

Norfolk Southern

Operating Rules

NORFOLK SOUTHERN CORPORATION

OPERATING RULES

The rules herein set forth govern operations on the railroad subsidiaries of Norfolk Southern Corporation. On the effective date, these rules supersede all previous rules and instructions inconsistent herewith.

Further instructions may be issued by proper authority.

STEPHEN C. TOBIAS

Vice Chairman & Chief Operating
Officer

EFFECTIVE December 15, 1999

Revisions are effective as dated. A date beside rule number applies to all paragraphs of that rule. A date at end of

GR-32. Safety Alertness - Fouling a Track

Fouling a Track means the placement of an individual or equipment in such proximity to a track that the individual or equipment could be struck by a train, locomotive, or other railroad equipment.

[1] Fouling a track may be necessary in the performance of railroad work.

[2] Proper safeguards must be in place before a track is fouled and may include protection by one of the following:

[2.1] Blue Signals.

[2.2] Roadway Worker Protection Rules.

[2.3] Track and Time limits.

[2.4] Application of Safety and Operating Rules concerning crossing, walking adjacent to, mounting and dismounting, and going around and between equipment.

[2.5] Communication and understanding with the employee controlling the movement.

[2.6] Employees must maintain a vigilant lookout for and detect the approach of a train, locomotive, or other railroad equipment moving in either direction.

[3] Job Briefing - Communication with employees to review the planned itinerary, procedures, and necessary safeguards for the task to be performed. A job briefing must always precede the task at the work site, be clearly understood, and be updated or modified as conditions change. If an individual is performing the task, he must participate in a job briefing.

104. The normal position for a main track switch is lined and locked for movement on the main track. The normal position for a switch connecting any track except main track to a siding is lined and locked for movement on the siding. Such switches must be left in normal position after use, and locks must be tested to assure that they are secured. If a lock is defective or missing, the switch must be secured if possible and report must be made at first opportunity to the dispatcher, control station or other proper authority, and also to MofW supervisor or foreman if available.

104(a). The position of a switch or derail being used is the responsibility of the employee handling it. This, however, does not relieve other crew members of responsibility if they are in place to observe the positions of switches and derails. Switches and derails must be properly lined and secured after having been used.

A main track switch must not be lined for the diverging movement of an approaching train or engine unless the employee attending the switch is assured of its identity and knows the movement is to use the turnout.

Except where specifically authorized by the control station, dispatcher, or yardmaster, a main track switch must not be left open for another train or engine unless in charge of a crew member of such train or engine or an employee assigned to handle switches.

A train or engine must not foul a track until switches and derails connected with the movement are properly lined, or in the case of spring switches until the normal route is seen to be clear.

Where trains or engines are required to be reported clear of main track, such report must not be made until switch and derail, if any, have been secured in normal positions.

When a locomotive or car enters a track, the hand operated switch to that track must not be lined away from the track until the locomotive or car has passed the clearance point in the track.

104(b). Employees operating switches by hand must see that they are properly lined for the movement to be made, that switch points fit up properly, and that each switch is secured by placing lock or hook in hasp, if switch is so equipped.

104(c). Employees must keep away from facing-point switches while trains or engines are approaching or passing. When practicable and safe, they must station themselves on the opposite side of the track from the switch stand.

104(d). When a train takes a siding or otherwise clears the main track, the switch must not be restored to normal position until the trailing end is beyond the clearance point or insulated joints.

A train, engine, or cars on sidings or other tracks must stand clear of insulated joints placed in the track near the clearance point.

104(e). A crossover switch must not be lined for crossing over while any movement is approaching or passing. Both switches of a crossover must be properly lined before a train or engine begins a crossover movement, and the movement must be completed before either switch is restored to normal position.

The switches of a crossover must be in corresponding position before either crossover switch is used, except when one crew is using both tracks connected by the crossover. Crossover switches correspond when both are lined for the crossover or both are lined for the straight tracks. Crossover switches must be left in corresponding position after use, and in normal position where applicable.

104(f). Locations and normal positions of spring switches will be shown by timetable.

A train or engine trailing through and stopping on a spring switch must not make reverse movement or take slack while any part of train or engine is on switch points until switch has been thrown by hand.

A train or engine must not make a facing-point movement over a spring switch when the signal system is out of service or when the signal connected with the switch indicates RESTRICTING or STOP, until a crew member examines the switch points and knows that they fit properly or receives notification that the switch has been secured.

104(g). Normal position of derails is derailing position, and those equipped with locks must be locked. Derails must be kept in derailing position except when changed to permit movement, whether or not any equipment is on the tracks they protect.

Exception: Where authorized by special instructions, permanent "blue signal" derails used for the sole purpose of providing blue signal protection on a

non-signaled auxiliary track will be left in non-derailing position when not in use and secured with an effective locking device. These derails will be under the exclusive control of the Mechanical Department and will be placed in derailing position only when providing blue signal protection as prescribed by Safety Rule 1300(c). Their exact location must be specified in special instructions and trains, engines, and on-track equipment must approach "blue signal" derails at all times expecting to find them in derailing position.

104(h). Before train or engine service employees adjust couplers or couple air hoses between equipment on a bowl (classification) track in a remote control hump yard, they must know that the switch providing access from the hump has been lined against movement to that track and the control lever for that switch has been blocked. This protection must not be removed until authorized by the person who asked for it.

105. Except where movement is governed by signal indication, trains and engines using any track other than a main track must move at Restricted Speed.

105(a). Sidings must not be blocked unless authorized by the train dispatcher.

105(b). Movements through turnouts or crossovers must not exceed 15 MPH unless a different speed is specified.

106. The conductor, engineer and pilot are jointly responsible for safety of the train and engine and for observance of the rules. Under conditions not provided for by the rules, they must take every precaution for protection. When necessary, they must instruct members of their crew as to proper performance of duties.

Other members of the crew must call attention of conductor or engineer immediately to any apparent failure to observe requirements of rules, timetable, train orders, messages or other instructions.

When conditions require stopping the train or reducing speed and the engineer or conductor fails to take proper action to do so, or should the engineer become incapacitated, other crew members must take necessary action to stop the train.

106(a). When severe storm, dense fog, high water, fire or any other condition threatens safe movement speed must be reduced on curves and wherever conditions require.

107. Switching Near Passenger Stations

- [1]** Crews switching near passenger stations must take precautions to protect all persons.
- [2]** Equipment must not pass between a standing passenger train and the platform that the public and employees are using until safeguards are provided.
- [3]** The conductor and engineer of the affected passenger train must not load or unload passengers if a track intervenes between the passenger train and the platform until:
 - [3.1]** The dispatcher or control station has been contacted, and
 - [3.2]** Protection against movement on the track(s) between the passenger train and platform is provided.
- [4]** Safeguards for the protection of passengers will be provided by:

- [4.1] A Form 23A on the intervening track, or
- [4.2] Track warrant authority if a main track segment is involved, or
- [4.3] Flag protection, or
- [4.4] Instructions from the dispatcher or control station that Section [2] must be complied with, i.e., "NS North End Dispatcher Greenville to NS Train 123, Train VRE 50 is loading and unloading passengers at Manassas, comply with Rule 107 Section [2], or
- [4.5] Verbal arrangements directly between both train crews to either hold the approaching train clear of the platform or permit passage after the platform has been cleared and passengers held in a secure area.

108. In case of doubt or uncertainty, the safe course must be taken.

109. A train or engine must not be run faster than the maximum speed authorized in the timetable. Speed restrictions shown in timetables, bulletins, by speed limit signs, or by any other method must be observed.

Engines in service or in tow, with or without cars, must not exceed the maximum speed authorized for the unit having the lowest authorized speed.

181. IN EFFECT: A track warrant, once in effect, remains in effect until a crew member, or the operator or employee in charge of on-track equipment, reports clear of the limits or the track warrant is voided. A crew member, or operator or employee in charge of on-track equipment, must report to the dispatcher when the train or equipment has cleared the limits. When clearing at a point where switch must be returned to normal position, "clear" must not be given until switch has been locked in normal position.

Within the limits of a track warrant that authorizes a train to "PROCEED" from one point to another, the dispatcher will consider the main track clear up to and including the point at which the train was last reported by a crew member to have passed. (When this is done, "OS" information must be entered on track warrant form.) A train must not be reported as having passed a station where there is a siding until it has passed the last siding switch.

A train that turns off the main track must not permit following trains or on-track equipment to pass unless authorized by the dispatcher, who will not grant such authority until he is assured that all movements will maintain proper sequence. When necessary, new track warrants will be issued.

A train operating without a caboose must not be reported clear of the limits authorized by a track warrant unless:

- It has been visually confirmed that the rear-end marker has cleared the limits; or
- Engine has passed *3 miles beyond the limits and end-of-train device indicates proper brake pipe pressure on rear.

* If the controlling locomotive is equipped with a distance counter, and end-of-train device motion detector indicates that rear car is moving, train may be reported clear after the engine has moved a distance equal to the train's length beyond the limits.

NORFOLK SOUTHERN CORPORATION
OFFICE OF SUPERINTENDENT
PIEDMONT DIVISION
OPERATIONS BULLETIN
NO. 0-10

Greenville, S.C.
January 14, 2005

BULLETIN NO. 10

ALL CONCERNED:

Effective immediately, Norfolk Southern Operating Rule 181 (a), reading as follows, is placed in effect:

181 (a). MAIN TRACK SWITCH(ES) IN NON-SIGNALED TERRITORY

Train and Engine Crews and Employees in Charge of Men or On-Track Equipment:

When reporting "clear" of track authority limits in non-sigaled territory and a hand-throw main track switch(es) has been operated, the employee who is reporting "clear" must advise the Train Dispatcher/Control Operator of the:

- Total number of hand-throw main track switches operated within the track authority
 - Name and Location of each main track switch operated
 - Restoration and securing of main track switches in their normal position
- NOTE: The normal position for a main track switch is lined and locked for movement on the main track.

Train Dispatchers/Control Operators:

Within non-sigaled territory, Train Dispatcher/Control Operator must not clear a track authority to occupy the main track from a train crewmember or employee in charge of men or on-track equipment until notified that each hand-throw main track switch(es) that has been operated is locked in normal position.

If the employee reporting "clear" fails to report the restoration of the main track switch(es) to the normal position, the Train /Dispatcher/Control Operator must not consider the track authority limits "clear" until he/she has obtained this information from the reporting employee.

S.C. Tobias
Vice Chairman and Chief Operating Officer