

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: NOVEMBER 15, 2005

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

GENERAL NOTICE

Safety is of the first importance in the discharge of duty.

Obedience to the rules is essential to safety.

Willingness to obey the rules is necessary in order to enter or remain in the service. Past practices not in conformity with the rules are unacceptable as an excuse for noncompliance.

The service demands the honest, intelligent, and courteous discharge of duty.

To obtain promotion, ability must be shown for greater responsibility.

Operating Rules have evolved from the experience of many people on many railroads over many years. This process will be continuing, and constructive suggestions to improve Operating Rules should be submitted to transportation officers.

DEFINITIONS

Absolute Block — A block which may be occupied by only one train or engine at a time.

Approach Signal — A fixed signal used in connection with one or more signals to govern the approach thereto.

Automatic Block System (ABS) — A series of consecutive blocks governed by block signals, actuated by a train or engine, or by certain conditions affecting the use of a block.

Block — A length of track of defined limits. In signaled territory, a block is the track section between two consecutive block signals governing movement in the same direction.

Block Signal — A fixed signal at the entrance of a block to govern trains and engines entering and using that block.

Control Station — A place from which a Traffic Control or Remote Control System or an interlocking is operated.

Current of Traffic — The movement of trains on a main track, in one direction, as specified by the rules or timetable.

Dispatcher's Bulletins — Current operating instructions, including temporary speed restrictions and other restrictive conditions, issued over the signature of the Dispatcher. Special instructions will identify line segments on which Dispatcher's Bulletins will be used, as well as specific locations where originating trains must receive a copy.

District — A portion of a division designated by timetable.

Division — That portion of a railroad assigned to the supervision of a Superintendent.

Dual-Control Derail — A power-operated derail that is also equipped for hand-throw operation.

Dwarf Signal — A low interlocking or block signal.

Electric Switch Lock — An electrical locking device applied to a hand-operated switch or derail.

Engine — A unit propelled by any form of energy, or a combination of such units operated from a single control, used in train or yard service.

Fixed Signal — A signal of fixed location indicating a condition affecting the movement of a train or engine.

Heavy Grade — (i) For a train operating with 4,000 trailing tons or less, a section of track with an average grade of 2 percent or greater over a distance of two continuous miles; and (ii) For a train operating with greater than 4,000 trailing tons, a section of track with an average grade of 1 percent or greater over a distance of three continuous miles.

Home Signal — A fixed signal, capable of displaying a STOP indication, governing the entrance to a route, block or interlocking.

Interlocking — An arrangement of signals and signal appliances so interconnected that their movements must succeed each other in proper sequence and for which interlocking rules are in effect. It may be operated manually or automatically.

- **Controlled Interlocking** — An interlocking operated by a Control Station.
- **Automatic Interlocking** — An interlocking actuated automatically by the approach of a train or engine.

Interlocking Limits — The tracks between the opposing home signals of an interlocking.

Interlocking Signals — The fixed signals of an interlocking.

Main Track — A track, other than an auxiliary track, extending through yards and between stations, upon which trains are operated by timetable or train order, or both, or the use of which is governed by block signals, or where Track Warrant Control rules are in effect.

Mandatory Directive — Any movement authority or speed restriction that affects the movement of a train, locomotive, On-Track equipment, or inspection car, single or in combination with other equipment, on the track of a railroad. The term "mandatory directive" includes speed restrictions, Track Time Form 23-A, Track Warrant Form, Dispatcher's Bulletin, and any similar form of authority or directive.

Non-Signaled Territory — Territory not equipped with automatic block, TC, or Remote Control Systems.

Operations Bulletin — Instructions issued by the Superintendent concerning rules, special instructions or other matters pertaining to operations.

Pilot — An employee assigned to a train when the Engineer is not fully acquainted with the physical characteristics or rules of the railroad, or portion of the railroad, over which the train is to be moved.

Remote Control System — A term applied to a system of operating outlying signal appliances from a point designated by timetable.

Siding — An auxiliary track for meeting or passing trains, shown as a siding in the timetable.

- **Controlled Siding** — A siding equipped with controlled signals that authorize trains or engines to enter or leave the siding.
- **Signaled Siding** — A siding equipped with automatic block, TC, or Remote Control signal system governing all train and engine movements on the siding.

Signal Aspect — The appearance of a fixed signal, conveying an indication, as viewed from the direction of an approaching train or engine.

Signal Indication — The information conveyed by the aspect of a signal.

Single Track — A main track upon which trains are operated in both directions.

Special Instructions — Instructions so captioned in the timetable.

Speed:

- **Medium Speed** — A speed not exceeding 30 MPH.
- **Reduced Speed** — A speed that will permit complying with flagging signals and stopping short of train or obstruction.
- **Restricted Speed** — A speed that will permit stopping within half the range of vision, short of train, engine, obstruction, railroad car, men or equipment fouling track, Stop signal, derail or switch lined improperly and looking out for a broken rail, but not exceeding 20 MPH. (NOTE: The provisions of Restricted Speed do not solely provide protection for men or equipment working on or near the track.)
- **Slow Speed** — A speed not exceeding 15 MPH.

Station — A place designated in the timetable by name.

Switch:

- **Dual-Control Switch** — A power-operated switch that is also equipped for hand-throw operation.
- **Power-Operated Switch** — A switch that is operated electrically or electropneumatically. Such switches may or may not be equipped for hand-throw operation.
- **Spring Switch** — A switch equipped with a spring mechanism arranged to restore the switch points to normal position after having been trailed through.

Timetable — The authority for the movement of regular trains, subject to the rules. It may contain classified schedules with special instructions relating to operations.

GENERAL RULES

A. Employees whose duties are prescribed by these rules must maintain and have accessible while on duty a current copy of the following:

- [1]** The Safety and General Conduct Rule Book.
- [2]** The Operating Rule Book and Timetable, if their duties are affected by them.
- [3]** Rules for Equipment Operation and Handling, Form NS-1, if their duties are affected by them.
- [4]** The United States Hazardous Materials Instructions for Rail, HM-1, and the Emergency Response Guidebook, if they are involved in the shipment of hazardous materials.

Employees should ensure each publication is current. Instructions that are out of date should be disposed of properly. Current publications may be obtained from immediate supervision.

B. Employees must be conversant with and obey the rules and special instructions. If in doubt as to their meaning, employees must apply to the proper authority for an explanation.

If bulletin instructions conflict with special instructions, the instructions bearing the later date will govern.

C. Employees must pass the required examinations.

E. Employees must assist in carrying out the rules and special instructions and must promptly report any violation thereof to the proper officer.

F. Accidents, defects in track, bridges, signals or highway crossing warning devices, fires on or near the right of way, or any unusual condition that may affect the safe and efficient operation of the railroad must be reported promptly to the proper authority by the quickest means of communication.

G. An employee who reports for duty under the influence of alcohol or other intoxicant, cannabis in any form, an amphetamine, a narcotic drug, a hallucinogenic drug, any controlled substance (as defined by federal law), or a derivative or combination of any of these, or who uses any of the foregoing while on duty, will be dismissed. Possession of any of the foregoing while on duty, or possession, use, or being under the influence of any of the foregoing while on Company property or occupying facilities provided by the Company, is prohibited.

H. Use of tobacco by employees on duty while serving patrons at stations or on passenger cars in the presence of passengers is prohibited. Smoking will not be permitted in areas protected by "No Smoking" signs.

L. In case of danger to, loss of, or damage to railroad property by fire, theft, or other causes, employees must immediately notify the proper authority and join forces to protect the Company's interest.

Unauthorized possession, removal, or disposal of any material from railroad property or property served by the railroad is prohibited.

All articles of value found on railroad property must be cared for and promptly reported to the proper authority.

M. Some platforms, bridges and other structures, switch stands and tunnels will not clear a person on the top or side of a car or engine. Employees must become familiar with these and other places and protect themselves from injury.

Employees must not do any work in a manner that will jeopardize their own safety or the safety of others. They must know that appliances, tools, supplies, and facilities used in performing their duties are in proper condition. If not, they must have them put in order before using them. It is the duty of every employee to examine them to determine their condition.

Employees must expect the movement of trains, engines or cars at any time, on any track, in either direction.

N. When any person is injured as result of an accident, emergency medical assistance must be called if needed.

Every accident resulting in injury, death or damage to property must be reported to the proper authority by the quickest communication available.

G. An employee who reports for duty under the influence of alcohol or other intoxicant, cannabis in any form, an amphetamine, a narcotic drug, a hallucinogenic drug, any controlled substance (as defined by federal law), or a derivative or combination of any of these, or who uses any of the foregoing while on duty, will be dismissed. Possession of any of the foregoing while on duty, or possession, use, or being under the influence of any of the foregoing while on Company property or occupying facilities provided by the Company, is prohibited.

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Employees must expect the movement of trains, engines or cars at any time, on any track, in either direction.

N. When any person is injured as result of an accident, emergency medical assistance must be called if needed.

Every accident resulting in injury, death or damage to property must be reported to the proper authority by the quickest communication available.

An employee who sustains a personal injury while on duty or on Company property or equipment must, before leaving Company premises, report it to his immediate supervisor and complete and sign a written report of the incident using the prescribed form. If the injury to the employee is of such a nature that the employee is unable to complete the written report, then the injured employee's immediate supervisor will complete the form. The written report and facts of the incident will be promptly progressed through prescribed channels.

An employee who sustains an off-duty personal injury or illness adversely affecting his ability to perform his regularly assigned duties must inform his supervisor of the injury/illness before reporting for his next shift or tour of duty.

If an employee at any time obtains medical attention or marks off for an on-duty injury or occupational illness, he must promptly notify his supervisor.

When injuries or death to other than railroad employees and damage to property occurs, a written report on the prescribed form must be submitted promptly. The report must include the name and address of each injured person and describe the extent of injury. Names and addresses of all persons at the scene are required, whether or not they admit knowledge of the accident.

At a crossing accident, the Conductor or employee in charge must try to locate witnesses who can testify about engine whistle or bell signals and about the functioning of any crossing gates or flashing light signals. License tag numbers of vehicles observed near the crossing must also be reported.

O. When equipment, tools, or appliances are involved in any way in an injury or death, a report must be made promptly to the proper officer. The involved equipment must be marked or otherwise identified, set aside for full inspection if practicable, and released only on authority of the Casualty Claim Department. Cars, engines, and other rolling stock will be identified by initial and number.

All inspection reports must be forwarded promptly to the District Claim Agent.

[2] Blue signal protection *is not* required for any employee to examine an end-of-train device or a portable electric marker on a main track to determine that the marker is in operating condition. **NOTE:** The examiner must personally contact the employee at the locomotive controls for assurance that the train will not move until the marker examination is complete.

ADDITIONAL SIGNALS

27. A signal imperfectly displayed, a signal functioning erratically, the absence of a light, a white light displayed where a colored light should be, or the absence of a signal at a place where a signal is usually shown, must be regarded as the most restrictive indication that can be given by that signal and must be promptly reported to the Dispatcher, Control Station, or Yardmaster.

EXCEPTIONS:

- If the top unit is illuminated on a color light signal and one or more lower units are dark, the dark lower units will, except as noted, be considered to be displaying red. **NOTE:** On Norfolk and Western if a three unit color light signal displays red on the top unit, yellow on the middle unit, and the bottom unit is dark, the signal will be regarded as displaying red over yellow, "Restricting." For illustration of a color light signal, see Aspect B, Rule 282, or Aspect A, Rule 302.
- If sufficient lights are displayed in a color position light signal to determine the indication of the signal, it will govern. For illustration of a color position light signal, see Aspect A, Rule 282.
- If the day indication of a semaphore signal can be plainly seen, it will govern.

30. The engine bell must be rung when an engine is about to move, except after momentary stops in continuous switch movements. It must also be rung while approaching and passing public crossings at grade, employees or other persons on or near the track, trains standing on adjacent tracks, stations, train order offices and when passing through tunnels. Unnecessary use of the bell is prohibited.

34. The Engineer must comply with the indication of each block, interlocking and other signal that affects the movement.

Crew members located in the operating compartment must occupy a window seat when available, and must maintain a vigilant lookout for signals and conditions along the track that affect the movement. Crew members located in the operating compartment who cannot avail themselves of a window seat must maintain a vigilant lookout for signals and conditions along the track, within their view, that affect the movement.

Employees located in the operating compartment of an engine must communicate to each other in an audible and clear manner by its name the indication of each signal affecting movement of their train or engine as soon as the signal is clearly visible or audible. Each signal must be called (1) as soon as it is clearly visible or audible and (2) again, if other than a stop signal, just before the signal is passed. It is the responsibility of the Engineer to have each employee comply with these requirements.

When crew members ride in trailing units their first duty is to observe signals affecting the movement. If other crew members are present, they must communicate to each other by its name the indication of each signal.

The Conductor, or a Conductor trainee or trainman in the absence of the Conductor, when riding on the controlling locomotive will communicate by radio the name and location of each signal affecting his movement as soon as the signal becomes visible. When there is no Conductor, Conductor trainee, or trainman, the Engineer or Engineer trainee will communicate the signal information.

If there are crew members on trailing units and/or caboose they will acknowledge the transmission, repeating the information to crew member(s) on the controlling locomotive.

Example of correct procedure to initiate the radio transmission when all crew members are on controlling unit:

“NS Train 187 has an Approach signal on No. 1 main at MP 179.3 for Cumberland Falls, out.”

Examples of correct procedures to initiate and acknowledge the radio transmission when there are crew members on trailing units and/or caboose:

“Engineer Scott, NS Train 194 has a Diverging Approach signal at the north end of Philpott, over.”

“Brakeman Hodges, NS Train 194, acknowledging the Diverging Approach signal at the north end of Philpott, out.”

If the Engineer fails to control movement in accordance with signals or other conditions, crew members must communicate with him at once. If he then fails to immediately control speed properly they must take necessary action to stop the train.

35. Signaling Equipment includes fusees, a red flag by day and a white light at night. **See Rule 806.**

Signaling equipment must be kept in the operating compartment of engine, in baggage cars and cabooses when used, and on or near rear of passenger trains, available for immediate use.

GENERAL SIGNAL RULES

235. Signal aspects are shown by positions of semaphore arms, colors of lights, positions of lights, flashing of lights, or a combination of color, position, and flashing of lights. They may be qualified by number plate, letter plate, or shape of semaphore arm.

236. Block and interlocking signals are generally located to the right of, or directly over, the track they govern. They may be placed to the left of the track they govern where conditions require.

Where two signals are located on a bracket post to display indications for two tracks, the right-hand signal governs the track to the right and the left-hand signal governs the track to the left.

Where one or more tracks intervene between a signal and the track the signal governs, a dummy mast (with or without blue light) for each intervening track will be placed on the same side of the signal as the track or tracks are from the track governed.

237. The most restrictive indication of a signal that has a number plate is PROCEED AT RESTRICTED SPEED. The most restrictive indication of a signal that does not have a number plate is STOP.

238. Where designated by timetable, automatic block, TC and Remote Control signals are also interlocking signals, and interlocking rules apply.

239. A train or engine entering a block between signals must proceed at Restricted Speed to the next signal.

240. A train or engine approaching a signal displaying a STOP indication must stop before any part of the equipment passes the signal.

240(a). When a Dispatcher or Control Station authorizes a train or engine to pass a block or interlocking signal displaying STOP, such authorization will not convey authority to enter limits beyond the signal that are under the jurisdiction of another Dispatcher or Control Station. In such a case, the train or engine must have right of track to occupy the limits beyond the signal or permission must be secured from the governing Dispatcher or Control Station before the limits are entered. **See Rules 402, 423, 461, and 462.**

241. If a signal changes to RESTRICTING or STOP while a train or engine is approaching it, or if a train or engine encounters a RESTRICTING or STOP signal not indicated by the preceding signal, stop must be made as soon as possible without endangering the movement. After stopping, train or engine will not proceed until authorized by the Control Station or Dispatcher, who will not grant such authority until it has been determined there are no conflicting movements. When authorized, train or engine will proceed at Restricted Speed, observing Rule 245.

The Engineer will promptly report each such occurrence to the Chief Dispatcher.

242. A signal cleared for a train or engine must not be changed while the movement is approaching that signal, except in an emergency, until the Engineer advises that the movement has been stopped short of that signal.

243. If any part of a train or engine overruns a STOP signal, a crew member must immediately:

- Warn any other movement that could be approaching on any conflicting route by radio. If unable to communicate, protection must immediately be provided against an approaching movement.
- Stop the train.
- Notify the Control Station or proper authority.

The incident must be reported to the Superintendent.

244. Should an improper signal indication permitting a train or engine to proceed be observed, employees must report the fact to the proper authority by the quickest means of communication. In addition, all employees must take such action as possible to provide protection for the movement of trains and engines.

Crew members who are in a position to do so must observe whether signals passed by their train or engine assume proper indication.

245. Restricted Speed, when required by signal indication, must be observed until the leading end of the movement reaches the next signal. **EXCEPTION:** When the signal governs movement to non-signalized territory or to a track signaled for movement in the opposite direction only, Restricted Speed applies until the leading end of the movement is through any crossovers, turnouts, or interlocking limits governed by that signal.

246. When a train or engine is delayed at a STOP signal and cause is unknown, Conductor or Engineer must notify proper authority at once.

247. A stop to receive a pusher must, if possible, be made at a point where the Engineer can see the next signal ahead that governs his movement.

248. A train or engine that has entirely passed a block signal governing forward movement must not make a reverse movement past that signal without permission of the Dispatcher or Control Station.

A reverse movement that will not pass a signal governing forward movement must be protected by the Dispatcher or Control Station against trains or engines approaching at Restricted Speed.

EXCEPTION: Reverse movements may be made without permission from the Dispatcher or Control Station if the train or engine has exclusive right of track conferred by track warrant or Form 23-A. However, aspects displayed by block or interlocking signals governing movements within the limits must be complied with.

249. When the Signal Department reports that rust or other material may prevent shunting a TC or interlocking track circuit, the control station must record the report and apply blocking to levers controlling switches giving access to that track. Until the Signal Department authorizes removal, the blocking must be maintained except when actually operating control levers, and must be restored immediately after use.

Entry to the affected track must not be permitted by signal indication. Instead, the Control Station may authorize a movement, after stopping, to pass the entrance signal.

After authorizing movement to or from the affected track, the Control Station must not remove blocking nor operate the switch control lever until the entire movement is seen clear of the signal governing movement in the opposite direction, or is reported clear by a qualified employee.

250. If a major failure of the signal system occurs or construction work necessitates, the signal system, or sections of it, may be suspended upon authority of the General Manager.

When the signal system is suspended, trains and engines must be governed by instructions from the Control Station or proper officer.

MOVEMENT OF TRAINS ON TWO OR MORE TRACKS BY BLOCK SIGNAL INDICATIONS

251. On portions of the railroad designated by timetable, trains will run with the current of traffic by block signal indications that supersede timetable superiority of trains. **See also Rules 151 through 155.**


When necessary, the sequence of trains entering this territory will be directed by the Dispatcher.

MOVEMENT OF TRAINS ON SINGLE TRACK BY BLOCK SIGNAL INDICATIONS

261. On portions of the railroad designated by timetable, trains will be governed by block signal indications that supersede timetable or train order superiority of trains for both opposing and following movements on the same track.

NORFOLK SOUTHERN RAILWAY
AUTOMATIC BLOCK, INTERLOCKING, TC AND
REMOTE CONTROL SIGNALS

G - Green
 Y - Yellow
 R - Red


 Number Plate

Rule	High Signal	Dwarf Signal
301		
302		
303		
304		

NORFOLK SOUTHERN RAILWAY
AUTOMATIC BLOCK, INTERLOCKING, TC AND
REMOTE CONTROL SIGNALS

Rule	Name	Indication
301 Cont'd.	CLEAR	Proceed at authorized speed.
302 Cont'd.	APPROACH DIVERGING	Proceed preparing to take diverging route beyond next signal at authorized speed.
303 Cont'd.	ADVANCE APPROACH	Proceed preparing to stop at second signal.
304 Cont'd.	DIVERGING CLEAR	Proceed through diverging route, observing authorized speed through turnout(s) or crossover(s). NOTE: Unless another signal intervenes, movement must be prepared to take diverging route at the next Controlled Signal.