



ALABAMA DIVISION



SOUTHERN REGION
TIMETABLE NUMBER

1

EFFECTIVE MARCH 15, 2018

ALABAMA DIVISION TIMETABLE

GENERAL INFORMATION

A. STATION PAGE

Each station page will contain the following information:

1. Rules in Effect
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:

(A)	—	Automatic Interlocking
(C)	—	Controlled Interlocking
(CP)	—	Controlled Point
CS	—	Controlled Siding
773	—	Dispatcher Radio Call-in Code
(DB)	—	Drawbridge
Frt.	—	Freight Trains
Jct.	—	Junction
(N)	—	Non-Interlocked Railroad Crossing at Grade
N/S	—	Non-Signaled
PTC	—	Territory with Positive Train Control installed for use
r	—	Radio Base Station, Wayside
R	—	Radio Base Station, Monitored-Continuously
SS	—	Signaled Siding
ss	—	Spring Switch
S	—	Stop Sign
Y	—	Wye
(YL)	—	Yard Limit

Train Inspection Detectors:

DED	—	Dragging Equipment Detector
HCD	—	High Car Detector (includes Excessive Height Detectors)
HBD	—	Hot Box Detector (includes TSA, SAD and HBD detectors)
HWD	—	Hot Wheel Detector
WCD	—	Wide Car Detector
SSD	—	Stress State Detector
SWD	—	Sliding Wheel Detector

All train inspection detectors are listed on the station pages according to milepost location. Unless otherwise indicated, train inspection detectors are Radio Alarm and operate in both directions on single or multiple track. Detectors on Single Track — Track will not be shown.

ALABAMA DIVISION TIMETABLE

GENERAL INFORMATION (CONT.)

C. DIESEL UNIT GROUPS

GROUP 1 = B-23-7, GP-38, GP-38-2, GP-38-AC, GP-40

2 = B-30-7A, B-36-7, B-40-2, 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 = C-44-AC, C-60-AC, C-90-AC, SD-70-MAC, SD-80, SD-80-MAC,
SD-90-MAC

D. MAIN TRACK CONTROL

Unless otherwise noted on the station pages, the Train Dispatcher controls all Main Tracks, Controlled Points, and Controlled Interlockings.

E. DIVISION SPECIAL INSTRUCTIONS

All Alabama Division Special Instructions have reference to a rule and are numbered or lettered as shown in the following examples:

AL-110-1 — Refers to NS Operating Rule 110.

AL-L-236-1 — Refers to NS-1 Rule L-236.

AL-1110-1 — Refers to NS Safety and General Conduct Rule 1110.

NOTE:

- NS Operating Rules are Numbered 899 and below.
Safety and General Conduct Rules are numbered 900 and up.
- AL indicates the Special Instruction is specific to the Pocahontas Division.
- “-1,” “-2,” etc., will number concurrent division instructions that reference the same system instruction.

ALABAMA DIVISION TIMETABLE

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AGS SOUTH DISTRICT

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTES
			AGS SOUTH DISPATCHER803	
		792.7 / AG 136.8 AG 137.5	20TH STREETCP	
		AG 139.9	BRUSSELCP	
		AG 141.8	WOODLAWN JCT.CP	
		AG 141.8	32ND STREETC	1
		AG 142.0	27TH STREETCP	
		AG 143.0	Birmingham (CSXT – Amtrak)	
		AG 143.5	14TH STREETC	1
		AG 147.1	HBD-DED (<i>Mims</i>)	
		AG 149.3	POWDERLYCP	
		AG 151.2 AG 155.3	SSD (<i>Bessemer</i>) HBD-DED (<i>Burstall</i>)	
		AG 156.2	BURSTALLCP	
		SS 19 800	AG 161.4 MCCALLACP	
		AG 165.5	NEWELLCP	
		AG 167.3	HBD-DED-HWD (<i>Tannehill</i>)	
		SS 15 216	AG 171.8 WOODSTOCKCP	
		AG 174.8	VANCECP	
		SS 77 00	AG 177.8 HBD (<i>Vance</i>) AG 178.3 MERCEDESCP	
		AG 179.9	BENZCP	
		SS 93 33	AG 185.3 COALINGCP	
	AG 187.3	FLEMINGCP		
	AG 192.5	HBD-DED (<i>Wilcut</i>)		

AGS SOUTH DISTRICT

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTES
			AGS SOUTH DISPATCHER803	
		AG 197.5	BRYANTss, CP	
		AG 198.4	Tuscaloosa Passenger Station.....Y	
	SS	AG 199.1	TUSCALOOSAC	1
	10 549	AG 201.2	CRABTREECP	
		AG 202.3	HBD-DED (<i>Hardy</i>)	
		AG 212.7	HBD-DED (<i>Moundville</i>)	
	CS	AG 213.2	MOUNDVILLECP	
	62 04	AG 214.5	POWERSCP	
		AG 222.1	HBD-DED (<i>Stewart</i>)	
	CS	AG 223.0	STEWARTCP	
	83 58	AG 224.6	AKRONCP	
		AG 229.6	Warrior River Bridge.....DB	
	SS	AG 230.0	MCCLURECP	
	12 508	AG 232.4	EUTAWCP	
		AG 233.3	HBD-DED (<i>Eutaw</i>)	
	CS	AG 242.0	BERMULCP	
	11 469	AG 242.8	BOLIGEEA	
		AG 244.2	MILLERCP	
		AG 245.5	HBD-DED (<i>Miller</i>)	
SS	AG 254.7	PARKERCP		
11 495	AG 257.0	LIVINGSTONCP		
	AG 260.4	HBD-DED (<i>Hixon</i>)		
CS	AG 266.9	MCGREGORCP		
62 60	AG 268.2	YORKCP		
	AG 269.7	MCCONNELLCP		
71 50	AG 275.3	HBD-DED-HWD (<i>Cuba</i>)		

AGS SOUTH DISTRICT				
SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTES
	CS 72 53	AG 280.7	AGS SOUTH DISPATCHER.....803	
		AG 280.7	SMITH, MS.....(CP)	
		AG 282.2	TOOMSUBA.....(CP)	
		AG 284.5	HBD-DED (<i>Toomsuba</i>)	
		AG 292.7	BREYER.....(YL)(CP)	
		AG 294.8	KCS Interlocking.....(A)	
		AG 295.0	Meridian Passenger Station	
		AG 295.4 / NO 0.4	Meridian.....(YL)	

STATION PAGE INFORMATION

NOTE 1: Railroad crossings, interlocking signals and switches are controlled by the AGS South Dispatcher.

1. RULES IN EFFECT

	Main 1 Track	Main 2 Track	Psgr. Track
Between	Rules		
20 th Street and 32 nd Street	261 PTC	261 PTC	261 PTC
32 nd Street and Burstall	261 PTC	261 PTC	
Burstall and Breyer	261 PTC		
Breyer and Meridian	93	93	

2. MAXIMUM SPEEDS

	Psgr.	Rhwy	Frnt.
Between	MPH		
MP AG 136.7, Irondale (Norris Yard) and MP AG 143.5, 14 th Street <i>Except:</i> MP AG 136.7, 20 th Street, Head end only over crossings	30	30	30
MP AG 136.7, 20 th Street, Through crossovers	25	25	25
MP AG 137.7, Brussels, Through turnout	25	25	25
MP AG 143.5, 14 th Street, and MP AG 156.4 <i>Except:</i> MP AG 143.5, Over CSXT Crossings	79	60	50
MP AG 143.5, Over CSXT Crossings	25	25	25
MP AG 149.1, Powderly, Through crossovers	45	40	40
MP AG 145.1 to MP 152.0, Curves	70	60	50
MP AG 156.1, Through turnout, End of Double Track	45	40	40
MP AG 156.2, Through 3B Turnout to Mobile District	30	30	30

AGS SOUTH DISTRICT			
2. MAXIMUM SPEEDS (CONT.)			
Between	Psgr.	Rhwy.	Frnt.
	MPH		
MP AG 156.4 and MP AG 190.9 <i>Except:</i> MP AG 161.4, McCalla, Through turnout	79 40	60 40	50 40
MP AG 161.4 to MP AG 165.5, Through signaled siding	40	40	40
MP AG 161.4 to MP AG 165.5, Through Running Track	15	15	15
MP AG 165.5, Newell, Through turnout	40	40	40
MP AG 166.6 to MP AG 166.9, Curve	70	60	50
MP AG 168.3 to MP AG 168.5, Curve	60	60	50
MP AG 169.0 to MP AG 175.6, Curves	70	60	50
MP AG 171.8, Woodstock, Through turnout	20	20	20
MP AG 175.9 to MP AG 176.3, Curve	65	60	50
MP AG 176.7 to MP AG 177.0, Curve	60	60	50
MP AG 178.2, Mercedes, to MP AG 179.9, Benz, Through turnouts and Siding	20	20	20
MP AG 177.3 to MP AG 182.0, Curves	65	60	50
MP AG 182.1 to MP AG 191.9, Curves	60	60	50
MP AG 185.3, Coaling, Through turnout	25	25	25
MP AG 185.4 to MP AG 187.3, Through signaled siding	25	25	25
MP AG 187.3, Fleming, Through turnout	25	25	25
MP AG 190.9 and MP AG 199.5 <i>Except:</i> MP AG 190.9 to MP AG 192.9, Curve	79 55	60 55	50 50
MP AG 193.2 to MP AG 196.4, Curves	50	50	45
MP AG 194.9 to MP AG 197.5, Bryant, Head end only over street crossings	45	45	45
MP AG 197.5, Bryant, to MP AG 199.5, Head end only over street crossings	40	40	40
MP AG 197.6 to MP AG 198.4, Curves	40	40	40
MP AG 198.9 to MP AG 199.1, Curve	45	45	40
MP AG 198.9, Over ABS R.R. Crossing	40	40	40
Tuscaloosa, Wye Track	5	5	5
MP AG 199.1, Tuscaloosa, Through turnout	25	25	25
MP AG 199.1 to MP AG 201.3, Through signaled siding	25	25	25
MP AG 199.5 and MP AG 228.5 <i>Except:</i> MP AG 201.3, Crabtree, Through turnout	79 25	60 25	50 25
MP AG 204.2 to MP AG 204.4, Curve	70	60	50
MP AG 204.9 to MP AG 212.3, Curves	60	60	50
MP AG 213.2, Moundville, Through turnout	20	20	20
MP AG 213.2 to MP AG 214.5, Through Siding	20	20	20
MP AG 214.5, Powers, Through turnout	20	20	20
MP AG 214.8 to MP AG 217.2, Curves	75	60	50
MP AG 217.9 to MP AG 218.4, Curve	65	60	50
MP AG 219.0 to MP AG 226.2, Curves	75	60	50

AGS SOUTH DISTRICT

2. MAXIMUM SPEEDS (CONT.)

Between	Psgr.	Rhwy.	Frnt.
	MPH		
MP AG 228.5 and MP AG 243.0 <i>Except:</i> MP AG 229.0 to MP AG 229.8, Curves	79 40	60 40	50 40
MP AG 229.5 to MP AG 229.6, Drawspan	25	25	25
MP AG 230.0, McClure, Through turnout	25	25	25
MP AG 230.0 to MP AG 232.5, Through signaled siding	25	25	25
MP AG 231.3 to MP AG 231.5, Curve	60	60	50
MP AG 232.3 to MP AG 233.0, Head end only over street crossings	55	55	50
MP AG 232.5, Eutaw, Through turnout	25	25	25
MP AG 234 to MP AG 242.0	60	60	50
MP AG 242.5, Over AGR Crossing	40	40	40
MP AG 243.0 and MP AG 249.0 <i>Except:</i> MP AG 248.2 to MP AG 248.6, Curve	79 70	60 60	50 50
MP AG 249.0 and MP AG 254.8 <i>Except:</i> MP AG 249.2 to MP AG 250.3, Curves	79 55	60 55	50 50
MP AG 249.2 to MP AG 249.7, Tombigbee River Bridge	55	55	50
MP AG 251.1 to MP AG 251.4, Curve	65	60	50
MP AG 251.9 to MP AG 252.8, Curves	70	60	50
MP AG 252.8 to MP AG 254.4, Curves	50	50	45
MP AG 254.4 to MP AG 254.7, Curve	60	60	50
MP AG 254.8 and MP AG 267.8 <i>Except:</i> MP AG 254.7, Parker, Through turnout	79 40	60 40	50 40
MP AG 254.7 to MP AG 257.0, Through signaled siding	40	40	40
MP AG 255.2 to MP AG 259.3, Curves	60	60	50
MP AG 257.0, Livingston, Through turnout	40	40	40
MP AG 265.1 to MP AG 266.8, Curves	75	60	50
MP AG 267.8 and MP AG 278.0 <i>Except:</i> MP AG 267.9 to MP AG 268.2, Curve	79 55	60 55	50 50
MP AG 269.8 to MP AG 270.2, Curve	65	60	50
MP AG 271.7 to MP AG 277.9, Curves	55	55	50
MP AG 278.0 and MP AG 293.6 <i>Except:</i> MP AG 278.8 to MP AG 282.1, Curves	79 75	60 60	50 50
MP AG 283.9 to MP AG 293.6, Curves	70	60	50
MP AG 292.7, Breyer, Through turnout	45	40	40
MP AG 293.6 and MP AG 295.4, 27 th Avenue, Meridian <i>Except:</i> MP AG 293.6 to MP AG 293.8	79 60	60 60	50 50
MP AG 294.6 to MP AG 295.4, Curves	25	25	25
MP AG 294.8, Over KCS R.R. Crossing	25	25	25

AGS SOUTH 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:

- MP AG 291.0 to MP AG 290.0
- MP AG 280.0 to MP AG 279.0
- MP AG 174.0 to MP AG 173.0
- MP AG 161.0 to MP AG 160.0
- MP AG 150.0 to MP AG 149.0

NOTE: Tests for accuracy will be made at other locations in addition to those shown. Engineers will choose appropriate locations 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
Northward						
Meridian to Boligee	2350	3150	3750	4635	5150	7210
Boligee to Woodstock	2150	2850	3450	4260	4700	6580
Woodstock to Norris Yard	2900	3850	4650	5715	6350	8890
Southward						
Norris Yard to Meridian	2400	3200	3850	4725	5250	7350

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

Loaded 4-axle cars may be handled up to the weight shown provided the stenciled Load Limit (Weight of car and lading) is NOT exceeded:

Units		Cars	
4-Axle	6-Axle	4-Axle	6-Axle
291,000	420,000	315,000	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 (1) 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 empty single or multiple unit spine cars. Be governed by Appendix 1 in the System Timetable.

Maximum safe trailing tonnage behind Restricted Equipment between Birmingham and Meridian is as follows:

- Northward / Eastward — 11,900
- Southward / Westward — 11,900

AGS SOUTH DISTRICT

5. LOCOMOTIVE AND CAR RESTRICTIONS (CONT.)

C. HEIGHT RESTRICTIONS

1. Double stack cars not exceeding 20'03" (two 9'06" high x 8'06" wide containers) above the top of the rail may only be handled on Main Tracks and Sidings between Birmingham and New Orleans

D. LOCATIONS OF EQUIPMENT RESTRICTIONS

1. **Bessemer, AL, MP AG 153.3**
Cars are not to be left standing between the orange rail marks on the Potter Track on either side of the 32nd Avenue Crossing at Bessemer, AL, MP AG 153.3.
2. **Pocket Track, Bessemer, AL, MP AG 153.8**
Do not set cars out in the Pocket Track at Bessemer, AL, MP AG 153.8.
3. **Mercedes, Vance, AL**
Mercedes has painted yellow marks on the ties of the three storage tracks up on the hill (VL02, Middle Storage and Outside Storage) 100ft. south (plant side) of the road crossing. When leaving cars in the storage tracks on the hill, insure that you leave the cars behind the yellow marks to ensure better visibility at the crossing.
4. **KCS Main Track, Meridian, MS, MP AG 295.4**
Northward trains and engines may not operate from the KCS Main Track to the NS Southward Main Track at Meridian, MS, MP AG 295.4, unless authorized by the NS Division Superintendent or NS Assistant Division Superintendent. If the northward movement is authorized, the movement will be made under observation with an employee suitably equipped with a radio to stop the movement, positioned to observe all engines and cars moving from the KCS Main Track switch to the NS Southward Main Track at a speed not to exceed 5 MPH.

AGS SOUTH DISTRICT

6. SWITCHES AND DERAILS

A. NORMAL POSITION OF HAND OPERATED SWITCHES

1. **Tamko Industry, Tuscaloosa, AL, MP AG 199.0**

In operating Train Dispatcher controlled electric lock switch serving Tamko Industry, to operate A-54 electric lock between home signals at Tuscaloosa, train crew must ask the Train Dispatcher to unlock switch before entering the OS circuit between the home signal and trainman must unlock and line the switch and derail. Train Dispatcher should be able to clear 53-R southward home signal for movement over the switch. For movement out of the industry to the Main Track, Train Dispatcher will clear signal 53-LD.

B. HANDLING OF DERAILS

1. **Brussel, AL, MP AG 137.5**

Power operated derails on No. 1 and No. 2 Main Track at Brussel, MP AG 137.5, are to be set in the derailing position unless changed to permit the movement of a train, engine, or On-Track equipment.

2. **Mercedes, Vance, AL**

The Hill Track Derail is located on the North end of the Hill tracks, just inside the customer's gate on the Mercedes lead. Contact Road & Rail if the derail is on.

3. **AGR Yard, Boligee, AL**

Derails are in place 406 feet from the south siding switch and 292 feet from the north siding switch on the AGR Boligee Siding. Derails are equipped with AGR and NS locks.

C. SWITCHES NOT EQUIPPED WITH ELECTRIC LOCKS (261 TERRITORY ONLY)

1. Birmingham Terminal:

MP AG 140.1

MP AG 140.7

MP AG 141.1

MP AG 141.8

MP AG 144.2

2. Mercedes Siding, MP AG 179.0

7. COMMUNICATION INFORMATION

A. DIAL IN RADIO CODES

Emergency	911
AGS South Dispatcher	803
Birmingham Terminal Dispatcher	803
AGR Dispatcher Tone	2*15, Disconnect tone #15
Operations Service and Support (OSS)	808
Mechanical Operations Center (MOC)	124
LCDI Help Desk	126
Wayside Help Desk	128
LEADER Help Desk	130

AGS SOUTH DISTRICT		
7. COMMUNICATION INFORMATION (CONT.)		
B. AAR RADIO CHANNELS		
Base Station	Channel 1 TX and RX	Channel 2 TX (RX)
AGS South Dispatcher	056-056	048-009
AGR Dispatcher	082-015	N/A
C. TELEPHONE NUMBERS		
Alabama Division OSS		404-589-6020
Mechanical Operations Center		404-582-6700 / 7-582-6700
LCDI Help Desk		8-981-4256
Alabama Division Safety Hotline		1-800-813-2586
Alabama Division Chief Dispatcher		205-451-4742
AGS South Dispatcher		205-451-4842 / 7-951-4842
Mercedes Benz Security Department		205-507-2177
AGR Dispatcher		866-527-3497
8. DETECTOR INSTRUCTIONS		
A. STRESS STATE DETECTORS		
<ol style="list-style-type: none"> 1. When necessary to set out a car due to a SSD message, Bessemer Yard or Potter Track must be utilized. Non-critical alters not requiring set out may be forwarded to Norris Yard or Meridian / Selma, depending on direction. 		
B. HIGH CAR AND CLEARANCE DETECTORS		
None.		
C. OTHER INSTRUCTIONS		
None.		
9. DISTRICT INSTRUCTIONS		
A. CLOSE CLEARANCE		
<ol style="list-style-type: none"> 1. McCalla Yard Employees are only permitted to ride the west side of MRH12 and the east side of MRH13. 2. Tuscaloosa Yard <ol style="list-style-type: none"> a. Employees are prohibited from riding on the side of equipment account close tracks centers at Tuscaloosa in TY01 through TY04 in any situation. b. Employees are prohibited from waling between TY02 and TY03 while cars are in motion. 		

AGS SOUTH DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

B. TRACK PERMISSION

1. Norris Yard

Before entering Norris Yard tracks, permission must be obtained from the Norris Yard Main Tower Trainmaster.

2. SA Line Main Track, MP AG 153.7 / 19.3 SA

Before occupying the SA-Line Main Track, all trains, engines, and On-Track equipment between Bessemer Yard, MP AG 153.7 / 19.3 SA, and the end of track at Valley Creek, MP 16.6 SA, must receive permission from the AGS South Dispatcher.

3. Burstall, MP AG 156.2

Northward movements off 3-B North District at Burstall, MP AG 156.2, and encountering stop signal must receive permission to pass the stop signal from the AGS South Dispatcher to proceed.

4. Mercedes Yard, Vance, AL, MP AG 179.5

Prior to entering Mercedes Yard at Vance, AL, all trains must contact OSS. OSS will notify the crew when permission is obtained for access into the yard. Trains must not enter Mercedes Yard until permission is obtained through OSS. Crews switching Mercedes will also contact Mercedes Benz Security prior to arrival in order to have the gates open.

5. Boligee Yard

NS trains must receive permission from the AGR Dispatcher before entering restricted limits at Boligee, AGR MP 704.5 to MP 710.0. Once permission is obtained, NS trains must announce their engine number, train symbol, and that they are entering restricted limits.

6. Meridian Yard

Before entering Yard Limits at Meridian Yard, permission must be obtained from the Yardmaster at Meridian. In the absence of the Yardmaster, contact the AGS South Dispatcher for permission prior to entering Meridian Yard Limits. The Meridian Yardmaster is the designated authority to authorize passing stop signals at 27th Avenue (Meridian).

AGS SOUTH DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

C. INTERLOCKING INSTRUCTIONS

The following instructions are applicable at the following automatic interlockings:

ABS Crossing (Tuscaloosa) MP AG 198.9

AGR Crossing (Boligee) MP AG 242.5

KCS Interlocking (Meridian) MP AG 294.8

When NS signal fails to display a favorable indication, contact the NS Dispatcher for permission to pass the stop signal. After obtaining permission, T&E crew members will follow the following:

If RED indicator light in NS box at bungalow is lit, the light indicates that the foreign line signals are at stop. Immediately operate the time release push button in NS box at bungalow and hold for three (3) seconds. If NS signal does not change to a favorable indication after waiting (3) minutes and RED indicator light remains lit, train or engine may proceed at Restricted Speed.

If GREEN indicator light is lit (or both indicator lights are dark), the light indicates that the foreign line has a clear signal across the interlocking. Wait four (4) minutes and if no conflicting movement is seen or heard, operated time release push button and hold for three (3) seconds. If NS signal does not change to a favorable indication after waiting an additional three (3) minutes, train or engine shall pass the home signal by 20 feet, stopping clear of any conflicting route. After waiting an additional six (6) minutes, train or engine may proceed at Restricted Speed.

In either case, when movement is seen or heard on conflicting route, NS train movement must not be made until such conflicting movement is stopped and contact is made with the conflicting move to ensure full understanding of moves to be made.

D. DRAWBRIDGES

Warrior River Bridge, MP AG 229.6

E. HANDBRAKE REQUIREMENTS

1. Birmingham Regional Intermodal Facility (McCalla Yard)

- a. Two handbrakes are sufficient to secure cars on any track at the Birmingham Regional Intermodal Facility (McCalla Yard). A C-102 test of handbrake effectiveness is / is not required.
- b. Handbrakes applied to all pad / working tracks must be applied on the south end of equipment left standing.
- c. All southbound trains setting out in the Storage Tracks will place handbrakes on the south end of the tracks; all northbound trains setting out in the Storage Tracks will place handbrakes on the north end of the tracks.

AGS SOUTH DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

E. HANDBRAKE REQUIREMENTS (CONT.)

2. Dudley, AL, MP AG 181.8, Filler Products Track

100% handbrakes are required at Filler Products Track. A C-102 test of handbrake effectiveness is required.

3. Tamko, MP AG 199.3

100% handbrakes are required at Tamko. A C-102 test of handbrake effectiveness is required.

4. South Industrial Park, MP AG 260.0

A minimum of three handbrakes are required at South Industrial Park. A C-102 test of handbrake effectiveness is required.

5. Brake Stick Usage, Tuscaloosa and Bessemer Yards

All local assignments working at Tuscaloosa and Bessemer Yards are required to use a brake stick while applying and releasing handbrakes on freight cars. If assigned a brake stick, the tool must be utilized at all times when on duty. If a brake stick is not assigned, holders are mounted on the wall in the ice rooms at Tuscaloosa and Bessemer with brake sticks available. If no brake stick is available, contact the Trainmaster for further instruction.

F. TRAIN HANDLING INSTRUCTIONS

1. Mercedes Loading Yard, Vance, AL

All movements in the Mercedes Loading Yard in Vance, AL must be handled with air.

2. Tamko Asphalt Company

While switching Tamko Asphalt Company and Hill Track, Tuscaloosa, AL, all movements must be handled with air.

G. ROAD CROSSINGS

1. DO NOT BLOCK ORDER

a. Synchronous Industries, MP AG 188.0

Train crews switching Synchronous Industries must stop in the clear of road crossing at MP AG 188.0 while performing switching work.

2. QUIET ZONES

None.

3. RUSTY RAIL CONDITIONS

None.

H. LOCATIONS WHERE GRAVITY DROPPING CARS IS AUTHORIZED

None.

I. STEEP GRADES - END OF TRAIN DEVICES

The following designated sections of track are identified as average grades of:

2% or greater over a distance of 2 continuous miles or

1% or greater over a distance of 3 continuous miles:

Milepost	Length (Miles)	Grade-Avg. %
None.		

J. EXCESSIVE CURVATURE RESTRICTIONS

None.

AGS SOUTH DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

K. JOINT TRACKAGE

1. Trains and engines of the Alabama Division will use tracks of other divisions and foreign lines in accordance with their Timetables, Rules, and Regulations as shown below:
 - (a) MP AG 142.0, 27th Street, to MP 143.54, 14th Street, CSXT
 - (b) MP AG 242.5, Boligee, to Columbus, MS – AGR
Normal procedure for all NS trains will be to cutoff north of the AGR Interchange Track on the NS Mainline with the AGR block and pull through the AGR Interchange, across the AGR Mainline, and into the siding on the south end. Once the delivery is made, all NS trains will use the AGR Mainline to back out onto the NS Mainline through the AGR Interchange Track.
All crews delivering or pulling cars must report the delivery to OSS and leave a list of cars delivered, including any necessary hazardous materials paperwork, in the mailbox placed between the South Switch of the #1 Connection Track and the South Switch of the Boligee Runaround Track.
 - (c) MP 0.0 WB, Woodstock, to MP 3.1 WB, Vulco – Woodstock and Blocton Railway Company
2. Trains and engines of other divisions and foreign lines will use Alabama Division tracks as shown below:
 - (a) MP AG 136.0, Irondale, to MP AG 142.0, 27th Street – BNSF

L. HAZMAT SPILL PAN LOCATIONS

None.

M. GENERAL INSTRUCTIONS

1. **Blue Lynx, Grasselli, AL, MP AG 150.2**
The railroad entrance gate to Blue Lynx Lumber must be closed and locked prior to departing the facility following any switching operations within the plant or inspection of track by maintenance personnel.
2. **Mercedes Yard, Vance, AL, MP AG 179.5**
No more than one (1) track (20 bi-levels or 12 articulated bi-level cars) can be pulled and spotted at a time. OSS will notify crews where to spot inbound cars and where loads are located to be pulled.
3. **FRA Excepted Tracks**
 - a. The Blocton Branch, between MP 0.0 WB (Woodstock) and 2.4 WB (End of Track)
 - b. The Bessemer SA Line, between MP 16.6 SA (Bessemer Yard) and 19.3 SA (End of Track)

AGS SOUTH DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

M. GENERAL INSTRUCTIONS

4. McCalla Yard, MP AG 161.4

All train crews setting off cars are to contact OSS prior to arriving to McCalla to determine if they will be required to shove cars to a coupling in the Rail Highway Tracks. If instructions issued by OSS conflict with paperwork, immediately notify OSS.

All crews setting off cars at the McCalla Intermodal Facility are required to spot their cars next to Yard Air Stations located on the northern and southern most ends of the Rail Highway Tracks.

5. McCalla Remote Control Zones

Zone 1:

North Zone beginning at the north end of the yard ladder / running track switch and ending at, but not including, the control point at McCalla. Zone protection must be provided by the AGS South Dispatcher. Pullback stop protection is located in this zone for northbound movements.

Zone 2:

South Zone beginning at the south end of the yard ladder / running track switch and ending at, but not including, the control point at Newell. Zone protection must be granted by the AGS South Dispatcher. Pullback stop protection is located in this zone for southbound movements.

6. FRA Excepted Tracks

- a. The Blocton Branch, between MP 0.0 WB (Woodstock) and 2.4 WB (End of Track)
- b. The Bessemer SA Line, between MP 16.6 SA (Bessemer Yard) and 19.3 SA (End of Track)

N. HIGH THREAT URBAN AREAS AND KEY TRAIN SECUREMENT

1. HTUAs

None.

2. Locations where key trains, or cuts of cars meeting the definition of a key train, may be left unattended on a main track or siding outside of a yard or terminal:

None.