



**NORFOLK SOUTHERN®**

*One line, infinite possibilities.*

**TT-GU**

**GULF DIVISION  
MEMPHIS SUBDIVISION**

**Timetable Number**

**1**

Revised: N/A (Initial Issue)

**EFFECTIVE NOVEMBER 27, 2023**

**MEMPHIS SUBDIVISION**

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## MEMPHIS SUBDIVISION

### 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
- XXX — Dispatcher Radio Call in Code
- 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
- SS — Signaled Siding
- ss — Spring Switch
- S — Stop Sign
- Y — Wye
- (YL) — Yard Limits

##### 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

## MEMPHIS SUBDIVISION

### C. DIESEL UNIT GROUPS

| GROUP 1 | GROUP 2 | GROUP 3 | GROUP 5   | GROUP 6  |
|---------|---------|---------|-----------|----------|
| GP22ECO | GP33ECO | RP20CD  | SD60M/I/E | SD70ACe  |
| GP38-2  | GP59E   | SD33ECO | SD70      | SD70ACc  |
| GP40-2  | GP60    | SD40E   | SD70M     | SD70ACT4 |
|         |         | SD40-2  | SD70M-2   | SD70ACu  |
|         |         | SD45-2  | D8-40CW   | SD80MAC  |
|         |         |         | C40-8.5   | ET44AC   |
|         |         |         | D9-40CW   | AC44C6M  |
|         |         |         | ES44DC    | ES44AC   |

### 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

#### 1. NOTES:

- a. The "GU" prefix indicates the Special Instruction is specific to the Gulf Division.
- b. The suffix of "-1," "-2," etc., will number concurrent division instructions that reference the same system instruction.

## GULF DIVISION TIMETABLE SUMMARY CHANGES MEMPHIS SUBDIVISION

[illegible]

# MEMPHIS EAST DISTRICT

| WEST<br>↓ | SIDINGS<br>IN FEET | MP                  | STATION                           | NOTES |
|-----------|--------------------|---------------------|-----------------------------------|-------|
|           |                    |                     | WEST TENNESSEE DISPATCHER.....811 |       |
|           |                    | 248.1 A /<br>AG 5.3 | WAUHATCHIE ..... CP               | 1     |
|           |                    | 280.0 A             | Stevenson..... Y                  | 1     |
|           | SS<br>7886         | 281.1 A             | Crow Creek                        |       |
|           |                    | 286.0 A             | HBD-DED-HWD ( <i>Fackler</i> )    |       |
|           |                    | 300.9 A             | HBD-DED                           |       |
|           | SS<br>8158         | 304.2 A             | Midway                            |       |
|           |                    | 309.2 A             | HBD-DED                           |       |
|           |                    | 319.9 A             | HBD-DED-HWD                       |       |
|           | SS<br>10078        | 324.5 A             | ASA ..... CP                      |       |
|           |                    | 326.5 A             | BROCK..... CP                     |       |
|           |                    | 329.3 A             | HBD-DED                           |       |
|           |                    | 337.8 A<br>338.9 A  | HBD-DED<br>Huntsville             |       |
|           | SS<br>10188        | 343.1 A             | Elko                              |       |
|           |                    | 348.5 A             | Madison                           |       |
|           | SS<br>12050        | 325.9 A             | LUMBER ..... CP                   |       |
|           |                    | 355.5 A             | LIMESTONE ..... CP                |       |
|           |                    | 356.5 A             | HBD-DED-HWD-HCD                   |       |

# MEMPHIS EAST DISTRICT

| WEST<br>↓ | SIDINGS<br>IN FEET | MP      | STATION                             | NOTES |
|-----------|--------------------|---------|-------------------------------------|-------|
|           | SS<br>9818         | 358.7 A | IRVINGTON ..... CP                  |       |
|           |                    | 360.7 A | HAUBER ..... CP                     |       |
|           |                    | 362.1 A | DECATUR JUNCTION ..... CP           |       |
|           |                    | 362.6 A | Tennessee River Drawbridge ..... DB |       |
|           |                    | 363.0 A | RIVER JUNCTION ..... CP             |       |
|           |                    | 363.3 A | VINE STREET ..... CP                |       |
|           | SS                 | 364.0 A | 12TH AVENUE ..... CP                |       |
|           | 10300              | 364.2 A | Decatur Siding                      |       |
|           |                    | 366.1 A | MCINTYRE ..... CP                   |       |
|           |                    | 372.0 A | HBD-DED                             |       |
|           | SS<br>7505         | 379.3 A | WHEELER ..... CP                    |       |
|           |                    | 380.9 A | ROBERTSON ..... CP                  |       |
|           |                    | 385.1 A | HBD-DED-HCD                         |       |
|           | SS<br>14008        | 392.9 A | FOREST ..... CP                     |       |
|           |                    | 395.8 A | LEIGHTON ..... CP                   |       |
|           |                    | 397.9 A | HOLD OUT ..... CP                   |       |
|           |                    | 398.0 A | HBD-DED                             |       |
|           |                    | 399.1 A | GNAT ..... Y CP                     |       |
|           |                    | 399.9 A | EMCO ..... CP                       |       |
|           |                    | 401.1 A | Sheffield                           |       |
|           |                    | 402.0 A | WEST HOBGOOD ..... CP               |       |
|           |                    | 402.9 A | WILSON ..... CP                     |       |
|           |                    |         |                                     |       |
|           |                    |         |                                     |       |
|           |                    |         |                                     |       |
|           |                    |         |                                     |       |

## STATION PAGE INFORMATION

**Note 1:** CSXT Rules and Timetable govern between Wauhatchie, MP 248.1 A, and Stevenson, MP 279.8 A.

# MEMPHIS EAST DISTRICT

## 1. RULES IN EFFECT

| Between                                    | Main Track |
|--|------------|
|  | Rules      |
| Stevenson, MP 279.8 A, and Asa, MP 324.5 A | 271 PTC    |
| Asa, MP 324.5 A, and Brock, MP 326.5 A     | 261 PTC    |
| Brock, MP 326.5 A, and Lumber, MP 325.9 A  | 271 PTC    |
| Lumber, MP 325.9 A, and Wilson, MP 402.9 A | 261 PTC    |

With reference to **Operating Rule 426(c)**, unequipped/uninitialized movements in PTC territory are permitted at the following locations:

| Unequipped Move Exception Locations | Yard Milepost     | Unequipped Range  |
|-------------------------------------|-------------------|-------------------|
| Decatur, AL                         | 363.3 A – 366.0 A | 343.3 A – 386.0 A |
| Sheffield, AL                       | 398.5 A – 402.9 A | 378.5 A – 422.9 A |

## 2. MAXIMUM SPEEDS

| Between  | Rhwy. | Frt.<br>TPOB<br>< 120 | Frt.<br>TPOB<br>≥ 120 |
|--|-------|-----------------------|-----------------------|
|  | MPH   |                       |                       |
| MP 279.9 A, Stevenson, and MP 402.8 A, Wilson                  | 60    | 60                    | 50                    |
| <i>Except:</i>   |       |                       |                       |
| MP 279.9 A to MP 280.0 A, curve                                | 30    | 30                    | 30                    |
| MP 280.0 A to MP 280.5 A, curves                               | 40    | 40                    | 40                    |
| MP 281.0 A to MP 282.6 A, westbound, head end only             | 45    | 45                    | 45                    |
| MP 281.1 A to MP 282.6 A, through Crow Creek siding            | 10    | 10                    | 10                    |
| MP 296.5 A to MP 296.9 A, curve                                | 50    | 45                    | 45                    |
| MP 296.8 A to MP 298.5 A, head end only, over road crossings   | 45    | 45                    | 45                    |
| MP 298.3 A to MP 298.5 A, curve                                | 45    | 45                    | 45                    |
| MP 301.0 A to MP 302.6 A, curves                               | 60    | 55                    | 50                    |
| MP 304.1 A to MP 305.8 A, eastbound, head end only             | 50    | 50                    | 50                    |
| MP 304.1 A to MP 305.8 A, westbound, head end only             | 45    | 45                    | 45                    |
| MP 305.8 A to MP 307.9 A, eastbound, head end only             | 55    | 55                    | 50                    |
| MP 305.4 A to MP 305.8 A, curve                                | 55    | 50                    | 50                    |
| MP 307.2 A to MP 307.4 A, curve                                | 60    | 55                    | 50                    |
| MP 308.5 A to MP 309.2 A, curves                               | 45    | 45                    | 45                    |
| MP 311.7 A to MP 311.9 A, curve                                | 60    | 55                    | 50                    |
| MP 313.2 A to MP 314.2 A, curves                               | 50    | 50                    | 50                    |
| MP 314.3 A to MP 314.6 A, curve                                | 50    | 45                    | 45                    |
| MP 315.4 A to MP 315.8 A, curve                                | 55    | 50                    | 50                    |
| MP 319.3 A to MP 319.6 A, curve                                | 55    | 50                    | 50                    |
| MP 324.5 A to MP 326.5 A, through turnouts and signaled siding | 25    | 25                    | 25                    |
| MP 330.7 A to MP 331.2 A, curve                                | 60    | 55                    | 50                    |
| MP 332.5 A to MP 332.8 A, curve                                | 50    | 50                    | 50                    |
| MP 332.8 A to MP 333.5 A, curve                                | 55    | 55                    | 50                    |
| MP 334.8 A to MP 335.3 A, curve                                | 40    | 40                    | 40                    |
| MP 335.7 A to MP 336.9 A, curves                               | 55    | 50                    | 50                    |
| MP 337.2 A to MP 339.9 A, head end only, over road crossings   | 40    | 40                    | 40                    |
| MP 338.3 A to MP 339.8 A, curves                               | 40    | 40                    | 40                    |
| MP 343.0 A to MP 345.0 A, westbound, head end only             | 55    | 55                    | 50                    |
| MP 346.0 A to MP 347.5 A, curves                               | 60    | 55                    | 50                    |
| MP 358.7 A to MP 360.8 A, through turnouts and signaled siding | 25    | 25                    | 25                    |
| MP 361.8 A to MP 362.1 A, curve                                | 35    | 30                    | 30                    |
| MP 362.1 A, through turnout to CSXT, Decatur Junction          | 30    | 30                    | 30                    |
| MP 362.6 A to MP 363.9 A                                       | 20    | 20                    | 20                    |
| MP 362.9 A to MP 363.3 A, eastbound, head end only             | 15    | 15                    | 15                    |



## MEMPHIS EAST DISTRICT

### 2. MAXIMUM SPEEDS (CONT.)

| Between   | Rhwy. | Fr.<br>TPOB<br>< 120 | Fr.<br>TPOB<br>≥ 120 |
|---|-------|----------------------|----------------------|
|   | MPH   |                      |                      |
| MP 279.9 A, Stevenson, and MP 402.8 A, Wilson (cont.)                   | 60    | 60                   | 50                   |
| Except:   |       |                      |                      |
| MP 363.0 A, through turnout to Upriver Lead                             | 10    | 10                   | 10                   |
| MP 363.2 A, through turnout to CSXT signaled siding                     | 20    | 20                   | 20                   |
| MP 363.2 A, through turnout to CSXT signaled main                       | 10    | 10                   | 10                   |
| MP 364.3 A to MP 366.5 A, curves  | 40    | 40                   | 40                   |
| MP 367.7 A to MP 368.1 A, curve   | 50    | 50                   | 50                   |
| MP 368.4 A to MP 368.9 A, curve   | 50    | 45                   | 45                   |
| MP 372.8 A to MP 373.1 A, curve   | 60    | 55                   | 50                   |
| MP 377.9 A to MP 378.0 A, curve   | 60    | 50                   | 50                   |
| MP 378.4 A to MP 378.7 A, curve   | 60    | 55                   | 50                   |
| MP 382.9 A to MP 384.0 A, curves  | 55    | 50                   | 50                   |
| MP 385.6 A to MP 386.4 A, curves  | 50    | 45                   | 45                   |
| MP 386.7 A to MP 386.9 A, curve   | 55    | 50                   | 50                   |
| MP 389.4 A to MP 389.6 A, curve   | 45    | 45                   | 45                   |
| MP 389.9 A to MP 390.0 A, curve   | 55    | 50                   | 50                   |
| MP 391.6 A to MP 391.8 A, curve   | 50    | 50                   | 50                   |
| MP 395.0 A to MP 395.2 A, curve   | 60    | 55                   | 50                   |
| MP 396.7 A to MP 397.6 A, curves  | 55    | 50                   | 50                   |
| MP 398.1 A to MP 398.3 A, curve   | 50    | 45                   | 45                   |
| MP 399.1 A, Gnat, through turnout                                       | 25    | 25                   | 25                   |
| MP 399.9 A to MP 401.0 A, curves  | 30    | 30                   | 30                   |
| MP 399.9 A, Emco, through turnout                                       | 25    | 25                   | 25                   |
| MP 399.9 A, Emco, to MP 402.1 A, West Hobgood, siding                   | 10    | 10                   | 10                   |
| MP 402.1 A, West Hobgood, through turnout                               | 25    | 25                   | 25                   |
| MP 402.9 A, Wilson, Main 1 turnout                                      | 25    | 25                   | 25                   |
| MP 402.9 A, Wilson, Tennessee Inbound turnout                           | 20    | 20                   | 20                   |
| MP 402.9 A, Wilson, NA Outbound turnout                                 | 20    | 20                   | 20                   |
| Auxiliary Tracks  | Rhwy. | Fr.<br>TPOB<br>< 120 | Fr.<br>TPOB<br>≥ 120 |
|   | MPH   |                      |                      |
| MP 381.0 A – Champion Paper Lead, head end only, over Spring Creek Road | N/A   | 5                    | 5                    |

### 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.

#### LOCATIONS OF TEST MILE SIGNS:

MP 286.0 A to MP 287.0 A

MP 333.0 A to MP 334.0 A

MP 359.0 A to MP 360.0 A

MP 395.0 A to MP 396.0 A

**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 locations appropriate for making tests to check speed indicators.

## MEMPHIS EAST DISTRICT

### 4. DIESEL UNIT RATINGS

|                          | DIESEL UNIT RATINGS IN TONS |         |         |         |         |         |
|--------------------------|-----------------------------|---------|---------|---------|---------|---------|
|                          | Group 1                     | Group 2 | Group 3 | Group 4 | Group 5 | Group 6 |
| <b>Westward</b>          |                             |         |         |         |         |         |
| Chattanooga to Stevenson | 2,239                       | 2,703   | 3,156   | 3,626   | 4,500   | 6,088   |
| Stevenson to Huntsville  | 2,598                       | 3,140   | 3,672   | 4,218   | 5,228   | 7,076   |
| Huntsville to Decatur    | 3,498                       | 4,220   | 4,932   | 5,664   | 7,032   | 9,511   |
| Decatur to Sheffield     | 4,934                       | 5,955   | 6,959   | 7,990   | 9,916   | 13,416  |
| <b>Eastward</b>          |                             |         |         |         |         |         |
| Sheffield to Decatur     | 4,994                       | 6,204   | 7,036   | 8,075   | 10,032  | 13,569  |
| Decatur to Chase         | 2,485                       | 3,000   | 3,506   | 4,027   | 4,998   | 6,761   |
| Chase to Stevenson       | 4,674                       | 5,646   | 6,599   | 7,582   | 9,403   | 12,724  |
| Stevenson to Chattanooga | 2,139                       | 2,582   | 3,015   | 3,464   | 4,300   | 5,818   |

### 5. LOCOMOTIVE AND CAR RESTRICTIONS

#### A. WEIGHT RESTRICTIONS

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

| GROSS WEIGHT IN POUNDS    |         |         |            |         |
|---------------------------|---------|---------|------------|---------|
| Between                   | Unit    |         | Loaded Car |         |
|                           | 4-Axle  | 6-Axle  | 4-Axle     | 6-Axle  |
| Chattanooga and Sheffield | 291,000 | 432,000 | 286,000    | 394,500 |

#### B. TRAILING TONNAGE RESTRICTIONS

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

- Empty multi-level cars
- Intermodal single-platform flats and such flats loaded with empty trailers or containers
  - Empty flats
  - Loaded cars with all empty trailers or containers
- 75-foot-long or longer flats, including center beam and bulkhead flats, frame racks, and switch panel cars
  - Empty flats
  - Loaded cars with all empty trailers or containers
  - Loaded cars with only one trailer or container
- Single or multiple-unit articulated double-stack (well) cars, or empty multiple-unit spine cars
  - Empty cars
  - Cars not loaded in accordance with Appendix 1 – Loaded Multi-Platform Stack/Spine Car Configurations in the System Timetable

| Line Segment          | Between                   | Maximum Safe Trailing Tonnage |                        |
|-----------------------|---------------------------|-------------------------------|------------------------|
|                       |                           | Southward/<br>Westward        | Northward/<br>Eastward |
| Memphis East District | Chattanooga and Sheffield | 8,600                         | 8,600                  |

#### C. HEIGHT RESTRICTIONS

- Auto rack cars, double-stack cars, and other cars exceeding 19 feet 0 inches (19'-0") above the top of rail may only be handled on Main Tracks and Sidings between Chattanooga and Memphis.
- Auto rack cars and double-stack cars cannot be handled beneath the U.S. Route 31 Southbound overhead bridge at MP UR 0.6 of the Upriver Lead in Decatur.
- Auto rack cars and double-stack cars cannot be handled at the west end of Huntsville Yard, MP 339.1 A.

## MEMPHIS EAST DISTRICT

### 5. LOCOMOTIVE AND CAR RESTRICTIONS (CONT.)

#### D. LOCATIONS OF EQUIPMENT RESTRICTIONS

##### 1. MADISON

Crews are prohibited from shoving on the Main Line at Madison to the Huntsville Intermodal Center with more than 5,000 feet of traffic.

##### 2. MP 348.0 A – HUNTSVILLE INTERMODAL CENTER (G55)

All movements toward the end of track within the Huntsville Intermodal Center will be required to perform a safety stop. The safety stop point will be marked with orange paint and will be located approximately 155 feet northward of the end of track. No equipment will be spotted beyond the white markings located approximately 15 feet northward of the end of track.

##### 3. MP 363.0 A – INDORAMA VENTURES XYLENES & PTA (B60), DECATUR

Norfolk Southern locomotives are not permitted on the following tracks:

- 1, 1A, 1B, 1C, 1D
- 2, 2B, 2C, 2D, 2E
- 3, 3B, 3C
- 4, 4A, 4B
- 5, 5A, 5B, 5C, and 5CRR

##### 4. MP 363.0 A – 3M COMPANY (B70), DECATUR

Tracks belonging to 3M are to be used solely for cars destined to or released by 3M. Cars to/from other industries must neither be transported to nor switched on 3M tracks.

##### 5. MP 364.5 A – SA RECYCLING (A20), DECATUR

Only four-axle locomotives may be used when operating on the SA Recycling Lead Track.

### 6. SWITCHES AND DERAILS

#### A. NORMAL POSITION OF HAND OPERATED SWITCHES

None.

#### B. HANDLING OF DERAILS

None.

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

None.

#### D. LOCATIONS AND OPERATION OF SPRING SWITCHES

None.

## MEMPHIS EAST DISTRICT

### 7. COMMUNICATION INFORMATION

#### A. DIAL-IN RADIO CODES

|  |          |
|--|----------|
| Emergency .....                                  | Code 911 |
| IDS .....  | Code 808 |
| West Tennessee Dispatcher .....                  | Code 811 |
| RFE Help Desk .....                              | Code 117 |
| Mechanical Operations Center/LCDI Help Desk..... | Code 123 |
| Wayside Help Desk.....                           | Code 128 |
| PTC Help Desk – Freight .....                    | Code 130 |
| PTC Help Desk – Premium Intermodal .....         | Code 135 |
| MTR Help Desk.....                               | Code 411 |

#### B. AAR RADIO CHANNELS

| Base Station              | Channel 1<br>TX and RX | Channel 2<br>TX (RX) |
|---------------------------|------------------------|----------------------|
| West Tennessee Dispatcher | 049-049                | 049-009              |
| CSXT Road Channel         | 084-084                | 066-066              |
| Decatur New Yard Channel  | 092-092                | N/A                  |

#### C. TELEPHONE NUMBERS

|  |  |
|--|--|
| IDS .....  |  |
| Gulf Division Chief Dispatcher.....              |  |
| Gulf Division Assistant Chief Dispatcher .....   |  |
| West Tennessee Dispatcher .....                  |  |
| Sheffield Yardmaster.....                        |  |
| RFE Help Desk .....                              |  |
| Mechanical Operations Center/LCDI Help Desk..... |  |
| PTC Help Desk .....                              |  |
| MTR Help Desk.....                               |  |

### 8. DETECTOR INSTRUCTIONS

#### A. STRESS STATE DETECTORS

None.

#### B. HIGH CAR AND CLEARANCE DETECTORS

1. MP 356.5 A
2. MP 385.1 A

#### C. OTHER DETECTORS

None.

### 9. DISTRICT INSTRUCTIONS

#### A. CLOSE CLEARANCES

In accordance with **Operating Rule 20(a)(4)**, employees are prohibited from riding equipment on tracks designated by Special Instructions to be restricted account close track centers.

Additionally, in accordance with **Operating Rule 20(a)(5)**, employees are prohibited from riding on close clearance side, between, or on leading end (front) of equipment moving adjacent to platform, building, or close-clearance structure. They must not stand between moving equipment and adjacent platform, building, or close-clearance structure.

## MEMPHIS EAST DISTRICT

### 9. DISTRICT INSTRUCTIONS (CONT.)

#### A. CLOSE CLEARANCES (CONT.)

For the range of tracks listed, employees are prohibited from riding equipment on the following tracks designated to be restricted account close track centers. Employees are permitted to ride equipment on tracks when an adjacent track is not restricted and not included in the restricted track range.

Example: If "Tracks 105-107" are listed as restricted account close track centers, employees are not permitted to ride equipment on the side between Tracks 105 and 106, and between Tracks 106 and 107. Employees are permitted to ride equipment on the side between Tracks 104 and 105, and between Tracks 107 and 108.

##### 1. MP 364.8 A – STYROLUTION (C25), DECATUR

Close clearance exists on the No. 2 Lead where the overhead pipe exists. Employees are prohibited from riding equipment when passing the structure.

##### 2. MP 365.5 A – NUCOR COLD MILL (B66), DECATUR

Employees are prohibited from riding rail equipment outside of the locomotive cab due to close clearance obstructions on the Nucor Cold Mill Lead.

##### 3. MP 366.6 A – INTERNATIONAL PAPER (A45), DECATUR

Close clearance exists on all tracks at International Paper (formerly Union Camp Corporation). Employees are prohibited from riding equipment within the facility.

##### 4. MP 369 A – NUCOR TUBULAR PRODUCTS (B95), DECATUR

Employees are prohibited from riding the side of equipment due to close clearances being present. Employees are permitted to ride on the nose of the locomotive and/or inside the cab when protecting the shove inside the building.

#### B. TRACK PERMISSION

##### 1. HUNTSVILLE INTERMODAL CENTER

Crews operating beyond Wall Triana Highway will contact IDS to obtain permission from Intermodal personnel prior to passing the crossing. This restriction applies from 7:00 AM to 9:00 PM Monday through Friday.

#### C. INTERLOCKING INSTRUCTIONS

None.

#### D. DRAWBRIDGES

1. Tennessee River drawbridge, Decatur, MP 362.6 A

## MEMPHIS EAST DISTRICT

### 9. DISTRICT INSTRUCTIONS (CONT.)

#### E. HANDBRAKE REQUIREMENTS

##### 1. HUNTSVILLE INTERMODAL CENTER

- a. A minimum of two (2) operative hand brakes must be applied on the south end of equipment left in Tracks 1 through 4. A C-102 test of handbrake effectiveness is not required.
- b. A minimum of two (2) operative hand brakes must be applied on all other tracks at Huntsville Intermodal Center. A C-102 test of handbrake effectiveness is required for all tracks other than Tracks 1 through 4.

##### 2. BOX COMPANY RUNAROUND, MADISON LEAD

A minimum of two (2) hand brakes must be applied on each end of cuts of equipment left on the Box Company Runaround. A C-102 test of handbrake effectiveness is required.

##### 3. MP 353.0 – MAZDA TOYOTA MANUFACTURING (D92), LUMBER

A minimum of two (2) hand brakes must be applied when securing equipment at Mazda Toyota Manufacturing. A C-102 test of handbrake effectiveness is required.

##### 4. MP 363.0 – DAIKIN AMERICA (B15), DECATUR

100% hand brakes must be applied to all equipment left at Daikin America. A C-102 test of handbrake effectiveness is required.

##### 5. MP 363.0 – 3M COMPANY (B70), DECATUR

100% hand brakes must be applied to all equipment left inside the customer's facility at 3M Company. A C-102 test of handbrake effectiveness is required.

##### 6. NEW YARD, DECATUR

A minimum of three (3) hand brakes must be applied to all equipment left in the New Yard at Decatur. The hand brakes must be applied on the east end of each track. A C-102 test of handbrake effectiveness is not required. At the beginning of each shift, a member of each yard assignment will verify that each track is secured with a minimum of three (3) hand brakes before commencing any switching operations in the New Yard.

##### 7. MP 365 A – STEEL TECHNOLOGIES (B68)

Two (2) hand brakes are required inside the facility. A C-102 test of handbrake effectiveness is not required if two hand brakes have been placed on equipment. **NOTE:** When spotting a single car that will be either the only equipment in the track or spotted independent of other equipment, a C-102 test must be performed.

##### 8. MP 369 A – NUCOR TUBULAR PRODUCTS (B95)

Two (2) hand brakes are required inside the facility. A C-102 test of handbrake effectiveness is not required if two hand brakes have been placed on equipment. **NOTE:** If only one car is being set off at any industry/location, a C-102 test must be performed as it does not meet the two-hand brake requirement.

## MEMPHIS EAST DISTRICT

### 9. DISTRICT INSTRUCTIONS (CONT.)

#### F. TRAIN HANDLING INSTRUCTIONS

##### 1. MP 363.0 A – WATCO COMPANIES (B80), DECATUR

When working Kinder Morgan Terminal in Decatur, the train line must be completely charged and the Engineer must control cars with the automatic brake during switching.

##### 2. DECATUR YARD

Yard crews lining up cuts of cars to be picked up by any trains at Decatur must ensure that all cars are coupled, air hoses are coupled between cars, and all angle cocks are properly positioned.

##### 3. MP 366.6 A – INTERNATIONAL PAPER (A45), DECATUR

Crews switching International Paper (formerly Union Camp Corporation) must do so with air lined on all cars.

#### G. ROAD CROSSINGS

##### 1. DO NOT BLOCK ORDER

###### a. Private roadway, MP 281.57 A – DOT #731678P

This private roadway crossing at Crow Creek Siding must not be blocked unnecessarily. If it is blocked more than 45 minutes, the crossing must be cut.

###### b. Finley Island Road, MP 365.60 A – DOT #726069D

Do not block the Finley Island Road crossing at Indorama Ventures Xylenes & PTA (B60) for longer than five (5) minutes between the hours of 6:30 PM and 7:15 PM on account of shift change.

###### c. When spotting the Hot Band Track at Nucor Coil Mill, cars must be left clear of the concrete pad at the entrance to the shed. When spotting the load track at Nucor Coil Mill, car must not foul the concrete crossings at either end of the building.

###### d. Jackson Street, MP 382.82 A – DOT #731893B

The Jackson Street crossing at Courtland must not be blocked unnecessarily. If it is necessary for an eastward train to work International Paper, the train must be left at Wheeler in the clear of crossings westward of MP 383.1 A.

##### 2. QUIET ZONES

Except when required by emergency, locomotive horns will not be sounded at the following road crossing locations in Decatur:

###### a. Shelton Road, MP 347.03 A – DOT #731819W

###### b. Vine Street, MP 363.23 A – DOT #731850H

## MEMPHIS EAST DISTRICT

### 9. DISTRICT INSTRUCTIONS (CONT.)

#### G. ROAD CROSSINGS (CONT.)

##### 3. RUSTY RAIL CONDITIONS

Train and engine movements approaching the following crossings must stop before entering the crossing and permit a crew member to dismount and flag highway traffic to a stop before proceeding.

- a. Church Street Northwest at the Siding Track, MP 338.97 A – DOT #731807C
- b. Vine Street at the Old Yard, MP 363.28 A – DOT #925217U
- c. Joe Wheeler Highway (State Route 20 and U.S. Route 72 Alternate) at the Denbo Lead, MP 364.40 A – DOT #726060S
- d. Joe Wheeler Highway (State Route 20 and U.S. Route 72 Alternate) at the M Lead, MP 364.90 A – DOT #726061Y

#### H. LOCATIONS WHERE GRAVITY DROPPING CARS IS AUTHORIZED

Gravity dropping is restricted to a maximum of five (5) cars at the following locations:

1. **MP 333.5 A** – Gravity drops are authorized on the main line at Chase
2. **MP 363.0 A** – OCI Chemical (B92)
3. **MP 364.8 A** – INEOS Styrolution America (C25)  
Do not cut cars off in motion or kick cars inside the fence of Styrolution.
4. **MP 365.5 A** – Nucor (B66)

#### 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:

None.

#### J. EXCESSIVE CURVATURE RESTRICTIONS

##### 1. **MP 347.9 A – DUNLOP LEAD, MADISON**

Do not allow long cars (73 feet or longer) to enter the curve on the Dunlop Lead. The curve is located approximately 1,600 feet southward of the south switch to the Box Company Runaround Track.

#### K. JOINT TRACKAGE WITH FOREIGN LINES

1. Trains and engines of the Gulf Division will use track of other division and foreign lines in accordance with their Timetable, Rules, and Regulations as shown below:
  - a. NS may operate over CSXT between MP 248.1 A, Wauhatchie, and MP 279.8 A, Stevenson.
2. Trains and engines of other divisions and foreign lines will use Gulf Division tracks in accordance with NS Timetables, Rules, and Special Instructions as shown below:
  - a. CSXT may operate over NS between MP 362.0 A, Decatur Junction, and MP 363.3 A, Decatur.



## MEMPHIS EAST DISTRICT

### 9. DISTRICT INSTRUCTIONS (CONT.)

#### L. HAZARD SPILL PAN LOCATIONS

##### 1. ENGINE TRACK, DECATUR NEW YARD

If a leaking hazardous material car is detected, it will be spotted over the pan at the direction of the Trainmaster after the crew opens the spill pan per the posted instructions.

#### M. GENERAL INSTRUCTIONS

##### 1. MP 348 A, MADISON SET OFF

When making a set out of 800 feet or less on Trains 283 or 287 in Madison, crews will be required to make the set out in the Madison South Storage unless blocked by railroad equipment.

##### 2. MP 363.0, DAIKIN AMERICA

There must be a minimum separation of 50 feet between the cars spotted for unloading on Track 2 and the cars placed for sampling.

##### 3. DECATUR YARD

No more than five (5) cars may be cut in motion at once. No cut may have more than two (2) loads in motion.

##### 4. FRA EXCEPTED TRACK

None.

#### 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.

#### O. ZERO PIH LINES

##### 1. Operating Rule 424 prohibits movement of loaded or empty (residue) poison inhalation hazard (PIH) shipments on designated line segments and junctions. Additionally, PIH shipments class coded "PTCHOLD" must not be pulled from industries, accepted in interchange, or transported on Zero PIH line segments.

##### 2. The following line segments on the Memphis East District are designated as Zero PIH Lines:

None.

##### 3. The following junctions on the Memphis East District are designated as Zero PIH Junctions:

None.

# GULF DIVISION

## MAP

