



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

Lincoln
DCA 06 FR004

**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

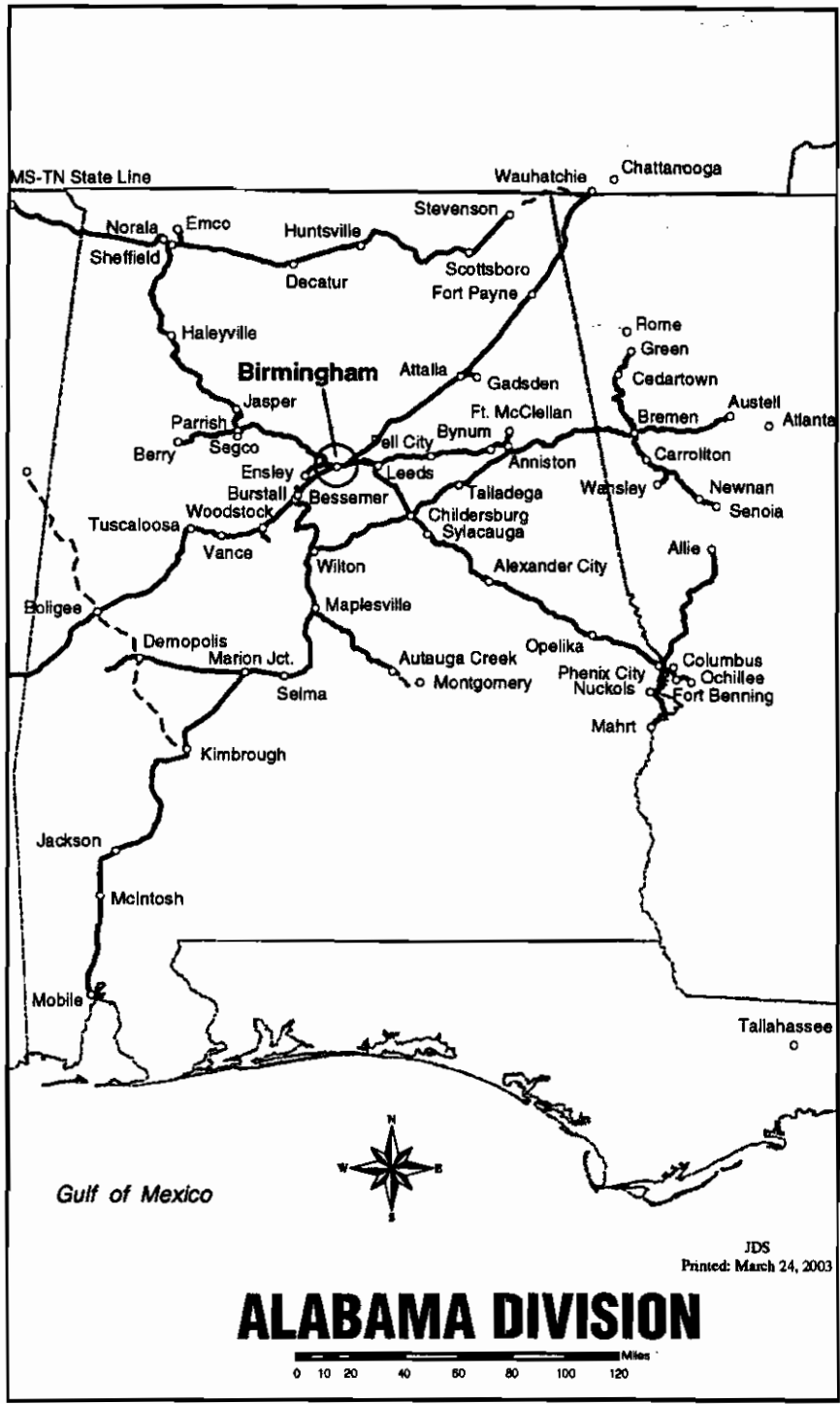
B. EXPLANATION OF CHARACTERS

Symbols:

- Ⓐ — Automatic Interlocking
- Ⓜ — Control Point
- Ⓢ — Controlled Interlocking
- CS — Controlled Siding
- Ⓔ ⚡ — Drawbridge
- Fr. — 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



ALABAMA DIVISION

SPECIAL INSTRUCTIONS (CONT.)

AL-GR-8-1. CREW TIE-UP

All crews at the away from home terminal where a mainframe computer is provided, **MUST** tie-up before being transported to lodging facility.

AL-GR-8-2. HOURS OF SERVICE

"An employee subject to the Hours of Service Act must give the proper office sufficient advance notice if it becomes apparent that he cannot complete the trip or tour of duty within the lawful period."

"Sufficient advance notice" is defined as not less than two (2) hours.

Employees will relieve themselves of all operating responsibility no later than 11 hours 59 minutes unless otherwise instructed by the Chief Dispatcher. The Chief Dispatcher will not authorize such without permission of the Division Superintendent or his designee.

Any reporting which shows on duty in excess of the Hours of Service Law must be updated the next time service is performed and must include the name of the person who authorized the excess time.

When a crew has been relieved of all operating responsibilities, both the time spent awaiting the arrival of transportation and deadheading to the point of final release will be considered as "limbo" time (i.e., neither work nor rest) for Hours of Service purposes.

Relieved of responsibility is the time that you were relieved of all operating responsibility and you stopped performing covered or commingled service.

If, at the conclusion of any administrative duties, your total on duty time is less than 12 hours, your relieved of responsibility time should be the same as your off duty time. If you do not perform administrative duties, then your relieved of responsibility time is when you were relieved of all operating responsibilities.

if you are on duty 12 hours or more, you are not allowed to perform administrative duties, but you may perform incidental service relative to tie up (a quick phone call or fax to the Crew Management Center). Your relieved of responsibility time is when you were relieved of all operating responsibilities.

AL-GR-13A-1. CLOSE CLEARANCES

Employees must not ride on or in freight cars or on the outside of engines while passing under tipples, shakers, conveyors, or other overhead loading or unloading devices.

ALABAMA DIVISION

SPECIAL INSTRUCTIONS (CONT.)

AL-GR-31-1. EXCESSIVE DIMENSION EQUIPMENT

1. Plate "B", "C", "E", and "F" freight cars.
Freight cars stenciled "C", "E", and "F", and unstenciled general service equipment having dimensions within Plate "B" may be handled on all main track and sidings of the Alabama Division.
Except: KCS Series 123005-123994
2. Plate "F+" or Exceeds Plate "F" freight cars.
Movement of cars exceeding 17'0" or stenciled "F+" or Exceeds Plate "F" must be cleared by Chief Dispatcher.

AL-GR-32-1. JOB BRIEFINGS

All train crews performing any work will do the following:

1. Before any work is done, the conductor will hold a job briefing. Job briefing will include what exact task is to be done by each member of the crew.
2. All employees must participate.
3. All employees must have a clear understanding of the work to be performed.
4. If changes are made in the original job briefing, all the affected employees must be made aware of the change before the work is to be done.

AL-L-235-1. EXTENDED SHOVING MOVEMENTS

When making extended yard or road movements with diesel units, such as returning for the rear of the train when doubling, the Engineer must operate from the lead unit in the direction of the movement.

AL-34-1. CALLING SIGNALS

Norfolk Southern Operating Rule No. 34 provides instructions for and assigns responsibility to all crew members for a practice referred to as "Calling Signals." Each part of Rule 34 is important and must be followed to ensure your safety, the safety of your fellow employees, and the public. Your attention is directed to the third paragraph of Rule 34. Read Rule 34 carefully. If you have any doubt or uncertainty as to its meaning, ask your supervisor for a clarification.

When calling a signal you must communicate its aspect with other crew members when the signal first comes into view and again before the signal is passed. In addition, the signal must be called on the radio. This includes signals displaying a "Clear" aspect.

Failure to call signals between crew members in the cab of a locomotive and on the radio is a violation of Rule 34. All signals, including signals displaying "Clear", must be called in accordance with the procedures outlined in Operating Rule 34. Non-compliance with this rule may result in formal handling.

ALABAMA DIVISION STATION PAGES

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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	
		680.6	HBD-DED (<i>Morgan</i>)	
	SS 11040	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>Fruiturst</i>)		
SS 10230	708.4	FOSTER..... CP		
	710.4	EDWARDSVILLE..... CP		

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	727.1	ARDREY CP	
	9725	729.1	DEARMANVILLE CP	
		730.2	HBD-DED-HWD (<i>Dearmanville</i>)	
	SS	733.4	LARDENT CP	
	7323	735.0	ANNISTON CP	
	SS / CS	736.7	LETCHERS CP	
	9954	741.6	HBD-DED (<i>Bynum</i>)	
	CS	741.7	COLDWATER BRANCH	
	SS	743.0	BYNUM CP	
	17525	746.4	GRAY CP	
		751.8	HBD-DED (<i>Lincoln</i>)	
		753.3	LINCOLN	
	SS	756.1	EMBRY CP	
	8780	758.0	COOSA CP	
		762.9	HBD-DED (<i>Pell City</i>)	
	763.2	PELL CITY		
SS	767.8	HOLT CP		
9631	769.8	ROBERTS CP		
	771.6	HBD-DED (<i>Cook Springs</i>)		
SS	776.2	BROMPTON CP		
9428	778.1	COLEMAN CP		

EAST END DISTRICT				
WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
	CS 8190	781.8	EAST END DISPATCHER..... [802]	
			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.	Fr.
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, Tallapoosa, 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.	Frt.
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.

Locomotive not equipped with event recorder when operated as a single unit or as a lead unit.....	30
All steam locomotives	40
All other light locomotive consists of two (2) or more units	50

SP-3. SPEED RESTRICTION – TRAINS

When freight trains handling one or more loaded cars are operated on jointed rail, the engineer will avoid prolonged operation in speed range of 16 to 21 MPH. If speed cannot be maintained above 21 MPH, speed must be reduced to 15 MPH.

Key Trains	50
All other trains	50
Loaded Welded Rail Trains	50
Trains consisting entirely of Triple Crown, TOFC/COFC, Multi-level, or stack equipment	60
Unless further restricted, Intermodal (Trail Van) trains handling loaded or empty automotive frame flat cars speed of.....	60
Passenger Trains	79

SP-4. SPEED RESTRICTIONS – OTHER EQUIPMENT

Shoving movements with caboose on leading end.....	25
Shoving movements with NS Geometry Car (NS 31, NS 33, NS 34, or NS 35) on leading end	25
Snowplow – NW 590000, when plowing (see EQ-4)	25
Locomotive Cranes and Pile Drivers (see SP-7)	25
Two-axle Scale Test cars (see EQ-6)	30
Single unit of self-propelled work equipment that is designed to shunt track circuits (i.e. Sperry Rail Test car, Loram rail grinder, and ballast cleaner)	30

Lucky Loader, NW 591006 loaded on gon NW 590901	35
Jordan Spreaders (see EQ-3).....	40
Mulching Brushcutters Nos. NS 992700 – NS 992702	45
Derricks	45
FRA T-10 and FRA T-2000	50

SP-5. SPEED RESTRICTIONS – SIDINGS AND AUXILIARY TRACKS

Except where a different speed is authorized by Timetable or Special Instructions:

All tracks other than the main track.....	10
Sidings.....	15

SP-6. SPEED RESTRICTIONS – FLANGERS

1. When handled behind locomotive, flanger must not exceed 30 MPH
2. When working, flanger must not exceed 5 MPH while:
 - (a) Passing station platforms.
 - (b) Passing over grade crossings.
 - (c) Passing equipment on adjacent tracks.
 - (d) Backing up.

SP-7. SPEED RESTRICTIONS – LOCOMOTIVE CRANES/PILE DRIVERS

SOU 992312 (LC-35), NW 500504 (LC-4803), SOU 992340 (LC-8201), NW 514892 (LC-8501), SOU 992412 (LC 89036), NW 514877, NW 514891, NW 514880 and NW 514885

1. Must not exceed 25 MPH
2. May be operated on all main and passing tracks.
3. Locomotive cranes, with or without attached boom idle car, must not be moved over humps or through retarders when being operated under its

SYSTEM WIDE INSTRUCTIONS

A-1. TRAIN CLEARANCE

1. Clearance Cards

*** Not Applicable ***

2. Dispatcher's Bulletins

Engineers and Conductors must receive a current Dispatcher's Bulletin addressed to their train before leaving their initial station. The Dispatcher's Bulletin must include each district over which they will operate including other Divisions and Foreign Lines. Engineers and Conductors must show Dispatcher's Bulletins to other members of their crew. They must read and be familiar with the contents of the Dispatcher's Bulletin and assist the Engineer and Conductor in complying with the requirements contained therein.

Crew members must read Dispatcher's Bulletins when received. They must be certain that the total number of items and messages indicated above the Train Dispatcher's initials correspond with actual numbers of items and messages listed in the Bulletin. If any discrepancy is noted, the Dispatcher must immediately be contacted for further instructions.

When Engineer and/or Conductor are relieved before the completion of a trip, Dispatcher's Bulletins held must be delivered to the relieving Engineer and Conductor. Engineer and Conductor must compare Dispatcher's Bulletins before proceeding.

When tying up on line of road, Dispatcher's Bulletins must be retained. When this is done, Engineer or Conductor must contact Dispatcher at the commencement of the next tour of duty to verify the Dispatcher's Bulletin and to receive further instructions, if any.

Each Dispatcher is responsible for the correctness of the contents of the Dispatcher's Bulletins issued for their territory and for ensuring that the Engineer and Conductor of originating train receive a copy at the designated location. Additions to and deletions of items in Dispatcher's Bulletins must be made without delay and such changes must be promptly provided to concerned trains while enroute.

Instructions contained in Dispatcher's Bulletins must be complied with on all trips during the tour of duty on which the Bulletins are received.

C-2. QUALIFICATIONS

FRA has established minimum qualifications for locomotive engineers and remote control operators. The rule requires railroads to have a formal process for evaluating prospective operators of locomotives and remote control operators to determine that they are competent before permitting them to operate a locomotive, train, or remote control transmitter.

The procedures require that railroads:

1. Make a series of four determinations about a person's competency, which are:
 - (a) Eligibility,
 - (b) Vision and hearing acuity,
 - (c) Demonstration of knowledge, and
 - (d) Demonstration of performance skills.
2. Devise and adhere to an FRA approved training program for locomotive engineers and remote control operators, and,
3. Employ standard methods for identifying qualified locomotive engineers and remote control operators and monitoring their performance.

Engineers and remote control operators must remain qualified on those districts, terminals, or divisions their seniority allows them to work. Prior to accepting an assignment on a territory which they have not operated over in six months but less than one (1) year, it is the responsibility of the engineer or remote control operator to contact the Division Road Foreman of Engines or the District Road Foreman of Engines who will arrange for either a physical characteristics review or a qualifying trip prior to the engineer or remote control operator taking an assignment on the district or terminal.

Engineers and remote control operators who have not worked a particular district or terminal in one (1) year or more must contact the Division Road Foreman of Engines or District Road Foreman of Engines to make arrangements for a qualifying trip prior to accepting an assignment on the territory.

Each locomotive engineer including student and, locomotive servicing engineers and each remote control operator must have his or her certificate in their possession upon reporting to work and while on duty. The Federal rules require

that the certificate be displayed upon request to:

- (a) A representative of the Federal Railroad Administration,
- (b) An Officer of Norfolk Southern, or
- (c) An Officer of another railroad when operating a locomotive or train in joint operations territory over that railroad.

Each locomotive engineer including student and locomotive servicing engineers and each remote control operator must promptly report the loss, damage, or destruction of his certificate to the proper company authority.

A copy of federal regulations 49 CFR, Part 240, is available at division headquarters.

C-100-1. PULPWOOD CARS

Crews handling loaded pulpwood cars must inspect the cars to determine if any of the loads are excessive width before meeting or passing passenger trains and excessive dimension shipments. Inspection of pulpwood cars must be done sufficiently ahead of the arrival of passenger trains to avoid unnecessary delay.

A train handling pulpwood must be stopped while passenger train is being met or is passing on an adjacent track, except when passenger train is first to arrive at meeting point, train handling pulpwood may pass passenger train at slow speed provided inspection of pulpwood can be made and train stopped short of passenger train or any excessive dimension loads.

Passenger train will meet or pass a standing train handling pulpwood on an adjacent track at reduced speed unless notified that the train has been inspected and there are no excessive dimension loads of pulpwood in the train being met or passed.

When notified that the train being met or passed has been inspected and there are no excessive dimension loads of pulpwood in the train being met or passed, passenger train may run at maximum authorized speed.

Load must be balanced before switching partially loaded woodrack cars.

C-100-2. PLACEMENT OF SHIFTABLE LOADS

1. Poles or similar loads on a flat car or in open-top equipment loaded above ends of cars must not be handled in trains next to open shipments subject to damage by shifting loads on adjacent cars.