



**OR**



**OPERATING  
RULES**

**EFFECTIVE APRIL 15, 2023**



# OPERATING RULES

# NORFOLK SOUTHERN CORPORATION

These rules govern operations on the railroad subsidiaries of Norfolk Southern Corporation. On the effective date, these rules supersede all previous rules and instructions.

Further instructions may be issued by proper authority.

**PAUL DUNCAN**

Executive Vice President and Chief Operating Officer

**EFFECTIVE: APRIL 15, 2023**

# ATTENTION TO DUTY

## 1. Job Safety Briefings

- (a) A Job Safety Briefing is communication between a group or by an individual (if on an independent assignment) to review:
- Work to be performed
  - Potential exposures
  - Necessary safeguards for the task to be performed
  - Applicable rules and procedures
  - Tools, equipment, and materials needed
  - Weather conditions
  - Job location or work area
  - Work assignments — group or individual
- (b) Participation and involvement in Job Safety Briefings are required and must be done:
- At the beginning of each job
  - When the work changes
  - When the work becomes confusing or new tasks are started
  - When a rule violation is observed
- (c) In signaled territory, all crewmembers must hold the following Job Safety Briefing anytime a signal is received requiring the train to approach the next signal prepared to Stop:
- Distance to next signal
  - Location of next signal and sight distance
  - Physical constraints (e.g.: curvature, sight distance, grade, tonnage, weather)
  - Status of air and dynamic brakes and planned stopping technique

During the Job Safety Briefing, the Engineer must confirm to the crew:

- The plan for stopping short of the next signal, and
- A fixed stopping point, not less than 500 feet short of the next signal, to be designated by a landmark or a distance if a landmark is not available. The train may be operated

closer than 500 feet from the next signal, if necessary for the train's rear to clear a clearance point, road crossing(s), or other physical point.

Following the Job Safety Briefing:

- Employees located in the cab of the controlling locomotive must cease any communication unrelated to compliance with the Approach signal or operation of the train.
- All crewmembers must remain alert and in communication with the Engineer. If the Engineer does not prepare to stop the train short of the agreed upon stopping location, employees must take immediate action to stop the train, to include an emergency brake application, if necessary.
- One (1) mile from the planned stopping location, the Conductor must confirm the planned stopping location with the Engineer.

**(d)** When operating On-Track equipment on the rail, participation and involvement in Job Safety Briefings is required by all occupants:

- Prior to entering a Controlled Point, to confirm if the Controlled Point is included in the Track Authority limits.
- One mile in advance of the milepost limit of the Track Authority, when mileposts are used as a designated limit of the Track Authority, to confirm the current milepost and the plan to stop at the designated milepost limit of the Track Authority.

Following the Job Safety Briefing all occupants of the On-Track equipment must:

- Cease any communication unrelated to railroad operations
- Remain alert and in communication with the Operator to ensure action is being taken to stop the movement short of the Control Point or milepost limit of the Track Authority, if necessary.

If a single occupant is operating On-Track equipment in the lead of other On-Track equipment, these Job Safety Briefing requirements must be announced over the radio by the single occupant in the lead and confirmed by an occupant of the following On-Track equipment.

**(e)** The person conducting the Job Safety Briefing must confirm that everyone involved understands all the instructions.

# GENERAL

## 94. Responsibility for Safety of the Train

- (a) The Conductor, Engineer and pilot are jointly responsible for safety of the train and engine and for observance of the rules. Under conditions not provided for by the rules, they must take every precaution for protection. When necessary, they must instruct members of their crew as to proper performance of duties.
- (b) Other members of the crew must call attention of Conductor or Engineer immediately to any apparent failure to observe requirements of rules, Timetable, mandatory directives, messages or other instructions.
- (c) If the Engineer fails to control movement in accordance with signals or other conditions, crewmembers must communicate with him/her at once. If he then fails to immediately control speed properly they must take necessary action to stop the train.
- (d) When a train or yard movement has in its consist a crane, spreader, ditcher, or other equipment, the operation of which may foul adjacent tracks, such work must not be attempted until protection has been provided against approaching movements on all tracks that may be fouled.

## 96. Return Movement

When engines or cars are detached from a train, precautions must be taken to prevent damage to equipment when re-coupling. Return movement must be made at Restricted Speed. A crewmember must be stationed at, on, or ahead of the leading end of the return movement to protect against the detached portion of the train.

## 97. Movement of Single Light Locomotive

A single light locomotive must:

- (a) Not enter a Rail-highway grade crossing equipped with automatic crossing warning device until:

# **EMERGENCY BRAKE APPLICATIONS**

## **110. Emergency Brake Application – Warning to Approaching Trains on Adjacent Tracks**

When a train is stopped by an emergency brake application, a crewmember must:

- (a)** Immediately announce by radio:
  - train (identification) has brakes in emergency
  - direction and milepost location
  - track designation (if in multiple track territory)
- (b)** Promptly report this information to the Train Dispatcher.
- (c)** Repeat this warning as necessary until protection is provided by the Train Dispatcher or until it is known that adjacent tracks are not obstructed.

## **111. Trains on Adjacent Tracks**

All trains notified that a train is in emergency on an adjacent track must operate at Restricted Speed while passing the train until it is determined that the track is clear.

## **112. Responsibility of the Train Dispatcher after an Emergency Brake Application**

The Train Dispatcher will:

- (a)** Provide protection on adjacent controlled track(s) until advised there is no obstruction.
- (b)** If the adjacent track(s) is controlled by a foreign railroad, immediately notify that railroad and obtain protection.

Trains may be authorized to pass the train in emergency at Restricted Speed until advised there is no obstruction. This authorization must include the identity and location of the train in emergency.

## **113. Train Inspection after an Emergency Brake Application**

- (a)** When a train is stopped by an emergency brake application, a visual inspection must be made of the train to ensure all wheels are on the rail, all equipment is in safe operating condition, and that the train is complete, as indicated by display of rear-end marker, before proceeding. Securement

of the train with handbrakes when required by rule may be performed during the inspection of the train.

If the problem is a repairable break in the train line that did not result in a train separation (i.e., train uncoupling, broken knuckle, etc.) and brake pipe pressure is being restored at the rear of the train following repair, trains relieved of inspection in paragraph c below may proceed. If excessive power is required to start or keep the train moving, movement must be stopped immediately and the cause determined.

- (b) If physical characteristics prevent a complete visual inspection and brake pipe pressure is being restored at the rear of the train, inspect as much of the train as possible. The remaining portion of the train may then be moved, not exceeding 5 MPH and under direct observation of a crewmember, a distance necessary to complete the inspection. If excessive power is required to start or keep the train moving, movement must be stopped immediately and the cause determined.

If brake pipe pressure cannot be restored at the rear of the train, arrangements must be made to determine cause before moving.

- (c) The following trains are relieved of visual inspection required by an emergency brake application when the brake pipe pressure is being restored at the rear of the train:

- Solid loaded bulk commodity trains, or
- ECP trains operating in “RUN” mode, or
- Any train where the emergency brake application occurred at a speed above 25 MPH, or
- Any train that is 5,000 tons or less

**EXCEPTION:** A visual inspection of the above trains is required if:

- the train is a key train, or
- the emergency brake application occurred with any portion of the train moving through a turnout or a crossover, or
- the train has 200 cars or more and is operating with pusher or distributive power (DP) in power mode

The Train Dispatcher must be notified of the inspection results.



# SIGNAL ASPECTS AND INDICATIONS

## COMMUNICATING SIGNAL INDICATIONS

### 240. Responsibilities; Movement of Trains and Engines on Signal Indication

- (a) Crewmembers must comply with the indication of each signal that affects the movement.
- (b) Crewmembers 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. Crewmembers located in the operating compartment that cannot avail them of a window seat must maintain a vigilant lookout for signals and conditions along the track, within their view, that affect the movement.
- (c) When crewmembers occupy trailing units their first duty is to observe signals affecting the movement.

### 241. Communicating Block and Interlocking Signals

Employees located in the operating compartment of an engine must communicate to each other in an audible and clear manner the name of each signal affecting movement of their train or engine as soon as the signal is clearly visible. Each signal must be called (1) as soon as it is clearly visible 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.

### 242. Conductor Communicating Signals

The Conductor (or a Conductor trainee or trainman in the absence of the Conductor), when occupying the controlling locomotive, will communicate by radio as soon as the signal becomes visible:

- (a) Train identification.
- (b) Signal name.
- (c) Location.
- (d) Track designation when operating in multiple track territory for each signal affecting the movement.

When there is no Conductor, Conductor trainee, or trainman, the Engineer or Engineer trainee will communicate the signal information.

### **243. Crewmembers on Trailing Units Communicating Signals**

Crewmembers occupying trailing units, helper consists, and/or cabooses must:

- (a) Communicate to each other in an audible and clear manner the name of each signal affecting their movement.
- (b) Acknowledge the transmission by repeating to crewmember(s) on the controlling locomotive.

### **244. Communicating Change in Cab Signal Aspect**

In CSS territory, when a change in cab signal aspect occurs, employees located in the operating compartment of the engine must communicate the name of each cab signal affecting the movement in the same manner as a wayside signal when:

- (a) In territory without wayside automatic block signals.
- (b) The indication changes between automatic block signals.

### **245. Signal Indication Information**

- (a) No information may be given by radio to a train or engine crew about the aspect displayed by a fixed signal. Radio may be used by a train crewmember to communicate information about the position or aspect displayed by a fixed signal to other members of the same crew. Radio may be used in an emergency when it is necessary to stop a train or engine or assure its safe movement.
- (b) Except as provided in the Operating Rules, radio communication may not be used to convey instruction that would have the effect of overriding the indication of a fixed signal.

# SIGNALED MAIN TRACK

## 250. Tracks Designated in the Timetable

- (a) The following rules will be in effect on tracks designated in the Timetable: **Rule 251**, **Rule 261** and **Rule 271**.
- (b) On Tracks Where **Rules 251 or 261** are in effect:
  - 1. Movements entering territory governed by **Rule 251 or Rule 261** will be authorized by proper signal indication or permission from the Train Dispatcher.
  - 2. When permission is received to enter **Rule 261** territory and proceed in one direction, the direction of movement must be specified.
- (c) Where **Rule 271** is in effect, a train or engine must not enter or foul a Main Track without Track Authority.

## 251. Track Signaled in One Direction – Signals Authorize

When track is signaled for movement in one direction only, signal indication will be the authority for trains and engines to operate with the current of traffic and ABS rules apply. Mandatory Directive will authorize movements against the current of traffic and Track Authority rules apply.

## 252. Movements against the Current of Traffic – Rule 251 “Track Signaled in One Direction” Territory

- (a) Train Dispatcher must:
  - 1. Determine the track to be used is clear of opposing movements.
  - 2. Apply blocking devices to protect against opposing movements.
  - 3. Code signals governing opposing movements to Stop.
  - 4. Maintain an Absolute Block.
- (b) Movements operating against the current of traffic must:
  - 1. Be authorized on a Form of Track Authority.
  - 2. Not exceed:
    - Freight trains..... 49 MPH
    - Passenger trains ..... 59 MPH

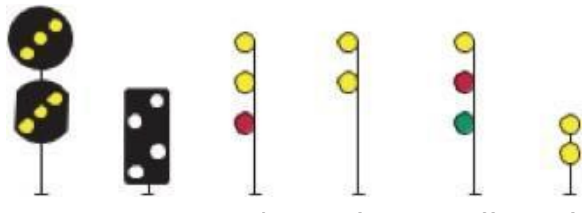
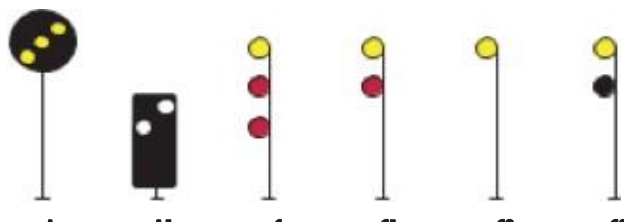
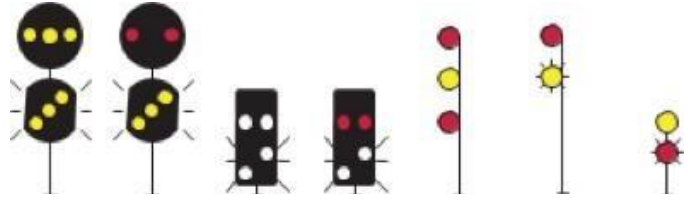
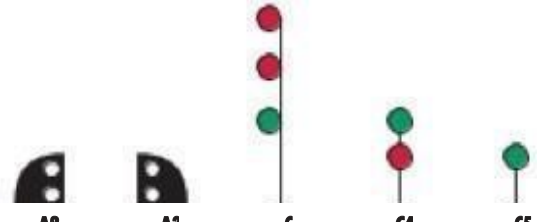
3. Receive verbal authority from the Train Dispatcher to operate with the current of traffic according to ABS rules. Before granting permission, the Train Dispatcher must ensure that the track to be used is clear of opposing movements. The Track Authority must be voided.

**261. Track Signaled in Both Directions – Signals Authorize Movement**

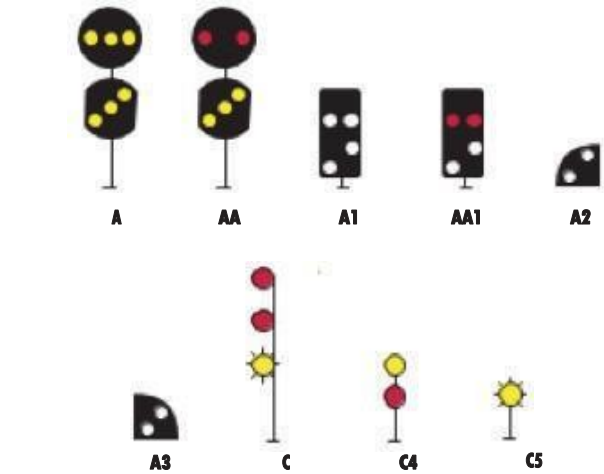
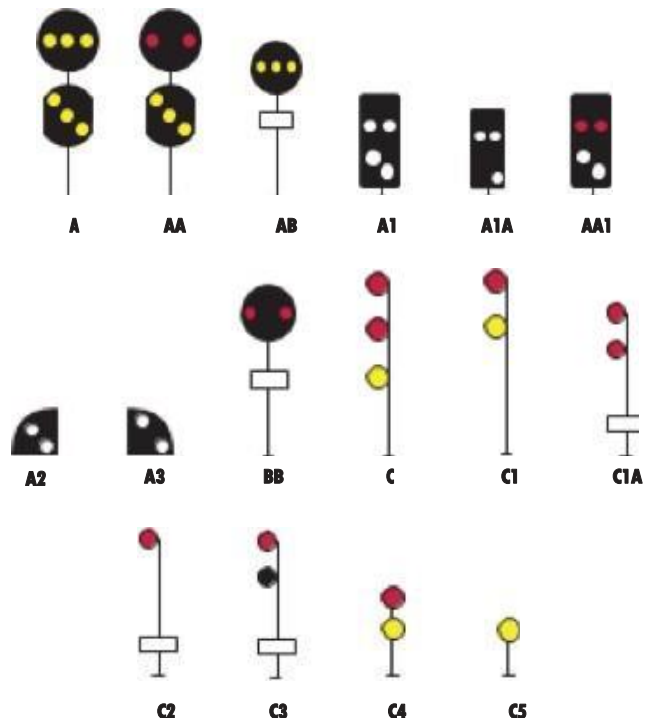
Signal indication will be the authority for trains and engines to operate in either direction on the same track and ABS rules apply.

**271. Track Signaled in Both Directions –Mandatory Directive Authorizes Movement**

Track Authority rules authorize train and engine movements and ABS rules apply. ABS signals indicate condition of the block.

Rule	Aspects
313	 <p style="text-align: center;">A            A1            C            C1            CC            C4</p>
314	 <p style="text-align: center;">A            A1            C            C1            C2            C3</p>
315	 <p style="text-align: center;">A            AA            A1            AA1            C            C1            C4</p>
316	 <p style="text-align: center;">A2            A3            C            C4            C5</p>

<b>Rule</b>	<b>Name</b>	<b>Indication</b>
<b>313</b>	<b>APPROACH SLOW</b>	Proceed approaching the next signal at Slow Speed. Trains exceeding Medium Speed must at once reduce to that speed.
<b>314</b>	<b>APPROACH</b>	Proceed prepared to stop at the next signal. Trains exceeding Medium Speed must at once reduce to that speed.
<b>315</b>	<b>MEDIUM APPROACH</b>	Proceed prepared to stop at the next signal. Trains exceeding Medium Speed must begin reduction to Medium Speed as soon as the Medium Approach signal is clearly visible.
<b>316</b>	<b>SLOW CLEAR</b>	Proceed at Slow Speed until entire train clears all interlocking, controlled point or spring switches, then proceed at authorized speed.  In CSS territory with fixed signals, trains not equipped with operative cab signals must approach the next signal at Medium Speed once they have left interlocking or controlled point limits.

Rule	Aspects
317	 <p>A      AA      A1      AA1      A2</p> <p>A3      C      C4      C5</p>
318	 <p>A      AA      AB      A1      A1A      AA1</p> <p>A2      A3      BB      C      C1      C1A</p> <p>C2      C3      C4      C5</p>

Rule	Name	Indication
317	SLOW APPROACH	<p>Proceed prepared to stop at next signal. Slow Speed applies until entire train clears all interlocking, controlled point or spring switches, then Medium Speed applies.</p>
318	RESTRICTING	<p>Proceed at Restricted Speed until the entire train has cleared all interlocking, controlled point and spring switches (if signal is an interlocking or controlled point signal) and the leading end has:</p> <ol style="list-style-type: none"> <li>1. Passed a more favorable fixed signal,</li> <li style="text-align: center;">Or</li> <li>2. Entered <b>Rule 171</b> territory.</li> </ol> <p>In CSS territory, trains with operative cab signals must not increase speed until the train has run 1 train length past a location where a more favorable cab signal was received.</p>



delaying the train, giving location and track on which nonconformity occurred.

**(b) Cab Signal Conforms to Fixed Signal: Fixed Signal Governs**

If the cab signal conforms to the fixed signal upon entering the block, the fixed signal will govern.

**359. Cab Signal Changes between Fixed Signals**

If the cab signal changes between fixed signals, the cab signal will govern, subject to the following restrictions:

**(a) Cab Signal Changes to Restricting**

When the cab signal aspect changes to Restricting between fixed signals, the Engineer must take action at once to reduce to Restricted Speed.

**(b) Controlled Point/Interlocking Signal Requires Medium or Limited Speed, Cab Signal Changes to More Favorable Aspect**

If the controlled point/interlocking signal requires Medium or Limited Speed and the cab signal changes to a more favorable aspect, the speed must not be increased until the train has run its length.

**(c) Cab Signal Changes from Restricting to More Favorable**

If the cab signal aspect changes from Restricting to a more favorable aspect, the speed must not be increased until the train has run its length. **NOTE:** Does not apply when a Restricting Signal is received while stopped due to centering the reverser.

**(d) Cab Signal Changes from Clear to Approach Medium**

If the cab signal changes from Clear to Approach Medium between fixed signals, trains must immediately begin reduction to Limited Speed, and must further reduce to Medium Speed, unless the next signal is seen to display a more favorable aspect.

**EXCEPTION:** If the cab signal does not conform to the fixed signal at the entrance to the block, and the fixed signal is more restrictive than the cab signal, the fixed signal will govern movement through the entire block.

**360. Movement with Inoperative Cab Signals**

The movement of a train equipped with cab signals not in

# DEFINITIONS

**Absolute Block** — A block which may be occupied by only 1 train or engine at a time.

**Adjacent Tracks** — Two or more tracks with track centers spaced less than 25 feet apart.

**Automatic Block Signal** — A block signal that is activated either by track circuit or in conjunction with interlocking or controlled point circuits. This block signal automatically indicates track condition and block occupancy.

**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.

The use of each block may be governed by an Automatic Block Signal, Cab Signal, or both.

**Block**—A length of track of defined limits on which train movements are governed by block signal, cab signal, or mandatory directive. In signaled territory, a block is the track section between 2 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

**Blocking Device** — A method of control that either prohibits the operation of a switch or signal or restricts access to a section of track

## **Blue Signal Protection –**

**Blue Signal** — A clearly distinguishable blue flag, or blue light by day and a blue light by night. When displayed, it signifies that workers are on, under, or between equipment. When attached to the operating controls of a locomotive, it need not be lighted if the inside cab area of the locomotive is sufficiently lighted to make the blue signal clearly distinguishable.

**Rolling Equipment** – Includes locomotives, railroad cars, and one or more locomotives coupled to one or more cars.

**Servicing** – Pertains to sanding, adding lubricant oil, etc., but does not include supplying cabooses, locomotives, or passenger cars with items such as ice, drinking water, tools,

sanitary supplies, stationary, or signaling equipment.

**Switch Providing Access** – A switch which if traversed by rolling equipment could permit that rolling equipment to couple to the equipment being protected

**Workman** – railroad employee assigned to inspect, test, repair, or service railroad rolling equipment or their components including brake systems.

**Workmen, Group of** – Two or more workmen of the same or different craft(s) assigned to work together as a unit under a common authority and who are in communication with each other while the work is being done.

**Cab Signal** — A sign allocated in the operating compartment of the controlling locomotive indicating track occupancy or condition. The cab signal is used with interlocking signals, controlled point signals, block signals, or both.

### **Camp Cars — Occupied**

**Camp Car** — Any On-Track vehicle, including outfit, camp, bunk or office cars or modular homes mounted on flat cars used to house railroad employees, not including wreck trains.

**Effective Locking Device** — (See definition for Effective Securing Device)

**Rolling Equipment** — Includes locomotives, railroad cars, and one or more locomotives coupled to one or more cars.

**Switch Providing Access** — A switch which if traversed by rolling equipment could permit that rolling equipment to couple to the equipment being protected.

**Warning Signal** — A white disk with the words “Occupied Camp Car” in black lettering during daylight hours and in addition an illuminated white signal at night, indicating that employees are in, around, or in the vicinity of camp cars.

**Clearance Point** – The location on a track nearest the switch that does not obstruct the movement of equipment on adjacent tracks, including, where permitted, a person riding the side of the equipment.

**Control Station** — A place from which a signal system or a controlled point/interlocking is operated.

**Controlled Point (CP)** — A station designated in the Timetable where signals are controlled from the Control Station.

**Controlled Point/Interlocking Limits** — The tracks between opposing home signals.

**Controlled Signal** — A fixed signal, controlled by a Train Dispatcher, capable of displaying a Stop indication.

**Controlled Track** — A track upon which all movements of trains, engines, and On-Track equipment must be authorized by a Control Station.

**Crossover** — A combination of 2 switches connecting 2 adjacent tracks. When lined, this switch combination allows movements to cross from one track to the other.

**Current of Traffic** — The assigned direction of movement on a main track governed by **Rule 251**, as specified in the Timetable.

**Derail** — A track device designed to guide equipment off the rails at a selected location as a means of protection.

**Distant Signal** — A fixed signal that governs approach to the next signal.

**District** — A portion of a division designated by Timetable.

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

**Dual-Control Derail** — A power-operated derail also equipped for hand operation.

**Dwarf Signal** — A low controlled point/interlocking or block signal.

**Effective Securing Device** — A vandal and tamper resistant lock, keyed for application and removal only by the class, craft, or group of employees for whom the protection is provided

For Roadway Workers in the absence of a lock, it is acceptable to use a spike driven firmly into a switch tie or a switch point clamp to prevent the use of a manually operated switch. It is also acceptable to use portable derails secured with specifically designed metal wedges. Securing devices without a specially keyed lock must be designed in such a manner that they require railroad track tools for installation and removal and the operating rules of the railroad must prohibit removal by employees other than the class, craft, or group of employees for whom the protection is being provided. Regardless of the type of securing device, the throwing handle or hasp of the switch or derail shall be uniquely tagged. If there is no throwing

handle, the securing device shall be tagged.

**Employer/Railroad Supplied Electronic Device** — Any electronic or electrical device provided to the employee by Norfolk Southern for authorized business purposes. This also includes devices provided to contractor's for use to perform services for Norfolk Southern.

**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.

**Engine Service Employees** – Engineers, locomotive Engineer trainees (LET's), hostlers and hostler helpers.

**Equipment** – Locomotives, Railcars, Triple Crown Trailers, and On-Track equipment.

**Exclusive Track Occupancy** — A method of establishing working limits on controlled track in which movement authority of trains, engines, or other railroad equipment is withheld by the Train Dispatcher, or restricted by flagmen as prescribed by rule.

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

**Fouling a Track (Equipment)** – When the end of equipment is between the clearance point and the switch points leading to the track on which the equipment is standing.

### **Heavy Grade**

For a train operating with 4,000 trailing tons or less, a section of track with an average grade of 2% or greater over a distance of 2 continuous miles.

For a train operating with greater than 4,000 trailing tons, a section of track with an average grade of 1% or greater over a distance of 3 continuous miles.

### **Highway-Rail Grade Crossing Warning System**

**Activation Failure** — The failure of an active highway-rail grade crossing warning system to indicate the approach of a train at least 20 seconds prior to the train's arrival at the crossing, or to indicate the presence of a train occupying the crossing, unless the crossing is provided with an alternative means of active warning to highway users of approaching trains. (This failure indicates to the motorist that it is safe to

proceed across the railroad tracks when, in fact, it is not safe to do so.) A grade crossing signal system does not indicate the approach of a train within the meaning of this paragraph if — more than 50% of the flashing lights (not gate arm lights) on any approach lane to the crossing are not functioning as intended, or in the case of an approach lane for which two or more pairs of flashing lights are provided, there is not at least 1 flashing light pair operating as intended. Back lights on the far side of the crossing are not considered in making these determinations.

**Appropriately Equipped Flagger** — A person other than a train crewmember who is equipped with a Norfolk Southern approved flagging vest, shirt, or jacket along with approved hand signal flagging devices, which include “STOP/SLOW” paddles or red flags for daytime flagging and a flashlight, lantern, or other lighted signal for nighttime flagging.

**Credible Report of System Malfunction** — Specific information regarding a malfunction at an identified highway-rail crossing, supplied by a railroad employee, law enforcement officer, highway traffic official, or other employee of a public agency acting in an official capacity.

**False/Partial Activation** — The activation of a highway-rail grade crossing warning system caused by a condition that requires correction or repair of the grade crossing warning system. This failure indicates to the motorist that it is not safe to cross the railroad tracks when, in fact, it is safe to do so.

**Warning System Malfunction** — An activation failure or false activation of a highway-rail grade crossing warning system.

**NOTE:** “Activation Failure” includes, without limitation, when it is known that effective shunting is being prevented by sand, rust grease, or other foreign matter on the rail.

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

**Hours of Service Limit (HSL)** — The latest time at which an Hours of Service employee can perform service without violating the FRA Hours of Service law.

**Imperfectly Displayed Aspect** — A signal aspect not in conformity with applicable signal rules.

**Improper Signal** — A signal displaying an aspect more permissive than Block Conditions should allow, or displaying or appearing to display an aspect that the signal is not capable of displaying.

**Interlocking** — An arrangement of signals and signal appliances so interconnected that their movements must succeed each other in proper sequence. An interlocking may be controlled or automatic.

**Controlled Interlocking** — An interlocking operated by a Control Station.

**Automatic Interlocking** — An interlocking actuated automatically by the approach of a train or engine.

Interlockings will be designated in the Timetable.

**Interlocking Appliances** — The parts of an interlocking that are capable of movement such as: switches, derails, movable point frogs, movable bridges, etc.

**Interlocking Signals** — The fixed signals of an interlocking.

**Main Track** — A track, designated by Timetable, upon which movements are authorized by **Rules 93, 171, 251, 261, or 271**.

**Mandatory Directive** — Any movement authority or speed restriction that affects the movement of a train, engine, On-Track equipment, single or in combination with other equipment. Any Form used to authorize use of controlled track is a Mandatory Directive.

**Non-Controlled Track** — A track upon which trains and engines are permitted by rule or special instructions to move without receiving authorization from a Control Station. **NOTE:** Sidings in **Rule 171** and **271** territories are regarded as non-controlled track; however, must not be blocked unless authorized by the Train Dispatcher.

**Non-Interlocked Railroad Crossing** — A non-signaled railroad crossing at grade that may be equipped with gates, Stop signs and/or targets and governed by posted or special instructions.

**Non-Signaled Territory** — Territory not equipped with automatic block signal systems.

**On-Track Equipment** — Flanged-wheel equipment, other than trains or engines, propelled manually or by other forms of energy,

used in the inspection, maintenance, or construction of track, structures, signals and communication equipment.

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

**Personal Electronic Device** — Any electronic or electrical device not provided to the employee by Norfolk Southern for authorized business purposes.

**Pilot** — An employee assigned to a train or On-Track equipment when the Engineer or Operator is not fully acquainted with the physical characteristics or rules of the railroad.

**Positive Train Control (PTC)** – A safety overlay system designed to prevent train to train collisions, over speed violations, movement into established work zone limits without permission, and movement over an improperly lined main track switch.

**PTC Equipped** – A locomotive equipped with an operable PTC system.

**Cut In (PTC)** – A state of the PTC system when PTC cut out switches are placed in the cut in position.

**Cut Out (PTC)** – A state of the PTC system when:

**Hard Cut Out** – the PTC cut out switches are placed in the cut out position.

**Soft Cut Out** - the cut out key is selected on the PTC display.

## REMOTE CONTROL OPERATIONS

**Operator Control Unit (OCU)** – A portable radio transmitter used by the Remote Control Operator (RCO) to send commands to a Remote Control Locomotive (RCL).

**Pullout Stopping Protection (PSP)** – An automated control system for RCL equipped locomotive that provides stopping protection on designated tracks. Tracks equipped with PSP will be designated by Bulletin or Timetable Special Instructions.

**Remote Control Area (RCA)** – An area where Remote Control Locomotives may operate, signs will be erected to identify Remote Control Areas

**Remote Control Locomotive (RCL)** – A Remote Control



**Watchman/Lookout (RWP)** — An employee who has been annually trained and qualified to provide warning to roadway workers of approaching trains or On-Track equipment.

**Working Limits (RWP)** — A segment of track with definite boundaries established in accordance with Rule 710, upon which trains, engines, or other railroad equipment may operate only as authorized by the roadway worker having control over that defined segment of track. Working limits may be established through “exclusive track occupancy” or “inaccessible track.”

**Rules in Effect**—The specific operating rule(s) that govern the use of main tracks designated by the Timetable.

**Safety-Related Employee** – any employee who:

- Is covered under the hours of service laws;
- Inspects, installs, constructs, repairs, or maintains track, roadbed, bridges, and signal and communication systems;
- Inspects, repairs, or maintains locomotives, passenger cars or freight cars, or other on-track equipment when such equipment is in service that constitutes a train movement;
- Determined that an on-track roadway maintenance machines or hi-rail vehicle may be used without repair of a non-complying condition;
- Directly instructs, mentors, inspects, or tests, as a primary duty, any person while that other person is engaged in a safety related task; or
- Is responsible for conducting periodic tests and inspections of safety-related employees.

**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 with **Rule 261** in effect governing all train and engine movements on the siding.

**Signal Aspect** — The appearance of a fixed signal, which conveys an indication, as viewed either:

- From the direction of an approaching train or engine.
- On the cab signal display unit.

**Signal Indication** — The required action conveyed by the aspect of a signal.

**Special Instructions** — Instructions so captioned in the Timetable.

**Speeds:**

**Limited Speed** — For passenger trains, not exceeding 45 MPH; for freight trains, not exceeding 40 MPH.

**Maximum authorized speed** - The highest speed permitted for the movement of trains permanently established by Timetable or Operations Bulletin. Trains must be governed by temporary speed restrictions and equipment speed restrictions if more restrictive than permanent speeds.

**Medium Speed** — A speed not exceeding 30 MPH.

**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, any signal requiring a stop, or any derail or switch lined improperly and looking out for a broken rail, but not exceeding:

- 20 MPH, or
- 15 MPH when diverting through any turnout or crossover governed by Conrail Signal indications

**Slow Speed** — A speed not exceeding 15 MPH.

**Speed Control** — A device on an engine that will cause a penalty brake application if the Engineer fails to reduce the train's speed to the speed required by the cab signal indication.

**Station** — A location designated in the Timetable by name.

**Switches:**

**Dual-Control Switch** — A power-operated switch that is also equipped for hand-throw operation.

**Electrically Locked Switch** — An electrical locking device applied to a hand-operated switch or derail.

**Power-Operated Switch** — A switch that is operated electrically or electro pneumatically. 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** — A publication containing system and/or division instructions relating to operations.

**Track Authority**—Authorization to use controlled track, received in writing or copied and repeated at the direction of the Train Dispatcher using radio or other communication. Track Authority must be written on the prescribed form.

**Train**—An engine or more than one engine coupled, with or without cars, displaying a marker.

**Train Clearance** — 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.

**Yard**— A system of tracks other than main tracks or sidings used for making up trains and other purposes.

**Yard Access Crossing** — A private crossing at grade located within a rail yard that is open to unrestricted public access, or to persons other than railroad employees.

**Yard Engine** — An engine assigned to yard service.

**Yard Limits** — A portion of main track designated by Timetable. The limits are identified with “Yard Limit” signs.