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EXHIBIT	
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Agency / Organization

CONRAIL

Title

Conrail Restricted Equipment Rules

RESTRICTED EQUIPMENT RULES

Effective

January 15, 1999

(Revised May 1, 1999)

Restricted Equipment Rules

Table of Contents

DEFINITIONS

These definitions are in addition to those found in the Operating Rules.

Articulated Car — a car whose adjacent platforms (car bodies) are connected by sharing a common truck.

Circus/Carnival Train — a train consisting entirely of cars (passenger and freight) belonging to a circus or carnival.

Clearance-Implicated Shipment — any shipment loaded on a flatcar, gondola, or moving on its own wheels, which also exceeds published clearance limitations for the specified route of movement and/or otherwise restricted shipment requiring specific operating handling procedures for safe movement.

COFC — Container on flatcar.

Double-Stack Car (DS) — a car designed to carry a trailer or container. When carrying containers, a double stack car is capable of carrying containers stacked one on top of another. When a double-stack car has multiple platforms, see the definition for Multi-Platform car.

Flanger — a piece of equipment used to clear flangeways of snow.

Grain Train — a train consisting entirely of cars loaded with grain.

Hump — a method of switching cars by pushing them over a hill and letting gravity push them into classification tracks.

Intermodal Train – a train consisting entirely of equipment designed to carry trailers, containers, motor vehicles and/or automotive frames.

Long Car — a car at least 80 feet long over coupler pulling faces. A long car-short car combination consists of an 80-foot or longer car coupled to a 40-foot or shorter car except a caboose at the rear of a train.

Mail Train — an intermodal or trail van train carrying mail.

Mineral Train — a solid loaded freight train of coal, ore, phosphate, limerock, sand, salt or aggregates.

Multilevel Train (ML) — a train consisting entirely of multilevel autorack cars.

Multi-Platform Car — a double-stack or spine car with three or more platforms. (See Appendix 1)
Loaded — each end platform is occupied and no two adjoining platforms are unoccupied.
Empty — either end or any adjoining platforms unoccupied.

Non-Dimensional Shipment — open-load shipment on a flatcar or gondola within car sides or end sills and not exceeding Plate "C" dimensions.

Rail Surveillance Service (RSS) — the observation and/or inspection of a car(s), trailer(s) (TOFC), or container(s) (COFC) containing sensitive commodities which are the property of the Department of Defense.

Restricted Shipment — shipment requiring specific operating handling procedures for safe movement.

RoadRailer® Train (RR) — a train consisting entirely of RoadRailer® equipment.

Scale Test Car — Composite — a short 2-axle scale test car with a wheelbase of seven (7) feet or less and consisting of a mold-casted body.

Scale Test Car — Non-Composite — a 2- or 4-axle scale test car with an outside-to-outside wheelbase of not less than seventeen (17) feet and consisting of a fabricated body.

Schnabel Car — a specially constructed car having two separable interlocking units that form a car body. Units may be separated and load interposed between and locked in place to form a complete unit.

Short Car — a single car that is 40 feet or shorter over the pulling faces of the couplers.

Span Bolster — a beamlike structure with each end resting on a conventional truck bolster and arranged to support a car body through a center plate at or near its midpoint. Span bolsters can also be used with two six-wheel trucks to provide 24-wheel (12-axle) support under extremely heavy cars.

Spine Car — a car with only a center sill structure designed to carry containers or trailers. When a spine car has multiple platforms, see definition for Multi-Platform car. (VTTX 30XXXX series cars are not considered spine cars.)

Tank Surveillance Service (TSS) — the ground-level observation and/or inspection of an M-1 Army tractor tank(s) on a flatcar.

Through-Truss Bridge — a bridge span in which the steel framework extends above and over the top of rail.

TOFC — Trailer on flatcar.

Trail Van (TV) Train — Same as Intermodal Train.

Train Documentation — information provided to the train and engine crew that identifies cars requiring special handling due to placement, dimensions, tonnage, speed or hazardous commodity.

TTSI — abbreviation for Timetable Special Instructions.

Unit Train — a train of similar car types loaded or empty with the same commodity. A mixed train having thirty (30) or more cars of unit train loads (coal, grain, potash, etc.) immediately behind the locomotives should be treated as a unit train.

Water Level Route — former Conrail Selkirk Branch, Conrail Chicago Line between CP-169 and Chicago and B&O Line between Greenwich and Chicago.

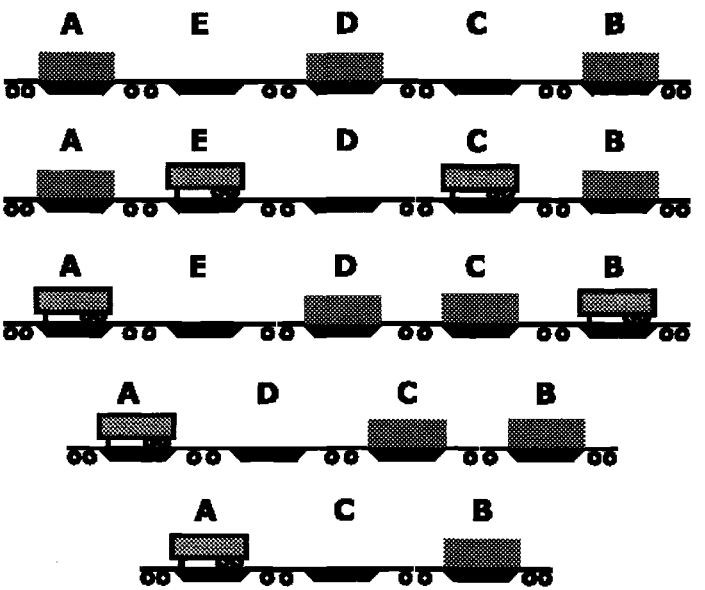
Work Train — a train handling Maintenance of Way work equipment and working on the roadway.

Wreck Crane — a locomotive derrick used primarily in clearing train accidents.

APPENDIX 1

Loaded Multi-Platform Stack/Spine Car Configurations

Shown below are examples of container/trailer loading configurations that would be considered a loaded car. This applies to both stack and spine cars, and to both articulated (shown below) and solid drawbar-connected equipment. The containers/trailers can be loaded or empty. (The configurations shown below are in addition to all platforms being loaded.)



GENERAL RULES

RE-1.0 Cars must be examined carefully when switching industrial tracks, team tracks, loading tracks or similar tracks. Cars that are found to be loaded heavily on one side or end, to be overloaded, or to have lading projecting over the ends or sides, must not be moved without instructions from the Mechanical Department. Before these cars are moved, overhead and side clearances must be checked to see whether the cars will clear the industry's structure.

RE-3.0 Unit coal and ballast trains (empty and loaded) equipped with an auxiliary train line and air dump system used for automatic unloading:

3.1 Should be operated at all times with the system **not** charged — **except** when preparing to unload.

3.2 All cars and hoses will be coupled and angle cocks properly positioned.

3.3 The charging hose should always remain with the train when the power is changed **except** for SMEX cars which are interchanged with another railroad.

RE-4.0 Trains handling machinery with booms attached:

4.1 Must have the boom in trailing position **except**:

4.1.1 When moving in work or wreck trains over short distances to and from the work location.

4.1.2 Tie Handler cars (material handler cars) may move in regular train service with boom trailing or forward if the Engineering Department employee-in-charge has confirmed that the equipment is properly secured.

4.1.3 Maintenance of Way machinery with booms attached loaded on flatcars or in gondolas may move in regular train service with booms tied together facing each other, if the Engineering Department employee-in-charge has confirmed that the equipment is properly secured.

4.1.4 Tanks with gun barrels attached can have barrels facing forward.

RE-5.0 Train Document Requirements:

5.1 Unless authorized by Chief Train Dispatcher and before a train (except passenger train) departs from the origin station, the train crew must have in their possession Train Documentation, and when required, Hazardous Material Information.

RE-6.0 Cars identified by train or yard documents as **"Do Not Hump"** are governed by the following handling instructions:

6.1 Do not hump or switch detached from locomotive or switch with this car or kick other cars into this car.

6.2 Car may not be cut off in motion.

6.3 Car may not be struck by any car moving under its own momentum.

6.4 Car may not be coupled into with more force than necessary to complete the coupling.

RE-7.0 Plate "F" box cars, high-side gondolas, open-top hoppers, or covered hoppers loaded with 95 tons or more and having a cubic capacity of 4,000 cubic feet or greater when identified by train documentation:

7.1 Crews must observe these cars for excessive rocking motion.

7.2 If excessive rocking motion is observed, immediate action must be taken to reduce speed to control the rocking motion.

7.3 Trains handling the above equipment, at locations designated in special instructions, will avoid operation in the speed range of 14 to 21 MPH. If speed cannot be maintained at or above 22 MPH, the speed of the train must be reduced to below 14 MPH.

RE-8.0. Heavy bad order cars:

8.1 May move in trains without additional equipment, speed, or train placement restrictions, **unless** otherwise specified by the Mechanical Department.

LOCOMOTIVE RULES

RE-20.0 Locomotive Restrictions:

20.1 A locomotive unit without cars must not exceed 30 MPH.

20.2 Multiple locomotive units without cars must not exceed Timetable speed for freight trains.

20.3 Road freight locomotives must not exceed 70 MPH with train.

20.4 A maximum of fifteen (15) locomotives, in multiple or in tow, may be used in a locomotive consist.

20.4.1 This does not apply on the Norfolk Southern Railroad.

20.5 A maximum of twelve (12) locomotives, in multiple or in tow, may be used when hauling a train.

20.5.1 This does not apply on the Norfolk Southern Railroad.

20.6 A maximum of eight (8) locomotives may be used, with or without cars, on industrial spur and industrial track operation.

20.7 Special instructions must be reviewed to determine any further restrictions to class or number of locomotives that may be operated at a specific location.

20.8 Where track scales have dead rails, locomotives must not be operated over live rails of scale tracks, except weigh-in-motion scales.

20.9 AMTRAK and/or Commuter railroad locomotives must not exceed speeds authorized by the passenger railroad or agency operating instructions.

RE-21.0 CSXT Dedicated Maintenance of Way Locomotives:

21.1 CSXT engines 9500 through 9999.

21.2 Must not exceed 30 MPH.

21.3 Restricted to work train service only.

21.4 Painted bright orange and stenciled "Maintenance of Way."

21.5 If moved in other than work train service:

21.5.1 must be in a trailing position of the locomotive consist.

21.5.2 must be off-line or shut down.

21.5.3 may be towed isolated at normal freight train speed.

RE-22.0 Dead locomotives moving on waybill authority on own wheels **must not** be moved without authority from Clearance Bureau.

RE-23.0 Locomotives **not** equipped with Event Recorders:

CSXT 1021–CSXT 1194	CSXT 2400, CSXT 2402
CSXT 8952, CSXT 8954	CSXT 2426, CSXT 8972
CSXT 9502, CSXT 9503	CSXT 2450–CSXT 2454
CSXT 9506, CSXT 9551	CSXT 1200–CSXT 1241
CR 9521–CR 9620	CR 6925–CR 6959
NS 50–NS 59	NS 9503, NS 9620
NS 1002–NS 1004	NS 2292, NS 2435

23.1 Must not exceed 30 MPH when operating as the controlling lead unit of any movement.

RE-24.0 Locomotives — Number Series that must not operate over railroad crossing at grade unless coupled to another locomotive or car.

24.1 Locomotives with number series CSXT 1068 through CSXT 1128.

24.2 Locomotives with number series CR 9400–CR 9424 and CR 9500–CR 9620.

24.3 Locomotives with number series NS 1002–NS 1004, NS 9400–NS 9422, NS 9503-NS 9620, NS 2292–NS 2435.

TRAIN RULES

RE-30.0 Train Speed Restrictions:

TYPE OF TRAIN	MAXIMUM SPEED	REMARKS
Freight trains handling empty cars	50 MPH	Does **not** apply to solid Intermodal Trains with empty TOFC/COFC and multilevel auto-rack cars
Unit Trains	50 MPH	Applies to solid loaded unit coal, coke, grain, or mineral trains
Circus/Carnival Trains	50 MPH	RBXX 001-999 series cars, JESX 001-100 series cars
Any train with loaded coal cars	40 MPH	ONLY IF restricted by train documentation due to weight

RE-31.0 Intermodal Trains handling other than intermodal equipment must operate at freight train speed.

RE-32.0 Circus/Carnival Train Movements:

32.1 CSXT-Business Car Operations must authorize and issue written or verbal instructions prior to movement.

32.2 NS and CR AMTRAK Operations must authorize and issue written or verbal instructions prior to movement.

CAR RULES

RE-40.0 Plug Door cars:

40.1 Doors must be examined carefully before they are opened or closed to determine that they are in condition to be operated safely.

40.2 Doors must be closed and secured before the car may be moved.

RE-41.0 Overweight cars:

41.1 Will be flagged on CSXT Train Documentation.

41.2 Must **not** be moved without authority from the Customer Service Center or Clearance Bureau.

41.3 Cars with gross weight exceeding 220,000 pounds must **not** be moved on track scales with capacity less than 200 tons.

RE-42.0 Trailer-on-flat car (TOFC) or container-on-flat car (COFC) cars spotted for drive-on loading or unloading:

42.1 All cars must be coupled.

42.2 The slack must be adjusted to permit the proper positioning of bridge plates.

42.3 The hand brake must be applied on each car.

RE-43.0 Auto-rack cars spotted for loading or unloading:

43.1 All cars must be coupled with the slack **NOT** bunched to permit proper placement of portable bridge plates.

43.2 The hand brakes must be applied on the first, last and every fourth car in the group of cars.

RE-44.0 Loaded Auto-rack cars:

44.1 Must not be placed in a train directly behind open-top cars loaded with sand, gravel, coal or similar commodity.

RE-45.0 Intermodal Double-Stack Equipment:
(Does not apply to EPIX and MERX cars)

45.1 In trains, except Intermodal Trains, with double-stack equipment, placement will be as follows:

45.1.1 Double-stack equipment with loaded or empty containers (head end of train).

45.1.2 Double-stack equipment with no containers (rear of train).

45.2 Double-stack equipment must not be:

45.2.1 Humped.

45.2.2 Cut off in motion with the intent of coupling into another car.

45.2.3 Struck by any car moving under its own momentum, or coupled into with more force than is necessary to complete the coupling.

45.3 On Norfolk Southern, TTSI concerning the maximum safe trailing tonnage behind restricted equipment will apply.

RE-46.0 Single-axle (single-platform TTOX & four-platform TTFX) cars:

46.1 Maximum tons behind these cars when **empty** must not exceed 3,000.
Exception: When moving from the Water Level Route maximum tons must not exceed 5,000.

46.2 Maximum tons behind these cars when **loaded** must not exceed 6,000 provided that dynamic braking is limited to 18 effective axles.

46.3 Loaded or empty car must **not** be rear car of train and must be at least five cars or platforms ahead of any helper locomotive(s).

46.4 When helper locomotive is placed on rear of train that contains loaded or empty TTOX or TTFX single-axle car(s), helper may have up to 6,000 working horsepower and 12 effective working axles of power and is limited to a maximum tractive effort as follows:

46.4.1 Helper less than 4,000 total working HP — 1,000 amps or 110 K lbs.

46.4.2 Helper 4,000 to 5,000 total working HP — 900 amps or 110 K lbs.

46.4.3 Helper over 5,000 working HP — 800 amps or 110 K lbs.

46.5 On Norfolk Southern, TTSI concerning the maximum safe trailing tonnage behind restricted equipment will apply.

RE-47.0 Train make up instructions for intermodal cars in Intermodal Trains — **except** Water Level Route:

47.1 **Train Size:** Less than or equal to 6,000 tons **and** not exceeding 9000 feet:

47.1.1 No restrictions except see rule RE-46 for single-axle car placement.

47.2 **Train Size:** 6,001 tons to 7,500 tons **and** not exceeding 9000 feet:

ENGINE		Head-end block up to 1,500 tons		6,000 trailing tons
	+	←Loaded multi-platform DS ←Loaded spine cars ←Loaded single DS ←Above cars can be in any order but only these cars can be ahead of 6,000 trailing tons.	+	←Loaded/empty single DS ←Loaded/empty spine cars ←Loaded/empty conventional COFC/TOFC cars ←Loaded/empty multi-platform DS ←Above cars can be in any order; see rule RE-46 for single-axle car placement.

47.3 **Train Size:** 7,501 tons to 9,000 tons **or** train length 9,001 to 10,000 feet:

ENGINE		Head-end block up to 3,000 tons		6,000 trailing tons
		←1st ten platforms or wells must be loaded with at least one container/trailer.		←Loaded/empty single DS ←Loaded/empty spine cars ←Loaded/empty conventional COFC/TOFC cars ←Empty multi-platform DS
	+	←Loaded multi-platform DS ←Loaded spine cars ←Loaded single DS ←Above cars can be in any order.	+	←Above cars can be in any order; see rule RE-46 for single-axle car placement. ←Loaded multi-platform DS can be placed in the trailing 6,000 tons if they are ahead of loaded/ empty conventional TOFC/COFC cars and all other empties.

47.4 **Train Size:** Greater than 9,000 tons **or** train length is greater than 10,000 feet — **Prohibited.**

47.5 On Norfolk Southern, TTSI concerning the maximum safe trailing tonnage behind restricted equipment will apply.

RE-48.0 Train make up instructions for intermodal cars in Intermodal Trains — Water Level Route:

48.1 **Train Size:** Less than or equal to 6,000 tons and not exceeding 12,000 feet:

48.1.1 No restrictions except see rule RE-46 for single-axle car placement.

48.2 **Train Size:** 6,001 tons to 12,000 tons **or** train length 12,001 to 14,000 feet.

ENGINE	+	Head-end block up to 6,000 tons	+	6,000 trailing tons
		←Loaded multi-platform DS		←Loaded/empty single DS
		←Loaded spine cars		←Loaded/empty spine cars
		←Loaded single DS		←Loaded/empty conventional TOFC cars
		←Above cars can be in any order but only these cars can be ahead of 6,000 trailing tons.		←Loaded/empty multi-platform DS
				←Above cars can be in any order; see rule RE-46 for single-axle car placement.

48.3 **Train Size:** Greater than 12,000 tons **or** train length is greater than 14,000 feet — **Prohibited.**

48.4 On Norfolk Southern, TTSI concerning the maximum safe trailing tonnage behind restricted equipment will apply.

RE-49.0 Block of 30 or more loaded cars of coal, coke, grain, ore, phosphate, limerock, sand, salt, minerals or aggregates:

49.1 Must be handled on head of train next behind engines except addition of cars of similar weight may be placed ahead of this block.

RE-50.0 Empty Car Restrictions:

50.1 This section does **not** apply to solid Intermodal Trains with empty TOFC/COFC and multilevel auto-rack cars.

50.2 Any empty flatcar over 80 feet in length will not be placed in the first five (5) cars of any train exceeding 6,000 trailing tons.

50.3 The following 80 foot or longer cars **must** be regarded as empty cars.

50.3.1 cars weighing less than 50 tons gross weight.

50.3.2 flatcars with a single loaded trailer or container.

50.3.3 flatcars with only empty trailers/containers.

50.3.4 TOFC/COFC cars without any lading, trailers, or containers.

50.4 Blocks of 30 or more empty cars **must** be handled on rear of trains with not more than five loads behind the rear car in this block. There is no restriction to the number of empty cars trailing this block.

50.5 If it is necessary to move 80 foot or longer cars (other than box cars) in unit trains, then empty long cars must be placed on the rear of the train.

50.6 When adding cars on line of road, the inside length stenciled on the side of the car plus five (5) feet will be used to determine the length of the car.

50.7 Flatcars with reporting marks of GTTX including car type codes F126 or F226 must be handled on the rear of the train.

50.8 Norfolk Southern Empty Car restrictions will be designated by Timetable Special Instructions.

RE-53.0 Rotary Dumping Facilities

53.1 The following cars, when equipped with rotary couplers, must not have two rotary couplers coupled together.

CPOX	SJRX	CSCX
DEEX	SEMX	HLMX
SCWX	CSXT or SBD series 370000	PLMX
	CR or NYC 508002–509201	

53.2 Cars with rotary couplers can be identified by stenciling on the car body at the rotary coupler end.

RE-55.0 Hopper Cars:

55.1 Open top hopper cars must **not** be accepted for movement with hopper doors open. This does **not** apply to switching movements.

55.2 Covered hopper cars must not be accepted for movement with bottom discharge outlets open. This does **not** apply to switching movements.

RE-56.0 Wood Rack Cars and Bulk Head Flats:

56.1 Loaded must not exceed 50 MPH.

56.2 Empty wood rack cars and empty modified wood racks (AAR car type F151 & F251) — must not exceed 45 MPH.

56.3 Partly loaded wood rack cars will be handled only in work trains or as authorized by the Superintendent:

56.3.1 **Exception** — when necessary to switch partial loads, handle carefully during switching to prevent damage and minimize movement of partial load.

RE-57.0 Gondolas loaded with stump wood must not exceed 50 MPH.

RE-58.0 Flatcars and other open-top cars loaded with pipe, lumber, logs, poles or other lading that has a tendency to shift:

58.1 Must not exceed 50 MPH.

58.2 Must not be handled in a train next to a loaded auto-rack car, a locomotive, or a caboose.

58.3 Restriction applies **only:**

58.3.1 **when any of the lading protrudes** beyond the car ends.

58.3.2 when any of the lading extending above the car ends is liable to shift so as to protrude beyond the car ends.

RE-60.0 Tank Cars:

60.1 Loaded with clay slurry, kaolin, mineral clay or flammable compressed gas must not exceed 50 MPH.

60.2 UTLX 83000 – 83080 series when empty must not exceed 40 MPH.

RE-61.0 Heavy-Duty Flats, Schnabel and Span-Bolstered Cars:

61.1 **Loaded** eight (8) or more axle Heavy-Duty Flats, Schnabel or Span-Bolstered cars must be placed at or near the head end of train.

61.1.1 The following restrictions only apply to the cars listed below.

61.1.2 Loaded Heavy-Duty Flats, Schnabel or Span-Bolstered cars **cannot** be moved without Clearance Bureau authority.

61.1.3 Prior to forwarding this equipment in a train, authority for movement **must** be obtained from the Chief Dispatcher.

61.2 **Empty** eight (8) or more axle Heavy-Duty Flats, Schnabel or Span-Bolstered cars over plate "C" must not exceed 40 MPH and be handled on the rear of train as last car in trains not exceeding 100 cars in length.

61.3 On Norfolk Southern, Timetable Special Instructions concerning the movement of Schnabel and high-capacity flatcars will apply.

Car Identity	Axles	Car Identity	Axles
APWX 1004	12	GEX 40013	12
BBCX 1000	20	GEX 40017–18	12
CAPX 1001	20	GEX 80000	16
CEBX 100	12	GEX 80002	16
CEBX 101	12	GEX 80003	20
CEBX 800	36	GPUX 100	12
CPOX 820	20	HEPX 200	20
CR 766002	4	KWUX 10	20
CR 766003	4	PTDX 200	12
CR 766004	4	PTDX 201	14
CR 760078	8	PTDX 202	20
CWEX 1016	12	PTDX 203	14
DODX 38870–85	8	PTDX 204	12
DODX 39898–99	8	TETX 20002	12
EL 7600	8	WECX 101	20
EL 7601	8	WECX 102	22
GEGX 21154–55	16	WECX 301	22
GEX 40010	20		

RE-63.0 Caboose Cars:

63.1 Must be placed at the rear of the train unless otherwise authorized by the Superintendent.

63.2 Must not be subjected to pusher or helper service.

RE-64.0 Passenger equipment, including railroad-owned office-type cars, railroad research/test cars, foreign/privately-owned office-type cars, commuter cars, and rapid transit cars will be restricted as follows:

64.1 Must not be subjected to helper service (when on rear of train). Must not be humped or flat-switched with the locomotive detached.

64.2 Must not be coupled to cars with shelf-type couplers.

64.3 Must be handled separately when being switched and spotted in yards.

64.4 Conrail, CSXT, and NS passenger cars should be positioned at the head end of train and may be run at intermodal speeds if operated in Intermodal Trains.

64.5 Trailing tonnage must not exceed **7**,000 tons for CSXT and Conrail passenger cars.

64.6 Trailing tonnage for NS passenger cars will be specified by car number.

64.7 Cars may be positioned on rear of a train after the train makeup and territory to be traversed is considered, **and**

movement wire (notification) includes the requesting/approving officer's name.

64.8 Privately owned passenger cars will be placed on rear of freight train only after approval of CSXT Passenger Services (or NS AMTRAK Operations, if applicable).

64.9 Commuter Cars:

64.9.1 Will be placed on rear of freight train only after approval of CSXT Passenger Services (or Norfolk Southern AMTRAK Operations, if applicable).

64.9.2 Must be equipped with appropriate couplers and/or heavy-duty knuckle adapters.

64.10 Rapid transit cars traveling on their own wheels may be moved only in special train service, dimensional train service, or local freight train service. When moved in local train service, the length of the train must not exceed 1,200 feet.

RE-65.0 RoadRailer® Equipment:

65.1 RoadRailer® Definitions:

Bogie — a freight car truck equipped with a RoadRailer® adapter on top of bolster/adapter plate with holes in sides to permit trailer locking. A brake control valve mounted on the bogie brake cylinder incorporates a spring brake which automatically applies when no brake pipe pressure is present.

Caging — a means of mechanically releasing the spring parking brake. The caging tool compresses the parking brake spring and releases the brake.

Coupler Mate Freight Car Truck — couples locomotive to head end of train; has RoadRailer® coupler/socket on one end and railroad coupler on other end.

65.2 The maximum length/tonnage of a RoadRailer® train is 125 cars and 4,800 tons.

65.3 RoadRailer® cars must not be operated with other freight cars and must not be humped.

65.3.1 **Exception:** RoadRailers® may be handled on Intermodal Trains when the RoadRailer® equipment is on the rear of the train and total tonnage is no more than 5,000 tons.

65.4 AMTRAK RoadRailer® cars may be handled on AMTRAK Passenger Trains not exceeding 90 MPH.

65.5 When coupling RoadRailer® trailers with a locomotive, a safety stop must be made before coupling.

65.6 RoadRailer® trailers must be coupled at a speed not to exceed 2 MPH.

65.7 A single RoadRailer® must not be left on a track in ABS territory, or within interlocking limits, unless the Dispatcher is notified and provides protection.

65.8 Reverse movements of RoadRailer® equipment may be made only when absolutely necessary and must not exceed 10 MPH.

65.9 RoadRailer® must be set out if highway wheels are on the rail and the condition cannot be corrected.

65.10 Do not bypass any RoadRailer® equipment with a runaround hose unless absolutely necessary.

65.10.1 Any unit bypassed with a runaround hose must be set out at the next RoadRailer® terminal.

65.10.2 If Mechanical Department personnel are not available to cage or otherwise disable bogie spring brake, then trailer must be set out.

65.10.3 Caging bolt and instructions for its use are supplied in Coupler Mate.

RE-66.0 Wreck Cranes/Derricks:

66.1 Being pulled — must not exceed 35 MPH.

66.2 Being pushed — must not exceed 20 MPH.

66.3 Must be handled at head end of train, not exceeding 3,500 trailing tons, separated from locomotive with one spacer car, **or**

66.4 Must be handled at rear of train ahead of five (5) cars having operative brakes and with no empty cars within ten (10) cars ahead of crane.

RE-67.0 Shoving Platforms:

67.1 Must be placed at the rear of the train unless otherwise authorized by the Superintendent.

67.2 Must not be subjected to pusher or helper service.

RE-68.0 Special Series Cars:

68.1 Conrail cars — must not exceed 40 MPH **ONLY IF** restricted by train documents.

68.2 CP and CWP cars must not exceed 45 MPH, **ONLY IF** restricted by train documents.

68.3 DRGW cars must not exceed 40 MPH empty and 50 MPH loaded **ONLY IF** restricted by train documents.

RE-69.0 TTEX solid drawbar cars and articulated cars must be slowed or stopped in turnouts and crossovers in terminals using throttle modulation or stretch-braking method of train control.

CLEARANCE-IMPLICATED SHIPMENT RULES

RE-71.0 Clearance-implicated shipments include:

71.1 Any load on a flatcar, or in a gondola car which extends beyond car sides or end sills in height, width, or length, including all overhanging and bolstered load shipments.

71.2 Dead locomotives moving on waybill authority on own wheels.

71.3 Any Maintenance of Way work equipment moving on its own wheels, e.g., wreck cranes, bridge department cranes, pile drivers, snowplows, undercutters, and ditcher spreaders.

71.4 Any shipment requiring movement restriction, i.e., radioactive material, damaged equipment.

71.5 Any intermodal shipment, including loaded double-stack container cars.

71.6 Any 20' 2" ATR (above top of rail) multilevel auto-rack shipment.

71.7 Any shipment of restricted span-bolstered heavy-duty cars covered by AAR Circular #0T-2-B.

71.8 Any free movement for nonprofit agencies.

71.9 Any open load exceeding $1 million in value.

RE-72.0 Rules governing clearance-implicated shipments:

72.1 Must be authorized for movement by the Clearance Bureau and written or verbal instructions must be issued by the Clearance Bureau prior to movement.

72.2 Must not be picked up on line of road and moved without written or verbal instructions from the Clearance Bureau.

72.3 Must be inspected and improved by the designated Mechanical Department personnel at origin or interchange prior to movement. The inspector must complete the appropriate inspection report and present it to the appropriate Transportation Department or Customer Service Department employee for further handling.

72.4 When tendering a clearance-implicated shipment requiring inspection at origin or interchange, a Transportation Department employee designated by the Superintendent is responsible for notifying the local Mechanical Department supervisor on duty.

72.5 After the Clearance Bureau has authorized and protected a clearance-implicated shipment, a Transportation Department employee designated by the Superintendent must notify the Chief Train Dispatcher for authority to add the shipment to a particular train.

72.6 After authorizing movement of clearance-implicated shipment in a particular CSXT train, the Chief Train Dispatcher will issue a qualifier number to that particular train advising the crew handling the shipment to have the proper clearance protect message in their possession.

72.7 Clearance-implicated shipments are covered by written instructions issued by the Clearance Bureau and must be properly identified on CSXT Train Documentation. Train crew members must determine that Clearance Bureau written instructions covering a particular clearance-implicated shipment are included in the Train Documentation presented to them.

72.8 The Yardmaster and Train Dispatcher must determine that clearance-implicated shipments are correctly placed in trains at originating yard or terminal.

72.9 The Yardmaster and Train Dispatcher must determine that clearance-implicated shipment is placed on train moving over correct route of movement outlined in Clearance Bureau authorization.

72.10 Dimensional or valuable clearance-implicated shipments must not be humped, flat-switched or moved in a train requiring switching against the load.

72.11 If a train carrying a dimensional or valuable clearance-implicated shipment must make a pickup or setoff, crew must obtain approval to do such from a Transportation Department supervisor.

72.12 The Chief Train Dispatcher will control the safe movement of the clearance-implicated shipment over main track, sidings or other segment of track under his or her jurisdiction. The Chief Train Dispatcher must also notify other Chief Train Dispatchers along route of movement to protect trains handling clearance-implicated shipments over adjoining territories.

72.13 The train crew handling clearance-implicated shipment must advise the Yardmaster of the shipment prior to entering yard or terminal.

72.14 Clearance-implicated shipments may be moved in yards and terminals without Clearance Bureau authorization. The Train Dispatcher or Yardmaster controlling the movement must protect the movement, and the shipment is placed under the observation of the crew.

72.15 When clearance-implicated shipments are interchanged to a foreign railroad, the appropriate representative of the foreign railroad must be contacted. The Superintendent will designate the appropriate Transportation Department employee to make the contact with the foreign railroad representative.

72.16 The Chief Train Dispatcher must be notified before clearance-implicated shipments are loaded on tracks(s) adjacent to a main line. The Yardmaster must be notified before clearance-implicated shipments are loaded on track(s) in terminal areas.

ENGINEERING DEPARTMENT WORK EQUIPMENT RULES

RE-80.0 Engineering Department work equipment loaded on cars, moving dead-in-tow, or under own power is the responsibility of an Engineering Department employee in charge. This employee must determine whether the shipment is clearance-implicated based on the type of equipment being moved, type of train service, and lading dimensions. The Engineering Department employee in charge must furnish shipping instructions and lading description to the appropriate Transportation Department employee or Customer Service Center employee.

RE-81.0 Large engineering equipment, not including hi-rail equipment, moving on its own wheels dead-in-tow (burro crane, undercutter, ditcher, Jordan Spreader, snowplow, tie handler, etc.):

81.1 Must be handled as clearance-implicated shipment **unless** moving in work train service to and from the work location **not** requiring T&E employee change.

81.2 Must not exceed 30 MPH **unless** specifically cleared for a higher speed.

81.3 Must be handled at head end of train not exceeding 3,500 trailing tons or at rear of train ahead of occupied caboose when moving in work train service not covered by Clearance Bureau instructions.

81.4 Must be handled with counterbalance end forward.

81.5 Must **not** be subjected to pusher or helper service.

81.6 Must **not** be humped.

RE-82.0 Railcars loaded with engineering equipment:

82.1 **Must** be inspected by a qualified Engineering or Mechanical Department employee to confirm that dimensions are within Plate "C." If not within Plate "C," must be handled as clearance-implicated shipment.

82.2 The Engineering Department employee in charge is responsible to confirm lading is tied down properly and that any booms are properly secured.

82.3 Must not exceed 50 MPH.

82.4 **Must** be placed (single car or group of cars) starting within five (5) cars of engine or caboose under observation of crew.

82.5 Tie Unloaders (material handler/tie handlers) cars:

82.5.1 The Engineering Department employee in charge is responsible to determine if a Tie Unloader is loaded on a "Home" car and **if not** must inform the Transportation Department and the Clearance Bureau to handle as a clearance-implicated shipment.

82.5.2 Tie Unloaders (material handler cars) may move in regular train service with boom trailing or forward if the Engineering Department employee in charge has confirmed that the equipment is properly secured.

82.5.3 Tie Handlers on maintenance of way flatcars may move in regular train service with booms tied together facing each other if the Engineering Department employee in charge has confirmed that the equipment is properly secured.

82.5.4 CSXT 999130 Tie Unloader must be considered a clearance-implicated shipment.

RE-83.0 Welded Rail Equipment.

83.1 Trains handling **loaded** welded rail or continuously jointed rail:

83.1.1 Must not exceed 40 MPH.

83.1.2 Must not exceed 10 MPH when moving through turnouts, crossovers, tunnels, and through-truss bridges.

83.1.3 Loaded welded rail equipment not exceeding 12 cars (including buffer cars at each end of the cars loaded with rail) may be handled in regular freight service next to the locomotive consist.

83.1.4 Must not exceed 40 MPH when not exceeding 12 cars and handled in regular freight service.

83.1.5 When not equipped with designated buffer cars, must have a loaded hopper car placed at each end of cars loaded with rail.

83.1.6 No other equipment will be handled in this type of train except for cars relating to the welded rail (such as unloading and buffer cars), except as provided in rule 83.1.3.

83.1.7 Two loaded rail trains, or one loaded and one empty rail train, may be handled as one movement. When loaded and empty rail trains are handled together, the empty train must be on the rear.

83.1.8 **Empty** welded rail equipment must be handled on the rear of the train unless otherwise authorized by the Mechanical Department.

RE-84.0 Prior to side dump cars or other equipment with air-activated systems (such as spreaders) when being moved in trains other than work trains:

84.1 Must have all moveable components properly secured.

84.2 Disconnect dumping line hoses on each end of the car and close cut off valves in dumping line.

84.3 Before charging dump reservoir system, check the dump handle from both sides of the car to ensure that both handles are in the OFF position.

RE-85 Air Dump Cars must not exceed 50 MPH.

85.1 The following air dump cars must not exceed 30 MPH:

BO 913801–829	CSXT 913324	CSXT 995299	CSXT 970603
CRR 1632–35	CSXT 913425	CSXT 995322	CSXT 970606
CSXT 913301	CSXT 913800–829	CSXT 995327	SBD 995338
CSXT 913302	CSXT 913980	CSXT 995334	SBD 995343
CSXT 913303	CSXT 913981	CSXT 995337	SBD 995344
CSXT 913304	CSXT 913982	CSXT 995339	SBD 995352
CSXT 913306	CSXT 913983	CSXT 995340	SCL 465326–355
CSXT 913307	CSXT 970221	CSXT 995342	WM 913980
CSXT 913308	CSXT 995289	CSXT 995347	WM 913983
CSXT 913311	CSXT 995290	CSXT 970201	
CSXT 913321	CSXT 995297	CSXT 970206	
CSXT 913322	CSXT 995298	CSXT 970210	

RE-86.0 All Camp Cars (including Univan Camp Cars) must not exceed 40 MPH.

86.1 Must be placed at the rear of the train **unless** otherwise authorized by the Superintendent.

86.2 Must be placed immediately ahead of the caboose when a caboose is located at the rear of the train.

86.3 When camp cars are to be handled in trains requiring helper engines at the rear, the helper engines must be placed ahead of the camp cars.

RE-87.0 Speno ballast cleaning or sweeper equipment must not exceed 30 MPH.

RE-88.0 Flangers — Type SFIA, SFIB and SF2A:

88.1 In train secured for movement must not exceed 50 MPH.

88.2 Behind engine flanging must not exceed 30 MPH.

88.3 When working must not exceed 5 MPH while:

88.3.1 Passing station platforms.

88.3.2 Passing over grade crossings.

88.3.3 Passing equipment on adjacent tracks.

88.3.4 Backing up.

RE-89.0 Ice breaker cars, when being used to break ice, moving through tunnels must not exceed 10 MPH.

RE-90.0 Undercutter must not exceed 35 MPH.

RE-91.0 Snowplows and ditcher spreaders must not exceed 35 MPH.

RE-92.0 Scale Test cars.

92.1 Must not be humped.

92.2 Composite cars that must be handled at the rear of the train ahead of one (1) car with operative air brakes:

BO 914220–914227	CR 80004–17	SOU 992511
CO 914200–914201	CR 80044–46	NW 514754
CSXT 914203	CR 80050–70	
CSXT 914228	SOU 992506	
CSXT 914229	SOU 992507	
CSXT 914240	SOU 992508	

92.2.1 Must not exceed 30 MPH.

92.2.2 When handled in trains requiring helper engines at the rear, the helper engines must be placed ahead of the scale test cars.

92.3 Non-Composite cars that must be handled on the rear of the train:

CO	914204
CO	914205
LN	41499
SBD	971498

92.3.1 If helper engine(s) is used on the rear of a train containing any of these cars, the helper engine(s) must be placed ahead of such cars.

92.4 Non-Composite cars that can be handled on the head **or** the rear of the train:

CSXT 914207	LN 41496	SOU 992550	NW 514762
CSXT 914208	LN 41497	SOU 992551	NW 514763
CSXT 991815	CR 80088–97	SOU 992552	NS 982556
SBD 979751		NW 514757	
SBD 991816–991818		NW 514758	
		NW 514759	

RE-93.0 Measurement Cars — CSXT, NS, Conrail:

93.1 Must be handled in special train service.

93.2 Track Geometry Cars: (CSXT 999302, CR 21, CR 22, NS 31, NS 33, NS 34)

Railroad	Speed Limits	Normal Test Speed
CSXT	Passenger Speed	60 MPH
Conrail	Passenger Speed	60 MPH
NS	60 MPH	60 MPH

93.3 Research Cars: (CSXT 994501, CR 19, NS 32, NS 49)

Railroad	Speed Limits	Normal Test Speed
CSXT	Passenger Speed	70 MPH
Conrail	Passenger Speed	60 MPH
NS	60 MPH	60 MPH

93.4 GRMS/TSAV Equipment (Gage Restraint Measurement System): (GRMS 1, GRMS 2)

93.4.1 Conrail and CSXT Speed must not exceed 35 MPH.

RAIL SURVEILLANCE SERVICE (RSS)

RE-110.0 Rail Surveillance Service (RSS) is the observation and/or inspection of a car(s), trailer(s), (TOFC) or container(s) (COFC) containing sensitive commodities which are the property of the Department of Defense. An RSS inspection is external only and is to ensure that the conveyance has not been broken into and that seals and locks are intact.

RE-111.0 Tank Surveillance Service (TSS) is the observation and/or inspection for ground level of an M-1 Army tractor tank(s) on a flatcar, and includes:

111.1 Tanks to ensure that the armor plate has not been penetrated, and that tie-downs, hatches, and other parts are intact.

111.2 Skirts to ensure that the skirts and steel rods securing the skirts have not been tampered with; **and**

111.3 Equipment boxes to ensure banding, exterior integrity, and tie-downs are intact.

RE-112.0 RSS and TSS inspections will be made by the following classes of employees:

112.1 Road crews, when notified by message or train order that a RSS/TSS shipment(s) is in their train, and the train is delayed for one hour or more at any point;

112.2 Yard crews instructed to make such inspection while actually handling RSS/TSS shipment(s);

112.3 Railroad security forces where available; **or**

112.4 Car department employees.

RE-113.0 If the inspection reveals that a TSS shipment has been tampered with or a conveyance containing an RSS shipment has been broken into or seals or locks are not intact; or if due to a defect the RSS/TSS shipment must be set off on line of road where surveillance service is not available, employees will be governed as follows:

113.1 A member of the road crew must notify the Train Dispatcher by the first practical means of communication, furnishing the set-off location and car initial and number.

113.2 A member of the yard crew, a yard clerk or a car department employee must immediately notify the Yardmaster or supervising officer, furnishing the location of the RSS/TSS shipment and the car initial and number.

113.3 Employee thus informed must immediately inform railroad security forces and the System Operations Center in Jacksonville, Florida, of the occurrence. In the event local railroad security forces cannot be contacted, the System Operations Center must be informed.

RE-114.0 Employees making an inspection of RSS/TSS shipments that reveals the security of the cars to be intact must furnish the following information to the supervising officer at the end of their tour of duty:

114.1 Car initial and number and trailer or container number if applicable;

114.2 Location of each inspection;

114.3 How many inspections were made at each location;

114.4 Time required to make inspection(s); **and**

114.5 Class of employee who made the inspection(s).

114.6 The supervising officer will forward such information to the Superintendent.