10 and Scale Tracks are at full capacity, the AT&O can be used for storage but must have 100% hand brakes.

10. Asheville

Before engines depart Asheville Shop area, engineers must call the Yardmaster at Asheville Tower and secure permission to leave and route to be used and all train movements must sound bell when passing over crossing located on the Shop Lead, 10 feet east of car repair shed. In addition, eastward moves must stop short of crossing and see that way is clear before proceeding.

11. South Newton

In addition to existing hand brake Special Instructions and Bulletin Instructions, a minimum of 75% hand brakes will be required on the southend of all equipment left standing south of MP HG 79.0. Additionally, five (5) or less cars will require 100% hand brakes.

ASHEVILLE DISTRICT
Salisbury to Murphy Junction

9. DISTRICT INSTRUCTIONS (CONT.)

F. GRAVITY SWITCHES — SALISBURY TO MURPHY JUNCTION

Special care should be used when performing gravity switches (Roll by). These moves must only be made at authorized locations. Gravity switches (Roll by), in accordance with **Rule 111**, are authorized at the following locations:

S-Line:

MP S 20.3	Purina on lead after establishing a cut of cars with minimum of two (2) effective hand brakes secured below switch.
MP S 43.5	J.C. Penney Runaround
MP S 44.8	E R Carpenter
MP S 46.9	Weyerhaeuser
MP S 48.2	Newton, NC
MP S 51.5	Hickory Springs Tank Track
MP S 52.0	Hickory Team Track
MP S 81.8	SGL Carbon
MP S 106.1	Columbia Carolina
MP S 110.1	Collins & Aikman
MP S 138.3	Coon Bottom

ASHEVILLE DISTRICT

Asheville to Sylva

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
<div> <div>CENT. DIV.</div> <div>PIED. DIV.</div> </div>			ASHEVILLE DISTRICT DISPATCHER 336	
		S 142.3/ T 0.0	MURPHY JUNCTION CP	
	2213	T 5.5	Enka	
		T 9.2	HBD (Candler)	
	1883	T 12.1	Coburn	
		T 16.2	EAST CANTON YL	
		T 18.0	WEST CANTON YL	
		T 21.3	Clyde	
		T 27.3	Waynesville	
	1601	T 34.7	Balsam	
		T 41.8	Addie	
		T 45.0	..... YL	
		T 46.2	SYLVA	
		T 47.0	Dillsboro..... YL	

1. RULES IN EFFECT

Between	Main Track
	Rules
Murphy Junction and East Canton	171
East Canton and West Canton	93
West Canton and MP T 45.0	171
MP T 45.0 and Dillsboro	93

ASHEVILLE DISTRICT Asheville to Sylva

2. MAXIMUM SPEEDS

Between	Fr. MPH
MP T 0.0, Murphy Junction and MP T 47.0, Dillsboro	30
Except:	
MP T 0.0 to MP T 1.0, Curve	15
MP T 1.0 to MP T 1.4, Curve	25
MP T 3.8 to MP T 5.1, Curve	25
MP T 8.0 to MP T 8.2, Curve	25
MP T 15.2 to MP T 16.1, Curve	20
MP T 15.6, Over Bridge	10
MP T 16.1 to MP T 19.4, Curve	25
MP T 22.3 to MP T 23.5, Curve	25
MP T 23.5 to MP T 24.5, Curve	15
MP T 24.5 to MP T 25.7, Curve	20
MP T 25.7 to MP T 27.0, Curve	25
MP T 27.1 to MP T 47.0	25
MP T 28.0 to MP T 30.5, Curve	15
MP T 30.5 to MP T 34.6, Curve	20
MP T 34.6 to MP T 37.4, Curve	15
MP T 37.4 to MP T 38.0, Curve	10
MP T 38.0 to MP T 40.3, Curve	15
MP T 40.3 to MP T 41.2, Curve	10
MP T 41.2 to MP T 45.0, Curve	15
MP T 45.0 to MP T 47.0	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:

MP T 1.0 to MP T 2.0
MP T 10.0 to MP T 11.0
MP T 28.0 to MP T 29.0
MP T 31.0 to MP T 32.0
MP T 34.0 to MP T 33.0
MP T 46.0 to MP T 45.0

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Westward						
Asheville to Coburn	1400	1850	2250	2745	3050	3600
Coburn to Canton	950	1250	1500	1890	2100	2480
Canton to Balsam	750	1000	*	*	*	0
Balsam to Dillsboro	2050	2750	*	*	*	0
Eastward						
Dillsboro to Addie	1100	1500	*	*	*	0
Addie to Balsam	450	600	*	*	*	0
Balsam to Canton	950	1250	*	*	*	0
Canton to Asheville	1750	2350	2800	3465	3850	4540

*Units Prohibited

ASHEVILLE DISTRICT Asheville to Sylva

5. LOCOMOTIVE AND CAR RESTRICTIONS

WEIGHT RESTRICTIONS

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

GROSS WEIGHT IN POUNDS

Between	Unit		Loaded Car	
	4-Axle	6-Axle	4-Axle	6-Axle
Murphy Junction and Sylva	291,000	420,000	286,000	394,500

6. SWITCHES AND DERAILS

The switch on the Chemical Track accessing the rollover and A-13 must be left lined for movement on the Chemical Track.

The switch for the Book Mill and Middle Track must remain locked at all times when not in use.

7. COMMUNICATION INFORMATION

RADIO

Emergency	Code 911
CYO	Code 338
MOC	Code 124
Asheville District Dispatcher	Code 336

TELEPHONE

Dispatcher Center	800-272-9522	
CYO	800-898-4296	M/W 589-5769
	Fax: 800-476-0179	M/W 589-5129

8. DETECTOR INSTRUCTIONS

Detectors listed on Station Pages.

9. DISTRICT INSTRUCTIONS

A. BLUE RIDGE PAPER

All crews that work at Canton, NC, between 6:00 PM and 6:00 AM will be governed by the following instructions concerning the rollover at Blue Ridge Paper:

P73 will fill the rollover upon beginning work. Then P33 will spot the rollover as needed and give a full spot before departing for Asheville. P73 will again re-spot the rollover upon return to Canton if needed and before putting off duty. P33 will spot the rollover upon their return back to Canton if time permits. If the work is light for either job, you will not put off early (less than 8 hours) unless the rollover has been given a full spot and the other job will be able to re-spot before they run out of chip cars to dump. These instructions are intended to keep loaded chip cars spotted on the rollover for Blue Ridge Paper to be able to unload between 6:00 PM and 6:00 AM. These instructions require the rollover to be spotted full prior to departure and going off duty but do not require a crew to stay available and wait on overtime to spot the rollover.

ASHEVILLE DISTRICT Asheville to Sylva

9. DISTRICT INSTRUCTIONS (CONT.)

B. BLUE RIDGE PAPER TRACKS

6-axle restrictions on the following Blue Ridge Paper Tracks, MP T 17.1:

- A8 — 28 degrees
- A13 — 23 degrees
- Rollover — 28 degrees
- New Warehouse — 22 degrees

C. SPECIAL INSTRUCTIONS GOVERNING THE HANDLING OF TRAINS ON MOUNTAIN GRADES

Trains or engines running light, towing engines, or operating with less than 50% tonnage must have all units on line when descending mountain grades. This does not include engines in tow.

Mountain grades are designated as follows: Between Balsam and Addie.

All westward trains operating between Balsam and Addie will turn up 100% retainers on all loaded equipment to High Pressure position before leaving Balsam. All locomotives must be equipped with extended Range Dynamic Brakes.

All retainers must be turned to the exhaust position immediately on arrival at Addie, NC, MP T 43.0.

D. CLOSE CLEARANCE

Close clearance exists at the following locations:

1. All Tracks at Champion Paper, Canton, NC
2. All Tracks at Canton Yard
3. MP T 25.8 — Haywood Siding
4. Biltmore Yard at Victoria Bridge Pilings
5. West Car Loading Tracks, Asheville Yard
6. East End Asheville between Tracks 12 and 13
7. Canton Yard between Main Line and middle track
8. Blue Ridge Paper at Canton, NC, when passing through gate on lead track
9. MP T 6.9 — All Tracks at Vulcan Materials

E. CANTON, NC

1. All train crews reporting for duty and required to work at Canton: The Conductor must contact CYO:
 - (a) At the beginning of his/her tour of duty to review and confirm all switching to be performed.
 - (b) Before departing, contact CYO again to inform them of work completed and review, if any, other switching requests not received earlier.
 - (c) On return to Canton, contact CYO to determine if any switching is to be done at the Mill. (The switch must be made if time permits.)
 - (d) At end of shift before tying up, inform CYO of switching completed.

ASHEVILLE DISTRICT Asheville to Sylva

9. DISTRICT INSTRUCTIONS (CONT.)

E. CANTON, NC (CONT.)

2. At Canton, NC, air must be coupled and cut in through entire cut if the engine or any of the cars stand or move east of main street crossing. This to include the placing or pulling of cars in Book Mill tracks. Conductors must know the brakes have applied and released on rear car before movement is made.
3. The following instructions will be in effect for securing equipment at Canton, NC. The Back Track, Middle Track, Chemical Track will require 50% hand brakes applied with a minimum of five (5) on the east end of the equipment, unless there are less than five (5) cars, and then 100% hand brakes must be applied. The Main Track west of the River Bridge will require 25% hand brakes but not less than five (5) hand brakes. The Wye Track, Pasture Track and the Lead will require 25% hand brakes but not less than three (3) hand brakes. Canton Yard Tracks 1 through 4 will require a minimum of two (2) hand brakes on EACH END of the equipment in the track. Any equipment left standing east of the Main Street crossing will require 100% hand brakes. All equipment placed in the industry tracks will require hand brakes: one (1) hand brake for one (1) car; two (2) hand brakes for two (2) cars, and two (2) hand brakes plus a sufficient amount to secure equipment for three (3) or more cars. In addition to these instructions, you must perform a check to determine that the hand brakes that have been applied are effective and will secure the equipment without airbrakes by performing a **C-102** test as required by **NS-1 Rule C-102**, Rules for Equipment Operation and Handling.
4. All shove movements in the Chemical Track located in the yard at Canton, NC, must be protected by a crew member or other employee suitably equipped to control the movement, by placing himself at, on or ahead of the leading end of the equipment.
Chip cars and all other type of rail equipment are no longer permitted to be left standing on the rollover track east of the road crossing.
5. Radio Procedure for obtaining Track Authority inside Blue Ridge Paper:
 - (a) Crews must first get permission from the Scale House personnel before entering Blue Ridge Paper between hours of 5:30 AM and 5:29 PM.
 - (b) Authority is granted to enter all tracks inside of the Blue Ridge Paper between the hours of 5:30 PM and 5:29 AM except for the Rollover Track.
 - (c) Prior to entering the Rollover Track, all crews must enter the Rollover Office and obtain permission from the Rollover Operator. In the event no one is present inside of the Rollover Office, you should contact Scale House personnel for permission. You will not switch the Rollover at anytime without first getting permission to do so. This applies 24 hours a day, seven (7) days per week.
 - (d) In the event that a crew has started a switching move inside of a Blue Ridge Paper Industry Track prior to 5:29 AM, at 5:30 AM, the move must be stopped and permission must be given from the Scale House to be in this track.
6. Book Mill and Middle Track Switch:
No cars should be left standing on grade between the Main Street Crossing and the building at anytime.

ASHEVILLE DISTRICT
Asheville to Sylva

9. DISTRICT INSTRUCTIONS (CONT.)

F. MPT 1.0

All trains coming from the “T-Line” must initiate radio contact with Asheville Tower prior to passing Louisiana Ave., MPT 1.0 and if being held out must stop at Murphy Junction.

G. MPT 47.0

Derail is located on Main Line at MPT 47.0. Norfolk Southern trains must not occupy track west of this point.

The maximum authorized speed between MPT 45.0 and MPT 47.0 is Restricted Speed not exceeding 10 MPH. A derail is installed at MPT 47.0 indicating end of NS Trackage at beginning of GSMRR Railroad.

H. GRAVITY SWITCHES — ASHEVILLE, NC

Special care should be used when performing gravity switches (Roll by). These moves must only be made at authorized locations. Gravity switches (Roll by), in accordance with **Rule 111**, are authorized at the following locations:

T-Line:

MP T 46.9 Southern Concrete
MP T 25.5 Haywood Siding
MP T 17.0 Canton Bridge

I. END-OF-TRAIN DEVICE — GRADES

Listed below indicated District and track segment that require two-way End-Of-Train Device for freight trains:

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

Between MPT 29.7 and MPT 34.3
Between MPT 34.6 and MPT 39.5

Average Grade of 2% or greater over a distance of 2 continuous miles:

Between MPT 35.2 and MPT 38.7
Between MPT 39.8 and MPT 41.8

<div>ASHEVILLE DISTRICT</div> <div>Asheville to Flatrock</div>				
EAST ↓	SIDINGS IN FEET	MP	STATION	NOTE
			ASHEVILLE DISTRICT DISPATCHER 336	1
		S 139.0/ W 0.0	BILTMORE Y (VL) (CP)	
		W 1.0	Asheville (VL)	
		W 4.0	Buena Vista	
		W 7.3		
		W 8.8	ARDEN	
		W 9.1	HBD (<i>Arden</i>)	
	5292	W 14.2	NAPLES	
		W 19.7	HENDERSONVILLE	
		W 20.9	HBD (<i>Hendersonville</i>)	
		W 23.1	FLAT ROCK	
	1048	W 26.0		
STATION PAGE INFORMATION				
NOTE 1: Normal position for Spring Switch is lined for the W-Line.				
1. RULES IN EFFECT				
Between				Main Track
				Rules
Asheville and MP W 26.0				171
Biltmore and Asheville				93
2. MAXIMUM SPEEDS				
Between				Frt. MPH
MP W 0.0, Asheville and MP W 26.0				40
Except:				
All Industrial Tracks in Asheville Terminal				5
MP W 0.0 to MP W 3.2, Curve				25
MP W 3.2 to MP W 6.1, Curve				35
MP W 9.0 to MP W 11.5, Curve				35
MP W 16.9 to MP W 21.9, Curve				35
MP W 19.6 to MP W 20.2, Hendersonville, Over Crossings				35
MP W 21.8 to MP W 22.0, Curve				25
MP W 22.0 to MP W 24.8, Curve				35
MP W 24.8 to MP W 25.2, Curve				30
MP W 25.2 to MP W 25.3, Curve				25
MP W 25.3 to MP W 26.0, Curve				20

ASHEVILLE DISTRICT Asheville to Flatrock

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 W 2.0 to MP W 3.0
MP W 7.0 to MP W 8.0

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Eastward Asheville to Hendersonville	1450	1950	2300	2880	3200	3780
Westward Hendersonville to Asheville	1450	1950	2300	2880	3200	3780

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

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

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

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
Asheville District	Hayne and Asheville	Rear Only	Rear Only

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

ASHEVILLE DISTRICT Asheville to Flatrock

6. SWITCHES AND DERAILS

SPRING SWITCHES

Spring switches are located as follows:

W 19.7, Hendersonville	For W-Line
W 14.2, Naples	Main Line

7. COMMUNICATION INFORMATION

RADIO

Emergency	Code 911
CYO	Code 338
MOC	Code 124
Asheville District Dispatcher	Code 336

TELEPHONE

Dispatcher Center	800-272-9522	
CYO	800-898-4296	M/W 589-5769
	Fax: 800-476-0179	M/W 589-5129

8. DETECTOR INSTRUCTIONS

Detectors listed on Station Pages.

9. DISTRICT INSTRUCTIONS

A. PROGRESS ENERGY (FORMERLY CP&L)

The following instructions will govern when switching Progress Energy:

1. The Method of Operation for the Progress Energy Lead, MP W 7.4 will be under the authority of **Rule 137** requiring all movements to operate at Restricted Speed not exceeding 10 MPH. Train crews will no longer be required to acquire permission to occupy the lead. The use of the CPL Block Sheet by the Asheville District Dispatcher will no longer be required.
2. All unit Progress Energy coal trains will use 15 retainers before using the Progress Energy Lead. The retainers will be set on High Pressure when train is stopped at Main Line switch and brake is applied.
3. Trains must not be operated between Main Track and Progress Energy unless all brakes are operational. Cars must be handled with engine or head end. If dynamic brakes are inoperative, one-third (1/3) of the retainers must be set up before leaving Main Track.
4. **Neither loaded nor empty cars will be left at any time on the grade of Progress Energy Lead at Skyland between the Main Line track and the trestle at the bottom of the grade.**
5. When handling rapid discharge equipment such as the Progress Energy equipment, the dump line must be connected and charged when equipment is loaded and empty in unit train service. Make certain when pulling rapid discharge equipment from Progress Energy, MP W 7.3, the dump line is coupled and charged. Please refer to **NS-1 Rule C-110**.
6. When spotting cut of cars in Progress Energy, limit cuts to 15 cars per track.

ASHEVILLE DISTRICT Asheville to Flatrock

9. DISTRICT INSTRUCTIONS (CONT.)

B. BUENA VISTA

The engineers of westward trains coming from the "W-Line" will call Asheville Tower when passing Buena Vista and must not pass MP W 2.0 without permission from Asheville Tower.

C. NAPLES

When switching Southern Concrete, located in Naples, NC, crews are not to spot cars within 50 feet of end of the elevated track (chute track). When spotting three (3) cars at this location, two (2) cars will be spotted leaving the middle car over the chute and the car next to the locomotive left short of the derail. When pulling, cars do not couple to car (or cars) that are located at the end of track.

D. END-OF-TRAIN DEVICE — GRADES

Listed below indicated District and track segment that require two-way End-Of-Train Device for freight trains:

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

Between MP W 0.5 and MP W 3.6

Between MP W 35.1 and MP W 40.7

Average Grade of 2% or greater over a distance of 2 continuous miles:

Between MP W 32.1 and MP WS 35.0

E. GRAVITY SWITCHES

Special care should be used when performing gravity switches (Roll by). These moves must only be made at authorized locations. Gravity switches (Roll by), in accordance with **Rule 111**, are authorized at the following locations:

W-Line:


MP W 18.3 Kimberly Clark

F. CANE CREEK LEAD

6-axle restriction on Cane Creek Lead, MP W 10.4:

22 degree curve

ASHEVILLE DISTRICT Hendersonville to Brevard

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
			ASHEVILLE DISTRICT DISPATCHER 336	
		TR 0.0/ W 19.7	HENDERSONVILLE	
		TR 19.2	PISGAH FOREST	
		TR 19.8	BREVARD	

1. RULES IN EFFECT

Between	Main Track
Hendersonville and Brevard	Rules
	171

2. MAXIMUM SPEEDS

Between	Frt. MPH
MP TR 0.0, Hendersonville and MP TR 19.8, Brevard	30
Except:	
MP TR 0.0 to MP TR 2.0	15
MP TR 3.2 to MP TR 3.6, Curve	25
MP TR 7.3 to MP TR 7.4, Curve	25
MP TR 8.2 to MP TR 8.5, Curve	25
MP TR 9.3 to MP TR 9.9, Curve	25
MP TR 11.2 to MP TR 11.4, Curve	25
MP TR 13.4 to MP TR 13.5, Curve	25
MP TR 16.2 to MP TR 16.3, Curve	25
MP TR 17.2 to MP TR 17.3, Curve	25
MP TR 18.1 to MP TR 18.3, Curve	25
MP TR 18.9 to MP TR 19.0, Curve	25
MP TR 19.0 to MP TR 19.8	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:

MP TR 2.0 to MP TR 3.0

MP TR 4.0 to MP TR 5.0

ASHEVILLE DISTRICT Hendersonville to Brevard

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Southward Hendersonville to Brevard	1100	1500	1750	2160	2400	2830
Northward Brevard to Hendersonville	1400	1850	2250	2790	3100	3660

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

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

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

B. LIST OF INDUSTRIAL TRACKS 21 DEGREES AND GREATER

NO 6-AXLE ENGINES ALLOWED ON THESE TRACKS

Location	MP	Name of Track	Degree of Curvature
Hendersonville to Pisgah Forest	TR 19.3	Ecusta Plant #4	23
Hendersonville to Brevard	TR 19.1	Ecusta Lead	25

6. SWITCHES AND DERAILS

SPRING SWITCHES

Spring switches are located as follows:

MP TR 0.0, Hendersonville Normal Position W-Line

7. COMMUNICATION INFORMATION

RADIO

Emergency	Code 911
CYO	Code 338
MOC	Code 124
Asheville District Dispatcher	Code 336

TELEPHONE

Dispatcher Center	800-272-9522	
CYO	800-898-4296	M/W 589-5769
	Fax: 800-476-0179	M/W 589-5129

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

None.

COLUMBIA DISTRICT

Columbia to Beaumont

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
<div>CSXT</div>	<div>5980</div> <div>6500</div> <div>6700</div>		COLUMBIA DISTRICT DISPATCHER..... 337	1
		W 161.2	ANDREWS YARD..... Y (YL)	
		W 155.8	HBD-DED (<i>Fornance</i>)	
		W 159.5	ELMWOOD..... ©	
		W 144.9	HBD-DED (<i>Richtex</i>)	
		W 135.5	ALSTON	
		W 133.8	HBD-DED (<i>Parr</i>)	
		W 124.2	HBD-DED (<i>Strother</i>)	
		W 112.4	HBD-DED (<i>Carlisle</i>)	
		W 108.8	CARLISLE	
		W 102.4	HBD-DED (<i>Santuc</i>)	
		W 95.7	Union	
		W 93.0	HBD-DED (<i>Union</i>)	
		W 83.4	HBD-DED (<i>Jonesville</i>)	
		W 79.0	PACOLET	
		W 75.2	HBD-DED (<i>White Stone</i>)	
		W 72.5	Camp Croft	
		W 70.7	E. Spartanburg	
		W 67.6	BEAUMONT	

STATION PAGE INFORMATION

NOTE 1: Permission to enter Andrews Yard when moving eastward are received from Andrews Yard Yardmaster.

1. RULES IN EFFECT

Between	Main Track
	Rules
Beaumont and Andrews Yard	171

COLUMBIA DISTRICT Columbia to Beaumont

2. MAXIMUM SPEEDS

Between	Psg.	Rhwy.	Frt.
	MPH		
MP SC 127.3, Columbia and MP W 67.6, Beaumont, All Trains	45	45	45
Except:			
MP SC 127.3, Columbia, Over CSXT Grade Crossing	10	10	10
MP R 108.5, Lincoln Street Crossing	15	15	15
MP R 108.5, W-Line Turnout Switch	15	15	15
MP W 161.2, Crossing	20	20	20
MP W 161.0 to MP W 160.7, Curve	25	25	25
MP W 160.7 to MP W 158.8, Curve	40	40	40
MP W 148.1 to MP W 147.7, Curve	35	35	35
Alston Pass Track	10	10	10
MP W 136.2 to MP W 135.9, Curve	35	35	35
MP W 135.6 to MP W 135.3, Curve	35	35	35
MP W 135.3 to MP W 133.6, Curve	40	40	40
MP W 123.8 to MP W 116.4, Curve	40	40	40
MP W 116.3 to MP W 115.4, Curve	20	20	20
Carlisle Pass Track	10	10	10
MP W 95.9 to MP W 95.5, Curve	25	25	25
Pacolet Pass Track	10	10	10
MP W 70.8 to MP W 68.8, Curve	30	30	30
MP W 68.8 to MP W 67.7, Curve	20	20	20
Through Dual Control Crossovers at Beaumont	25	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:

MP W 73.0 to MP W 74.0
MP W 75.0 to MP W 76.0
MP W 81.0 to MP W 82.0
MP W 146.0 to MP W 145.0
MP W 152.0 to MP W 151.0

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Westward						
Columbia to Hayne	2550	3400	4050	5040	5600	6610
Eastward						
Hayne to Pacolet	2500	3350	4000	4950	5500	6490
Pacolet to Columbia	7500	10000	12000	14850	16500	19470

COLUMBIA DISTRICT Columbia to Beaumont

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

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

GROSS WEIGHT IN POUNDS

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

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
Columbia District	Columbia and Hayne	6,750	6,750

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

C. LIST OF INDUSTRIAL TRACKS 21 DEGREES AND GREATER

NO 6-AXLE ENGINES ALLOWED ON THESE TRACKS

Location	MP	Name of Track	Degree of Curvature
Spartanburg to Columbia	W 70.7	Southern Beer	26
	W 95.3	BUC	25

6. SWITCHES AND DERAILS

Switch at Junction of W-Line, MP W 161.3 and R-Line at Gadsden Street may be left as last used.

COLUMBIA DISTRICT **Columbia to Beaumont**

7. COMMUNICATION INFORMATION

RADIO

Emergency	Code 911
CYO	Code 338
MOC	Code 124
Columbia District Dispatcher	Code 337
Columbia District Dispatcher — 2nd and 3rd Shift	Code 332

TELEPHONE

Dispatcher Center	800-272-9522	
CYO	800-898-4296	M/W 589-5769
	Fax: 800-476-0179	M/W 589-5129

8. DETECTOR INSTRUCTIONS

Detectors listed on Station Pages.

9. DISTRICT INSTRUCTIONS

A. GENERAL INSTRUCTIONS

Highway 150, Pacolet, SC, MP W 79.1, must not be blocked by standing trains.

B. UNION

Only one (1) locomotive may be used on BUC Track serving Paragon Plastics. No more than two (2) locomotives coupled may be used on other BUC Tracks at Union.

C. WHITESTONE

At Tetra-Pak Track, MP W 76.0, the following instructions will govern: Cars will not be left standing alone between the crest of the grade and the switch point derail on the east track. Cars will not be left standing alone between the crest of the grade and the loading dock on the west track.

D. GEORGIA PACIFIC

At Georgia Pacific, MP W 74.6, cars must not be left between derail and door of building. Cars must not be placed within 25 feet of wheel stops at end of track; area is marked with Orange paint. All switching must be made with air coupled and brake system fully charged.

E. PARR, SC

Reference to lead track serving V. C. Sumner Nuclear Station at Parr, SC, MP W 133.0. Gates have been installed across the two (2) tracks, 515 feet beyond the first switch, at the top of the grade. These gates will be locked by South Carolina Electric and Gas locks. While approaching the gates on the lead track, sound four (4) short blasts of the whistle to alert South Carolina Electric and Gas security forces to open the gates. The main security gate is located approximately 200 feet from the gates across track serving the plant; therefore, a security officer should respond quickly to open the gates across the tracks.

COLUMBIA DISTRICT

Columbia to Beaumont

9. DISTRICT INSTRUCTIONS (CONT.)

F. VULCAN MATERIALS

All movements on the Vulcan Materials Lead and its related Industrial Tracks must be made with air coupled and brake systems fully charged. Before cars are handled down grade on the lead, it must be known that air brakes on the cars are operative and hand brakes must be inspected.

Cars left standing on new track at Vulcan Materials must be secured with 100% hand brakes.

G. UNIVAR TRACK

The following instructions will govern operations on Univar Track, MP W 73.0:

No cars will be left standing between office end of brick building and Main Track.

Before shoving cars on lead, proper brake test with train line fully charged must be made on each car.

When shoving cars on lead, the movement must be stopped short of each derail before derail is removed from derailing position.

Deraills must be left in derailing position after use.

Any switching or classifying of cars must be done at some other location.

H. SPARTANBURG TO COLUMBIA

Train crews arriving Columbia on this line must initiate radio contact with the Andrews Yardmaster, Columbia, SC, starting at the Hot Box Detector, MP W 144.9. Road crews must not pass Elmwood Junction, MP W 159.5, until permission is received.


COLUMBIA DISTRICT

Charlotte to Columbia

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
			COLUMBIA DISTRICT DISPATCHER 337	
			379.9/ R 0.0 CHARLOTTE.....	Y
			R 0.0/ 379.9 CHARLOTTE JUNCTION	©
			R 0.5 SOUTH ADVANCE.....	CP
			R 5.2 Griffith	
			R 7.8 Ross	
			R 9.5 ARROWOOD JUNCTION	Y
			R 10.4 Pineville	
			R 11.5 NC/SC STATE LINE	
			R 13.1 HBD-DED (Fort Mill)	
			R 17.7 FORT MILL	
			R 20.5 Celriver	
			R 25.0 Rock Hill	
			R 26.6 HBD-DED (Rock Hill)	
			R 32.6 Smith	
			R 39.9 HBD-DED (Chester)	
			R 41.5 HENLEY	
			R 43.4 CHESTER.....	Ⓐ
			R 51.9 HBD-DED (Cornwell)	
			R 57.6 Blackstock	
			R 63.6 HBD-DED (Adger)	
			R 66.4 ADGER	
			R 71.2 Winnsboro	

COLUMBIA DISTRICT

Charlotte to Columbia

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
	<div>6773</div>		COLUMBIA DISTRICT DISPATCHER..... 337	1
		R 74.3	Rockton	
		R 75.7	HBD-DED (<i>Simpson</i>)	
		R 77.3	SIMPSON	
		R 82.8	Ridgeway	
		R 87.7	HBD-DED (<i>Blythewood</i>)	
		R 90.2	Blythewood	
		R 100.0	Talcott	
		R 101.7	HBD-DED (<i>Talcott</i>)	
		R 106.0	COLUMBIA..... YL	
		R 107.9	..... YL
		SC 127.5	ANDREWS YARD..... Y ①	

STATION PAGE INFORMATION

NOTE 1: Yard Limits are under the control of Andrews Yard Yardmaster.

1. RULES IN EFFECT

Between	Main Track	Main 1 Track	Main 2 Track
	Rules		
Charlotte and South Advance		261	261
South Advance and Columbia	271		
MP R 106.0 and Andrews Yard		93	

COLUMBIA DISTRICT Charlotte to Columbia

2. MAXIMUM SPEEDS

Between	Psg.	Rhwy.	Frt.
	MPH		
MP R 0.0 and MP R 110.0, All Trains All Tracks other than Main Track, Siding & Industrial Tracks 10 MPH. All Trains unless specified otherwise.	50	50	50
Except:			
MP R 0.0, Charlotte Junction, Turnout	40	45	40
MP R 0.5, South Advance, Through Turnout	10	10	10
MP R 9.5, Arrowood Industrial Park	10	10	10
Chemway Track — Restricted Speed not exceeding	5	5	5
MP R 11.5 to MP R 12.0, Curve	40	40	40
MP R 16.1 to MP R 16.5, Curve	45	45	45
Fort Mill Pass Track	10	10	10
MP R 23.3 to MP R 24.1, Curve	40	40	40
MP R 24.1 to MP R 26.0, Curve	45	45	45
MP R 39.1 to MP R 39.3, Curve	45	45	45
Henley Pass Track	15	15	15
MP R 43.0 to MP R 44.8, Over Crossing	40	40	40
MP R 43.4, Over CSXT Grade Crossing	40	40	40
MP R 44.6 to MP R 45.0, Curve	45	45	45
MP R 45.9 to MP R 47.7	45	45	45
MP R 47.8 to MP R 48.3, Curve	45	45	45
MP R 57.8 to MP R 58.8, Curve	45	45	45
MP R 59.1 to MP R 61.7	45	45	45
MP R 61.9 to MP R 62.4, Curve	45	45	45
MP R 62.4 to MP R 62.9, Curve	35	35	35
MP R 62.9 to MP R 68.6, Curve	45	45	45
MP R 68.6 to MP R 70.9, Curve	40	40	40
MP R 70.9 to MP R 71.3, Curve	35	35	35
MP R 70.5 to MP R 72.1, Over Crossings	30	30	30
MP R 71.3 to MP R 76.9, Over Crossings	45	45	45
MP R 72.5 to MP R 73.4	45	45	45
Simpson Pass Track	15	15	15
MP R 79.4 to MP R 83.0, Curve	45	45	45
MP R 83.0 to MP R 83.7, Curve	45	45	45
MP R 83.7 to MP R 86.1, Curve	45	45	45
MP R 97.1 to MP R 101.0, Curve	45	45	45
MP R 105.0 to MP R 106.0, Curve	45	45	45
MP R 105.6, Over Crossing	45	45	45
MP R 106.0 to MP R 107.8, Curve	35	35	35
MP R 106.0 to MP R 107.9, Over Crossing	35	35	35
Whaley Street Crossing	20	20	20
MP R 107.8 to MP SC 128.0, Curve	15	15	15
MP R 108.8 to MP R 109.8, Curves	20	20	20
MP SC 127.3, CSXT Crossing	10	10	10
MP R 108.2 to MP R 109.1, Over Crossing	20	20	20
MP R 108.5, Lincoln Street, Crossing	15	15	15

COLUMBIA DISTRICT Charlotte to Columbia

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 R 6.0 to MP R 7.0
MP R 16.0 to MP R 15.0
MP R 21.0 to MP R 22.0
MP R 27.0 to MP R 28.0
MP R 97.0 to MP R 98.0
MP R 99.0 to MP R 98.0

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Southward Charlotte to Columbia	3050	4050	4850	6030	6700	7910
Northward Columbia to Charlotte	2800	3750	4450	5535	6150	7260

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

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

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

NOTE: All northward trains handling 8,000 tons and over and are 5,500 feet and longer are restricted to 25 MPH between MP R 13.5 and MP R 14.5 for the purpose of train handling.

Trains handling fully loaded "double-stack" container cars must not exceed 40 MPH on the through Girder Bridge at MP R 103.1 near Talcott, SC.

COLUMBIA DISTRICT Charlotte to Columbia

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
Columbia District	Charlotte and Andrews Yard	8,600	8,600

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

C. LIST OF INDUSTRIAL TRACKS 21 DEGREES AND GREATER

NO 6-AXLE ENGINES ALLOWED ON THESE TRACKS

Location	MP	Name of Track	Degree of Curvature
Charlotte to Augusta	R 0.2	Dupont	23

6. SWITCHES AND DERAILS

A. SPRING SWITCHES

Spring switches are located as follows:

MP R 18.6, Fort MillSouth End
 MP R 40.7, HenleyNorth End
 MP R 42.3, HenleySouth End
 MP R 78.3, SimpsonSouth End

COLUMBIA DISTRICT Charlotte to Columbia

6. SWITCHES AND DERAILS (CONT.)

B. HAYES DERAILS

Hand-throw Hayes type derails are in service on the Chester Industrial Lead. These derails are located 5 ft. in advance of each of the two (2) home signals at the crossing with the CSXT Railroad. Instructions for use of these derails are as follows:

The derails at the crossings are normally in the derailing position and kept locked. When a move is to be made across the CSXT, a member of the train crew must go to the push button box located at the crossing. The indicator box contains a push button and a Red indicator light. If the Red indicator light is not burning, indicating CSXT signal clear, crew member must wait 10 minutes before pushing button. When push button is pressed, CSXT signals will go to stop. After the expiration of a 10 minute time release interval, the Red indicator light should illuminate. When the Red indicator light appears, the derails should be thrown to the full non-derailing position, and NS signal should clear. If signal does not clear after derails are thrown, movement is to be made in accordance with **Rule 238(b)**.

If the Red indicator light does not illuminate after the time release interval, the derails are to be thrown and movement made in accordance with **Rule 238(b)**.

If the Red indicator light is illuminated when push button box is first opened, push button may be pushed immediately. The derails may then be thrown, and if NS signal does not clear, movement is to be made in accordance with **Rule 238(b)**.

The derails must be restored to the derailing position and locked immediately after each movement is completed and clear of the interlocking limits.

C. JUNCTION SWITCH

The junction switch at Pickens St., MP SC 128.9 and MP R 107.9 may be left as last used or as instructed by the Andrews Yardmaster.

7. COMMUNICATION INFORMATION

RADIO

Emergency	Code 911
CYO	Code 338
MOC	Code 124
Columbia District Dispatcher	Code 337
2nd and 3rd shift	Code 331

TELEPHONE

Dispatcher Center	800-272-9522	
CYO	800-898-4296	M/W 589-5769
	Fax: 800-476-0179	M/W 589-5129

COLUMBIA DISTRICT Charlotte to Columbia

8. DETECTOR INSTRUCTIONS

Detectors listed on Station Pages.

9. DISTRICT INSTRUCTIONS

A. COLUMBIA, SC AND CHARLOTTE, NC

These instructions do not apply to trains consisting entirely of auto racks, intermodal equipment or solid bulk commodity trains.

All trains between Columbia, SC and Charlotte, NC with tonnage exceeding 6,000 tons must reduce speed to 35 MPH at the following locations to ensure proper train handling.

Northward:

MP R 98.0 to MP R 96.0
MP R 35.0 to MP R 29.0
MP R 14.0 to MP R 13.0

Southward:

MP R 29.0 to MP R 35.0
MP R 56.0 to MP R 58.0

B. SOUTH ADVANCE AND ANDREWS YARD

The portion of **Rule 401** relating to five (5) minutes is increased to six (6) minutes on the R-Line between South Advance, MP R 0.5 and SC-Line Junction at Pickens St., MP R 107.9/MP SC 128.9).

NOTE: This time is required for all northward trains operating from either the R-Line or from the SC-Line.

C. MP SC 127.5

Trains approaching gate at MP SC 127.5 must not block or foul the CSXT crossing at grade. If gaining permission to pass this stop signal, do so before blocking the crossing.

D. MP R 77.3 AND MP R 78.2

Grade crossings at Simpson, MP R 77.3 and MP R 78.2 must not be blocked by stopped trains. If train movement will be restricted at Simpson and train length exceeds 4,800 feet, trains must operate as follows:

1. Northward trains must not pass MP R 79.0 until the southward train approaches Simpson.
2. Southward trains must not pass MP R 74.4 (crossing at Rockton) until northward train approaches Simpson.
3. Trains less than 4,800 feet in length must arrange to position train between the crossings; if train is designated to clear the Main Track, crew must enter the siding and restore the entrance switch to normal position upon arrival.

COLUMBIA DISTRICT Charlotte to Columbia

9. DISTRICT INSTRUCTIONS (CONT.)

E. MP R 43.4 AND CHESTER INDUSTRIAL LEAD

Automatic Interlocking Home Signals at MP R 43.4 and Automatic Interlocking Home Signals on Chester Industrial Lead, each side of the crossings, govern use of grade crossings of NS and CSXT. Interlocking Rules apply.

If Home Signals governing movements on Main Track do not clear, the following instructions will apply:

A member of the crew must go to the push button box located on the southeast quadrant of the crossing.

The indicator box contains a push button and a Red indicator light. If the Red indicator light is not burning, indicating CSXT signal clear, crew member must wait 10 minutes before pushing button. When push button is pressed, CSXT signals will go to stop. After the expiration of a 10 minute time release interval, the Red indicator light should illuminate and NS signal should clear. If Red indicator light does not illuminate or NS signal does not clear after the time release interval, movement is to be made in accordance with **Rule 238(b)**.

If the Red indicator light is illuminated when push button box is first opened, push button may be pushed immediately. If NS signal does not clear after push button is pushed, movement is to be made in accordance with **Rule 238(b)**.

The above instructions also apply to Chester Industrial Lead railroad crossing at grade located within interlocking limits. Push button box is located on the southeast quadrant for the crossing.

All northward trains must approach Lancaster Street, Chester, SC, MP R 44.2, prepared to stop, and must stop clear of Lancaster Street if the approach signal for the CSXT crossing does not clear.

A Yellow metal box, equipped with a switch lock, has been installed on the north end of the signal case located in the southeast quadrant of Lancaster Street. After stopping and waiting for five (5) minutes to allow the CSXT to make movement over crossing, crewmen must unlock the box and press the button, which will clear the signal if there is no conflicting movement. If signal does not clear, proceed to home signals at the interlocking and comply with signal indication and applicable Operating Rules.

The same procedure will apply for trains stopping south of Lancaster Street for the purpose of setting off or picking up.

COLUMBIA DISTRICT Charlotte to Columbia

9. DISTRICT INSTRUCTIONS (CONT.)

F. ARROWOOD INDUSTRIAL

In Arrowood Industrial area, train line air will be coupled and cut in to all cars being handled by an engine. **EXCEPTION:** While handling cars in service yard.

All switches which spring from Arrowood Lead Track must be left lined and locked to the lead track when not in use, except for the Winn Dixie end of the service track yard switch.

Trains operating out of Arrowood Industrial Park, MP R 9.2, will be governed accordingly:

When handling loaded ballast cars in mixed service with regular loaded or empty freight cars, the loaded ballast cars must be placed on head end of trains only.

When trains are operated with loaded ballast cars, Hi-Wide cars are not to be placed in trains.

When exiting either leg of Arrowood Wye, all trains must stop at Rodney Street and a member of the crew will line the derail and switch for movement to the R-Line Main Line. Then train may proceed to R-Line Main Line.

100% hand brakes are required when spotting cars at General Motors Parts Distribution Center, MP R 9.2, Arrowood Industrial Park, Pineville, NC.

All trains and engines must operate at Restricted Speed not exceeding 10 MPH while working within the confines of Arrowood Industrial Park.

G. ROCK HILL

Trains making setoff at Rock Hill, SC, will be governed by the following:

A minimum of six (6) hand brakes must be applied on the north end of equipment left standing in tracks RH01 through RH04. If less than six (6) cars, then apply 100% hand brakes.

H. CLOSE CLEARANCE

Close clearance exists at the following locations:

East Yard Tracks 14 through 20, Andrews Yard, Columbia, SC, unless adjacent track is known to be clear.

COLUMBIA DISTRICT **Charlotte to Columbia**

9. DISTRICT INSTRUCTIONS (CONT.)

I. GRAVITY SWITCHES — CHARLOTTE, NC TO COLUMBIA, SC

Special care should be used when performing gravity switches (Roll by). These moves must only be made at authorized locations. Gravity switches (Roll by), in accordance with **Rule 111** are authorized at the following locations:

R-Line (Charlotte, NC to Columbia, SC):

MP R 21.0	Celriver Lead
MP R 23.0	Rhodes Printing Lead
MP R 95.0	Amcort Plastics Lead (inside plant only)
MP R 159.0	Southern States
MP R 118.0	Guignard Brick Co.
MP R 149.6	Ridge Spring Runaround (if cars are left in siding)

W-Line (Union, SC to Columbia, SC) — No approved locations:

MP AB 21.2	W. R. Grace Company, W. R. Grace Lead, Aiken, SC
------------------	---

Arrowood Industrial Park:

- Brenntag at Hinkle Switch
- General Tire at Runaround Track
- Pinnacle Films
- Shaw Industries
- Vertis
- Westinghouse Lead at the Loop Track Switch

J. COLUMBIA, SC

Train crews must call the Andrews Yardmaster, Columbia, SC, before passing Killian, SC, for permission to proceed to the yard at Columbia. If a radio communication is not made with the Yardmaster, contact the Columbia District Dispatcher for instructions before passing Killian. If a train is instructed to wait outside yard limits, the train must wait at MP R 95.2 stopping short of Sligh Pond Road to avoid blocking crossings.

K. CHESTER, SC

Lancaster St., located in Chester, SC, MP R 44.3, must not be blocked for a period exceeding five (5) minutes for a standing train or cut of cars.

COLUMBIA DISTRICT Columbia to Augusta							
SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE			
	<div>7698</div> <div>9941</div>		COLUMBIA DISTRICT DISPATCHER 337	2			
		R 109.0	ANDREWS YARD (YL)				
		R 109.0	COLUMBIA..... (YL)				
		R 110.4	CAYCE..... (YL)				
		R 116.3	HBD (<i>Arthur</i>)				
		R 120.8	Lexington				
		R 126.2	HBD (<i>Barr</i>)				
		R 132.8	SUMMIT				
		R 140.5	Batesburg				
		R 140.8	HBD (<i>Batesburg</i>)				
		R 149.1	Ridge Spring				
		R 155.0	HBD (<i>Ward</i>)				
		R 157.6	Johnston				
		R 164.5	Trenton				
		R 165.9	HBD (<i>Trenton</i>)				
		R 175.0	VAUCLUSE				
		R 178.0	HBD (<i>Graniteville</i>)				
		R 179.3	Warrenville				
		R 188.8	Hamburg				
		R 190.4	GEORGIA DIVISION — SAVANNAH DISPATCHER.. 446				
		R 191.0	AUGUSTA..... (YL) (Central of Georgia Yard)				
		D 121.9	NIXON..... (YL)				
		STATION PAGE INFORMATION					
		NOTE 1: Piedmont Division trains and engines operating between Reynolds Street, MP R 190.4 / MP D 132.7, and Augusta Yard (Nixon), MP D 122.0, will be governed by Georgia Division Timetable, Bulletins, and Instructions.					
NOTE 2: Piedmont Division train and engines arriving Columbia on the R-Line south must initiate radio contact with the Andrews Yardmaster, Columbia, SC, and must not pass MP R 115.0 until permission is granted.							

COLUMBIA DISTRICT

Columbia to Augusta

1. RULES IN EFFECT

Between	Main 1 Track	Main Track
	Rules	
MP R 107.9 and Gadsden Street		93
Gadsden Street and Cayce	261	
Cayce and MP R 112.0		93
MP R 112.0 and Augusta		171

2. MAXIMUM SPEEDS

Between	Psg.	Rhwy.	Fr.
	MPH		
MP R 110.0 and MP R 190.4, All Trains	49	49	49
Except:			
Over CSXT R.R. Grade Crossing, MP SC 127.3, Andrews Yard, Columbia Yard Tracks, Main Line	10	10	10
MP SC 127.5, CSXT Crossing to MP R 112.0	15	15	15
MP R 108.2 to MP R 109.1, Over Crossing	15	15	15
MP R 108.5, Lincoln Street Crossing	15	15	15
MP R 107.8 to MP R 109.8, Curve	15	15	15
MP R 109.8 to MP R 110.0	15	15	15
MP R 110.4 to MP R 112.0	Restricted Speed		
MP R 121.6 to MP R 122.3, Curve	45	45	45
MP R 129.7 to MP R 133.7, Curve	45	45	45
In Siding, Summit	15	15	15
MP R 168.4 to MP R 168.7, Curve	45	45	45
MP R 168.7 to MP R 169.1, Curve	35	35	35
MP R 169.1 to MP R 170.3, Curve	45	45	45
MP R 171.1 to MP R 173.2, Curve	45	45	45
MP R 173.2 to MP R 173.8, Curve	35	35	35
MP R 173.8 to MP R 179.3, Curve	45	45	45
In Siding, Vaucluse	15	15	15
MP R 180.7 to MP R 187.4, Curve	45	45	45
MP R 187.4 to MP R 188.0, Curve	35	35	35
MP R 188.0 to MP R 188.1, Curve	45	45	45
MP R 189.1 to MP R 189.4, Curve	40	40	40
MP R 189.4 to MP R 190.2, Curve	25	25	25
MP R 190.2 to MP R 190.5, Over Bridge	10	10	10

3. CHECKING LOCOMOTIVE SPEED INDICATOR

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

LOCATION OF TEST MILE SIGNS:

MP R 118.0 to MP R 119.0

MP R 184.0 to MP R 183.0

COLUMBIA DISTRICT Columbia to Augusta

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Southward Columbia to Augusta	2400	3200	3850	4725	5250	6200
Northward Augusta to Trenton	2100	2800	3350	4140	4600	5430
Trenton to Columbia	3350	4450	5350	6615	7350	8670

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

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

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

- MP R 109.6 — Congaree River Bridge:** 6-axle locomotives, with gross weight not exceeding 420,000 lbs., may be operated over the Congaree River Bridge at a speed not exceeding 20 MPH. 6-axle locomotives may be coupled together in multiple unit consists and may be coupled directly to loaded 4-axle cars with gross weight not exceeding 263,000 lbs.
- MP R 190.2 — Savannah River Bridge:** 6-axle locomotives, with gross weight not exceeding 420,000 lbs., may be operated over the Savannah River Bridge at a speed not exceeding 10 MPH. 6-axle locomotives may be coupled together in multiple unit consists and may be coupled directly to loaded 4-axle cars with gross weight not exceeding 263,000 lbs.
- All other restrictions pertaining to diesel units and cars covered in this Timetable are still in effect.

COLUMBIA DISTRICT

Columbia to Augusta

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
Columbia District	Columbia and Warrenville	10,400	10,400

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

C. LIST OF INDUSTRIAL TRACKS 21 DEGREES AND GREATER

NO 6-AXLE ENGINES ALLOWED ON THESE TRACKS

Location	MP	Name of Track	Degree of Curvature
Charlotte to Augusta	R 184.2	Dixie Clay	29
Andrews Yard	R 109.0	Wye Track off Old Main	22

COLUMBIA DISTRICT Columbia to Augusta

6. SWITCHES AND DERAILS

A. SPRING SWITCHES

Spring switches are located as follows:

MP R 110.1, CayceR-Line and C-Line Junction Switch
MP R 175.0, Vauluse (see Note 1)North and South End siding
MP R 134.5, Summit (see Note 2)South End siding

NOTE 1: Spring switches at Vauluse are protected by signals at MP R 177.1 and MP R 174.9, and by approach signals at MP R 178.2 and MP R 173.9.

NOTE 2: Spring switches at Summit are protected by Approach Signal at MP R 136.2, **Rules 311 and 312** govern. Spring switch marker light located at MP R 136.6.

B. JUNCTION SWITCH

The junction switch of EB/WB R-Line, MP R 108.5 may be left as last used.

7. COMMUNICATION INFORMATION

RADIO

Emergency	Code 911
CYO	Code 338
MOC	Code 124
Columbia District Dispatcher	Code 337
Columbia District Dispatcher — 2nd and 3rd Shift	Code 331
Savannah District Dispatcher	Code 446

TELEPHONE

Dispatcher Center	800-272-9522	
CYO	800-898-4296	M/W 589-5769
	Fax: 800-476-0179	M/W 589-5129

8. DETECTOR INSTRUCTIONS

Detectors listed on Station Pages.

COLUMBIA DISTRICT

Columbia to Augusta

9. DISTRICT INSTRUCTIONS

A. GENERAL INSTRUCTIONS

Loaded double-stack intermodal cars will not be moved between Andrews Yard and Nixon Yard unless boxes are single stacked.

B. AUGUSTA

The following switch change is made:

A hydraulic switch is located at MP D 132.2, north end of Augusta.

The switch will activate and throw upon keypad command from the user of multi-channel radio as outlined below:

The switch is equipped with three (3) indicator lights visible from all directions.

The following legend of indications govern NS movements operating over the switch:

Red: Switch is in fault and must be inspected before use.

Amber: Switch is lined for the East Ladder.

Green: Switch is lined for the West Ladder.

Once a movement has authority to occupy the track and is located no further away than two (2) miles, using multi-channel radio set on NS Radio Channel (frequency 160.950), key as shown below:

CODE: #44 — TO LINE FOR MOVEMENT ON THE EAST LADDER.

CODE: #55 — TO LINE FOR MOVEMENT ON THE WEST LADDER.

You will receive a voice response on the NS radio frequency confirming which way the switch is lined. Example response:

CODE IN: #44

VOICE RESPONSE: SWITCH LINED FOR MOVEMENT ON THE EAST LADDER.

CODE IN: #55

VOICE RESPONSE: SWITCH LINED FOR MOVEMENT ON THE WEST LADDER.

Should you receive a voice response, example: "Switch is in Fault", you will have a Red light indication. You will have to operate the switch after inspecting and remove any obstruction if necessary, then use the push button control.

Push button control is located at the switch inside a small metal box accessible with an NS switch key.

When movement is on the circuit protection zone, which is 45 feet either side of each switch, the switch is inoperable. Manual push button or radio key pad entry tone will not operate the switch.

Should the keypad tone up and/or push button fail to operate the switch, operate the switch with hand/throw pump, following the instructions posted in the Gray metal box located at the base of the switch.

Following either push button operation or hand-throw/pump operation, switch points must be visually inspected to assure points fit up properly.

COLUMBIA DISTRICT Columbia to Augusta

9. DISTRICT INSTRUCTIONS (CONT.)

C. WARRENVILLE, SC

All trains working in Warrentville, SC, must not block Line Street, MP R 180.1 for more than five (5) minutes. If pickups or setoffs will require the crossing to be blocked for more than five (5) minutes, the crossing must be cut.

Trains must not set off Sandersville clay cars unless authorized by proper authority.

D. GRAVITY SWITCHES — COLUMBIA, SC


Special care should be used when performing gravity switches (Roll by). These moves must only be made at authorized locations. Gravity switches are authorized at the following locations:

MP R 159.0 Southern States

MP R 118.8 Boral Brick Co.

MP R 149.6 Ridge Spring Runaround

COLUMBIA DISTRICT Prosperity to Conrad

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
			COLUMBIA DISTRICT DISPATCHER..... 337	
		V 42.1	PROSPERITY	
		V 47.2	NEWBERRY	
		V 58.0	CONRAD	
		V 60.0	OUT OF SERVICE BEYOND THIS POINT	

1. RULES IN EFFECT

Between	Main Track
Prosperity and Conrad	Rules
	171

2. MAXIMUM SPEEDS

Between	Psgr.	Rhwyr.	Frt.
	MPH		
MP V 42.1, Prosperity and MP V 58.0, Conrad, All Trains	35	35	35
Except: MP V 42.2 to MP V 47.1. All Trains and Engines will operate on CSXT R.R. CSXT Timetable, Bulletins and Instructions will govern.			
MP V 47.2 to MP V 60.0	25	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:

MP V 56.0 to MP V 55.0

MP V 49.0 to MP V 50.0

COLUMBIA DISTRICT Prosperity to Conrad

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Westward Newberry to Conrad	2450	3250	3900	4860	5400	6370
Eastward Conrad to Newberry	2400	3200	3850	4725	5250	6200

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

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

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

B. HEIGHT RESTRICTION

The following height restriction is to be observed at International Paper (Guys Lumber), Newberry, SC, CSXT MP C 47.0:

The overhead loading chute at this location will only accommodate equipment with height of 16'2" or less.

GPSX Big Blue Chip Hoppers exceed the allowed height and will not be placed under the chute. If you are uncertain about the height of any given car, check the stenciled height located on the side of the cars.

C. LIST OF INDUSTRIAL TRACKS 21 DEGREES AND GREATER

NO 6-AXLE ENGINES ALLOWED ON THESE TRACKS			
Location	MP	Name of Track	Degree of Curvature
Alston to New Market	V 48.4	I.T. Cousins	27

6. SWITCHES AND DERAILS

A. SPRING SWITCHES

Spring switches are located as follows:

MP V 47.2, Newberry Self Restoring Switch

COLUMBIA DISTRICT Prosperity to Conrad

6. SWITCHES AND DERAILS (CONT.)

B. SELF-RESTORING POWER OPERATED SWITCHES AT NEWBERRY

Movement over self-restoring power operated switches will be governed by signals. All rules referred to in Note 20 are **CSXT Rules**. The indication of these signals will govern movement only over the self-restoring power operated switch. A train that is operating with "occupied block authority" may not exceed controlled speed regardless of the signal indication at the self-restoring power operated switch. If it is necessary for a train to obtain permission from the Train Dispatcher/Control Operator to pass a self-restoring power operated switch signal that is indicating stop, the train must have either absolute or clear DTC block authority for further movement on the Main Track. (These signals do not give any exception to providing flag protection as indicated in **Rule 99**.)

Normal operation of self-restoring power operated switches:

For movement to NS:

Train crewman must operate key controller to reverse switch while train is stopped no more than 100 feet from signal. When key controller is activated, signal will display a stop indication. After a pre-determined time interval, the switch will reverse and signal will display an indication allowing the train to proceed. After the train has cleared the "OS" circuit, the switch will restore to normal position.

For movement from NS:

Train must not pass "CS" sign until authorized by Train Dispatcher/Control Operator and train is ready to depart. After the train has passed the "CS" sign, the switch will reverse automatically and the signal will display an indication allowing the train to proceed. When the train clears the "OS" track, the switch will restore to normal position.

Other than normal operation of self-restoring power operated switches:

For movement over normal switch:

If signal indicates stop and desired movement is over normal switch, a train crewman must obtain permission from the Train Dispatcher/Control Operator to pass the stop signal per **Rule 234** and operate the switch in hand position per **Rule 275**.

For reverse movement:

A reverse move key controller is located on the signal that must be operated to receive a signal for a reverse movement over the self-restoring power operated switch.

For movement to NS:

If key controller does not activate switch or signal indication, a train crewman must obtain permission from the Train Dispatcher/Control Operator to pass the stop signal per **Rule 234** and must operate the switch in hand position per **Rule 275**.

For movement from NS:

If switch does not reverse for movement or signal does not change from stop, a train crewman must obtain permission from the Train Dispatcher/Control Operator to pass the stop signal per **Rule 234** and must operate the switch in hand position per **Rule 275**.

COLUMBIA DISTRICT Prosperity to Conrad

7. COMMUNICATION INFORMATION

RADIO

Emergency	Code 911
CYO	Code 338
MOC	Code 124
Columbia District Dispatcher	Code 337

TELEPHONE

Dispatcher Center	800-272-9522	
CYO	800-898-4296	M/W 589-5769
	Fax: 800-476-0179	M/W 589-5129

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

COLUMBIA DISTRICT — PERSONNEL WORKING AT NEWBERRY, SC, ON CSXT RAILROAD

1. Account of grade, when practical, do not leave cars on south or east end of CSXT siding at Newberry, SC.
2. Equipment must be placed at the clear point on the north or west end. If necessary to leave equipment on the south or east end, it must be secured as follows:
 - 1 to 10 cars: 100% hand brakes
 - Excess of 10 cars: 10 hand brakes plus whatever is necessary to secure equipment.
3. All Conrad chip train crews must contact the Chief Dispatcher's office with the time they are going off duty at Newberry.
4. Loaded chip cars sitting below the loader must be inspected before coupling. If possible, couple to loaded equipment below the loader with engines only, pull the loads to the west end of the placement tracks, then double all loads together.

COLUMBIA DISTRICT **Columbia to Edmund**

DISTRICT INSTRUCTIONS

GENERAL INSTRUCTIONS

1. Cayce, MP C 110.4 to Edmund, MP C 124.0

Cayce, MP C 110.4 to Edmund, MP C 124.0 is an Industrial Lead. All movements are to be made at Restricted Speed not exceeding 10 MPH.


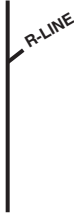
2. Junction Switch, Cayce, MP R 110.0

The following instructions apply at Junction Switch, Cayce, MP R 110.0:

To cancel the "R-Line" signal when the "R-Line" signal is displaying a conflicting route and to request the "C-Line" signal: Push the Green start button and if after a three (3) minute waiting period the conflicting signal is not cancelled and the desired signal is not cleared, then permission to pass the stop signal should be obtained from the Greenville Dispatcher at Greenville, SC, in accordance with **Rule 402**. To cancel a signal request for the "C-Line" once it has been initiated, push the Red cancel button.

3. Kinsler Auto Facility

100% hand brakes are required for cars spotted in the Kinsler Auto facility, MP C 114.0.

COLUMBIA DISTRICT Warrenville to Oakwood						
EAST 	SIDINGS IN FEET	MP	STATION	NOTE		
			COLUMBIA DISTRICT DISPATCHER 337			
		SA 63.4	WARRENVILLE			
		SA 57.3	AIKEN..... (TL)			
		SA 51.0	OAKWOOD			
1. RULES IN EFFECT						
Between				Main Track		
Warrenville and Oakwood				Rules		
				171		
2. MAXIMUM SPEEDS						
Between		Psg.	Rhwy.	Fr.		
		MPH				
MP SA 63.4, Warrenville and MP SA 49.0, Oakwood, All Trains Except:		25	25	25		
MP SA 58.3 to MP SA 56.5, Over Crossing		15	15	15		
MP SA 61.26, Bridge Restriction, Only 4-Axle Engines, not to exceed		10	10	10		
3. CHECKING LOCOMOTIVE SPEED INDICATOR						
Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.						
LOCATION OF TEST MILE SIGNS: MP SA 60.0 to MP SA 61.0 MP SA 54.0 to MP SA 53.0						
4. DIESEL UNIT RATINGS						
	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Eastward Warrenville to Oakwood	1850	2450	2950	3645	4050	4780
Westward Oakwood to Warrenville	5100	6800	8150	10080	11200	0

COLUMBIA DISTRICT Warrenville to Oakwood

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

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

GROSS WEIGHT IN POUNDS

Between	Unit		Loaded Car	
	4-Axle	6-Axle	4-Axle	6-Axle
Aiken and N. Aiken	291,000	420,000	286,000	394,500
Edgefield and Trenton	291,000	420,000	286,000	394,500
Oakwood and Warrenville	291,000	420,000	286,000	394,500

B. LIST OF INDUSTRIAL TRACKS 21 DEGREES AND GREATER

NO 6-AXLE ENGINES ALLOWED ON THESE TRACKS

Location	MP	Name of Track	Degree of Curvature
Aiken to Oakwood	SA 56.8	George Brothers	31

Bridge Restriction, MP SA 61.26, only 4-axle engines.

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

RADIO

Emergency	Code 911
CYO	Code 338
MOC	Code 124
Columbia District Dispatcher	Code 337

TELEPHONE

Dispatcher Center	800-272-9522	
CYO	800-898-4296	M/W 589-5769
	Fax: 800-476-0179	M/W 589-5129

8. DETECTOR INSTRUCTIONS

None.

COLUMBIA DISTRICT Warrenville to Oakwood

9. DISTRICT INSTRUCTIONS

A. GENERAL INSTRUCTIONS

Switch at Junction of R-Line and SA-Line at Warrenville is normally set for R-Line.

1. The normal position of the Junction Switch R-Line to SA-Line at Warrenville is lined for the R-Line.
2. The normal position of the AB-Line switch, MP SA 57.3, Aiken, SC, is left lined for the SA-Line.
3. That portion of the AB Main Track extending from MP AB 23.75 at Aiken, SC, to Seclay, SC, MP AB 17.4 is an industrial lead. All movements must be at Restricted Speed not exceeding 10 MPH.

B. GRAVITY SWITCHES — COLUMBIA, SC


Special care should be used when performing gravity switches (Roll by). These moves must only be made at authorized locations. Gravity switches (Roll by), in accordance with **Rule 111** are authorized at the following location:

W-Line (Union, SC to Columbia, SC) — No approved locations:

MP SA 55.4 Thyssen Steel, Montmorenci, SC

CHARLESTON DISTRICT

Tirzah to Catawba Junction

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
			ASHEVILLE DISTRICT DISPATCHER 336	
		SB 102.0	ROCK HILL	
		SB 92.0	Catawba	
		SB 91.2	CATAWBA JUNCTION	

1. RULES IN EFFECT

Between	Main Track Rules
MP SB 102.0 and MP SB 91.2	171

2. MAXIMUM SPEEDS

Between	Psg.	Rhwy.	Frt.
	MPH		
MP SB 102.0 and MP SB 92.0, Catawba	35	35	35

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 SB 94.0 to MP SB 95.0

MP SB 96.0 to MP SB 97.0

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Southward MP SB 102.0 to Catawba Junction	1850	2500	2950	3645	4050	4780
Northward Catawba Junction to MP SB 102.0	1200	1600	1900	2385	2650	3130

CHARLESTON DISTRICT

Tirzah to Catawba Junction

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

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

GROSS WEIGHT IN POUNDS				
Between	Unit		Loaded Car	
	4-Axle	6-Axle	4-Axle	6-Axle
Kershaw and MP SB 102.0	291,000	420,000	286,000	394,500

B. LIST OF INDUSTRIAL TRACKS 21 DEGREES AND GREATER

NO 6-AXLE ENGINES ALLOWED ON THESE TRACKS			
Location	MP	Name of Track	Degree of Curvature
Kershaw to Tirzah	SB 90.1	Bowaters Track No. 4A	21
	SB 90.1	Bowaters Track No. 5	23
	SB 90.1	Bowaters Track No. 6	21
	SB 90.1	Bowaters Track No. 13	21

6. SWITCHES AND DERAILS

A. BOWATER

The split point derail (run-off track) in Bowater, MP SC 91.3, is to be lined in the derailing position any time an engine is switching north of this derail. The only time this derail is to be lined for the straight track is when a movement is going to the plant in Bowater from the Marshalling Yard and all derails in Marshalling Yard are lined and latched.

B. MP SB 91.3

Switches leading to spots on plant Tracks 5, 6, and 7 may not be left as last lined in Bowater, Inc., Catawba, SC, MP SB 91.3. Switches must be lined for straight track/lead from entrance switch near safety/run away track to chlorine spot on Track 71 when crew is not working on this lead track.

7. COMMUNICATION INFORMATION

RADIO

Emergency	Code 911
CYO	Code 338
MOC	Code 124
Asheville District Dispatcher	Code 336

TELEPHONE

Dispatcher Center	800-272-9522	
CYO	800-898-4296	M/W 589-5769
	Fax: 800-476-0179	M/W 589-5129

8. DETECTOR INSTRUCTIONS

None.

CHARLESTON DISTRICT Tirzah to Catawba Junction

9. DISTRICT INSTRUCTIONS

ABITIBI-BOWATER

At Abitibi-Bowater Marshalling Yard, all cars or cuts of cars left standing in any track are to be made solid and left coupled together.

Hand brakes are to be applied on the south end of all tracks in Abitibi-Bowater Marshalling Yard, which for reference is the end of the tracks closest to the Abitibi-Bowater Plant. **NOTE:** Required hand brakes may be applied on the north end of a built, air tested outbound train.

The designated tracks for loaded clay slurry tank cars are 9, 10 and 11 at Abitibi-Bowater Marshalling Yard. The minimum hand brake requirement for these tracks is 10 hand brakes.

In every other track in Abitibi-Bowater Marshalling Yard including the lead, the minimum hand brake requirement is six (6) hand brakes.

All cars inside Abitibi-Bowater Plant and General Chemical Plant will be handled with air at all times.

All cars left standing inside the Abitibi-Bowater Plant, General Chemical Plant and on all plant leads must be properly secured and in compliance with **NS-1 Rule C-102**.

Gravity rolling cars by inside Abitibi-Bowater Plant and Abitibi-Bowater Marshalling Yard is prohibited.

CHARLESTON DISTRICT

Charleston to Columbia

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
	<div>SS</div> <div>10349</div> <div>SS</div> <div>10640</div> <div>SS</div> <div>6782</div>		ASHEVILLE DISTRICT DISPATCHER 336	
		SC 0.0	END OF TRACK (YL)	
		SC 2.2	CSXT Joint Trackage	
		SC 3.1	Kindermorgan	
		SC 6.8	SY ©	
			SEVEN MILE	
		SC 8.9	Reads Branch Y	
		SC 9.3	..... Y	
		SC 10.0	..... (YL)	1
		SC 12.5	Ashley Phosphate Road	2
		SC 21.8	Summerville	
		SC 21.9	HBD-DED (<i>Summerville</i>)	
		SC 31.6	RIDGEVILLE (East End)	
		SC 33.8	Ridgeville (West End)	
		SC 36.9	HBD-DED (<i>Dorchester</i>)	
		SC 41.2	PREGNALL	
		SC 52.2	Reevesville	
		SC 54.5	HBD-DED (<i>Reevesville</i>)	
		SC 62.5	Branchville	
		SC 70.1	HBD-DED (<i>Rowesville</i>)	
		SC 71.3	ROWESVILLE (East End)	
		SC 73.6	Rowesville (West End)	
		SC 79.6	Orangeburg	
		SC 83.0	HBD-DED (<i>Orangeburg</i>)	
		SC 92.4	St. Matthews	
		SC 97.4	HBD-DED (<i>Forte Motte</i>)	
		SC 106.3	McKenzie (East End)	
		SC 107.6	McKENZIE (WEST END)	
		SC 111.4	HBD-DED (<i>Gadsen</i>)	
		SC 117.9	HBD-DED (<i>Hopkins</i>)	
		SC 122.7	Pineview Road	3
		SC 123.8	ANDREWS YARD Y (YL)	

CHARLESTON DISTRICT

Charleston to Columbia

STATION PAGE INFORMATION

- NOTE 1:** Yard Limits are under the control of Seven Mile Yard Yardmaster.
- NOTE 2:** Authority to enter Seven Mile Yard must be received before passing Ashley Phosphate Road.
- NOTE 3:** Yard Limits are under the control of Andrews Yard Yardmaster. Authority to enter Andrews Yard must be received before passing Pineview Road.

1. RULES IN EFFECT

NOTE: The eastward and westward tracks are yard leads that join the R-Line at MP R 108.5. All movements on these tracks **MUST** be made at Restricted Speed.

Between	Main Track
	Rules
End of Track, MP SC 0.0 and Yard Limit Seven Mile, MP SC 10.0	93
Yard Limit Seven Mile, MP SC 10.0 and Yard Limit, MP SC 123.8	171
Yard Limit, MP SC 123.8 and Andrews Yard, MP SC 129.0	93

2. MAXIMUM SPEEDS

Between	Psg.	Rhwy.	Fr.
	MPH		
MP SC 7.7, Charleston and MP SC 127.5, Andrews Yard, All Trains	49	49	49
Except: MP SC 2.2 to MP SC 7.0	Restricted Speed		
MP SC 3.5, Rhodia (Albright and Wilson), Charleston, SC	5	5	5
MP SC 6.8, within CSXT Interlocking at Seven Mile	15	15	15
MP SC 32.3, Showa Denka Lead at Ridgeville, SC	Restricted Speed		
MP SC 62.4 to MP SC 62.7, Curve	45	45	40
MP SC 125.2, Turnout	15	15	15
MP SC 127.3, Over CSXT	10	10	10

3. CHECKING LOCOMOTIVE SPEED INDICATOR

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

LOCATION OF TEST MILE SIGNS:

MP SC 10.0 to MP SC 11.0
MP SC 14.0 to MP SC 15.0
MP SC 94.0 to MP SC 93.0
MP SC 122.0 to MP SC 121.0

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Westward						
Charleston to Branchville	4650	6200	7450	9180	10200	12040
Branchville to Kingville	4000	5350	6400	7920	8800	10380
Kingville to Columbia	5500	7350	8800	10890	12100	14280
Eastward						
Columbia to Kingville	7150	9550	11450	14130	15700	18530
Kingville to Branchville	3200	4250	5100	6345	7050	8320
Branchville to Charleston	6950	9250	11100	13770	15300	18050

CHARLESTON DISTRICT Charleston to Columbia

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

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

GROSS WEIGHT IN POUNDS				
Between	Unit		Loaded Car	
	4-Axle	6-Axle	4-Axle	6-Axle
Charleston and Columbia	291,000	420,000	286,000	394,500
Reads Branch and Charleston	291,000	420,000	286,000	394,500

B. LIST OF INDUSTRIAL TRACKS 21 DEGREES AND GREATER

NO 6-AXLE ENGINES ALLOWED ON THESE TRACKS			
Location	MP	Name of Track	Degree of Curvature
Columbia to Charleston	SC 6.8	Banks Lead (All)	21 to 24
	SC 6.8	Woods Lead (All)	24
	SC 4.7	Ford's Redi-Mix	22
	SC 3.5	Rhodia (Albright and Wilson)	21
	SC 3.1	Exxon Track No. 1	31
	SC 3.1	Exxon Track No. 3	21 to 25
North Charleston Terminal		Westvaco Mill (All)	22 to 24

6. SWITCHES AND DERAILS

SPRING SWITCHES

Spring switches are located as follows:

MP SC 8.9, Charleston Entrance Reads Branch
 MP SC 31.6, Ridgeville East End Ridgeville Siding
 MP SC 33.8, Ridgeville West End Ridgeville Siding
 MP SC 71.3, Rowesville..... East End Rowesville Siding
 MP SC 73.6, Rowesville..... West End Rowesville Siding
 MP SC 105.18, Kingville East End Kingville Wye
 MP SC 106.35, McKenzie East End McKenzie Siding
 MP SC 107.65, McKenzie West End McKenzie Siding
 MP SB 0.5, Kingville North Leg Kingville Wye

The normal position for MP SB 0.5 North Leg of Kingville Wye switch is lined and locked for movement on the East Leg of the Wye.

CHARLESTON DISTRICT Charleston to Columbia

7. COMMUNICATION INFORMATION

RADIO

Emergency	Code 911
CYO	Code 338
MOC	Code 124
Asheville District Dispatcher	Code 336

TELEPHONE

Dispatcher Center	800-272-9522	
CYO	800-898-4296	M/W 589-5769
	Fax: 800-476-0179	M/W 589-5129

Due to radio interference with the Military Air Base in Charleston, SC, the current Radio Channel is changed.

The operating Radio Channel on the SC-Line is Channel 36-36. Upon leaving Columbia, SC, eastward trains will switch to Channel 36-36. Westward trains operating on the SC-Line approaching Columbia, SC, will contact the Yardmaster on Road Channel 56-56 after passing the scanner at Hopkins, SC, MP SC 117.9.

8. DETECTOR INSTRUCTIONS

Detectors listed on Station Pages.

9. DISTRICT INSTRUCTIONS

A. MEADS CROSSING

Trains using CSXT crossing at North Charleston (Meads Crossing) will be governed by the interlocked signals located at the crossing as follows:

On the Seven Mile's side of the crossing, a non-automatic block signal is located 1,800 feet from the CSXT southward Main Track and a home signal is located 125 feet from the CSXT southward Main Track.

On the north Charleston Terminal's side of the crossing, a home signal is located 950 feet from the CSXT northward Main Track.

These interlocked signals govern movements over the crossing at grade and the power operated switch to enter NS Reads Branch located within interlocking limits at Meads Crossing. Home signals for Meads Crossing do not afford block protection on NS Track.

Crews on trains or engines stopped at the STOP signal must communicate with the Train Dispatcher/Control Operator to obtain permission to pass the STOP signal. Crews obtaining permission may pass the STOP signal, complying with **Rule 238**.

Trains and engines using either crossing will contact the Yard Master or designated employee at Seven Mile Yard, prior to blocking any highway or public crossing to ascertain that they will have permission to cross the CSXT crossing.

CHARLESTON DISTRICT Charleston to Columbia

9. DISTRICT INSTRUCTIONS (CONT.)

B. SY INTERLOCKING

The signals governing movement over Norfolk Southern Track across SY Interlocking have been relocated. The signal governing eastward movement, across SY interlocking is now located 136 feet west of the point of frog of west crossing diamond at SY. The signal governing westward movements across SY Interlocking is not located 127 feet east of the point of frog of east crossing diamond at SY.

In the event an incomplete move is made across the railroad crossing at grade on the Norfolk Southern Track at SY, a push button release has been provided to reset the track circuit.

For movements over Norfolk Southern Tracks, the push button reset is located on the eastward and westward absolute signals on Norfolk Southern Track at SY.

For movements over CSXT Tracks, the push button reset is located on the south side of the signal bungalow located in the southeast quadrant of the SY Interlocking.

The push buttons should only be activated under the direction of the CSXT "AD" Dispatcher in Jacksonville, FL.

Trains using the CSXT Crossing at Seven Mile (SY Crossing) will be governed by interlocked signals located at the crossing. Approach circuits on east and west sides of the crossing are located approximately 500 feet from the home signals and indicate to the CSXT Dispatcher at Jacksonville, FL, the presence of a train movement approaching the crossing on NS.

Home signals for the SY Crossing do not afford block protection (**Rules 97 and 246** apply when approaching home signals at SY Crossing).

C. CLOSE CLEARANCE

Close clearance exists at the following locations:

- All Tracks — CSXT Bennett Yard
- New Yard Cosgrove between Main Line and Tracks 1 through 8
- Woods Lead — Pax Industries
- TC Lead — New Orleans Cold Storage
- MP SC 7.1 — Piggly Wiggly
- MP SC 16.9 — Brown Distribution Center
- MP SC 23.2 — Meadwestvaco Lumber Corp.
- MP SC 75.2 — Gulbrandsen
- MP SC 75.9 — ACO Distribution
- MP SC 76.5 — Southern Warehouse
- MP SC 76.8 — Mars Pet Care
- MP SC 79.1 — CSXT Interchange
- MP SC 93.8 — Chemical Lime Co.

CHARLESTON DISTRICT

Charleston to Columbia

9. DISTRICT INSTRUCTIONS (CONT.)

D. READS BRANCH

The following are operating instructions to occupy Reads Branch trackage at Charleston, SC:

Movement on Reads Branch:

CSXT railroad has trackage rights on Norfolk Southern Reads Branch between North Charleston Terminal's connection at the North Wye switch and the CSXT Meads crossing at grade. These trackage rights allow movements to and from the joint facility at North Charleston Yard.

1. Before entering Reads Branch, the Engineer or Conductor of each Norfolk Southern or CSXT train or locomotive must secure permission, by radio or telephone, from:
 - (a) Norfolk Southern designated personnel (phone 843-566-8041) at Seven Mile Yard, or
 - (b) CSXT designated personnel (843-745-5334) at Bennett Yard.

NOTE: Only one (1) designated office may control this territory at a time. Proper transfer between offices will be made.
2. When verbal permission has been received, all movements on Reads Branch will be made:
 - (a) in accordance with **Rule 93**
 - (b) at Restricted Speed, and
 - (c) not to exceed 10 MPH.
3. Immediately after a train clears the block, the Conductor or Engineer will notify the designated employee advising:
 - (a) locomotive number, and
 - (b) the number of cars in the train.
4. Railroad crossing at grade located on the Rears Branch, MP RB 2.8, where the NS Reads Branch Main Track crosses CSXT "S" Line Main Track is equipped with gates, which are non-electrically locked. Normal position of these gates are not designated and left as last used.

Movements approaching this crossing must determine that gates are lined against the conflicting move and all approaching movements are stopped before proceeding. If the gates are lined against your movement, you must determine that no movement is approaching and line gates against conflicting route. After gates are lined and all conflicting movements are stopped, you may proceed.
5. All trains must operate at 5 MPH or less on the Rivers Track and the Middle Rivers Track, North Charleston Terminal. All couplings at no more than 2 MPH.

CHARLESTON DISTRICT

Charleston to Columbia

9. DISTRICT INSTRUCTIONS (CONT.)

D. READS BRANCH (CONT.)

6. Excessive dimension (hi-wide) shipments will not be operated over any curved track at Charleston or North Charleston, SC, unless it is positively known that the shipment will clear adjacent tracks.

At North Charleston Terminal Company, Cosgrove Yard, SC, excessive dimension (hi-wide) shipments will not be operated over the Mill End Back Tracks when shipments will not clear adjacent tracks south of Virginia Avenue.

When delivering cars to the PTR, do not place wide shipments in an adjacent track containing wide loads. Wide shipments will not clear in these tracks because of close track centers.

7. Riding on the side of equipment is prohibited in the River Track, Middle River Track and all New Yard Tracks when cars are present on the Adjacent Track.

E. MP SB 4.5

NS employees must conduct a job briefing with SCE&G personnel in the Dump Tower to confirm that NS and SCE&G train movements will not be made simultaneously. Before entering the Dumper Track, Outside Track or the New Track at the SCE&G Plant, NS personnel must ensure that SCE&G personnel are aware of the need to enter those tracks and that the SCE&G equipment is secured in the clear. It must be understood that the SCE&G locomotive will not move while NS personnel are occupying these tracks.

F. ASHLEY RIVER TRACK/EXTENSION TRACK

NS crews may use CSXT Ashley River Track/Extension Track between SY and Discher Street, and between Discher Street and Ford Ready Mix downtown Charleston not exceeding 10 MPH. Also, NS crews may use CSXT Main Track and CSXT Connection Track between Discher Street and Magnolia not exceeding 10 MPH. Permission must be obtained from CSXT Yardmaster at Bennett Yard prior to using.

CSXT crews may use NS Main Track between SY and Magnolia at Restricted Speed not exceeding 15 MPH. Permission must be obtained from NS Yardmaster at Seven Mile Yard prior to using.

NS crews may use joint trackage between Magnolia and Columbus Street, to/from PUC after first obtaining permission from CSXT operator at Bennett Yard. Do not exceed 10 MPH.

All such movements must be made at Restricted Speed within these limits. Switches may be left as last used.

G. MP SC 25.1

Account heavy vehicular traffic, Highway 78 road crossing at grade on Washington Penn/Linq Industrial Fabrics Track, MP SC 25.1, must be flagged before movement enters the crossing. This effects only the Industry Lead.

CHARLESTON DISTRICT

Charleston to Columbia

9. DISTRICT INSTRUCTIONS (CONT.)

H. CSXT TRAIN 759

CSXT Train 759 will confirm Train Clearance with the Train Dispatcher/Control Operator prior to departing Pregnall, SC en route to Charleston.

CSXT Trains operating on the Harleyville Branch must stop 100 feet north of the gate as defined by a White marked crosstie and will not enter Highway 78 until a Track Authority has been obtained with authority to enter the Norfolk Southern SC Main Line, MP 41.1.

In addition, while a train is stopped, the headlight must be extinguished, and prior to occupying Highway 78 a fusee must be placed on the east and west side of the highway to provide protection.

I. MP RBX 3.0

The following instructions are issued to operate the gate at the main entrance of Shell Oil Industry Track (C30) at MP RBX 3.0:

1. Open lock box located on the right side facing the gate with CSXT switch key.
2. Obtain card inside lock box.
3. Swipe card on the scanner to open the gate.
4. Return card back to lock box and secure box.

The gate will remain open with a 30 second delay until the gate is fouled with train and will remain open until equipment or train is completely cleared.

In order to open the gate at the main entrance to the North Port Facility (PTR) at MP RBX 3.0, please call security at 843-745-6513.

J. RHODIA (ALBRIGHT AND WILSON)

6-axle locomotives are not allowed on Industry Tracks servicing Albright and Wilson, Charleston, SC.

K. AMERICAN ITALIAN PASTA PLANT (J02), CHILDS, SC

Prior to Norfolk Southern crews entering the American Italian Pasta Plant, the plant engine will be tied up and secured and will not be operated when NS is in the plant.

NS crews will notify American Italian Pasta of their arrival by calling the plant directly at 803-695-7496 or by giving the Central Yard Office (CYO) the estimated arrival of the crew who will in turn notify American Italian Pasta.

NS crews must observe that all upper tracks at American Italian Pasta leading to the plant are out of service. NS crews are only permitted to use the lower inbound and outbound tracks.

CHARLESTON DISTRICT Charleston to Columbia

9. DISTRICT INSTRUCTIONS (CONT.)

L. SEVEN MILE YARD, CHARLESTON, SC

Three (3) hand brakes are required on the east end of equipment left unattended in any track at Seven Mile Yard. Prior to leaving the work area, crews must ensure that tracks are solid and properly secured.

Clearance points at Seven Mile Yard are 225 feet from the switch points. All equipment left unattended must be left in the clear per the above definition.

Taxis are not allowed to drive or transport crews in the intermodal ramp.

There is a derail on the SC Main Line at Seven Mile Yard adjacent to the clearance point on the east end of the Thoroughfare track. The normal position of this derail is in the derailing position.

The normal position for Track 12 at Seven Mile Yard is lined for the lead.

The normal position for shop switches is lined for the Thoroughfare Track.

CHARLESTON DISTRICT Hasskamp to Kingville

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
|			ASHEVILLE DISTRICT DISPATCHER 336	
		SB 22.0	HASSKAMP	
		SB 0.0	KINGVILLE	

1. RULES IN EFFECT

Between	Main Track
Hasskamp and Kingville	Rules 171

2. MAXIMUM SPEEDS

Between	Psgr.	Rhwy.	Frt.
	MPH		
MP SB 0.0 and MP SB 4.5	35	35	35
MP SB 4.5 on Eastover Lead, Restricted Speed not exceeding	15	15	15
MP SB 5.0 on Wateree Lead, Restricted Speed not exceeding	5	5	5
Except: All Curves, Switches & Turnouts	10	10	10
Eastover Lead & Foxville operate on CSXT R.R. CSXT Timetable, Bulletins and Instructions will govern	25	25	25
MP SB 12.3 and MP SB 21.0	10	10	10
MP SB 21.0 and MP SB 22.0	10	10	10

3. CHECKING LOCOMOTIVE SPEED INDICATOR

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

LOCATION OF TEST MILE SIGNS:

MP SB 2.0 to MP SB 3.0

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Southward Hasskamp to Kingville	5500	7350	8800	10890	12100	14280
Northward Kingville to Hasskamp	6000	8000	9600	11880	13200	15580

CHARLESTON DISTRICT Hasskamp to Kingville

5. LOCOMOTIVE AND CAR RESTRICTIONS

WEIGHT RESTRICTIONS

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

GROSS WEIGHT IN POUNDS				
Between	Unit		Loaded Car	
	4-Axle	6-Axle	4-Axle	6-Axle
Kingville and Wateree, SC	291,000	420,000	286,000	394,500
Electric & Gas Co., MP SB 12.1 and Hasskamp	291,000	420,000	286,000	394,500

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

RADIO

Emergency	Code 911
CYO	Code 338
MOC	Code 124
Asheville District Dispatcher	Code 336

TELEPHONE

Dispatcher Center	800-272-9522	
CYO	800-898-4296	M/W 589-5769
	Fax: 800-476-0179	M/W 589-5129

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

GENERAL INSTRUCTIONS

Becker Sand Track, MP SB 21.5 is 5 MPH.

CHARLESTON DISTRICT

Washburn to Kings Creek

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
			ASHEVILLE DISTRICT DISPATCHER 336	
		SB 160.0	WASHBURN	
		SB 158.2	CONSHEL	1
		SB 153.5	SHELBY	1
		SB 146.1	EARL	
		SB 140.1	BLACKSBURG	
		SB 135.0	..... (YL)	
		SB 133.6	..... (YL)	

STATION PAGE INFORMATION

NOTE 1: Trains and engines will operate between Shelby, MP SB 154.4 and Conshel, MP SB 158.2 by CSXT Rules and Instructions.

1. RULES IN EFFECT

Between	Main Track
	Rules
Washburn and MP SB 135.0	171
MP SB 135.0 and MP SB 133.6	93

2. MAXIMUM SPEEDS

Between	Psg.	Rhwy.	Frt.
	MPH		
MP SB 160.0, Washburn and MP SB 133.9, Kings Creek	25	25	25
Except:			
MP SB 160.0, Washburn Lead to MP SB 158.2	10	10	10
MB SB 154.9, CSXT Turnout	15	15	15
MP SB 151.3 to MP SB 151.2, Bridge	10	10	10
MP SB 142.2, Over Buffalo River Bridge	10	10	10
MP SB 140.5 to MP SB 140.0, Curve	10	10	10
MP SB 134.5 to MP SB 134.7, Curve & Bridge	10	10	10

3. CHECKING LOCOMOTIVE SPEED INDICATOR

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

LOCATION OF TEST MILE SIGNS:

MP SB 150.0 to MP SB 149.0
MP SB 145.0 to MP SB 144.0
MP SB 138.0 to MP SB 137.0

CHARLESTON DISTRICT Washburn to Kings Creek

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Southward Washburn to Kings Creek	1200	1600	*	*	*	0
Northward Kings Creek to Washburn	1200	1600	*	*	*	0

*6-axle units restricted over these lines.

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

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

GROSS WEIGHT IN POUNDS				
Between	Unit		Loaded Car	
	4-Axle	6-Axle	4-Axle	6-Axle
Kings Creek to Blacksburg	245,000	N/A	220,000	315,000
Blacksburg to Shelby	261,500	N/A	220,000	270,000

B. LIST OF INDUSTRIAL TRACKS 21 DEGREES AND GREATER

NO 6-AXLE ENGINES ALLOWED ON THESE TRACKS

Location	MP	Name of Track	Degree of Curvature
Kings Creek, NC	SB 134.2	Industrial Minerals Track No. 1	23
	SB 134.2	Industrial Minerals Track No. 2	21

6. SWITCHES AND DERAILS

Switch at the MP SB 134.4 may be left lined and locked as last used.

7. COMMUNICATION INFORMATION

RADIO

Emergency	Code 911
CYO	Code 338
MOC	Code 124
Asheville District Dispatcher	Code 336

TELEPHONE

Dispatcher Center	800-272-9522	
CYO	800-898-4296	M/W 589-5769
	Fax: 800-476-0179	M/W 589-5129

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

None.

ASHEVILLE TERMINAL

SPECIAL INSTRUCTIONS

GENERAL INSTRUCTIONS

1. W-Line

The engineers of westward trains coming from the "W-Line" will call Asheville Tower when passing the west end of Buena Vista and must not pass MP W 2.0 without permission from Asheville Tower.

2. S-Line

The engineers of westward trains coming from the "S-Line" will call Asheville Tower when passing the west end of Azalea and must not pass MP S 138.2 without permission from Asheville Tower.

Asheville District — All eastward trains departing the Main Line and Asheville Yard will get permission from Asheville Tower before passing MP S 138.9, Biltmore.

3. T-Line

All trains and engines coming to Asheville Yard from the "T-Line" must contact Asheville Tower before passing MP T 2.0.

4. East Yard Lead

The maximum speed on the East Yard Lead from Victoria Bridge to Biltmore is Restricted Speed not exceeding 15 MPH.

5. Craggy Mountain Line

The maximum speed authorized on the Craggy Mountain Line is Restricted Speed not exceeding 10 MPH.

CHARLOTTE TERMINAL

SPECIAL INSTRUCTIONS

A. CLOSE CLEARANCE

1. A Yard — 4A and 5A Tracks
2. B Yard — B1 and B2 Tracks
3. Pig Tracks: PT1, PT2, and PT3 — Charlotte Intermodal
4. Shop Track No. 1 west side
5. Due to close clearance created by trailers, containers and vehicles, employees are prohibited from riding on the side of equipment on Pig Tracks 1, 2, and 3 at Charlotte Intermodal, Charlotte Terminal.

B. CHARLOTTE

Pax Industry Switching Lead, MP 376.5, Charlotte, NC, must not be used for setting off and/or picking up by through trains unless permission is received from the tower.

C. HAND BRAKES — CHARLOTTE YARD

At Charlotte Terminal the following instructions are in effect in addition to **System Timetable Instruction 105-1**:

1. Cars or trains left on the ATO Main Track short of Charlotte, must be secured with 100% hand brakes.
2. Cars or tracks secured for switch-humping:

The utility man or yard crew must make sure that the first two (2) cars in track have hand brakes for an anchor, then other hand brakes added as necessary while switching-humping cars to prevent roll outs. Restriction: after switching-humping tracks must be re-secured with proper number hand brakes.

3. Tracks set up by utility person for switching-humping:

Hand brakes should be applied in direction of movements; two (2) hand brakes applied to first 10 cars and one (1) additional hand brake for each additional 10 cars or part of 10 cars. Air hoses must be coupled on 25% of cars so the air brake can be used to control movement as needed.

The following are the hand brake requirements at Charlotte when switching:

Booth 4 — The first three (3) cars on north end of each track must be properly secured with sufficient hand brakes to serve as blockers to prevent roll outs out the north end of tracks. Blockers properly secured must be maintained on the north end of tracks in the Rabbit Yard at all times to prevent derailments, sideswipes, and possible injury. The hand brakes must be known to be in good condition before switching other cars into the tracks. Cars cut free to roll north from Booth 4 must be controlled so that the coupling speed does not exceed 4 MPH. Two (2) hand brakes are required for 10 cars and one (1) hand brake for each additional 10 cars and one (1) standing. For example: 30 cars would require four (4) hand brakes, 20 cars would require three (3) hand brakes.

CHARLOTTE TERMINAL

SPECIAL INSTRUCTIONS (CONT.)

C. HAND BRAKES — CHARLOTTE YARD (CONT.)

4. “A” and “B” Yard:

- (a) All crews switching from the north end of the “A” and “B” Yards at Charlotte must ensure that all tracks are properly secured before leaving the vicinity of the north end. In addition, the two (2) north cars in each track must have a hand brake applied in each track. Further, switching cars from the north end must not continue when car(s) fail to couple and are observed rolling back north and stopping in the clear. The car(s) are not secured, therefore, switching must stop and the car(s) must be shoved to a coupling in the track to prevent accidents and possible injury.
- (b) When securing cars in the “A” or “B” Yard, consideration must be given to the type of equipment to be secured. Tracks of loaded tank cars have a “slosh” factor due to the liquid contents and require more hand brakes. Some special cars have hand brakes that apply the brake shoes on one end of the car only; therefore, additional hand brakes are required to prevent roll outs.

5. C&T Refinery:

All cars left on the east and west tracks at C&T Refinery must be secured with a sufficient number of hand brakes. Before coupling to either track, check the rear car to ensure the wheels are not too close to wheel stops, to prevent a derailment. Also, check hand brakes to ensure they are fully applied and do not release hand brakes until coupling has been made. If car(s) have been left too close to wheel stops or if wheels are up against wheel stops, do not attempt to couple to car(s) without the presence of a Charlotte Terminal Transportation Officer.

6. West Tracks at C&T Refinery:

All cars placed on the east and west tracks at C&T Refinery must not be placed nearer than five (5) feet from the south end of the tracks. All cars left standing on these tracks must be secured with 100% hand brakes.

7. C&T:

Take every precaution to ensure that boot soles are free from grease when working at C&T.

D. LIST OF INDUSTRIAL TRACKS 21 DEGREES AND GREATER

The following tracks have curvature in excess of 21 degrees and 6-axle units cannot be operated on these tracks:

Southern Wipers.....	Off the Dodge Lead.....	MP 375.8 — 23°
General Latex.....	Off the Dodge Lead.....	MP 375.7 — 22°
Carolina Consolidators.....	Off the King Lead	MP 375.8 — 27°
Kinder Morgan.....	Off the King Lead	MP 378.5 — 23°
Weyerhaeuser	Off the King Lead	MP 375.8 — 22°
King Lead	Off the N. End Coach Yard	MP 375.7 — 22°
Chemway.....	Off the Advance Track	MP 380.6 — 24°
Southern Metals #1	Off the Advance Track	MP 380.8 — 23°
General Bonded Warehouse.....	Off the Concrete Supply	MP 374.2 — 23°

CHARLOTTE TERMINAL

SPECIAL INSTRUCTIONS (CONT.)

E. GENERAL INSTRUCTIONS

1. Switching to a Clear Track

Equipment must not be switched to a clear track under any circumstances. The on-duty Yardmaster must inform all crews upon reporting for duty as to which tracks are clear and will instruct the Conductor to provide necessary protection (blockers secured with a sufficient number of hand brakes) before switching to any track. There must be continuous communication between the Yardmaster and the Conductor on all crews during the shift relative to tracks that are clear as soon as the track(s) become clear to prevent roll outs, side swipes, derailments, and possible injury. Yard crews must not clear a track until the Conductor has communicated with the Yardmaster and informed him that the track is about to be made clear. The Conductor must also inform the Conductor on crews switching on the opposite end of the Yard that a track is about to become clear. After being notified by the Yardmaster as to tracks that are clear, the Conductor will be responsible to ensure that all crew members are made aware of all tracks that are clear before switching to these tracks. Prevention of accidents and injuries is the responsibility of each employee.

2. Shove Moves

To prevent accidents, damage and possible injury, employees making shove moves on tracks leading into buildings or toward end of track(s) protected by earth mounds, butt blocks, wheel stops, concrete abutments or any other structure, must stop the movement one (1) car length short of the end of track. Before completing the move, the employee giving directions to the Engineer must ensure that there is a clear understanding of the radio or hand signals being given to prevent damage. If the employee directing the move decides to change from radio to hand signals, the Engineer must be notified via radio of the change and the Engineer must acknowledge his understanding of this change via radio and movement will proceed accordingly.

3. Hazardous Walking Conditions

Do not switch any Industry Track(s) with hazardous walking conditions. Any Industry Track found to have hazardous walking conditions (bad footing) should be reported to a Terminal officer.

4. Rabbit Yard (Booth 4)

In the interest of safety, employees are prohibited from driving vehicles or any type of machinery between the building/computer station and the switching lead at the south end of the Rabbit Yard (Booth 4).

5. Legg Track

Do not leave equipment standing on the Legg Track at the north end of Charlotte Yard. This track is on a descending grade without derail protection.

6. Free Rolling Cars

Employees working at Charlotte Terminal must not ride free rolling cars from the Hump.

CHARLOTTE TERMINAL

SPECIAL INSTRUCTIONS (CONT.)

E. GENERAL INSTRUCTIONS (CONT.)

7. On-Duty Yardmaster

The on-duty Yardmaster must “instruct” each road crew switching off and/or picking up, and each yard crew upon reporting for duty, to look out for switches and derails and to “make sure” that all equipment left standing is properly secured with hand brakes fully applied.

8. Union Oil Plant at Junker

Smoking or lighting fusees is not permitted within the confines of Union Oil Plant at Junker due to the flammable nature of their products.

9. Charlotte Yard

When classifying cars at the north end of the A&B Yards, do not cut cars to any track when vision is obstructed by other cars, unless movement is being directed by an employee properly positioned in the field, who can clearly see the track is clear for the intended move. When switching at the north end of Charlotte Yard, switch moves made at the north end of: 3A-4A-1B-2B-and-3B will be made by shove moves only. When switching cars on the north end, you must take action to prevent damage to equipment rolling out of tracks. Cars must come to a complete stop in the clear before you cut any additional cars off. All tracks must be properly secured to prevent roll outs. Remember, you must perform all switching safely and efficiently and in a manner that you avoid personal injury and damage to equipment and property.

10. Different Yards at Charlotte

Crews switching or using tracks in the different yards at Charlotte must ensure that proper protection is provided against movement being made by other crews using the same track at the same time. The Yardmaster must keep crews informed, however, each crew is still responsible for their own protection. If the Yardmaster is not available, the Conductor must ensure that the movements do not overlap into the same track.

11. CSXT Receiving/Interchange

When an entire cut of cars is not pulled from the CSXT Receiving/Interchange, remaining cars left standing must be properly secured with hand brakes. When instructed by Yardmaster to pull cars from CSXT Interchange Track at Charlotte, the Conductor must ask the Yardmaster if the cut contains High & Wide equipment or passenger equipment. If such cars are in the cut, do not couple to same until the On-Duty Yardmaster has advised that this equipment has been inspected by Norfolk Southern Mechanical Forces and found to be free from damage.

12. Tryon and Graham Streets

When running around cars on the AT&O cut off between Tryon and Graham Streets, cars to be run around must be left on the east end of the Pass Track one (1) car length west of the derail properly secured. The derail must be lined in the derailing position until the engine is back west of the cars and movement is ready to proceed to the cars. Air must never be bottled on any cars.

CHARLOTTE TERMINAL

SPECIAL INSTRUCTIONS (CONT.)

E. GENERAL INSTRUCTIONS (CONT.)

13. Brooms Lead

Movements of more than one (1) engine at the north end of the yard must be protected by all crew members. Any engine using the Brooms Lead must have a crew member stationed at the crossovers to the A&B Yards to provide protection against other movements.

14. LP Gas

Tank cars containing LP Gas must be shoved to a rest at all times. The next car or cars switched into the track must be shoved to a coupling. No cars shall be cut free rolling on top of cars containing LP Gas.

15. Liddell Street

It is not permissible for employees to mount or dismount any equipment north of Liddell Street at the Roadway Shop. Close clearance exists at the Roadway Shop. All employees working at the Roadway Shop must be on the lookout for close clearances.

16. Yard Tracks

The authorized speed on all Yard Tracks on Charlotte Terminal is Restricted Speed not exceeding 10 MPH.

17. King Lead

The authorized speed on the King Lead is Restricted Speed not exceeding 5 MPH.

18. King Track

Cars must not be left on the incline on the King Track unless 100% hand brakes are fully applied. Further, hand brakes must be tested to ensure proper application. Protection against roll outs must be taken at all times.

19. Utility Switchman

Utility switchman working at Charlotte Terminal must be aware of all movements that affect their safety. When a utility switchman enters a track to do work, the utility switchman must change over to the proper Radio Channel, and properly identify themselves. Notify the crew(s) working in the particular area that he/she will be working in a particular track and/or assigning himself/herself to a particular crew to do work. The utility switchman must not perform any work until proper communication has been established with the appropriate crew.

20. North End Pass Track

The following instructions must be adhered to to prevent accidents and possible injury at the North End Pass Track switch:

- (a) All North End crews that leave the North End for an extended period of time and subsequently return north via the Old Main Line, or on the A/B Lead must arrange to stop the lead locomotive, or lead car in a shove movement, at the North End shanty.
- (b) A member of the ground crew "must" walk from the North End shanty to the North End Pass Track switch, visually checking all intervening switches, as well as the switch points of the North End Pass Track switch, to determine that the route is properly aligned for the intended movement.
- (c) No Exceptions!

COLUMBIA TERMINAL

SPECIAL INSTRUCTIONS

GENERAL INSTRUCTIONS

1. Eastward and Westward Leads between Lincoln Street and Andrews Yard

Trains and engines using freight leads between Lincoln Street and Andrews Yard will do so only as instructed by Yardmaster. All movements on either track will observe Restricted Speed not exceeding 10 MPH. Conductor or Engineer of trains arriving Columbia, SC, on the Charlotte-Columbia Line must call the Yardmaster at Andrews Tower before passing Killian, SC, for permission to proceed to the yard at Columbia. If radio communication is not made with the Yardmaster, contact the Columbia District Dispatcher for instructions before passing Killian. If a train is instructed to wait outside of Yard Limits, train must wait at MP R 95.2, stopping short of Sligh Pond Road.

All Piedmont Division road crews arriving Columbia on the Charleston-Columbia Line must initiate radio contact with the Yardmaster, Andrews Yard, starting at the Hot Box Detector, MP SC 111.4. Road crews will pass MP SC 123.0 only on permission of the Yardmaster at Andrews Yard.

2. Andrews Yard

In Andrews Yard, all cuts of cars left standing in any track are to be coupled. The hand brake requirements are listed as follows with hand brakes applied to the east end of all tracks including the Main Line:

East Yard — Minimum of 10

Middle Yard — Minimum of 3

West Yard — Minimum of 3

3. Descending Grade

Due to descending grade within the terminal the use of train line air **MUST** be used to control movements.

0 cars – 25 cars

No Air required

26 cars – 50 cars

Minimum of 5 cars

More than 51 cars

Minimum of 10 cars or 10%

4. Remote Control

All tracks within Andrews Yard, Columbia, SC are designated as Remote Control areas:

Light Remote Control Locomotives may use various routes to and from the Engine Servicing tracks.

A Remote Control area is defined as: Areas with signs erected and designated by Timetable, Special Instructions or Bulletin Instructions where Remote Control Locomotives operate.

5. Andrews Yard

At Andrews Yard, all clearance points are 225 feet from the switch points per System Timetable Instructions. These clearance points are marked with Yellow paint on the side of the rail. All cars to be left in Andrews Yard must be properly secured and all wheels must be behind the painted marks or a minimum of 225 feet.

COLUMBIA TERMINAL

SPECIAL INSTRUCTIONS (CONT.)

GENERAL INSTRUCTIONS (CONT.)

6. Andrews Yard and Pickens Street

From MP SC 123.8 to MP SC 128.9, all movements will be made at Restricted Speed not exceeding 10 MPH.

7. Close Clearances

Due to close track centers from East Yard 14 through East Yard 20 in Andrews Yard, crews must not ride equipment unless the adjacent track is known to be clear.

8. Shove Movements

Crews working in Andrews Yard must place themselves at, on, or ahead of all shove movements.

9. Pickens Street

The switch at Pickens Street, MP R 107.9, is to be left as last used unless instructed otherwise.

10. Yard Switching

Crews flat switching in Andrews Yard will only allow two (2) loaded cars to be cut off in motion coupling to other standing equipment.

LINWOOD TERMINAL

SPECIAL INSTRUCTIONS

GENERAL INSTRUCTIONS

1. Inbound and Outbound Leads

Speed on Inbound and Outbound leads at Lee, Sharp, and Duke is Restricted Speed not exceeding 15 MPH. Outbound trains may increase speed to 25 MPH, if signal indication allows when the rear of the train is clear of all intervening turn-outs on the leads and then only after the lead unit has entered the Main Line at Lee, Sharp, and Duke, in accordance with signal indication. Inbound trains must observe Restricted Speed not exceeding 15 MPH immediately upon entering the leads at Lee, Sharp, or Duke.

2. Receiving Yard, Classification Yard, Forwarding Yard, Pullout Leads and Thoroughfare

Speed on all tracks (except within shop limits) in the Receiving Yard, Classification Yard, Forwarding Yard, Pullout Leads and Thoroughfare at Linwood, NC, is Restricted Speed not exceeding 15 MPH.

3. Pullout Utility Building

All movements that will pass the Pullout Utility Building must not exceed 10 MPH.

4. Five Row, MP 330.4

All northward trains terminating at Linwood Yard must contact Spencer Tower before passing Five Row, MP 330.4.

5. Salisbury Wye, MP 333.4

All trains or engines picking up, setting off or turning engine(s) on the Salisbury Wye, MP 333.4 must contact the Charlotte North District Dispatcher.

6. Spencer Yard

All inbound train crews at Spencer Yard bringing engine consists to the Diesel facility must not operate switches inside the Diesel facility until the power derail is off the end they are entering.

7. Permission to Enter

All trains approaching Linwood, NC, will contact the Tower for permission to enter the yard and will advise the tower of any restricted cars in their trains, such as High & Wides, etc.

When leaving Linwood Yard on the Outbound at Duke, do not block the road crossing at Duke until it is known that you have a signal to leave on, unless permission from the tower is received.

8. Engine Terminal

Power switches are at the north and south ends of the Engine Terminal. These switches are operated with a toggle switch on the top of the case. Toggle the switch clockwise to line for the Engine Terminal and counter clockwise for the straight track. A Green light on the switch box indicates the switch is lined for the thoroughfare and a Yellow light indicates the switch is lined for the Engine Terminal. Train crews must receive permission from the Shop Foreman before operating these switches and before entering the Engine Terminal limits. There are no changes in the use of the Orange derail in this area. These switches should be left lined for the thoroughfare unless instructed by the Tower to leave lined for the Engine Terminal.

LINWOOD TERMINAL

SPECIAL INSTRUCTIONS (CONT.)

GENERAL INSTRUCTIONS (CONT.)

9. Old Spencer Yard — MP 332.9

All movements entering or exiting Old Spencer Yard, Salisbury, NC, MP 332.9, except for regular assigned crews going on-duty at Old Spencer Yard, must communicate with on-duty Trainmaster in Spencer Tower, Linwood, NC, for permission to enter or exit Old Spencer Yard.

10. Old Yard Spencer — MP 331.0 and MP 333.0

All trains will operate at Restricted Speed not to exceed 10 MPH on all tracks in Old Yard Spencer between MP 331.0 and MP 333.0.

11. Engine Terminal Shop

Train and engine service employees will not enter/exit Linwood Terminal Engine Terminal Shop limits until the following:

- (a) The movement will stop at the entrance/exit switch to the Engine Terminal Shop and permission must be received from Engine Terminal personnel to enter/exit designated Engine Terminal Track.
- (b) The crew will then proceed at Restricted Speed not exceeding 5 MPH.
- (c) Prior to beginning movement into the designated track, train crew will ascertain from Engine Terminal personnel that the Blue flag has been extinguished and that the Blue flag derail is in the off position.
- (d) The Conductor will stop movement short of Blue flag derail location.
- (e) The Conductor will then visually check the position of the Blue flag derail and communicate with the Engineer by radio that the derail is in the off position; Engineer will request a double-check. Once the Conductor has visually double-checked derail and communicated with Engineer that a double-check has been made, the movement may proceed.

12. Spencer Yard

In accordance with **NS-1 Rule L-236(a)(10)** and as authorized by Manager Diesel Shop, when engine consist is left on any Engine Terminal Facility Track at Spencer Yard, apply the parking brake (manual hand brake or electric brake) on controlling unit only, unless otherwise instructed by the Roundhouse Foreman.

13. Forwarding Yard

All northward crews will get permission from Pullout Utility before leaving the thoroughfare to get on their train in the Forwarding Yard. Road crews will not depart the Forwarding Yard without permission from the Trainmaster or Yardmaster on-duty and after receiving a route from the Pullout Utility.

14. Linwood Yard

All trains entering Linwood Yard at Lee, MP 323.0 must contact the Pullout Utility prior to passing the signal at Lee to ascertain no conflicting movements are present.

LINWOOD TERMINAL

SPECIAL INSTRUCTIONS (CONT.)

GENERAL INSTRUCTIONS (CONT.)

15. Linwood Terminal Yard

When Linwood Terminal Yard assignments are building trains in the Forwarding Yard, hand brakes are not required on trains built in the Forwarding Yard.

These instructions apply only to Linwood Terminal Yard assignments building trains in the Forwarding Yard. All other cars in the Forwarding Yard (any car set out of a train, high-wide cars, cut of cars, etc.), are required to be secured in accordance with **Rule 102(b)** and **NS-1 Rule C-102**.

16. Receiving Yard

Trains arriving in the receiving yard must be secured with two (2) hand brakes in accordance with **NS-1 Rule C-102**.

17. Inspecting Cars

Due to Mechanical Department employees inspecting cars in receiving yard, trains and light engine movements entering Linwood Terminal's Receiving Yard tracks must continuously ring engine bell until movements have exited receiving yard tracks.

18. Duke Power Lead

The maximum authorized speed on the Duke Power Lead is 10 MPH.

19. Rapid Discharge Coal Cars

When dumping rapid discharge coal cars, coal trains will be shoved to Duke Power Buck Steam Plant and cuts will be made in Tracks No. 2 and No. 3 at clear point, remaining cars will be set back to Track No. 1 with engines attached and dumping of coal will begin while pulling south through Duke Power unloading shed per Operator at Duke Power.

When dumping bottom dump cars, instructions will be received from Duke Power unloading Operator after train has been spotted.

All shove movements at Duke Power Buck Steam Plant will be protected by an employee on the rear.

When dumping of coal is completed, empties will be coupled and made ready for outbound train departure from Duke Power Steam Plant.

20. Hopper Doors Do Not Open

When dumping coal at Duke Power Buck Steam Plant and car hopper doors will not open, the following instructions will govern:

- (a) The car that is being dumped will not be moved off of the unloading chute.
- (b) The Duke Power unloading Operator will try to open car hopper doors over unloading chute.
- (c) If the Duke Power unloading Operator cannot open the hopper doors to unload car, he will make certain that the car hopper doors are latched and locked. Once the Operator has instructed the train crew that the car is safe to move, the car will then be set out prior to resuming dumping.
- (d) When you have completed unloading of train, all car hopper doors must be closed by Duke Power Plant personnel prior to train departing Duke Power Buck Steam Plant.

LINWOOD TERMINAL

SPECIAL INSTRUCTIONS (CONT.)

GENERAL INSTRUCTIONS (CONT.)

21. Coupling to Cabooses

When coupling to cabooses on Duke Power Lead, all cars including caboose will have air cut in prior to beginning shove movement towards Duke Power Plant.

22. Old Spencer Yard — MP 332.8

The north and south Loop Switches at Old Spencer Yard, MP 332.8 will be left lined and locked for the Lead Track unless being used in continuous switching operations.

23. Report Locations and Buildings

All report locations and buildings on Linwood Terminal, Linwood, NC, have been identified with Emergency Response Building Markers. The signs are reflectorized for easier detection during night time. Please become familiar with the locations of the buildings and the identifying markings. This will assist emergency responders in case of an emergency to respond to the correct location.

The following Emergency Response Building Markers will be used and the buildings associated with them are as follows:

Transportation:

- T-1 — Pullout Report Room
- T-2 — Utility Cage Building
- T-3 — Linwood Main Tower
- T-4 — Hump Report Room
- T-5 — Duke Report Room
- T-6 — Engineer's Report Room
- T-7 — 11th Street Report Room

Mechanical:

- M-1 — Mechanical Main Office & Car Shop Building
- M-2 — Engine Repair Building
- M-3 — Middle Yard Carman's Report Room
- M-4 — Duke Car Inspector's Report Room

Communications & Signals:

- C-1 — Signal Maintainer's Report Room and Storage Building

Engineering (M/W)

- E-1 — Maintenance of Way Report Room



PIEDMONT DIVISION

Eastern Region

East Carolina Business Unit

Timetable Supplement

1-S

In Effect

At 12:01 AM

Monday, August 4, 2008

Eastern Standard Time

For The Government of Employees Only

EAST CAROLINA BUSINESS UNIT
Goldsboro to Fetner

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
			ECBU DISTRICT DISPATCHER 335	
			GOLDSBORO Y	
			CSXT Crossing..... (N)	
		H 111.7	PINE LEVEL (Begin CTC)..... (CP)	
		H 109.7	HINTON..... (CP)	
		H 109.4	SELMA INTERLOCKING (A) (CP)	
		H 109.3	SOUTH SELMA..... (CP)	
		H 102.0	NEUSE..... (CP)	
		H 100.0	POWHATAN..... (CP)	
		H 93.9	WAKE..... (CP)	
		H 90.4	AUBURN..... (CP)	
		H 83.9	SOUTH RALEIGH..... (CP)	
		H 81.3	HUNT..... (CP)	
		H 80.9	BOYLAN..... (CP)	1
		H 73.1	FETNER..... (CP)	1

STATION PAGE INFORMATION

NOTE 1: CSXT Timetable and Rules govern both mains between Boylan and Fetner.

EAST CAROLINA BUSINESS UNIT

Goldsboro to Fetner

1. RULES IN EFFECT

Between	Main Track	Main 1 Track	Main 2 Track
	Rules		
Goldsboro and Pine Level	171		
Pine Level and Boylan		261	261
Boylan and Fetner		CSXT 261	CSXT 261

2. MAXIMUM SPEEDS

Between	Psg.	Rhwy.	Fr.
	MPH		
MP H 80.9, Boylan to MP H 102.0, Neuse	60	50	50
Except:			
MP H 80.9, Boylan, Over NS RR Crossing to MP H 81.0 Account Non-Electrically Locked Switches	20	20	20
MP H 80.9 To and From Raleigh Yard Through Boylan and Sou. Junction Interlockings	10	10	10
MP H 81.3, Hunt, Through Turnout and Connection Track to CSXT and NS Line	10	10	10
MP H 81.6 to MP H 83.2, Through Curves	60	40	40
MP H 83.4 to MP H 83.8, Through Curve	50	40	40
MP H 84.2 to MP H 84.8, Through Curves	45	40	40
MP H 84.8 to MP H 85.4, Through Curves	40	40	40
MP H 85.5 to MP H 86.0, Through Curve	60	45	45
MP H 88.1 to MP H 88.5, Through Curve	55	45	45
MP H 88.7 to MP H 89.0, Through Curve	50	45	45
MP H 90.0 to MP H 90.3, Through Curve	55	50	50
MP H 90.4, Auburn to MP H 93.9, Wake, Through Turnouts and Siding	45	40	40
MP H 100.0, Powhatan to MP H 102.0, Neuse, Through Turnouts and Siding	45	40	40
MP H 102.0, Neuse to MP H 109.3, South Selma	60	50	50
Except:			
MP H 108.8 to MP H 109.3, Head End Only	50	45	45
MP H 109.3, South Selma to MP H 130.0, Goldsboro	40	40	40
Except:			
MP H 109.4, Selma Interlocking, RR Crossing	20	20	20
MP H 109.7, Hinton, Crossover	10	10	10
MP H 111.7, Pine Level, Turnout	40	40	40
MP H 117.4 to MP H 117.7, Over Road Crossings	20	20	20
MP H 127.4 to MP H 130.0, Crossings and Curves	10	10	10
Siding between Pine Level and Hinton	40	40	40
Except:			
MP H 109.7, Hinton, Through Turnout and Curves	20	20	20

EAST CAROLINA BUSINESS UNIT Goldsboro to Fetner

2. MAXIMUM SPEEDS (CONT.)

Between	Psg.	Rhwy.	Fr.
	MPH		
Auxiliary Tracks:			
All Yard and Sidings, Industry Tracks unless specified including MP H 125.6, CP&L Lead	10	10	10
Except: MP H 109.9, Gurley Lead, All Yard Tracks Goldsboro	5	5	5
NOTE: End of District: ECBU District begins at MP H 71.0. CSXT Rules and Special Instructions apply between MP H 73.1, Fetner (CSXT, MP S 164.8) and MP H 80.9, Boylan (CSXT, MP S 157.3). Crews will be governed by CSXT Timetable, Instructions and Dispatcher release forms.			

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 H 88.0 to MP H 89.0
 MP H 107.0 to MP H 108.0
 MP H 120.0 to MP H 121.0
 MP H 124.0 to MP H 123.0

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Westward						
Goldsboro to Selma	3350	4450	5350	6615	7350	8670
Selma to Raleigh	2700	3600	4300	5355	5950	7020
Raleigh to Greensboro	2050	2750	3250	4000	4500	5310
Eastward						
Greensboro to Durham	2250	3000	3600	4450	4950	5840
Durham to Raleigh	2150	2850	3450	4230	4700	5550
Raleigh to Selma	2300	3100	3650	4545	5050	5960
Selma to Goldsboro	3000	4000	4800	5940	6600	7790

EAST CAROLINA BUSINESS UNIT Goldsboro to Fetner

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

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

GROSS WEIGHT IN POUNDS

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

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
East Carolina Business Unit	Raleigh and Greensboro	5,300	5,300

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

C. LIST OF INDUSTRIAL TRACKS 21 DEGREES AND GREATER

NO 6-AXLE ENGINES ALLOWED ON THESE TRACKS

Location	MP	Name of Track	Degree of Curvature
ECBU	H 82.3	Security Bonded	22
	H 83.0	Ameristeel	25
	H 109.0	Gurley Lead, beyond first switch	26

EAST CAROLINA BUSINESS UNIT Goldsboro to Fetner

6. SWITCHES AND DERAILS

MAIN TRACK SWITCHES NOT EQUIPPED WITH ELECTRIC LOCKS

Hand-operated switches at the following locations are not equipped with electric locks. Trains and engines must not clear on these tracks:

MP H 82.3 — Security Bonded Warehouse Track

MP H 83.0 — Ameristeel Track

MP H 85.5 — News and Observer Track

MP H 85.6 — Wyatt Quarles Seed Track

MP H 86.9 — Garner House Track

7. COMMUNICATION INFORMATION

RADIO

Emergency	Code 911
CYO	Code 338
ECBU District Dispatcher	Code 335
Danville District Dispatcher	Code 333
Washington District Dispatcher	Code 334

TELEPHONE

Dispatcher Center	800-272-9522	
CYO	800-898-4296	M/W 589-5900
	Fax: 800-476-0170	M/W 589-5753

8. DETECTOR INSTRUCTIONS

None.

EAST CAROLINA BUSINESS UNIT Goldsboro to Fetner

9. DISTRICT INSTRUCTIONS

A. MP H 73.1 & MP H 80.9

1. CSXT Rules and Timetable Special Instructions apply between Fetner, MP H 73.1 and Boylan, MP H 80.9.

Trains operating on CSXT Tracks 1 and 2 between Fetner, NC, and Boylan, NC, will monitor the CSXT radio frequency. Crews will monitor NS frequency with portable handsets.

When operating between Raleigh Tower/Boylan to Fetner, if you are delayed other than temporary speed restrictions, you must contact both the CSXT and Norfolk Southern Dispatchers. The estimated time of delay will be needed to allow the Train Dispatcher/Control Operator's to optimize the operation of freight trains north and east into Fetner.

2. Tone for CSXT Dispatcher is 1. Frequency for CSXT Dispatcher is 20-20.
3. Eastward trains encountering a Stop Signal at Fetner, should contact CSXT Jacksonville, FL, who must grant permission to pass the Northward/ Eastward signal.

Westward trains encountering a Stop Signal at Fetner, should contact NS Greenville Dispatcher, who must grant permission to pass the Southward/ Westward signal.

Trains must not proceed until permission has been received to pass the "Stop Signal" at Fetner, NC, MP H 73.1, by the NS Raleigh Dispatcher, Greenville, SC, and the CSXT Dispatcher, Jacksonville, FL, to pass a "Stop Signal".

If there is doubt as to the instructions issued by the Train Dispatcher/Control Operator pertaining to permission to proceed in connection with any signal at Fetner, NC, MP H 73.1/CSXT MP S 164.8, trains must not proceed until there is a clear understanding by all crew members involved.

B. PASS TRACK BOYLAN

Unit grain/coal trains that are to be set off in the Pass Track Boylan will have a minimum of 15 hand brakes applied on the east end. Other trains setting off in the Pass Track Boylan will have a minimum of 10 hand brakes applied to standing equipment on the east end.

C. BOYLAN & SOU JUNCTION

CSXT Rules and Timetable Special Instructions apply between Boylan and Sou. Junction for all movements en route to and from Raleigh Yard via H-Line.

All westward passenger trains loading and unloading passengers at Raleigh Station will stop not closer than one (1) car length (50 feet) east of westward signal Boylan Interlocking, MP H 80.9.

EAST CAROLINA BUSINESS UNIT Goldsboro to Fetner

9. DISTRICT INSTRUCTIONS (CONT.)

D. RALEIGH EAST

1. While switching at Cargill Industry, MP H 82.0, there are to be no box cars beyond the maintenance shop in Track No. 3. The maintenance shop is White and has a close clearance sign posted on the side of the building as well as a sign identifying the shop. Under no circumstances shall any box cars nor wide body locomotives pass beyond this point in Track No. 3 while switching the industry account close clearances.
2. A derail has been installed at the west end of Clayton Siding, MP H 96.0. Also, when cars are setoff in this siding, the east end crossover switch must be left lined for movement to the House Track in order to protect Main Line movement.
3. Mid State Mills (MP H 102.8 to MP H 103.6) in Wilsons Mills, NC.
Crews will not operate roll up doors and locomotives will not be operated through the unloading facility.

E. SELMA

1. Highway 301, Selma, NC, MP H 109.2 must not be blocked by standing train.
2. The following application of hand brakes are to be applied to all rail cars being placed in Hess No. 1 Track at Transmontaigne Industry in Selma, NC, MP H 107.2:

All cars left in No. 1 Track at Amerada Hess, MP H 107.2, will have 50% hand brakes applied on the west end of the track with a maximum of 10 hand brakes.

5 cars or less	100% hand brakes
10 cars	minimum 5 hand brakes
20+ cars	10 hand brakes
3. Waybill box has been installed at west end of Selma Yard under Highway Interstate 95 Bridge. This box is for waybills and switch lists for trains setting off and/or picking up at Selma.

EAST CAROLINA BUSINESS UNIT Goldsboro to Fetner

9. DISTRICT INSTRUCTIONS (CONT.)

F. SELMA INTERLOCKING

Trains encountering STOP signal at Selma Interlocking, MP H 109.4, will be governed by the following instructions:

The time release device, which is located on the outside of the signal bungalow is equipped with an Indicator Light (LSKE):

If the Norfolk Southern Indicator Light (NS LSKE) Is Illuminated:

- (a) If the Norfolk Southern indicator light (NS LSKE) is illuminated, the CSXT signals are at STOP. Depress the Norfolk Southern push button (NS PB) and hold for five (5) seconds before releasing. The NS signal should display an aspect more favorable than stop within seven (7) minutes.
- (b) If the signal does not display an aspect to proceed after the expiration of time, consult the CSXT Dispatcher concerning conflicting movements. After consulting with the CSXT Dispatcher, and if the signal continues to display STOP and no conflicting movement is in sight, train or engine will pass home signal and stop before fouling conflicting route, then wait FIVE (5) minutes and if no conflicting route is in sight, train or engine may proceed at Restricted Speed.

If the Norfolk Southern Indicator Light (NS LSKE) Is NOT Illuminated:

- (a) If the NS LSKE is not illuminated, consult the CSXT Dispatcher concerning conflicting movements before operating the push button. If the CSXT Dispatcher advises there are no conflicting movements, then depress the NS PB and hold for five (5) seconds before releasing. The NS signal should display an aspect more favorable than stop within seven (7) minutes.
- (b) If the signal does not display an aspect to proceed after the expiration of time and no conflicting movement is in sight, train or engine will pass home signal and stop before fouling conflicting route, then wait FIVE (5) minutes and if no conflicting route is in sight, train or engine may proceed at Restricted Speed.

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

G. CSXT RAILROAD CROSSING GOLDSBORO, NC, OLD MAIN LINE

Normal position is stop for NS trains. Crews must rotate signal to indicate stop for CSXT. Upon completing work, stop signal must be restored to normal position and locked.

EAST CAROLINA BUSINESS UNIT Goldsboro to Fetner

9. DISTRICT INSTRUCTIONS (CONT.)

H. RUNNING SWITCHES

Running switches using motive power for acceleration on the Piedmont Division is prohibited. Switching moves as permitted by **Rule 111** are permitted at the following locations on the H-Line:

- MP H 71.1 — Triangle Materials
- MP H 80.9 — Boylan (Pass Track)
- MP H 81.8 — Cargill
- MP H 82.1 — Security Bonded Warehouse
- MP H 82.9 — Winn Dixie Lead
- MP H 83.1 — Raleigh Metals

I. MP H 125.6 — CPL PLANT GOLDSBORO

1. When spotting coal on CPL Yard Tracks, a minimum of four (4) hand brakes will be applied on the east (or north) end of equipment left standing. In addition, the west (south) plant end will have a minimum of three (3) hand brakes applied. More may be needed.
2. It is not permissible to shove cars with hand brakes applied for any reason.

J. MP H 128.6 & MP H 125.6

CSXT trains may use NS trackage between Goldsboro, MP H 128.6 and the CPL Plant, MP H 125.6 under the direction of the NS Dispatcher for Greenville, SC.

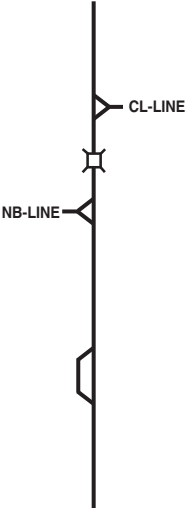

NS Rules and Timetable Special Instructions govern CSXT trains on NS trackage.

K. MP H 128.8

CSXT Railroad Crossing Goldsboro, NC, MP H 128.8 is protected by Stop Signs. **Rule 97.**

EAST CAROLINA BUSINESS UNIT

Morehead City to Goldsboro

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
			ECBU DISTRICT DISPATCHER 335	
		EC 94.0	MOREHEAD CITY (YL)	
		EC 81.4	HBD (Cherry Point, NC)	
		EC 76.3	HAVELOCK Y	
		EC 61.0	NEW BERN E. (DB) (YL)	
		EC 58.2	NEW BERN Y	
		EC 56.8	NEW BERN W. (YL)	
		EC 43.9	HBD (Cove, NC)	
		EC 28.8	HBD (Neuse River, NC)	
		EC 26.9	KINSTON	
		EC 14.7	HBD (La Grange, NC)	
		EC 13.9	LA GRANGE	
		EC 0.4	GOLDSBORO E. Y	

1. RULES IN EFFECT

Between	Main Track
	Rules
Morehead City and Goldsboro E.	171

EAST CAROLINA BUSINESS UNIT

Morehead City to Goldsboro

2. MAXIMUM SPEEDS

Between	Psg.	Rhwy.	Fr.
	MPH		
MP EC 0.0, Goldsboro and MP EC 94.2, Morehead City	40	40	40
Except:			
MP EC 0.0 to MP EC 1.0	10	10	10
MP EC 1.0 to MP EC 3.0	25	25	25
MP EC 3.0 to MP EC 10.4	49	49	49
MP EC 25.7 to MP EC 26.6, Kinston Crossings	10	10	10
MP EC 58.2 to MP EC 59.7, NB Crossings and Trent River	10	10	10
MP EC 61.0, Yard Limits to MP EC 94.0, Morehead City	35	35	35
Except:			
MP EC 75.8 to MP EC 75.9, Curve	30	30	30
MP EC 84.3, Trestle Over Newport River	25	25	25
MP EC 85.6 to MP EC 87.1, Curve	30	30	30
MP EC 91.0 to MP EC 94.0, Over Crossings	15	15	15
Auxiliary Tracks:			
All Yard and Sidings, Industry Tracks unless specified	10	10	10
MP EC 7.0, Scale Track, Goldsboro Milling, Mill No. 1	5	5	5
MP EC 21.2, WCI Lead	5	5	5
MP EC 28.4, Barris Lead and Adams	5	5	5
MP EC 88.5, Edgewater Auxiliary Tracks	5	5	5
MP EC 94.0, All Yard Tracks, Morehead City	5	5	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:

MP EC 8.0 to MP EC 9.0
MP EC 54.0 to MP EC 55.0
MP EC 63.0 to MP EC 64.0
MP EC 73.0 to MP EC 74.0
MP EC 79.0 to MP EC 80.0
MP EC 88.0 to MP EC 87.0

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Westward						
Morehead City to New Bern	5000	6650	8000	9900	11000	12980
New Bern to Goldsboro	4500	6000	7200	8910	9900	11680
Eastward						
Goldsboro to Morehead City	5000	6650	8000	9900	11000	12980

EAST CAROLINA BUSINESS UNIT Morehead City to Goldsboro

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

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

GROSS WEIGHT IN POUNDS

Between	Unit		Loaded Car	
	4-Axle	6-Axle	4-Axle	6-Axle
Goldsboro and New Bern	245,000	(a) 420,000 281,000	220,000	(a) 315,000 286,000
New Bern and Morehead City	291,000	(a) 420,000 281,000	220,000	(a) 315,000 286,000

(a) Must not be handled on side or Industry Track except where authorized.

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
East Carolina Business Unit	Morehead City and Goldsboro	18,700	18,700

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

C. LIST OF INDUSTRIAL TRACKS 21 DEGREES AND GREATER

NO 6-AXLE ENGINES ALLOWED ON THESE TRACKS

Location	MP	Name of Track	Degree of Curvature
A&EC Line	EC 58.2	Royster Clark	22
	EC 60.6	Dixie Chemical	24

6. SWITCHES AND DERAILS

None.

EAST CAROLINA BUSINESS UNIT Morehead City to Goldsboro

7. COMMUNICATION INFORMATION

RADIO

Emergency	Code 911
CYO	Code 338
ECBU District Dispatcher	Code 335
Danville District Dispatcher	Code 333
Washington District Dispatcher	Code 334

TELEPHONE

Dispatcher Center	800-272-9522	
CYO	800-898-4296	M/W 589-5900
	Fax: 800-476-0170	M/W 589-5753

8. DETECTOR INSTRUCTIONS

Detectors listed on Station Pages.

9. DISTRICT INSTRUCTIONS

A. DRAWBRIDGE

New Bern, NC, MP EC 59.2, Trent River. All trains and engines will proceed over Trent River Bridge only on signal from Drawtender.

B. HAVELOCK

1. When switching Cherry Point Military Base, you will need to contact the base's Military Police in order to access the base. To expedite this procedure, it will be necessary for the Conductor to call at least 30 minutes ahead of the arrival time and notify the base of your ETA. This will also avoid traffic delays while gaining access to the base.

The numbers needed for contacting the MPs are as follows:

252-466-3615
252-466-3616
252-466-3617

2. During peak traffic hours of 6:15 AM to 8:15 AM and 4:00 PM to 5:30 PM (Monday–Friday), trains shall not enter Cherry Point Military Base.


C. MOREHEAD CITY

Fourth Street Intersection, MP EC 94.1 must not be blocked by standing train in excess of 10 minutes. From 7:00 AM through 6:00 PM a standing train must not block the intersection of 7th, 8th, 9th, 10th and 11th Streets in excess of 10 minutes.

D. NEW BERN

Whistle must not be sounded while operating within corporate limits of New Bern, NC, MP EC 58.0 to MP EC 59.5 except in emergency.

EAST CAROLINA BUSINESS UNIT Havelock to LeJeune

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
	<div style="border: 1px solid black; width: 50px; height: 20px; margin: 0 auto; text-align: center; line-height: 20px;">3300</div>	<div style="text-align: center;">CL 29.6</div> <div style="text-align: center;">CL 15.6</div> <div style="text-align: center;">CL 3.0</div> <div style="text-align: center;">CL 0.0</div>	ECBU DISTRICT DISPATCHER 335 HAVELOCK SOUTH Y STELLA LeJEUNE NORTH (YL) Y END OF TRACK	

1. RULES IN EFFECT

Between	Main Track
Havelock South and LeJeune North	Rules
	171

2. MAXIMUM SPEEDS

Between	Psg.	Rhwy.	Frt.
	MPH		
MP CL 29.6, Havelock South and MP CL 3.0, LeJeune North	25	25	25
Except:			
MP CL 29.6, Wye	10	10	10
MP CL 13.7 to MP CL 14.0, White Oak, Over Bridge	10	10	10
MP CL 2.7 to MP CL 2.3, Curve	10	10	10
MP CL 0.0, Camp LeJeune, Wye Tracks	10	10	10

3. CHECKING LOCOMOTIVE SPEED INDICATOR

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

LOCATION OF TEST MILE SIGNS:

MP CL 4.0 to MP CL 5.0
MP CL 24.0 to MP CL 25.0

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Southward Havelock South to LeJeune North	4000	5350	6400	7920	8800	10380
Northward LeJeune North to Havelock South	4000	5350	6400	7920	8800	10380

EAST CAROLINA BUSINESS UNIT Havelock to LeJeune

5. LOCOMOTIVE AND CAR RESTRICTIONS

WEIGHT RESTRICTIONS

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

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

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

RADIO

Emergency	Code 911
CYO	Code 338
ECBU District Dispatcher	Code 335
Danville District Dispatcher	Code 333
Washington District Dispatcher	Code 334

TELEPHONE

Dispatcher Center	800-272-9522	
CYO	800-898-4296	M/W 589-5900
	Fax: 800-476-0170	M/W 589-5753

8. DETECTOR INSTRUCTIONS

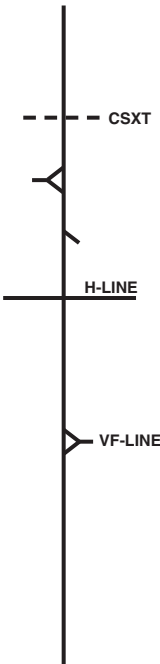
None.

9. DISTRICT INSTRUCTIONS

None.

EAST CAROLINA BUSINESS UNIT

Raleigh North to Cumnock

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
			ECBU DISTRICT DISPATCHER 335	
		NS 228.0	RALEIGH NORTH (YL)	
		NS 230.6	EDGETON (A)	
		NS 231.2	RALEIGH Y	
		NS 232.4	SOU. JUNCTION (YL) (C)	
		NS 233.1	BOYLAN	
		NS 234.7	Raleigh South (YL)	
		NS 251.7	VARINA Y	
		NS 266.3	BRICKHAVEN	
		NS 274.6	COLON	
	NS 279.9	CUMNOCK N.		

1. RULES IN EFFECT

Between	Main Track
Raleigh North and Raleigh South	Rules
Raleigh South and Cumnock N.	93
	171

2. MAXIMUM SPEEDS

Between	Psg.	Rhwy.	Frt.
MP NS 231.2, Raleigh and MP NS 279.9, Cumnock N.	MPH		
Except:	25	25	25
MP NS 231.2 to MP NS 279.9, All Tracks Other Than Main Track	10	10	10
MP NS 251.7 / MP VF 0.0, Varina, VF-Line, Turnout	10	10	10

EAST CAROLINA BUSINESS UNIT Raleigh North to Cumnock

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 NS 237.0 to MP NS 238.0
MP NS 247.0 to MP NS 248.0
MP NS 252.0 to MP NS 253.0

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Southward						
Raleigh to Varina	1950	2600	3100	3885	4250	5020
Varina to Brickhaven	2250	3400	4050	5040	5600	6610
Brickhaven to Cumnock	2150	2850	3450	4545	5050	5550
Northward						
Cumnock to Colon	1750	2350	2800	3465	3850	4540
Colon to Duncan	2050	2750	3250	4050	4500	5310
Duncan to Varina	3200	4250	5100	6345	7050	8320
Varina to Raleigh	2450	3250	3900	4860	5400	6370

5. LOCOMOTIVE AND CAR RESTRICTIONS

WEIGHT RESTRICTIONS

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

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

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

RADIO

Emergency	Code 911
CYO	Code 338
ECBU District Dispatcher	Code 335
Danville District Dispatcher	Code 333
Washington District Dispatcher	Code 334

TELEPHONE

Dispatcher Center	800-272-9522	
CYO	800-898-4296	M/W 589-5900
	Fax: 800-476-0170	M/W 589-5753

EAST CAROLINA BUSINESS UNIT

Raleigh North to Cumnock

8. DETECTOR INSTRUCTIONS

Detectors listed on Station Pages.

9. DISTRICT INSTRUCTIONS

A. RESTRICTIONS

Due to substandard track centers, employees are prohibited from riding side of equipment at the following locations:

1. NS Main Line and CSXT Connection Track, Colon, NC, MP NS 274.3.
2. Johnson Concrete, Varina, NC, MP NS 248.8.
3. Cherokee Sanford Brick. This covers both plants located at MP NS 266.2 and MP NS 274.3.

B. MP NS 234.7 & MP NS 228.0

Yard Limits are in effect between Raleigh South, MP NS 234.7 and Raleigh N., MP NS 228.0. Authority for movement within these limits will be granted verbally by the Yardmaster on-duty.

C. RALEIGH YARD (GLENWOOD)

1. ECBU Trainmaster Instructions and General Information Bulletins can be found in the Memo Bulletin System by typing on the command line "ECBUBULLS". This will access employees to the following East Carolina Business Unit Bulletins:
 - TMRALIG — Trainmaster Instructions
 - ECBUGIB — General Manager announcements and instructions

NOTE: Operations Bulletins pertaining to East Carolina Business Unit will continue to appear on Piedmont Division Bulletin Board.
2. Trains 349 and 351 when reporting for duty at Raleigh, NC, will contact CYO to determine if there are any cars to be picked up for their respective train at Durham, NC, or Glenn, NC. If cars are on hand at either location, the crew will ask if the cars are properly lined up and if so, will then notify the on-duty Train Dispatcher/Control Operator of work to be performed.
3. Unless otherwise instructed, a minimum of four (4) hand brakes must be applied on equipment left standing on the north end of Raleigh Yard. Four (4) or less cars require 100% hand brakes. Before equipment is separated, the first four (4) hand brakes on the north end must be applied. The Conductor and Engineer are jointly responsible for determining that equipment left on the north end of yard is secured as outlined above.
4. Due to substandard track center, employees must not ride the sides of equipment between Track No. 5 and No. 6 on the north end of Raleigh Yard when equipment is on the adjacent track.

EAST CAROLINA BUSINESS UNIT

Raleigh North to Cumnock

9. DISTRICT INSTRUCTIONS (CONT.)

C. RALEIGH YARD (GLENWOOD) (CONT.)

5. CSXT Railroad Crossing, Edgeton, MP NS 230.6

Northward trains approaching CSXT Crossing at Edgeton will stop at the northward stop signal. Operate the request button located adjacent to No. 3 Track, or request button located on the signal mast.

If signal fails to clear, crew member must operate the three (3) minute time release button located in the southeast quadrant of the crossing. If after the three (3) minute wait and the signal fails to clear, operate the hand-throw split rail derail and after lining the split rail derail, pull by the signal at least 30 feet stopping clear of the intersecting line and wait three (3) minutes and train may then proceed. Southward trains encountering a stop aspect at Edgeton, MP NS 230.6 will operate the time release in accordance with instructions. The leading end of the train must be stopped not more than 250 feet from the stop aspect and must remain at that location for three (3) minutes. If the signal does not change at the expiration of the three (3) minutes, train will pull by the signal at least 30 feet stopping clear of the intersecting line. Wait three (3) minutes and if no conflicting movement is evident, the train may proceed.

If signal does not clear and if all the above fails and no conflicting movement is evident, train or engine will pass home signal and stop before fouling and conflicting route, wait five (5) minutes and proceed.

6. When operating the power derail at Edgeton Interlocking (MP NS 230.6) you are to replace the metal bar which allows for an NS lock to be on one (1) end and a CSXT lock to be on the other. Do not circumvent this procedure by placing an NS lock in the power switch hasp after operating this switch.

7. When a train and engine crew reports for duty and will traverse CSXT trackage, a crew member will promptly check to determine if CSXT Train Clearance are on hand for their train.

If these Bulletins are not available, then a representative of CYO and Raleigh Yardmaster will be contacted so that the Bulletins can be requested.

8. All engine track switches at Raleigh, NC, are to be left lined in normal position after being used. The normal position for the south end of the new engine track is lined for the new lead (straight away) moves. The normal position for the north end of the new and old engine tracks is lined for the new lead (straight away moves). All derails are to be left in derailing position except when being used.

9. Crews switching in Glenwood Yard are prohibited from allowing loaded flat cars to be cut off while in motion. All loaded flats, including center beam flats, must be shoved to a complete coupling.

Couplings should be made with no more force than necessary.

EAST CAROLINA BUSINESS UNIT

Raleigh North to Cumnock

9. DISTRICT INSTRUCTIONS (CONT.)

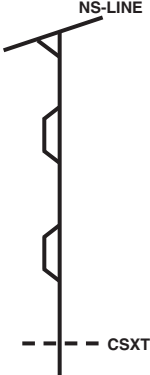
D. RUNNING SWITCHES

Running switches using motive power for acceleration on the Piedmont Division is prohibited. Switching moves as permitted by **Rule 111** are permitted at the following locations:

- MP NS 228.2 — Raleigh Carolina Builders
- MP NS 230.2 — CSXT Interchange Track
- MP NS 231.4 — South End Raleigh Yard
- MP NS 243.0 — McCullers (North and South End)
- MP NS 250.8 — North End Varina Pass Track
- MP NS 266.5 — North Crossover, Brickhaven
- MP NS 275.1 — South End Pass Track, Colon
- MP NS 276.2 — Noble Oil

E. VARINA JUNCTION

Train and engines must approach Varina Junction switch prepared to stop unless the switches are properly lined for the intended route and the track is clear. **Rule 97** applies. There is no normal position for the junction switch at Varina. The junction switch may be left in the position as last used. Timetable speed of 10 MPH through turnout at junction switch, MP NS 251.7 / MP VF 0.0 remains in effect.

EAST CAROLINA BUSINESS UNIT Varina to Fayetteville				
SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
			ECBU DISTRICT DISPATCHER 335	
		VF 0.0	VARINA SOUTH..... Y	
	1587	VF 17.7	SENER	
	1579	VF 35.1	KELLY SPRINGFIELD	
		VF 41.5	FAYETTEVILLE N. (YL)	
		VF 42.2	CSXT JUNCTION	
		VF 42.9	FAYETTEVILLE	
STATION PAGE INFORMATION				
NOTE: CSXT Timetable and Operating Rules apply between CSXT Junction, MP VF 42.2 and Fayetteville, MP VF 42.9.				
1. RULES IN EFFECT				
Between				Main Track
Varina and Fayetteville N.				Rules
Fayetteville N. and CSXT Junction				171
CSXT Junction and Fayetteville				93
				CSXT Spec. Instructions

EAST CAROLINA BUSINESS UNIT Varina to Fayetteville

2. MAXIMUM SPEEDS

	Psg.	Rhwy.	Fr.
Between	MPH		
MP VF 0.0 and MP VF 41.5	25	25	25
Except: MP VF 13.6 to Cape Fear Bridge	10	10	10
MP VF 41.5 and MP VF 43.0	10	10	10

3. CHECKING LOCOMOTIVE SPEED INDICATOR

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

LOCATION OF TEST MILE SIGNS:

MP VF 1.0 to MP VF 2.0
MP VF 39.0 to MP VF 40.0

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Southward						
Varina to Lillington	2300	3100	3650	4860	5050	5960
Lillington to Fayetteville	5950	7950	9500	11790	13100	15460
Northward						
Fayetteville to Senter	4200	5600	6700	8325	9250	10920
Senter to Lillington	3900	5200	6250	7695	8550	10090
Lillington to Kipling	1350	1800	2150	2655	2950	3480
Kipling to Varina	1700	2250	2700	3375	3750	4430

5. LOCOMOTIVE AND CAR RESTRICTIONS

WEIGHT RESTRICTIONS

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

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

6. SWITCHES AND DERAILS

None.

EAST CAROLINA BUSINESS UNIT

Varina to Fayetteville

7. COMMUNICATION INFORMATION

RADIO

Emergency	Code 911
CYO	Code 338
ECBU District Dispatcher	Code 335
Danville District Dispatcher	Code 333
Washington District Dispatcher	Code 334

TELEPHONE

Dispatcher Center	800-272-9522	
CYO	800-898-4296	M/W 589-5900
	Fax: 800-476-0170	M/W 589-5753

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

A. MP VF 43.0

Due to substandard track center, employees must not ride side of equipment at AAR Connection Track at Prillaman Chemical Co., MP VF 43.0, Fayetteville, NC, adjacent to the fence.

B. MP VF 42.4 — CSXT RAILROAD CROSSING, FAYETTEVILLE, NC

Trains and engines will not occupy CSXT Main Track between CSXT Junction and NS Yard Fayetteville without authority from the CSXT Dispatcher via radio. Southward trains and engines must stop clear of circuits operating crossing signals at the intersection of Hillsboro and Rowan Streets while waiting for authority to occupy the CSXT Main Track. Trains and engines must have permission from CSXT Dispatcher to flag over the Interlocking.

CSXT Railroad Crossing, Fayetteville, NC (Wye Track) yard protected by fixed stop signal. **Rule 97** applies.

CSXT Dispatcher, Jacksonville — Radio Frequency 84-84, Tone 4. **Rule 97** applies.

EAST CAROLINA BUSINESS UNIT

Varina to Fayetteville

9. DISTRICT INSTRUCTIONS (CONT.)

C. RUNNING SWITCHES

Running switches using motive power for acceleration on the Piedmont Division is prohibited. Switch moves as permitted by **Rule 111** are permitted at the following locations:

MP VF 17.9 — Senter, NC

MP VF 43.0 — Prillaman Chemical, Fayetteville, NC

D. MP VF 17.8

Any time equipment that is placed in Side Track at Senter, NC, MP VF 17.8, a minimum of five (5) hand brakes must be applied on the south end and three (3) on the north end of standing equipment. When handling less than eight (8) cars, 100% hand brakes must be applied.

E. MP VF 42.0

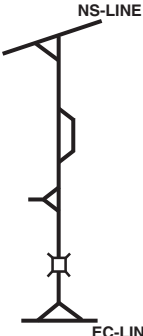
The switch entering the A&Y Main Line at Fayetteville, MP VF 42.0 must not be lined until the train receives a "Restricting" signal at the A&Y Fayetteville signal. The switch must be returned to normal after each use. The normal position of the switch is lined for movement on the A&Y Main Line.

F. VARINA JUNCTION

Train and engines must approach Varina Junction switch prepared to stop unless the switches are properly lined for the intended route and the track is clear. **Rule 97** applies. There is no normal position for the junction switch at Varina. The junction switch may be left in the position as last used. Timetable speed of 10 MPH through turnout at junction switch, MP NS 251.7 / MP VF 0.0 remains in effect.

EAST CAROLINA BUSINESS UNIT

Chocowinity to New Bern

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
	1625	NB 2.0	ECBU DISTRICT DISPATCHER 335	
			CHOCOWINITY Y (YL)	
		NB 23.1	ASKIN	
		NB 29.0	NEW BERN Y (DB) (YL)	

1. RULES IN EFFECT

Between	Main Track Rules
Chocowinity and New Bern	171

2. MAXIMUM SPEEDS

Between	Psgr.	Rhwy.	Frt.
	MPH		
MP NB 2.0, Chocowinity and MP NB 29.0, New Bern	25	25	25
Except:			
MP NB 29.0, Neuse River Bridge to MP NB 30.7	10	10	10
Except: Drawspan, MP NB 30.3	5	5	5
MP NB 30.9, West Leg of Wye, New Bern	5	5	5
MP NB 30.9, East Leg of Wye, New Bern	10	10	10
Auxiliary Tracks			
All Yard Tracks Chocowinity	10	10	10
Weyerhaeuser Lead, MP NB 21.5 to Weyerhaeuser, Restricted Speed not exceeding	10	10	10

3. CHECKING LOCOMOTIVE SPEED INDICATOR

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

LOCATION OF TEST MILE SIGNS:

MP NB 3.0 to MP NB 4.0
MP NB 25.0 to MP NB 26.0

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Southward Chocowinity to New Bern	3450	4600	5500	6840	7600	8970
Northward New Bern to Chocowinity	3800	5050	6050	7515	8350	9850

EAST CAROLINA BUSINESS UNIT Chocowinity to New Bern

5. LOCOMOTIVE AND CAR RESTRICTIONS

WEIGHT RESTRICTIONS

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

GROSS WEIGHT IN POUNDS

Between	Unit		Loaded Car	
	4-Axle	6-Axle	4-Axle	6-Axle
Chocowinity and New Bern	245,000	(a) 420,000 281,000	220,000	(a) 315,000 286,000

(a) Must not be handled on side or Industry Track except where authorized.

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

RADIO

Emergency	Code 911
CYO	Code 338
ECBU District Dispatcher	Code 335
Danville District Dispatcher	Code 333
Washington District Dispatcher	Code 334

TELEPHONE

Dispatcher Center	800-272-9522	
CYO	800-898-4296	M/W 589-5900
	Fax: 800-476-0170	M/W 589-5753

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

A. DRAWBRIDGES — MP NB 30.3, NEW BERN, NC


All trains and engines will proceed over Neuse River Drawbridge only on signal from Drawtender.

B. MP NB 21.5 — WEYERHAEUSER

No more than eight (8) cars may be placed in E1 Track located at the Bleach Plant. The rear car spotted must be left a minimum of one (1) car length from the butting block (end of track).

EAST CAROLINA BUSINESS UNIT

Aurora to Phosphate Junction

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
			ECBU DISTRICT DISPATCHER 335	
		WL 25.9	AURORA (End of Track)	
		WL 25.0	FREE (YL)	
		WL 0.0	PHOSPHATE JUNCTION (YL)	

1. RULES IN EFFECT

Between	Main Track Rules
Aurora and Free	93
Free and Phosphate Junction	171

2. MAXIMUM SPEEDS

Between	Psg.	Rhwy.	Frt.
	MPH		
MP WL 25.9 and MP WL 0.5	25	25	25
MP WL 0.5 and MP WL 0.0	10	10	10

3. CHECKING LOCOMOTIVE SPEED INDICATOR

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

LOCATION OF TEST MILE SIGNS:

MP WL 3.0 to MP WL 4.0

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Southward Aurora to Phosphate Jct.	4250	5650	6800	8415	9350	11030
Northward Phosphate Jct. to Aurora	4250	5650	6800	8415	9350	11030

5. LOCOMOTIVE AND CAR RESTRICTIONS

WEIGHT RESTRICTIONS

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

GROSS WEIGHT IN POUNDS				
Between	Unit		Loaded Car	
	4-Axle	6-Axle	4-Axle	6-Axle
Phosphate Jct. and Aurora	245,000	(a) 420,000 281,000	220,000	(a) 315,000 286,000

(a) Must not be handled on side or Industry Track except where authorized.

EAST CAROLINA BUSINESS UNIT Aurora to Phosphate Junction

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

RADIO

Emergency	Code 911
CYO	Code 338
ECBU District Dispatcher	Code 335
Danville District Dispatcher	Code 333
Washington District Dispatcher	Code 334

TELEPHONE

Dispatcher Center	800-272-9522	
CYO	800-898-4296	M/W 589-5900
	Fax: 800-476-0170	M/W 589-5753

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

A. MP WL 25.0

1. A Main Line switch for the PCS Industrial Lead is located at MP WL 25.0. The normal position for this switch is lined and locked for movement onto the PCS Industrial Lead. The PCS Industrial Lead extends for 30,216 feet (5.72 miles) to a gate that leads into the PCS Plant facility. No movements are to be made beyond this gate. All movements on the PCS Industrial Track must be made at Restricted Speed.
2. A split point derail has been installed located approximately 252 feet east of the Main Track switch at MP WL 25.0 on the former WL Main Track.

B. MP NS 131.5 AND MP WL 25.0

CSXT Trains may use NS trackage between Chocowinity S., MP NS 131.5 and Aurora, MP WL 25.9 under the direction of the NS Dispatcher, Greenville, SC. NS Rules and Timetable Instructions govern CSXT trains on NS track.

C. MP NS 132.0, CHOCOWINITY S. AND MP NS 127.4, CHOCOWINITY N.

1. CLNA trains may use NS trackage between Chocowinity S., MP NS 132.0 and Chocowinity N., MP NS 127.4 for interchange and connectivity. NS Rules and Timetable Instructions govern CLNA trains on NS trackage.
2. The Pocket Track and Old Engine Shop Track at Chocowinity are leased to the CLNA. NS crews must not leave unattended equipment in these tracks without proper authority.
3. The "NS" Line beyond these limits is leased to and dispatched by the CLNA. Under no circumstances should any NS trains move beyond these limits.

EAST CAROLINA BUSINESS UNIT

SPECIAL INSTRUCTIONS

ECBU-1.

All ECBU industries and Industry leads are restricted to no more than two (2) 6-AXLE LOCOMOTIVES.

EXCEPTIONS: Loaded unit trains being spotted to Goldsboro Milling, MP EC 7.0, Progress Energy, MP H 125.6 and MP NS 266.4, and switching moves at Transmontaigne, MP H 107.2 and Bartlett Grain, MP H 103.

ECBU-2.

Unless otherwise specified, all ECBU employees will be governed by all Piedmont Division Operating Bulletins, Superintendent's notices, and other Timetable Instructions.

ECBU-3.

All "RL" pool through freight crews (349/350) going on duty at Raleigh or Chocowinity will be supplied with written instructions regarding work to be performed (work instructions). If no written work instructions are found at the on duty location, contact CYO who will furnish them to you via fax. If CYO cannot be reached or cannot provide work instructions, immediately contact a supervisor for instruction.

Conductors and Engineers are equally responsible for ensuring that work instructions are received and the work contained therein is performed.

PIEDMONT DIVISION SPECIAL INSTRUCTIONS

TABLE OF CONTENTS

	Page
PI-A-1-1. Train Clearance	229
PI-A-28-1. Passenger Cars Handled in Freight Trains	229
PI-C-113-1. Bad Order as Rear Car	230
PI-EQ-11-1. Empty Unit Trains	230
PI-EQ-14-1. Coupling Loaded Multi-Levels	230
PI-EQ-15-1. Excessive Dimension Cars	230
PI-GR-8-1. Notification of Hours of Service	230
PI-GR-14-1. Drawbar Alignment and Replacing Knuckles.....	231
PI-GR-14-2. 3-Step Protection	231
PI-GR-15-1. Riding On and Crossing Over Equipment	231
PI-L-207-1. Powered Axles on Freight Trains.....	231
PI-L-248-1. Pusher Engineer Instructions.....	232
PI-11-1. Fusees.....	232
PI-99-1. FRA Excepted Tracks	233
PI-102(b)-1. Securing Equipment.....	234
PI-103-1. Shove Movements.....	234
PI-103(a)-1. Debris Over Rail.....	235
PI-103(d)-1. Securing Unattended Cars.....	235
PI-103(e)-1. Movements on Same or Adjacent Track	235
PI-103(e)-2. Handling Auto Racks and 89-Foot Flat Cars	235
PI-103(e)-3. Switching to Clear Tracks	236
PI-103(g)-1. Coupling to Locomotives	236
PI-103-2. Directing Shove Moves	236
PI-104-1. Restoring Switches in Track Authority Territory.....	236
PI-104(a)-1. "Double-Check" Instructions.....	237
PI-104(a)-2. Protecting Shove Movements from Vehicle	237
PI-104(e)-1. Crossover Switches.....	238
PI-104(f)-1. Spring Switches	238
PI-232-1. Abbreviations.....	238
PI-235-1. Advance Track	238
PI-236-1. Job Briefing	239
PI 237-1. Brake Sticks.....	239
PI-238-1. Locomotive Dynamic Brake Status Reporting (LDBSR)	240
PI-245-1. Proceed Signal — Authority Conveyed.....	241
PI-404-1. Pusher Operations	241
PI-501-1. Radio Call-In.....	241
PI-501.1-1. Monitoring Radio	241
PI-520-1. Reporting Clear	242
PI-582-1. Contacting CYO.....	242
PI-592-1. Riding Controlling Unit	242
PI-602-1. Trainee Hats	243
PI-1001-1. Gloves	243

PIEDMONT DIVISION

SPECIAL INSTRUCTIONS

PI-A-1-1. TRAIN CLEARANCE

Whenever a Train Clearance is received and the "time issued" on the Clearance is greater than three (3) hours prior to the reporting time of the train, the Train Clearance must be verified with the Train Dispatcher/Control Operator on-duty to ensure that their Clearance is the most current.

Additionally, all trains operating onto the Piedmont Division from other Divisions, must contact the on-duty Train Dispatcher/Control Operator to verify that they have an up-to-date Clearance.

This is to be done prior to actually occupying Piedmont Division trackage.

Trains operating over the Piedmont Division must not depart their on-duty locations until both the Conductor and Engineer have received a current Train Clearance that is addressed to their train.

Crews operating on interdivisional trains will receive Train Clearance at the origin location for all Districts over which they operate.

AMTRAK 20 will receive CSXT Train Clearance at Washington, DC.

AMTRAK 19 will receive CSXT Train Clearance at Richmond, VA.

AMTRAK 18 and 79 will receive Train Clearance at Richmond, VA.

AMTRAK 82 will receive Train Clearance at Raleigh, NC.

AMTRAK 80 will receive Train Clearance at Charlotte, NC.

AMTRAK 50 will receive Train Clearance at Charlottesville, VA.

Trains operating to Roanoke, VA, must receive Virginia Division Bulletin Orders before leaving Linwood, NC, or Manassas, VA.

Trains operating to Potomac Yard over CSXT trackage will receive CSXT Train Clearance at Lynchburg, Manassas, or Alexandria.

Trains operating over CSXT trackage between Fetner and Boylan will receive CSXT Train Clearance before departing Raleigh, Durham, Greensboro, Linwood or Goldsboro.

VRE trains will receive CSXT and NS Train Clearance at VRE's Broad Run Yard, northward, and Ivy City Yard, southward, unless directed otherwise by Chief Dispatcher.

PI-A-28-1. PASSENGER CARS HANDLED IN FREIGHT TRAINS

To prevent damage to passenger car diaphragms when being handled in freight train service, such equipment must not be coupled to by:

1. The snow plow end of locomotives so equipped unless specifically authorized by the Mechanical Department.
2. Tank cars or other cars having couplers with top and bottom shelves.
3. Units 8714 through 8763 account platform above couplers.

Crews must ensure there is proper clearance between the locomotive jumper cable receptacle and the passenger car diaphragm.

PIEDMONT DIVISION	
SPECIAL INSTRUCTIONS (CONT.)	
PI-C-113-1.	BAD ORDER AS REAR CAR
When handling bad order cars as rear car in train, air must be cut in to such cars if possible. If this cannot be done, cars must be chained/cabled to caboose or rear car, kept under observation, and restricted to 15 MPH. When observation is not possible, bad order car must not be handled in train.	
PI-EQ-11-1.	EMPTY UNIT TRAINS
All empty Unit Trains (50 cars or more), moving in local or through train service, must be handled intact on the head-end or rear-end of the train only. Pick ups made on line-of-road must not be made in such a manner as to disturb the placement of the empty unit train.	
PI-EQ-14-1.	COUPLING LOADED MULTI-LEVELS
Loaded multi-levels must be shoved to a coupling when handled on this Division.	
PI-EQ-15-1.	EXCESSIVE DIMENSION CARS
<p>Safe movement of high and wide shipments requires the joint effort of both train and engine employees and Train Dispatcher/Control Operators.</p> <p>When a train has in it's consist high and/or wide shipments, the crew must conduct a job briefing with the Train Dispatcher/Control Operator before departing to determine:</p> <ol style="list-style-type: none"> 1. Location of opposing movements. 2. Safe meeting and passing locations. 3. Location of restricted tracks. 4. Location where speed is restricted. <p>The briefing must be repeated as necessary while en route to see that hi-wide shipments are properly protected by passing trains.</p> <p>The Train Dispatcher/Control Operator will ensure that documentation of the train carrying high/wide shipments is recorded on the train sheet and Train Clearance as information and guidance to affected trains and Train Dispatcher/Control Operators.</p>	
PI-GR-8-1.	NOTIFICATION OF HOURS OF SERVICE
The Conductor must notify the Train Dispatcher/Control Operator at least three (3) hours in advance of the earliest time any member of the crew will reach maximum time on-duty under the Hours of Service Law.	

PIEDMONT DIVISION	
SPECIAL INSTRUCTIONS (CONT.)	
PI-GR-14-1.	DRAWBAR ALIGNMENT AND REPLACING KNUCKLES
<p>The following guidelines must be followed when adjusting drawbars or opening/replacing knuckles in accordance with Rule GR-14:</p> <ol style="list-style-type: none"> 1. Employees must seek assistance from a fellow crew member if a drawbar cannot be adjusted or a knuckle cannot be replaced with normal effort. 2. Employees must determine that the knuckle pin is properly positioned before opening a knuckle. 3. When knuckle pin is removed to replace a knuckle or repair the locking mechanism of a coupler, it must be placed in a manner that will prevent it from rolling or falling. 4. Employees replacing a knuckle must determine that it is properly aligned before attempting to position it in the coupler. 	
PI-GR-14-2.	3-STEP PROTECTION
<p>Reference Rule GR-14:</p> <p>“Arranging Protection” requires the employee needing protection to notify the Engineer and other crew members as needed by radio when available. When crews are performing work without a radio, a clear understanding is required.</p>	
PI-GR-15-1.	RIDING ON AND CROSSING OVER EQUIPMENT
<p>Employees must not:</p> <ol style="list-style-type: none"> 1. Cross over on end of moving cars, or between moving coupled cars. 2. Ride between moving cars. 3. Ride on or in freight cars or on the outside of engines while passing under tipples, shakers, conveyors, or other overhead loading or unloading devices. <p>Employees may ride the end of moving equipment with body positioned between gauge of track when riding the trailing end of last car in pulling movement. This does not prohibit an employee from riding under the slop sheet of a hopper or covered hopper on an extended shove movement.</p>	
PI-L-207-1.	POWERED AXLES ON FREIGHT TRAINS
<p>The following trains are authorized to operate with 24 equivalent powered axles on line:</p> <p style="padding-left: 40px;">All trains using train symbols 100, 300 or 400</p> <p style="padding-left: 40px;">All Intermodal, stack or Triple Crown service trains 200 through 299</p> <p style="padding-left: 40px;">All solid Coal or Grain Trains</p> <p>Above listed trains will be governed by NS-1 Rule L-210, Rules for Equipment Operation and Handling, when operating in Dynamic Brake.</p>	

PIEDMONT DIVISION

SPECIAL INSTRUCTIONS (CONT.)

PI-L-248-1. PUSHER ENGINEER INSTRUCTIONS

Before a pusher Engineer couples to a train, he is to advise the train crew he is assisting stating:

“This is pusher Engineer _____ on the (_____) pusher. I will be your pusher, over.”

Before coupling (including handling EOT), the pusher Engineer must notify the Engineer on the train to apply his automatic brake and that he will be working between the locomotives and the rear car and not to release the brake or move until he has notified him his work is complete.

When coupling has been completed, the pusher Engineer must notify the Engineer on the train as follows:

“This is Engineer _____ on (_____) pusher. I am in the clear of your train and ready to proceed when you are ready, over.”

Before uncoupling (except when uncoupling by use of a cut-on-the-fly valve), the pusher Engineer must notify the Engineer on the train to apply his automatic brake and that he will be moving between the locomotives and the rear car and not to release the brake or move until he has notified him his work is complete.

When uncoupling has been completed (including handling EOT device), pusher engine should further separate the pusher engines from rear of train a minimum of three (3) car lengths for slack adjustment before releasing train brakes. The pusher Engineer must notify the Engineer on the train, as follows:

“This is Engineer _____ on (_____) pusher. I am in the clear of your train with locomotives cut off, over.”

NOTE: All instructions or information given by radio must be repeated by the receiving party.

PI-11-1. FUSEES

The following instructions are issued in connection with the handling and storage of fusees:

1. Fusees will be stored on locomotives and cabooses in the locations so provided.
2. Fusees must not be stored in tool boxes with other tools or equipment.
3. Fusees must not be cut open and the powder removed.
4. Fusees that are damaged, frayed, or suspect must be returned to the local Material Management Department.
5. Fusees must never be stored adjacent to acid or acid-producing elements such as coal.

PIEDMONT DIVISION

SPECIAL INSTRUCTIONS (CONT.)

PI-99-1. FRA EXCEPTED TRACKS

Under FRA Track Guideline, we can designate segment of track or tracks as excepted trackage. The locations are:

Belton and Walhalla District portion
Belton Junction to MP Z 0.0, Belton
MP Z 0.0, Belton to MP Z 6.4
Salisbury and Albemarle District
MP N 30.9, Albemarle to MP N 25.5, Halls Ferry Junction
MP SC 0.2 to MP SC 2.0
BUC Lead Track at Union, SC

The following restrictions apply to these excepted track locations:

213.4 Excepted Track:

A track owner may designate a segment of track as excepted track provided that:

1. The segment is identified in the Timetable, Special Instructions, General Order, or other appropriate records, which are available for inspection during regular business hours;
2. The identified segment is not located within 30 feet of an adjacent track, which can be subjected to simultaneous use at speeds in excess of 10 MPH;
3. The identified segment is inspected in accordance with 213.233(c) at the frequency specified for Class 1 Track;
4. The identified segment of track is not located on a bridge including the track approaching the bridge for 100 feet on either side, or located on a public street or highway, if railroad cars containing commodities required to be placarded by the Hazardous Materials Regulations (49 CFR Part 172), are moved over the track; and
5. The railroad conducts operations on the identified segment under the following conditions:
 - (a) No train shall be operated at speeds in excess of 10 MPH;
 - (b) No revenue passenger train shall be operated; and
 - (c) No freight train shall be operated that contains more than five (5) cars required to be placarded by the Hazardous Materials Regulations (49 CFR Part 172).

PIEDMONT DIVISION

SPECIAL INSTRUCTIONS (CONT.)

PI-102(b)-1. SECURING EQUIPMENT

1. Hand brakes being used to secure cars or engines must be applied or released while the equipment is standing except when testing hand brakes, or to control cars rolling free in switching moves at authorized locations.
2. When necessary to control free rolling cars by hand brake, the employee must be on the car before the car is allowed to roll free.

PI-103-1. SHOVE MOVEMENTS

In addition to the requirement of **Rule 103**, during shove movements, train and engine crews will be governed by the following:

1. When approaching ends of stub-end tracks and derails, the movement must be stopped one (1) car length from either the end of the track or the derail. If necessary, movement may then proceed. It will not be necessary to stop short of a derail, if the derail has been lined to the off position ahead of the movement and the Engineer acknowledged that the derail is off.
2. When coupling to equipment standing close (less than 25 feet) to wheel stops, stop must be made 20 feet from coupling to re-coordinate move, movement may then proceed.
3. When coupling to equipment standing on a curve where a mismatch coupling could occur, a stop must be made one (1) car length from coupling and necessary precautions taken to prevent damage.
4. Before a shove movement is made, the Engineer will ask over the radio if a responsible employee is in position to provide protection.
5. When shoving cars or engines at any location, crew members must take action to prevent damage and to avoid fouling other tracks. A crew member or other employee suitably equipped to control the movement and protect against conflicting movements must place himself at, on, or ahead of the leading end, except:
 - when a crew member is in a position to determine positively there is sufficient room in the track to hold the equipment being shoved and there are no conflicting movements, that intervening road crossings are properly protected, and that intervening switches and derails are properly lined for the intended movement
 - when a responsible employee is directing the move by radio and can see the track is clear and knows positively that intervening switches and derails are properly lined for the intended movement
 - in tracks where the move is governed by shove lights and made in accordance with special instructions

Safety stops must be made in accordance with Timetable Instructions.

Be governed by the following additional instructions:

All shove movements conducted on an industry track on the Piedmont Division must be protected by someone at, on, or ahead of the move.

Riding cars within intermodal facilities on the Piedmont Division is prohibited. If a shove movement requires protection under existing rules or instructions, employees must position themselves at or ahead of the leading end of the movement without riding the equipment being handled.

PIEDMONT DIVISION	
SPECIAL INSTRUCTIONS (CONT.)	
PI-103(a)-1. DEBRIS OVER RAIL	
No car or engine is to be run over a track where the rail is covered by dirt or debris, and where top of rail is not visible.	
PI-103(d)-1. SECURING UNATTENDED CARS	
Cars or engines left on any track must be secured as follows:	
<ol style="list-style-type: none"> 1. Stub-end tracks — no less than one (1) car length from end of track (dirt mound, wheel stops, bumping post). 2. Tracks open on either end — no less than one (1) car length from derail, if so equipped, or clear point on either end. 	
EXCEPTION: Does not apply at industry locations where track length will not permit proper spotting. At these locations crews must utilize extreme caution when coupling to cars or releasing brakes in order to prevent damage.	
PI-103(e)-1. MOVEMENTS ON SAME OR ADJACENT TRACK	
When any two (2) movements are being made into the same or adjacent tracks within a yard, the Yardmaster will advise both crews of movements.	
PI-103(e)-2. HANDLING AUTO RACKS AND 89-FOOT FLAT CARS	
When spotting auto racks for loading or unloading, the following procedure must be observed to ensure proper positioning of bridge plates if one or more of the auto racks is equipped with M-921-D end-of-car cushion unit (can be identified by stencil on side sill near end of car):	
<ol style="list-style-type: none"> 1. Because of 50,000 lb. pre-load, M-921-D cushion units require a sustained push over a period of time of up to two (2) minutes to compress the units sufficiently to achieve proper spacing between cars. The distance between each car should be 38-foot to 46-foot (measured between back of bridge plate support on one (1) car to the deck of the next car). 2. After the auto racks are properly spotted, hand brakes must be applied and hand brakes set on enough cars to properly secure and prevent movement. 	
When making a coupling with 89-foot flat cars, a safety stop must be made prior to a coupling when these cars are in a turnout or a crossover. After the stop has been made, care must be exercised to complete the coupling. When shoving 89-foot flat cars through turnouts and crossovers, care must be exercised that brake is fully released before a movement is made and locomotive amperage must be maintained at a safe level during the entire movement.	
Linwood Yard and Atlanta	
Between Linwood Yard and Atlanta, blocks of 10 or more empty 89-foot or longer flat or multi-level cars must be handled on the rear of train only. These instructions do not apply to Rail-highway trains.	

PIEDMONT DIVISION

SPECIAL INSTRUCTIONS (CONT.)

PI-103(e)-3. SWITCHING TO CLEAR TRACKS

Equipment must not be cut off in motion to a clear track under any circumstances. The on-duty Yardmaster must inform all crews as to which tracks are clear and must instruct the appropriate Conductor to provide necessary protection (blockers secured with sufficient hand brakes) before switching into these tracks. As soon as a track or tracks becomes clear, the Yardmaster must immediately advise the Conductor on each crew that the track or tracks are clear.

After being notified by the Yardmaster as to which tracks are clear, the Conductor will be responsible for notifying all crew members before switching into any one of the tracks.

NOTE: These instructions do not apply to the Classification Yard in Linwood Terminal.

PI-103(g)-1. COUPLING TO LOCOMOTIVES

Before a coupling is made to any locomotive, it must be ascertained that such locomotive is unoccupied, or a crew member must notify the occupant of the impending coupling.

PI-103-2. DIRECTING SHOVE MOVES

When a shove movement is to be directed by a responsible employee other than a crew member, the following guidelines WILL be followed:

1. The responsible employee and train crew will comply with applicable Rules, including: **Rules 505.3, 508.1 and 508.2.**
2. When train or engine couples to standing equipment in a track that is to be shoved, prior to making shove, train or engine must stretch track to verify that all equipment is coupled. This will also serve to help the person directing the movement verify the track to be shoved.
3. The responsible employee must be able to see the rear of the movement being directed at all times and must be able to see the track being shoved into.
4. The responsible employee is not to perform any other duty while directing the shove.

PI-104-1. RESTORING SWITCHES IN TRACK AUTHORITY TERRITORY

A Main Track switch in Track Authority territory (271 or 171) must not be authorized to be left lined for other than Main Track movement.

The employee assigned to handle the Main Line switch is responsible for its restoration. A Train Dispatcher/Control Operator **cannot** provide protection for switches left lined for other than Main Track movement.

Rules 104 through 104(h) of the current Operating Rules Book remain in full force.

PIEDMONT DIVISION

SPECIAL INSTRUCTIONS (CONT.)

PI-104(a)-1. "DOUBLE-CHECK" INSTRUCTIONS

When movement is to be directed by radio, the following instructions will govern:

Before a shoving move is made into or out of a track equipped with a derail, the Engineer must be told via radio that the switch is lined and the derail is off. The Engineer who will acknowledge the information will advise the employee directing the movement to double-check the alignment of the switch and derail. Until notified again that the switches and derails are properly lined for the intended movement, the Engineer must not make a movement. It will be the responsibility of the Engineer to obtain this information before starting the movement. In non-continuous switching operations, the Engineer is to ask for and receive a double-check of the route (switches) before proceeding. The person handling the switches and lining the route should visually check to see that the switches within their view are correctly lined for the planned route.

NOTE: The purpose of this Bulletin is to ensure the switch and derail are double checked for the intended route. These instructions must be complied with as written. Do not short cut the procedure. Until the instructions are complied with, the Engineer has no authority to move.

The following will serve as an example of proper procedure:

CONDUCTOR: "Conductor on P95 to Engineer on P95, the switch is lined and the derail is off. Come ahead about 10 cars to a coupling, over."

ENGINEER: "OK...Engineer on P95 understands that the switch is lined for our route and the derail is in the off position. How about double checking the switch and derail, over?"

CONDUCTOR: "OK Engineer P95. I have double checked the switch and derail. The switch is lined, derail off, come ahead 10 cars to a coupling, over."

There must be an absolute understanding of which track is being shoved and it must be acknowledged by all personnel involved in the shove move. The shove movement is not to start until all personnel involved fully acknowledge as to which track is being shoved.

EXCEPTION: Permission to hold the Main Line switch may be obtained verbally from the Train Dispatcher/Control Operator and only after obtaining permission can the switch be left open. Trains are required to obtain permission from the Train Dispatcher/Control Operator to reoccupy the Main Track even if permission was obtained to leave the Main Line switch open.

PI-104(a)-2. PROTECTING SHOVE MOVEMENTS FROM VEHICLE

When protecting shoves from a vehicle:

1. Get out of the vehicle to check switches and derails.
2. The vehicle must be stopped while the shove movement is moving.
3. These instructions apply even on the Main Line regardless of signal indication.
4. The vehicle must be ahead of the movement.
5. The leading end of the movement must remain in view.

PIEDMONT DIVISION

SPECIAL INSTRUCTIONS (CONT.)

PI-104(e)-1. CROSSOVER SWITCHES

If the switches of an unattended crossover are observed to be out of correspondence, they will, when practical, be placed in corresponding position or the Train Dispatcher/Control Operator, Yardmaster, or other proper authority must be promptly notified. When notified, the Train Dispatcher/Control Operator, Yardmaster, or other proper authority must make immediate arrangements to have the switches restored to their proper position.

PI-104(f)-1. SPRING SWITCHES

While a train or engine is operating at Restricted Speed at a facing point spring switch, the following instructions are in effect:

1. A crew member, or other employee, must operate the switch ahead of the movement to ensure switch points move with the switch lever and that switch points fit properly.

EXCEPTION: This procedure is not required when spring switch is equipped with a marker light indicating proceed.

PI-232-1. ABBREVIATIONS

The following abbreviations can be used on the Track Authority Form, providing that it can be readily identified without possibility of misunderstanding or error:

- WE — West End
- EE — East End
- NE — North End
- SE — South End
- OTE — On-Track Equipment
- MP — Milepost
- M1 — Main One
- M2 — Main Two

NOTE: Rule 232, lists other abbreviations that are authorized.

PI-235-1. ADVANCE TRACK

The Advance Track located at Charlotte Junction is an auxiliary track with control points at both ends. Due to this being an auxiliary track, the Piedmont Division Dispatching Center is unable to issue TA 1.1 Track Authority for this track. Instead verbal block authority is issued for track occupancy between the control points (South Advance and North Advance) with the Charlotte Dispatcher blocking off the control points providing access to each end of the track. It is the responsibility of the person or persons being granted access to this track to release their authority after use.

PIEDMONT DIVISION

SPECIAL INSTRUCTIONS (CONT.)

PI-236-1. JOB BRIEFING

All Piedmont Division Transportation employees reporting for duty at all locations will be required to participate in a Job Briefing with the Trainmaster or Yardmaster on-duty at his or her reporting location prior to performing any service. At outlying points, crews will contact the on-duty Chief Dispatcher at 864-255-4228 to participate in a Job Briefing with the Chief Dispatcher.

After reporting for duty, if any yard, local or road assignment has not had a Job Briefing with the on-duty Trainmaster or Yardmaster within 30 minutes at the reporting location, the Conductor, Foreman, Utility Brakeman on utility assignments or the Engineer on Engineer only Pilot assignments will contact the on-duty Chief Dispatcher at 864-255-4228 in order to have a Job Briefing prior to beginning any work activity.

The recently issued Job Briefing template form should be utilized during these Job Briefings. Keep in mind this template may not be all inclusive for every briefing and more topics may be relevant for your particular tour of duty. All crew members must actively participate in the Job Briefing and remember to have follow-up Job Briefings as the tour of duty progresses at the appropriate times as outlined in **Rule GR-38**.

PI-237-1. BRAKE STICKS

Brake Sticks will be signed in and out with a designated supervisor (where supervisor is employed 24 hours per day) at each location brake sticks are in use, unless you have been assigned a brake stick.

If supervisor is not on-duty 24 hours per day, such as outlying locations, the brake stick must be signed in/out on the sign in/out form at each location.

Brake sticks are to be audited before and after each tour of duty and are not to be used if the manufactured date on the brake stick is over two (2) years old. This is found on the brake stick handle under the locking collar and starts with NS followed by the date and a serial number.

EXAMPLE: NS-0806 - Serial # - as example for August 2006 manufactured date.

Defective brake sticks must be given to your immediate supervisor for handling.

PIEDMONT DIVISION

SPECIAL INSTRUCTIONS (CONT.)

PI-238-1. LOCOMOTIVE DYNAMIC BRAKE STATUS REPORTING (LDBSR)

The FRA Power Brake Rule 49 CFR Part 232 enacted in early 2002 has entered its final phase. All locomotives equipped with dynamic brakes and placed in service for the first time on or after October 1, 2007 are designed to display in real time on the lead locomotive, the total train dynamic brake retarding force available in the train. This feature allows the engineer to view a screen that tells the total dynamic braking force of the entire locomotive consist in kilo pounds (klbs).

The system works by each equipped locomotive in the consist calculating its own braking force and transmitting that signal to the lead locomotive through the MU cable. The lead locomotive then adds the total braking force of the whole consist and displays that number to the Engineer. NS locomotive series 7670-7719 will be the first in the fleet to be equipped with LDBSR. It is important to understand that only locomotives equipped with this new feature are capable of transmitting and displaying total braking force. Engineers should not depend on the system to show total braking force unless all units in the consist are equipped. It should also be noted that **NS-1 Rule L-210** remains in effect.

There will be two (2) basic changes to the current locomotive display screens. The first change is to the existing tractive effort graph and meter where a consist KLB graph will be added. The new graph/meter will display the average dynamic braking or tractive effort in kilo pounds force for all cut in traction motors. In tractive effort, the bar (from 0 to 180 (klbs) is Green. In dynamic braking effort, the bar (from 0 to 120 klbs) is Yellow. If the graphic indicates a problem, reduce the throttle handle or dynamic brake handle position until the bar returns within normal operating parameters.

The second change is the addition of a Consist Monitor which includes railroad ID, road number, traction/dynamic brake status, traction/dynamic brake effort (shown in klbs) and dynamic brake status, condition. The traction/dynamic effort field will be Yellow when braking mode. The operator message area will remain unchanged from what is displayed on the main operating screen. The following letters will be used to indicate dynamic brake condition:

- F – When a fault in the dynamic brake system has occurred
- IS – When the locomotive is isolated
- CD – When the dynamic brake system is cut out
- RD – When dynamic braking is available
- DD – When only dynamic braking is available
- XX – When the locomotive's dynamic brake monitor system has failed a self-test
- NA – When the locomotive is not equipped with the dynamic brake function
- *** – When there is a local communication loss, the locomotive road numbers and date are displayed as ****

All current operation rules and restrictions remain in effect and unchanged.

PIEDMONT DIVISION																							
SPECIAL INSTRUCTIONS (CONT.)																							
PI-245-1.	PROCEED SIGNAL — AUTHORITY CONVEYED																						
<p>The display of a proceed aspect governing movement to non-signaled branches, spurs, or other tracks does not convey authority beyond the opposing home signal of any crossover, turnout or Interlocking. Trains or engines must have the necessary prescribed authority before proceeding onto non-signaled territory (Track Authority, Rule 137 or Rule 93).</p>																							
PI-404-1.	PUSHER OPERATIONS																						
<p>Trains operating with pusher consist not equipped with a cut-on-the-fly device and operating at locations where train cannot be draped and held with the independent brakes so the automatic brake can remain fully charged, will not stop to remove pusher consist until train has reached the bottom of the grade.</p>																							
PI-501-1.	RADIO CALL-IN																						
<p>Following are Division radio call-in codes to be used to contact the Train Dispatcher/Control Operators or others as indicated:</p> <table> <tr> <th></th><th><u>Call-in Code</u></th></tr> <tr> <td>Chief Dispatcher</td><td>330</td></tr> <tr> <td>Charlotte South Dispatcher</td><td>331</td></tr> <tr> <td>Charlotte North Dispatcher</td><td>332</td></tr> <tr> <td>Danville District Dispatcher</td><td>333</td></tr> <tr> <td>Washington District Dispatcher</td><td>334</td></tr> <tr> <td>Raleigh District Dispatcher</td><td>335</td></tr> <tr> <td>Asheville District Dispatcher</td><td>336</td></tr> <tr> <td>Columbia District Dispatcher</td><td>337</td></tr> <tr> <td>CYO Atlanta</td><td>338</td></tr> <tr> <td>EMERGENCY</td><td>911</td></tr> </table> <p>This answer back tone you receive lets you know that you have reached the Train Dispatcher/Control Operator's console and you are in line to be answered.</p> <p>An Emergency 911 tone-in puts you through immediately to the Train Dispatcher/Control Operator without having to wait to be answered. Use this only in true emergency situation.</p> <p>Transmission on unauthorized channels is a violation of Federal Law and is prohibited.</p>			<u>Call-in Code</u>	Chief Dispatcher	330	Charlotte South Dispatcher	331	Charlotte North Dispatcher	332	Danville District Dispatcher	333	Washington District Dispatcher	334	Raleigh District Dispatcher	335	Asheville District Dispatcher	336	Columbia District Dispatcher	337	CYO Atlanta	338	EMERGENCY	911
	<u>Call-in Code</u>																						
Chief Dispatcher	330																						
Charlotte South Dispatcher	331																						
Charlotte North Dispatcher	332																						
Danville District Dispatcher	333																						
Washington District Dispatcher	334																						
Raleigh District Dispatcher	335																						
Asheville District Dispatcher	336																						
Columbia District Dispatcher	337																						
CYO Atlanta	338																						
EMERGENCY	911																						
PI-501.1-1.	MONITORING RADIO																						
<p>All T&E service employees in deadhead service must monitor radio for possible communications.</p>																							

PIEDMONT DIVISION

SPECIAL INSTRUCTIONS (CONT.)

PI-520-1. REPORTING CLEAR

1. When a train, engine, On-Track equipment, or employee performing maintenance are reported clear of the limits authorized by a **Track Authority**, the following must be stated to ensure against misunderstanding:
 - (a) Number of **Track Authority** being cleared; and
 - (b) Limits being cleared; and
 - (c) Designation of track being cleared when operating in multiple track territory.If the employee reporting clear fails to give this information, the Train Dispatcher/Control Operator or Control Station must ask for and obtain it before the limits are considered to be clear.
2. Any work that would interfere with the safe passage of trains and engines is an obstruction and must not be attempted until full protection in both directions has been provided by flag, **Track Authority**, or **Conditional Stop sign**.

When Engineering Department employees, including, without limitation, C&S and MW&S employees, perform work that requires lining switches, protection must be provided by RWP Rules and/or protection by Control Operator/Dispatcher.

PI-582-1. CONTACTING CYO

A crew member of a train or yard assignment delivering interchange to other carriers at any point must notify CYO by the quickest available means (radio or telephone) as soon as the cut or cars or train is placed on the interchange track. This includes both deliveries to Class I railroads and shortlines. CYO needs to know the location, foreign line the cars are being delivered to, the total number of cars, as well as the head and rear car number for the cut/train being delivered. These instructions apply to all interchange deliveries including run through trains. In addition to the above procedure, Conductors will still be required to complete any work order paperwork involving interchange moves, and see that it is faxed to CYO.

All Unit Trains, empty or loaded, must notify CYO by the quickest available means (radio or telephone) with the following information: arrival and placement times, and/or pull and departure times. Paperwork involving the placement or pulls is still required to be completed by the Conductor and faxed to CYO.

PI-592-1. RIDING CONTROLLING UNIT

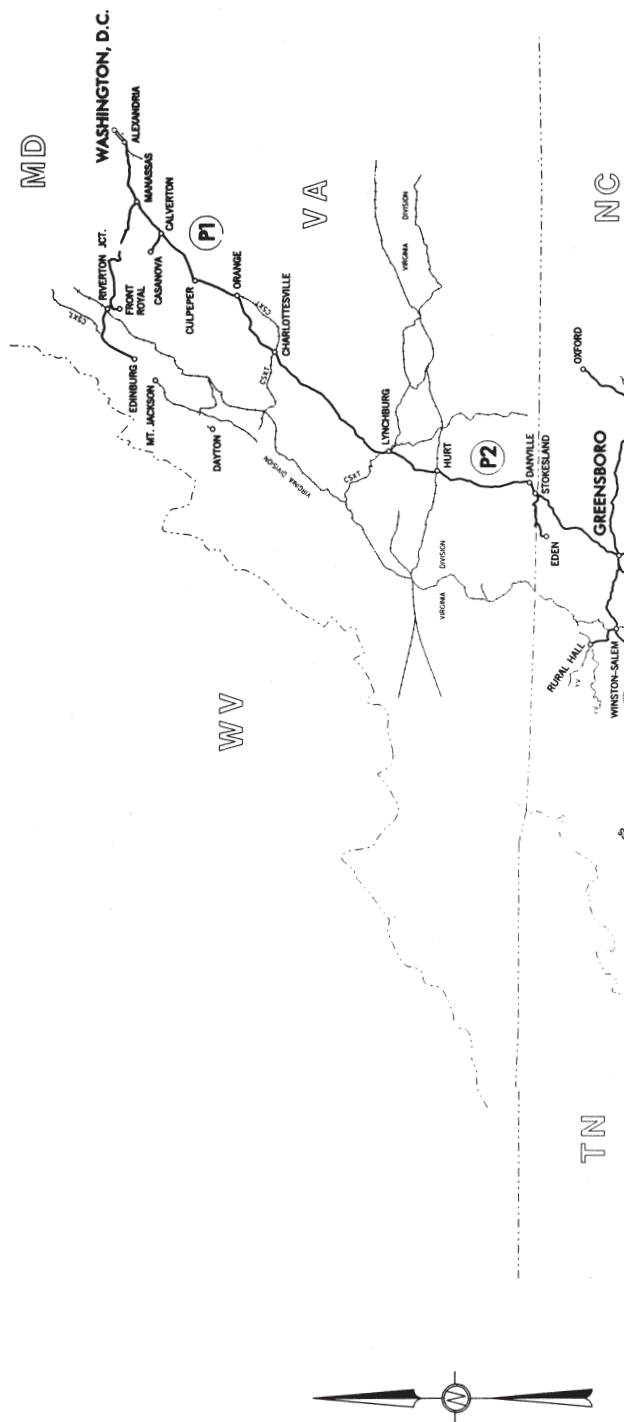
Be governed by the following with reference to **Rule 593**:

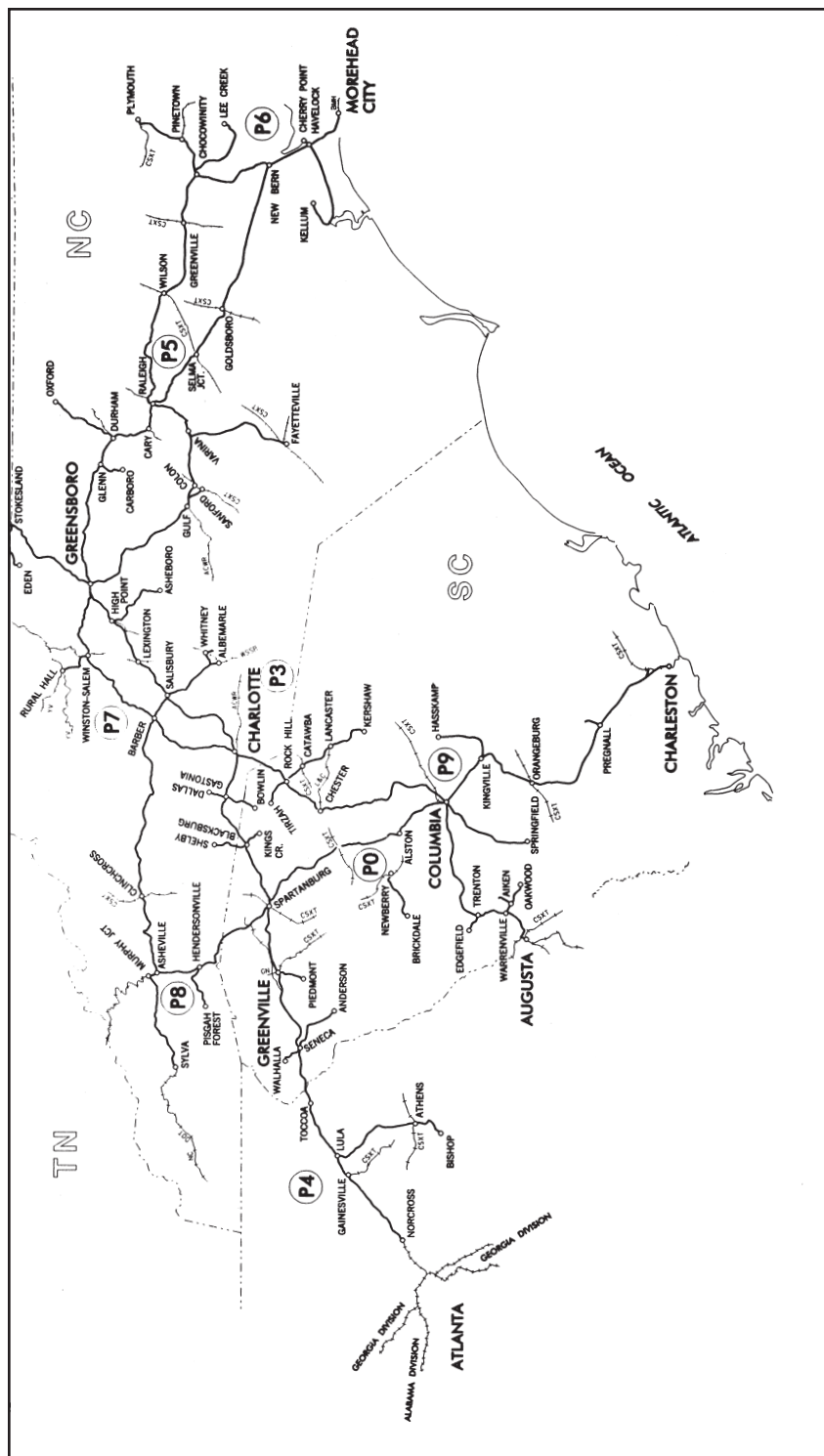
1. If the lead unit has two (2) seats and there is a Trainman or Engineer Trainee, then the Conductor will ride the lead unit and the Trainman will ride a trailing unit.
2. If the lead unit has two (2) seats and there is no Trainman and/or Engineer Trainee, then the Conductor will ride the lead unit.
3. If the lead unit has three (3) seats and there is a Trainman or Engineer Trainee, then the Conductor will occupy the lead unit.
4. If there is a Accelerated Conductor Trainee, then the trainee will ride the lead unit with the Conductor if a seat is available.

PIEDMONT DIVISION	
SPECIAL INSTRUCTIONS (CONT.)	
PI-602-1.	TRAINEE HATS
<p>All Accelerated Conductor Trainees will be required to wear the Piedmont (Orange) training hat while on-duty. The hat is clearly visible and indicates that the person wearing it is in training. The only exception to this would be if the weather would require another type of head wear. This will permit others to recognize those who may need assistance.</p>	
PI-1001-1.	GLOVES
<p>Gloves must be worn when your duties may expose your hands to injuries from cuts and bruises.</p> <p>Gloves must be of a construction that they do not present a safety hazard and are suitable for duties to be performed.</p>	

PIEDMONT DIVISION

DECEMBER 1998





NOTES



Our NS Goal-No Damage