

DCA-06-FR-004

**Norfolk Southern Collision
Derailment
Train No. 226 & Train No. 22R
Lincoln, AL**

January 18, 2006

**NS East End District
Timetable Excerpts**

15 pages, including cover



ALABAMA DIVISION

Western Region

Timetable Number

15

In Effect

At 12:01 AM

Sunday, July 13, 2003

Central Daylight Time

For The Government of Employees Only

TABLE OF CONTENTS
ALABAMA DIVISION TIMETABLE

| | |
|---|----------------|
| I. Timetable General Information | 1 |
| a. Station Page | 1 |
| b. Explanation of Characters | 1 |
| c. Diesel Unit Groups..... | 2 |
| d. Division Special Instructions | 2 |
| II. Alabama Division Station Pages | 3 |
| III. Alabama Division Special Instructions | 152-164 |

TIMETABLE GENERAL INFORMATION

A. STATION PAGE

Each station page will contain the following information:

1. Method of Operation
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
- Ⓢ — Control Point
- Ⓒ — Controlled Interlocking
- CS — Controlled Siding
- Ⓓ ⚡ — Drawbridge
- Frt. — Freight Trains
- Ⓝ — Non-Interlocked Crossing at Grade
- N/S — Non-Signaled
- Pass. — Passenger Trains
- Rhwy. — Railhighway
- S — Stop Sign
- SS — Signaled Siding
- Y — Wye
- Ⓜ — Yard Limit
- 999 — Dispatcher Radio Call-in Code

Train Inspection Detectors:

- DED — Dragging Equipment Detector
- EHD — Excessive Height Detector
- HBD — Hot Box Detector
- HCD — High Car Detector
- HWD — Hot Wheel Detector
- WCD — Wide Car Detector

**TIMETABLE
GENERAL INFORMATION (CONT.)**

C. DIESEL UNIT GROUPS

- GROUP 1 = GP-38-AC, GP-38-2, GP-38, GP-40, B-23-7
2 = B-30-7A, B-36-7, 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 = SD-80, C-44-AC, C-60-AC, C-90-AC, SD-70-MAC, SD-80-MAC,
SD-90-MAC

D. DIVISION SPECIAL INSTRUCTIONS

1. All instructions have reference to a rule and are numbered or lettered as shown in the following examples:

- AL 14-1 — Refers to NS Operating Rule 14 concerning Engine Whistle Signals.
AL 1080-1 — Refers to NS Safety and General Conduct Rule 1080 concerning working on or about Locomotives, Cars or Trains.
AL GR-7-1 — Refers to NS Safety and General Conduct Rule GR-7 concerning Availability for Duty.
AL L-210 — Refers to NS-1 Rule L-210 concerning use of Dynamic Brake.

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

2. **DEFINITION:**

Control Point (CP): A station designated in the Timetable where signals are remotely controlled from the control station. Unless otherwise noted on the station pages, the Train Dispatcher controls all main tracks and controls all CP's.

ALABAMA DIVISION STATION PAGES

| Line Segments | Milepost | Page |
|-------------------------------------|------------------------------|---------|
| East End District..... | .650.0 – 798.2 | 4–13 |
| NA/West End District..... | .798.2 – NA 5.1 | 14–23 |
| Berry Branch | .839.4 – 3.2 AB | 24–25 |
| 3-B North District | .35.0 R – 194.0 N | 26–31 |
| Anniston District | .55.1 N – 139.2 N | 32–35 |
| Autauga Creek District..... | .MA 130.0 – MA 169.0 | 36–38 |
| Demopolis District | .206.8 N – 240.0 N | 39–41 |
| 3-B South District | .194.0 N – 145.8 MB | 42–49 |
| Central of Georgia District | .O 12.0 – P 425.7..... | 50–59 |
| Greenville District | .R 1.2 – R 55.0..... | 60–63 |
| M&G District | .S 291.0 – S 304.0..... | 64–65 |
| Mahrt Branch | .NU 0.0 – NU 14.4 | 66–67 |
| AGS North District | .240.0 A – 135.7..... | 68–73 |
| AGS South District | .136.7 – 295.4 | 74–85 |
| N.O. & N.E. District | .NO 0.4 – NO 195.6..... | 86–96 |
| Cedartown District | .C 361.4 – C 270.1 | 97–105 |
| Memphis District — East End | .280.0 A – 401.0 A | 106–116 |
| Memphis District — West End..... | .401.0 A – 551.7 A | 117–125 |
| Memphis District — IC District..... | .IC 529.5 A – IC 525.0 | 126–128 |

TERMINALS

| | | |
|----------------------------|-------------------------|---------|
| Sheffield Terminal..... | .0.3 MF – 3.6 MF | 129–132 |
| Birmingham Terminal | | |
| Ensley Branch..... | .0.0 SA – 10.3 SA | 133–138 |
| New Orleans Terminal | | |
| Back Belt Line..... | .0.0 A – 8.1 NT..... | 139–144 |
| Chalmette Br./LA SOU | .8.1 NT – 16.0 LS..... | 145–149 |
| Toca Branch | .0.0 PT – 4.5 PT..... | 150–151 |

EAST END DISTRICT

| WEST ↓ | SIDINGS IN FEET | MP | STATION | NOTE |
|-----------|----------------------|-------|-----------------------------------|------|
| | | | EAST END DISPATCHER..... | 802 |
| | | 650.0 | AUSTELL..... | (CP) |
| | | 653.0 | HBD-DED (<i>Lithia Springs</i>) | |
| | | 657.3 | CRACKER..... | (CP) |
| | | 658.7 | DOUGLASVILLE | |
| | | 663.0 | HBD-DED (<i>Winston</i>) | |
| | SS ----- 9865 | 664.6 | WINSTON..... | (CP) |
| | | 666.6 | CARROLL..... | (CP) |
| | SS ----- 7540 | 668.2 | BAGGETT..... | (CP) |
| | | 669.5 | VILLA RICA..... | (CP) |
| | | 671.6 | HBD-DED (<i>Villa Rica</i>) | |
| | SS ----- 9306 | 675.5 | TAYLOR..... | (CP) |
| | | 677.5 | TEMPLE..... | (CP) |
| | SS ----- 11040 | 680.6 | HBD-DED (<i>Morgan</i>) | |
| | | 682.7 | SEWELL..... | (CP) |
| | | 685.1 | BREMEN..... | (C) |
| | | 689.0 | HBD-DED (<i>Waco</i>) | |
| | SS ----- 11255 | 692.7 | HUBBARD..... | (CP) |
| | | 695.2 | TALLAPOOSA..... | (CP) |
| | | 697.9 | HBD-DED (<i>Tallapoosa</i>) | |
| | | 699.9 | GA/AL STATE LINE | |
| | | 707.4 | HBD-DED (<i>Fruithurst</i>) | |
| | SS ----- 10230 | 708.4 | FOSTER..... | (CP) |
| | | 710.4 | EDWARDSVILLE..... | (CP) |

GA DWR.

C-LINE

EAST END DISTRICT

| WEST ↓ | SIDINGS IN FEET | MP | STATION | NOTE |
|------------------------------|-----------------------------------|---------------------------------|-------------------------------------|------|
| | | | EAST END DISPATCHER..... [802] | |
| | | 714.1 | OWENS..... (CP) | |
| | | 716.3 | HEFLIN..... (CP) | |
| | | 718.2 | HBD-DED (<i>Cleburne</i>) | |
| | | 718.8 | CLEBURNE | |
| | SS 9725 | 727.1 | ARDREY..... (CP) | |
| | | 729.1 | DEARMANVILLE..... (CP) | |
| | | 730.2 | HBD-DED-HWD (<i>Dearmanville</i>) | |
| | SS 7323 | 733.4 | LARDENT..... (CP) | |
| | SS / CS 9954 | 735.0 | ANNISTON..... (CP) | |
| | | 736.7 | LETCHERS..... (CP) | |
| | CS | 741.6 | HBD-DED (<i>Bynum</i>) | |
| | | 741.7 | COLDWATER BRANCH | |
| | SS 17525 | 743.0 | BYNUM..... (CP) | |
| | | 746.4 | GRAY..... (CP) | |
| | | 751.8 | HBD-DED (<i>Lincoln</i>) | |
| | | 753.3 | LINCOLN | |
| | SS 8780 | 756.1 | EMBRY..... (CP) | |
| | | 758.0 | COOSA..... (CP) | |
| | | 762.9 | HBD-DED (<i>Pell City</i>) | |
| | 763.2 | PELL CITY | | |
| SS 9631 | 767.8 | HOLT..... (CP) | | |
| | 769.8 | ROBERTS..... (CP) | | |
| | 771.6 | HBD-DED (<i>Cook Springs</i>) | | |
| SS 9428 | 776.2 | BROMPTON..... (CP) | | |
| | 778.1 | COLEMAN..... (CP) | | |

EAST END DISTRICT

| WEST ↓ | SIDINGS IN FEET | MP | STATION | NOTE |
|-----------|--------------------|-------|---|------|
| | | | EAST END DISPATCHER..... [802] | |
| | | 781.8 | HBD-DED (<i>Leeds</i>) | |
| | | 781.9 | LEEDS..... (CP) | |
| | | 782.7 | CENTRAL..... (CP) | |
| | | 783.7 | HENRY ELLEN..... (CP) | |
| | | 787.7 | LOVICK..... (CP) | |
| | | | BIRMINGHAM OPERATOR..... [803] | |
| | | 790.7 | NORRIS JUNCTION (Norris Yard)..... (CP) | |
| | | 791.8 | IRONDALE JUNCTION..... (CP) | |
| | | 798.1 | 32ND STREET..... (C) | |
| | | 798.2 | 27TH STREET..... (C) | |

1. METHOD OF OPERATION

| From | To | Signals | Authority |
|-----------------------------|-----------------------------|---------|-----------|
| Austell MP 650.0 | Norris Junction MP 790.7 | ABS | TC |
| Norris Junction MP 790.7 | 27th Street MP 798.2 | ABS | RC |

EAST END DISTRICT

2. MAXIMUM SPEEDS

| Between | MPH | | |
|--|-------|-------|-------|
| | Pass. | Rhwy. | Frnt. |
| MP 650.0, Austell, GA, and MP 790.7, Norris Junction | 79 | 60 | 50 |
| Except: | | | |
| MP 650.0, Austell, Through Turnout | 40 | 40 | 40 |
| MP 650.0 to MP 650.5, Street Crossings* | 40 | 40 | 40 |
| MP 650.3 to MP 650.8, Curve | 40 | 40 | 35 |
| MP 651.0 to MP 651.3, Curve | 45 | 45 | 45 |
| MP 651.3 to MP 654.3, Curves | 50 | 50 | 45 |
| MP 654.4 to MP 655.0, Curves | 45 | 45 | 40 |
| MP 655.7 to MP 657.2, Curves | 55 | 55 | 50 |
| MP 657.4 to MP 661.2, Street Crossings* | 50 | 50 | 50 |
| MP 657.7 to MP 660.4, Curves | 50 | 50 | 45 |
| MP 661.4 to MP 663.6, Curves | 35 | 35 | 35 |
| MP 663.6 to MP 664.6, Curves | 45 | 45 | 40 |
| MP 664.6, Winston, Through Turnout | 30 | 30 | 30 |
| MP 664.6 to MP 666.6, Through Signaled Siding | 30 | 30 | 30 |
| MP 664.6 to MP 666.2, Curves | 35 | 35 | 30 |
| MP 666.6, Carroll, Through Turnout | 30 | 30 | 30 |
| MP 666.8 to MP 668.0, Curves | 50 | 50 | 45 |
| MP 668.5, Baggett, Through Turnout | 30 | 30 | 30 |
| MP 668.5 to MP 669.9, Through Signaled Siding | 30 | 30 | 30 |
| MP 668.5 to MP 669.0, Curve | 45 | 45 | 40 |
| MP 669.1 to MP 669.9, Curves | 35 | 35 | 30 |
| MP 669.9, Villa Rica, Through Turnout | 30 | 30 | 30 |
| MP 670.1 to MP 670.3, Curve | 45 | 45 | 40 |
| MP 670.9 to MP 671.6, Curves | 55 | 55 | 50 |
| MP 672.2 to MP 672.8, Curves | 75 | 60 | 50 |
| MP 673.4 to MP 673.7, Curve | 50 | 50 | 50 |
| MP 674.0 to MP 674.3, Curve | 35 | 35 | 35 |
| MP 674.3 to MP 674.6, Curve | 40 | 40 | 40 |
| MP 674.6 to MP 675.5, Curve | 45 | 45 | 45 |
| MP 675.5, Taylor, Through Turnout | 30 | 30 | 30 |
| MP 675.5 to MP 677.5, Through Signaled Siding | 30 | 30 | 30 |
| MP 675.5 to MP 677.5, Curves | 45 | 45 | 45 |
| MP 677.5, Temple, Through Turnout | 30 | 30 | 30 |
| MP 677.9 to MP 679.4, Curves | 35 | 35 | 35 |
| MP 679.4 to MP 682.6, Curves | 40 | 40 | 40 |
| MP 682.7 to MP 685.0, Through Signaled Siding | 30 | 30 | 30 |
| MP 682.7 to MP 683.9, Curves | 45 | 45 | 40 |
| MP 683.9 to MP 684.9, Curves | 40 | 40 | 40 |
| MP 684.9, Bremen, Through Turnout | 30 | 30 | 30 |
| MP 685.0, Over Central of Georgia R.R. Crossing | 30 | 30 | 30 |
| MP 685.9 to MP 687.8, Curves | 40 | 40 | 40 |
| MP 688.2 to MP 690.3, Curves | 35 | 35 | 35 |
| MP 690.7 to MP 692.4, Curves | 35 | 35 | 30 |
| MP 692.4 to MP 692.7, Curve | 40 | 40 | 40 |
| MP 692.7, Hubbard, Through Turnout | 30 | 30 | 30 |
| MP 692.7 to MP 695.2, Through Signaled Siding | 30 | 30 | 30 |
| MP 692.7 to MP 694.2, Curves | 40 | 40 | 40 |
| MP 694.2 to MP 694.4, Curve | 45 | 45 | 45 |
| MP 694.6 to MP 695.2, Curve | 50 | 50 | 45 |

EAST END DISTRICT

2. MAXIMUM SPEEDS (CONT.)

| Between | MPH | | |
|--|-------|-------|------|
| | Pass. | Rhwy. | Frt. |
| MP 695.2, Tallapoosa, Through Turnout | 30 | 30 | 30 |
| MP 695.2 to MP 695.7, Curve | 50 | 50 | 45 |
| MP 695.7 to MP 699.4, Curves | 55 | 55 | 50 |
| MP 700.8 to MP 701.5, Curves | 35 | 35 | 35 |
| MP 702.1 to MP 708.4, Curves | 45 | 45 | 40 |
| MP 708.4, Foster, Through Turnout | 30 | 30 | 30 |
| MP 708.4 to MP 710.4, Through Signaled Siding | 30 | 30 | 30 |
| MP 708.4 to MP 710.2, Curves | 45 | 45 | 40 |
| MP 710.4, Edwardsville, Through Turnout | 30 | 30 | 30 |
| MP 710.6 to MP 713.9, Curves | 40 | 40 | 40 |
| MP 714.1, Owens, Through Turnout | 30 | 30 | 30 |
| MP 714.1 to MP 716.3, Through Signaled Siding | 30 | 30 | 30 |
| MP 714.1 to MP 714.9, Curves | 40 | 40 | 40 |
| MP 715.1 to MP 716.1, Curves | 45 | 45 | 40 |
| MP 716.3, Heflin, Through Turnout | 30 | 30 | 30 |
| MP 716.3 to MP 719.2, Curves | 45 | 45 | 40 |
| MP 719.4 to MP 721.9, Curves | 35 | 35 | 35 |
| MP 722.2 to MP 723.2, Curve | 55 | 55 | 50 |
| MP 723.8 to MP 724.7, Curve | 75 | 60 | 50 |
| MP 725.8 to MP 726.7, Curves | 55 | 55 | 50 |
| MP 727.1, Ardrey, Through Turnout | 30 | 30 | 30 |
| MP 727.1 to MP 729.1, Through Signaled Siding | 30 | 30 | 30 |
| MP 728.0 to MP 729.1, Curves | 55 | 55 | 50 |
| MP 729.1, Dearmanville, Through Turnout | 30 | 30 | 30 |
| MP 729.1 to MP 731.3, Curves | 55 | 55 | 50 |
| MP 732.4 to MP 733.1, Curve | 50 | 50 | 45 |
| MP 733.2 to MP 733.4, Curve | 45 | 45 | 45 |
| MP 733.4, Lardent, Through Turnout | 30 | 30 | 30 |
| MP 733.4 to MP 735.0, Through Signaled Siding | 30 | 30 | 30 |
| MP 734.1 to MP 735.0, Curves | 45 | 45 | 45 |
| MP 735.0, Anniston, Through Crossover to Siding | 20 | 20 | 20 |
| MP 735.0 to MP 736.6, Restricted Speed Through Controlled Siding | 30 | 30 | 30 |
| MP 735.5 to MP 736.4, Curve | 45 | 45 | 45 |
| MP 736.6, Letchers, Through Turnout | 30 | 30 | 30 |
| MP 737.3 to MP 738.2, Curve | 45 | 45 | 45 |
| MP 738.4 to MP 741.9, Curves | 60 | 60 | 50 |
| MP 741.9 to MP 742.3, Curve | 45 | 45 | 40 |
| MP 742.9, Bynum, Through Turnout | 30 | 30 | 30 |
| MP 742.9 to MP 746.3, Through Signaled Siding | 30 | 30 | 30 |
| MP 743.5 to MP 746.4, Curves | 50 | 50 | 45 |
| MP 746.4, Gray, Through Turnout | 30 | 30 | 30 |
| MP 746.4 to MP 752.0, Curves | 50 | 50 | 45 |
| MP 752.0 to MP 756.1, Curves | 60 | 60 | 50 |
| MP 756.1, Embry, Through Turnout | 30 | 30 | 30 |
| MP 756.1 to MP 758.0, Through Signaled Siding | 30 | 30 | 30 |
| MP 756.2 to MP 756.7, Curves | 55 | 55 | 50 |
| MP 758.0, Coosa, Through Turnout | 30 | 30 | 30 |
| MP 758.0 to MP 763.2, Curves | 55 | 55 | 50 |
| MP 764.6 to MP 764.9, Curve | 50 | 50 | 50 |
| MP 764.9 to MP 767.8, Curves | 40 | 40 | 40 |
| MP 767.8 to MP 769.8, Through Signaled Siding | 30 | 30 | 30 |
| MP 767.8 to MP 769.4, Curves | 30 | 30 | 30 |
| MP 769.5 to MP 769.8, Curve | 45 | 45 | 45 |

EAST END DISTRICT

2. MAXIMUM SPEEDS (CONT.)

| Between | MPH | | |
|---|-------|-------|-------|
| | Pass. | Rhwy. | Frnt. |
| MP 769.8, Roberts, Through Turnout | 30 | 30 | 30 |
| MP 769.8 to MP 770.5, Curves | 35 | 35 | 35 |
| MP 770.5 to MP 771.0, Curves | 30 | 30 | 30 |
| MP 771.2 to MP 771.5, Curve | 35 | 35 | 35 |
| MP 771.5 to MP 772.8, Curves | 55 | 55 | 50 |
| MP 772.8 to MP 774.5, Curves | 55 | 55 | 50 |
| MP 774.8 to MP 775.7, Curves | 40 | 40 | 35 |
| MP 775.9 to MP 776.2, Curve | 45 | 45 | 40 |
| MP 776.2, Brompton, Through Turnout | 30 | 30 | 30 |
| MP 776.2 to MP 778.2, Through Signaled Siding | 30 | 30 | 30 |
| MP 776.6, Road Crossing | 55 | 55 | 50 |
| MP 776.8 to MP 777.1, Curve | 55 | 55 | 50 |
| MP 778.2, Coleman, Through Turnout | 30 | 30 | 30 |
| MP 779.0 to MP 781.0, Curves | 50 | 50 | 45 |
| MP 781.9, Leeds, Through Turnout | 20 | 20 | 20 |
| MP 781.9 to MP 783.7, Through Controlled Siding | 20 | 20 | 20 |
| MP 782.2 to MP 782.6, Curve | 40 | 40 | 35 |
| MP 782.6, Central, Through Turnout | 30 | 30 | 30 |
| MP 782.7 to MP 784.1, Curves | 35 | 35 | 20 |
| MP 783.7, Henry Ellen, Through Turnout | 20 | 20 | 20 |
| MP 784.1 to MP 787.7, Curves | 35 | 35 | 20 |
| MP 787.7, Lovick, Through Turnout | 35 | 35 | 30 |
| MP 787.7 to MP 790.7, Curves | 35 | 35 | 30 |
| MP 790.7, Norris Junction, Through Turnouts and Crossover | 15 | 15 | 15 |
| MP 790.7, Norris Junction and MP 798.2, 27th Street | 55 | 55 | 50 |
| Except: | | | |
| MP 790.7 to MP 791.8, Curves | 40 | 40 | 35 |
| MP 791.8, Irondale Junction, Through Turnout | 25 | 25 | 25 |
| MP 792.9 to MP 798.1, Street Crossings* | 30 | 30 | 30 |
| MP 792.9 to MP 795.6, Curves | 40 | 40 | 35 |
| MP 795.5 to MP 798.0, Industrial Lead | 15 | 15 | 15 |
| MP 798.0 to MP 798.4, Through all Switches and Crossovers | 10 | 10 | 10 |
| MP 798.2, 27th Street, CSXT Connection Tracks (New Way) | 10 | 10 | 10 |

*Speed restrictions over street crossings apply only until the leading end of the movement occupies the crossing.

EAST END DISTRICT

5. LOCOMOTIVE AND CAR RESTRICTIONS (CONT.)

C. HEIGHT RESTRICTIONS

Double-stack cars.

Double-stack cars exceeding 20'3" (two 9'6" high x 8'6" wide containers) above top of rail may only be handled on main tracks and sidings between:
Inman Yard and Birmingham

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

RADIO

| | |
|---------------------|----------|
| Emergency | Code 911 |
| CYO | Code 808 |
| East End Dispatcher | Code 802 |
| Birmingham Operator | Code 803 |

TELEPHONE

| | |
|------------|---------------------|
| Dispatcher | 951-4860 |
| CYO | 589-5727 |
| | Bell (404) 589-5727 |

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

A. JOINT TRACK TIME FORM 23-A

Joint Track Time Form 23-A is required at the following locations:

Between MP 657.3, Cracker and MP 650.0, Austell
Joint between the Birmingham East End Dispatcher and the Inman Dispatcher

Between MP 787.7, Lovick and MP 790.7, Norris Junction
Joint between the Birmingham East End Dispatcher and Birmingham Operator

EAST END DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

B. LOCATIONS WHERE RULE A-31 APPLIES

Reference Rules for Equipment Operation and Handling Form NS-1, Rule A-31, dealing with two-way End-of-Train Devices. Below is a listing of the locations that have average grades that require the use of Two-Way Devices for freight trains operating with greater than 4,000 trailing tons:

Locations with an average grade of 1 percent or greater over a distance of three (3) continuous miles:

| Line Segment | Milepost from | Milepost to | Miles |
|------------------------|---------------|-------------|-------|
| Austell and Birmingham | 675.4 | 680.0 | 4.6 |
| | 695.5 | 699.4 | 3.9 |
| | 719.6 | 725.0 | 5.4 |
| | 786.0 | 790.5 | 4.5 |

C. ANNISTON, AL

When cars are left standing at Anniston in the North or South Yard, the following will govern:

Five (5) or less cars will require 100% hand brakes, more than five (5) cars will require additional hand brakes as required at the discretion of the Conductor.

Locomotives left standing at Anniston will be behind derail protection and 100% hand brakes will be tied up on all locomotives.

D. BREMEN, GA

When setting out or picking up at Bremen, GA and a locomotive is standing in the storage tracks, movements must not be made until standing locomotive is coupled to locomotive consist with air cut in and brake released.

Locomotives left at Bremen storage tracks must remain first out on either the east or west end at all times.

The Conductor on all trains delivered to the Cedartown District at Bremen must call the Train Dispatcher at Birmingham from the microwave telephone at the connection track at Bremen and report his off duty time, in addition, he must register off in computer at Bremen.

E. OWENS, AL

Eastward freight trains having a length in excess of 6,500 feet will be handled by the following method between MP 715.0 and MP 712.0:

As the locomotive consist crests grade at MP 714.7, throttle will be gradually reduced to No. 1 as dictated by proper cresting procedures (NS-1, Rule L-241), and remain in throttle No. 1 until rear of train crest grade at MP 713.9 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 712.6, and throttle placed in No. 1 position until rear of train crests grade at MP 713.9 and slack is completely in.

After these conditions have been met, throttle may be advanced as necessary.

These instructions do not apply to railhighway trains.

**TIMETABLE
GENERAL INFORMATION (CONT.)**

C. DIESEL UNIT GROUPS

- GROUP 1 = GP-38-AC, GP-38-2, GP-38, GP-40, B-23-7
 2 = B-30-7A, B-36-7, 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 = SD-80, C-44-AC, C-60-AC, C-90-AC, SD-70-MAC, SD-80-MAC, SD-90-MAC

D. DIVISION SPECIAL INSTRUCTIONS

1. All instructions have reference to a rule and are numbered or lettered as shown in the following examples:

- AL 14-1 — Refers to NS Operating Rule 14 concerning Engine Whistle Signals.
- AL 1080-1 — Refers to NS Safety and General Conduct Rule 1080 concerning working on or about Locomotives, Cars or Trains.
- AL GR-7-1 — Refers to NS Safety and General Conduct Rule GR-7 concerning Availability for Duty.
- AL L-210 — Refers to NS-1 Rule L-210 concerning use of Dynamic Brake.

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

2. DEFINITION:

Control Point (CP): A station designated in the Timetable where signals are remotely controlled from the control station. Unless otherwise noted on the station pages, the Train Dispatcher controls all main tracks and controls all CP's.

EAST END DISTRICT

3. CHECKING LOCOMOTIVE SPEED INDICATOR

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

LOCATION OF TEST MILE SIGNS:

| | |
|----------------------|----------------------|
| WESTWARD | EASTWARD |
| MP 659.0 to MP 660.0 | MP 787.0 to MP 786.0 |
| MP 663.0 to MP 664.0 | MP 770.0 to MP 769.0 |
| MP 690.0 to MP 691.0 | MP 734.0 to MP 733.0 |
| | MP 679.0 to MP 678.0 |

NOTE: Tests for accuracy will be made at other locations when necessary. Engineers when operating in outlying local freight or branch line service will choose location appropriate for making tests to check speed indicators.

4. DIESEL UNIT RATINGS

| | DIESEL UNIT RATINGS IN TONS | | | | | |
|------------------------|-----------------------------|---------|---------|---------|---------|---------|
| | Group 1 | Group 2 | Group 3 | Group 4 | Group 5 | Group 6 |
| Eastward | | | | | | |
| Norris Yard to Bremen | 1400 | 1850 | 2250 | 2745 | 3050 | 3600 |
| Bremen to Atlanta | 1800 | 2400 | 2850 | 3555 | 3950 | 4660 |
| Westward | | | | | | |
| Atlanta to Norris Yard | 1600 | 2150 | 2550 | 3150 | 3500 | 4130 |

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

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

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

B. TRAILING TONNAGE RESTRICTIONS

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

1. Empty Multi-level cars.
2. Empty Intermodal single-platform flats and such loaded with empty trailers or containers.
3. Empty 85-foot-long or longer flats and such flat cars when loaded with empty trailers or containers, or loaded with only one 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 Eastern and Western Region System Timetables.

Maximum safe trailing tonnage behind Restricted Equipment between Atlanta and Birmingham is:

- Westward — 6800
- Eastward — 7400