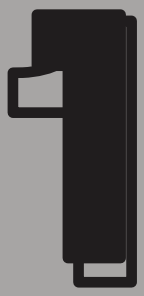
TT-SYS

SYSTEM TIMETABLE

Timetable Number



Effective January 1, 2019

SPEED RESTRICTIONS

SP-1. Speed Restrictions – Cars

(a) 40 or more multi-level cars (empty or loaded) unless moving in a solid multi-level train, or in a solid block on the rear of an intermodal train or mixed freight train ..... **MAXIMUM SPEED** 25 MPH

EXCEPTION:
Trains operating on the following districts are not restricted by the number or position of multi-level cars (empty or loaded) in the train:

- Detroit District (D-Line)
- Huntington District (D-Line)
- Fostoria District (B-Line)
- Lafayette District (D-Line)
- Springfield-Hannibal District (DH-Line and H-Line)
- Kansas City District (S-Line
- Brooklyn District (D-Line) between WR Interlocking (MP D 480.4) and Decatur, IL
- Brunswick District (H-Line)
- Toledo West District (CD-Line) between Toledo MP CD 288 and Elkhart, MP CD 422
- St. Louis District (S-Line) between MP S3 and MP S149

(b) Short ore hopper cars (35' or less): Loaded.....30 MPH
Empty.....35 MPH

(c) Based upon specific equipment configurations and/or equipment performance over wayside detectors, maximum speeds for equipment will be provided as Car Movement Restriction Messages (CMRM) on the train consist and/or communicated to crew members by the Wayside Detector Help Desk or Train Dispatcher.

Revised 3/23/2020

SP-2. Speed Restrictions – Locomotives

Single light locomotive .....30 MPH

Locomotive not equipped with event recorder when operated as a single unit or as a lead unit.....30 MPH

All steam locomotives.....40 MPH

All other light locomotive consists of two or more units .....50 MPH

NOTE: Road Locomotives must not be operated through class yard retarders. Light locomotive consists of two or more units may operate as a train at the maximum authorized speed for trains designated by Timetable and/or Operations Bulletin.

SP-3. Speed Restrictions – Trains

MAXIMUM SPEED

Passenger Trains ....79 MPH

Trains consisting entirely of, or a combination of,

Triple Crown, Intermodal (TOFC/COFC) or

Multi-Level equipment .....60 MPH

Intermodal or Multi-Level trains handling:

Loaded or empty automotive frame flat cars.....……....60 MPH

Loaded or empty Mechanical Refrigerator

Cars (Super Reefers) .....60 MPH

EXCEPTION: Certain Mechanical Refrigerator Cars (Super Reefers) are restricted. These cars will be identified as restricted on the wheel report with "50 MPH SPEED RESTRICTION WHEN EMPTY" or "50 MPH SPEED RESTRICTION"

Key Trains ……..... .....50 MPH

EXCEPTION: Key Trains carrying 20 or more loaded tank cars of Class 3 Flammable Liquids or Crude Oil are restricted to 40 MPH within High Threat Urban Areas (HTUA).

When applicable, the restriction will be indicated on the Wheel Report as follows:

"40 MPH SPEED RESTRICTION THROUGH HTUAs".

Crews picking up Class 3 Flammable Liquids or Crude Oil en route should refer to their paper work to determine if these additional cars will require their train to be restricted, or contact OSS for assistance.

High Threat Urban Areas are identified by milepost limits in Division Timetables or by Operations Bulletins.

All other trains .....50 MPH

EXCEPTION: Trains may operate at higher speeds where authorized by Timetable and/or Operations Bulletin.

Jointed Rail

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

SP-4. Speed Restrictions – Other Equipment

MAXIMUM SPEED

Shoving movements with caboose on leading end.....30 MPH

Shoving movements with NS Geometry Car (NS 31, NS 33, NS 34, or NS 35) on leading end.....25 MPH

Locomotive Cranes/Pile Drivers (see EQ-25) .....25 MPH

2-axle Scale Test cars (see EQ-6) .....30 MPH

Single unit of self-propelled work equipment that is designed to shunt track circuits (i.e. Sperry Rail Test car, Loram rail grinder, and ballast cleaner).....30 MPH

Lucky Loader, NW 591006 loaded on gon NW 590901.....35 MPH

Jordan Spreaders (see EQ-3) .....40 MPH

Mulching Brushcutters Nos. NS 992700 — NS 992702.....45 MPH

Derricks .....45 MPH

SP-5. Speed Restrictions – Sidings and Auxiliary Tracks

(a) A train or engine must not exceed the maximum speed authorized in the Timetable. Speed restrictions shown in Timetables, bulletins, by speed limit signs, or by any other method must be observed.

(b) Except where a different speed is authorized by signal indication, Timetable, or Special Instructions:

1. Sidings.....Restricted Speed not exceeding: 15 MPH

2. All tracks other than the main track and sidings .....Restricted Speed not exceeding: 10 MPH

3. Movements diverting through turnouts or crossovers ..... 15 MPH

4. Engine servicing and car Shop repair tracks .....5 MPH

SP-6. Speed Restrictions – Flangers

(a) When handled behind locomotive, flanger must not exceed .....30 MPH.

(b) When working, flanger must not exceed 5 MPH while:

1. Passing station platforms.

2. Passing over grade crossings.

3. Passing equipment on adjacent tracks.

4. Backing up.

SP-7. Speed Restrictions – Track

FRA Excepted Track will be designated by Timetable. Movement on FRA Excepted Track:

(a) Must not exceed 10 MPH.

(b) Must not contain more than 5 cars that require Hazardous Material placards.

(c) Are prohibited for occupied passenger trains.

EQUIPMENT RESTRICTIONS

EQ-1. Maximum Weight

Cars having a combined weight of car and lading in excess of 286,000 lbs. must not be handled unless authorized by the Division Timetable.

EQ-2. Span Bolster Equipment

(a) Restrictions for all span bolster equipment:

1. Except where further restricted, speed must not exceed that indicated below:

	Maximum Speeds	
Number of Axles	**Loaded**	**Empty**
8 to 15	45 MPH	No Restrictions
16 or more	25 MPH	45 MPH

2. Cars with 8-axles or more, either loaded or empty, must not be forwarded in a train without permission of the Manager Train Operations.

3. Span bolster equipment must not be placed in trains requiring pusher service, humped, or flat switched with motive power detached.

(b) Restrictions for loaded span bolster equipment:

1. When loaded, all cars having 16-axles or more must be handled in a special train of no more than 10 cars.

2. Except when switching, loaded cars having 12-axles or more, when not moving in special train, must be handled at the head end of a train, and train length must not exceed 100 cars. Loaded cars must be accompanied by sufficient cars that may be used as brake cars in the event it becomes necessary to set out a loaded car between terminals and when securing cars in yards, terminals or sidings.

(c) Restrictions for empty span bolster equipment:

1. When moving empty, span bolster equipment must be handled on rear end of train, properly locked and secured.

EQ-3. Jordan Spreaders

(a) Movement in trains:

1. Must not exceed 40 MPH.

2. Must be handled next to and ahead of caboose or on rear of train with "B" end trailing so that side spreaders, hinged near the "A" end of the car, are in the trailing position.

3. Must have swinging or rotating mechanism properly secured.

(b) Movement in yards:

1. Must not be moved through retarders due to insufficient clearance.

2. Must not be:

- cut off in motion
- struck by a free-rolling car
- coupled into with more force than needed to make the coupling

3. While working, care must be taken to avoid contact with over- head or side obstructions.

EQ-4. DP Operations

(a) DP Requirements

1. All trains scheduled to operate with distributed power must operate in DP configuration, if power is available.

2. All trains exceeding 12,000 feet in length must be operated in DP configuration, except for trains consisting entirely of, or a combination of Triple Crown, Intermodal (TOFC/COFC), or Multi-level equipment. Exceptions may be authorized by the Operations Superintendent in the Network Operations Center, if DP power is not available.

3. Lead and remote DP consists must not vary by more than one powered locomotive, i.e. a two locomotive lead consist with a single locomotive remote DP consist.

(b) DP Placement

1. For all trains, the maximum length of train between the lead and remote DP consist and any successive remote DP consists is 8500 feet.

EXCEPTION: Where designated by Special Instructions, the maximum length of train between the lead and remote DP consist and any successive remote DP consists may exceed 8500 feet.

2. When remote DP consists are positioned within the train, the tonnage behind the last remote DP consist in the train must not exceed the diesel unit tonnage rating of the last remote DP consist. When trains are operated with remote DP consists on the rear of the train, engineers must exercise caution and good judgement in the application of power to prevent jackknifing.

(c) Trailing Tonnage Restrictions

Trailing tonnage restrictions as stated in System and Division timetables will be reduced for restricted cars located ahead of DP remote locomotives when the train is operating with distributed power remote locomotives supplying tractive effort toward movement of the train. Tonnage calculated behind a restricted car that is located ahead of the DP remote consist will be reduced by ¾ of the tonnage rating of the active trailing DP remote consist. Restricted cars located behind the DP remote consist must comply with conventional trailing tonnage restrictions. See APPENDIX for infographic. ***Revised effective 4/8/21***

EQ-5. Jet Snow Blowers

Jet Snow Blowers loaded on flat cars must not be humped or flat switched with motive power detached.

EQ-6. Scale Test Cars

(a) 2-axle Scale Test Cars:

1. Must move only on authority of the Network Operations Center. Must be handled as second car ahead of rear car of train or caboose.

2. Must not be coupled to a car exceeding 55’ 00” in length.

3. Must not exceed 30 MPH.

4. Must not be humped.

(b) 4-axle Scale Test Cars must not be humped. If 4-axle Scale Test Cars are destined to a hump yard, they should be moved as the head or rear car in the train or in an established “Do Not Hump” block.

(c) Scale Monitor Cars have no special restrictions.

EQ-7. Two-Unit Cars

The following restrictions are applicable to:

- all two-unit TTEX cars
- two-unit RTTX cars in the series 165200 to 165552

(a) Must not be humped or flat switched with motive power detached except to a clear track.

(b) Empty cars or cars carrying 1 loaded or 1 empty trailer at 1 outer loading position must be handled per the following restrictions:

1. Trailing tonnage is restricted to 4,000 tons except in Distributed Power (DP) trains. Yard shove movements are restricted to 4,000 tons and must not exceed 12 powered conventional or 10 powered high-adhesion axles.

2. Car must not be handled in the first 10 cars ahead of Distributed Power (DP) units or rear-end helpers. Helper units must not exceed 12 powered conventional or 10 powered high-adhesion axles.

3. Locomotive amperage must be limited to 400 AMPS in dynamic braking while these cars are traversing turnouts or crossovers restricted to 25 MPH or less and while within terminal limits.

EXCEPTION: Cars having 3 loaded trailers or cars having empty or loaded trailers at both outer loading positions may be handled with- out restrictions.

EQ-8. GTTX or JTTX Cars

Blocks of 10 or more empty GTTX or JTTX cars, when being moved in Distributed Power (DP) trains will be handled on the rear only behind the DP units.

Blocks of 20 or more empty GTTX or JTTX cars must be handled on the rear of non-Distributed Power trains.

EQ-9. Train Placement of 5-Well Equipment

When loaded articulated 5-well double-stack equipment is located behind blocks of 89' flat cars and/or multi-level equipment with end-of-car cushioning device, to prevent increased buff forces requires good judgment in train handling procedures.

When building trains at terminals or receiving trains in interchange, special consideration must be given to train make-up containing this equipment.

When practicable, such equipment must be handled in the head 25% of the consist.

These instructions do not apply to trains made up entirely of double-stack equipment.

EQ-10. Double Stack Equipment

The Conductor and Engineer must determine if their train contains double-stack equipment prior to departure from originating terminal or crew change point. If the trains consist includes double-stack equipment, the Conductor or Engineer must notify the Train Dispatcher prior to departure. At run through crew change points, the crew being relieved will advise the relieving crew of the presence of double-stack cars in the train. On line- of-road, when a relief crew takes over a train with double-stack equipment, the Conductor must ensure the Train Dispatcher is notified of the equipment prior to departure.

When setting off or picking up double-stack cars on line-of-road, the Conductor must ensure the Train Dispatcher is notified of the double-stack pick up/set off before departing the station.

Before entering yards (even if an approved double-stack route) Conductor must ensure Yardmaster or Terminal Supervisor is advised of the existence of double-stack cars in their train consist.

When necessary to set off or pick up a stack car account bad

order status or otherwise, crewmembers are responsible to ensure clearance from over- head wires, cables, load docks, roof overhangs or any other obstructions above or adjacent to auxiliary track being used.

EQ-11. Blocks of Empty and Loaded Cars

(a) **Blocks of Empty Cars** — Blocks of 30 or more empty cars must be handled on the rear of trains whenever practicable.

(b) **Blocks of Loaded Cars** — Blocks of 30 or more loaded cars of coal, grain, phosphate, rock, sand, sulfur or similar bulk commodities must be handled on the head of trains next to and behind locomotives whenever practicable.

EQ-12. Buffer Cars between Multi-Level and Open-Top Cars

Loaded multi-level cars must not be placed for movement in trains behind open-top hopper cars or gondolas loaded with stone, gravel, sand, lime, coal, or soda ash except when separated by 10 buffer cars.

EQ-13. Excessive Height Multi-Levels

Multi-level auto racks 20'2" high are excessive dimension cars (loaded or empty) and must be handled in accordance with high-wide clearance message. Before handling these cars on other than main tracks or sidings, it must be determined adequate clearance exists.

EQ-14. Excessive Dimension Equipment

(a) All high and wide shipments must have copy of clearance file attached to regular waybill, and movements must be made in strict compliance with clearance file information.

Conductors on trains handling high and/or wide shipments will verify car initials and numbers with waybills and clearance files. Conductors will also verify route of each car by comparing route on waybill with Restricted Route as shown on Clearance File. Restricted Route will be more detailed. If any discrepancy exists, Conductor will notify the Network Operations Center by the quickest available means of communication and will not move the shipment until properly authorized.

The safe and proper handling of high and wide shipments requires strict compliance with instructions contained in the clearance file by train and engine crews and Train Dispatchers.

The Engineer and Conductor on through, local, or high-wide trains must each have a copy of the clearance restriction file.

When handling more than one such shipment, Network Operations Centers will determine the most restrictive of all shipments, and extra copies of this file will be furnished with the Train Clearance to both Engineer and Conductor.

Train Dispatchers, with the assistance of train and engine crews, will establish meeting and passing points in accordance with clearance files of all trains to be met or passed.

Train and engine crews will be responsible for passing standing cars on adjacent side, industrial, and yard tracks in accordance with clearance file restrictions.

Trains meeting or passing another train with high and wide shipments must comply with instructions received from the Train Dispatcher.

When trains handling high and wide shipments and/or triple loads go into emergency for any reason, in addition to inspecting their entire train, all high and wide loads and/or triple loads must be inspected to determine if loads or cars have been damaged or if loads have shifted. Train crews will advise Train Dispatcher of findings.

At stations where no Mechanical personnel are on duty and NS crews pull interchange from foreign railroads, inspection of cars for defects in accordance with **NS-1 Rule C-100** is required. Crew members will also make an inspection of open-top loads to determine the possibility of loads being excessive dimensional loads.

If there is any doubt regarding load being an excessive dimensional shipment, the Network Operations Center should be notified immediately to determine if shipment is, in fact, an excessive dimensional shipment requiring a clearance file. The shipment must not be moved until appropriate clearance file or proper authority is received.

If there is no clearance file available, the car should not be placed in train before a mechanical inspection is made to determine if the car is an excessive dimensional shipment. Before departing, Conductors on all outbound trains must check their consist. If high and wide shipments are shown on the consist, the Conductor must contact the proper authority before departing in order that clearances can be checked prior to moving the train. On transfer movements departing yards, if cut of cars contains high and wide shipments this information will be shown on the "list." The Conductor on outbound transfer cuts must also contact the Yardmaster or other designated employee to ensure that high and wide shipments have been cleared before departing.

(b) Before handling excessive dimension equipment on other than main tracks or sidings, it must be determined that adequate clearance exists. Oversize shipments must not be left on any track adjacent to the main track or sidings unless authorized by the Network Operations Center.

EQ-15. Other Equipment Restrictions

(a) Backhoes specially designed to unload crossties from gondolas constitute an excessive dimension car (13' 1" wide) when mounted on top of a gondola.

To ensure the safety of work trains as well as movements subject to passing on adjacent track(s), the following precautions must be taken when the backhoe is mounted on top of the car:

1. Equipment must be kept under observation with particular care being taken to avoid contact with side structures or obstructions.

2. Protection must be provided for movements on adjacent track(s).

(b) Roller bearing equipped cars with converted friction bearing side frames are prohibited in interchange. Cars with converted friction bearing side frames must not be placed for loading. Cars found with converted friction bearing side frames must be turned over to the Mechanical Department for disposition.

EQ-16. Welded Rail Trains and Associated Equipment

(a) 2 loaded rail trains, or 1 loaded and 1 empty rail train, may be handled as 1 movement. When loaded and empty rail trains are handled together, the empty train must be on the rear.

Empty rail trains may be handled on the rear of revenue freight trains excluding those designated as corporate trains. If pusher service is required, the pusher must be placed ahead of the empty rail equipment.

Rail laying, T&S, and associated equipment may be handled on a loaded rail train but must be handled on the rear end only. Rail trains are permanently coupled together by having an approved locking device inserted in the uncoupling lever mechanism and secured with a bolt. These cars are not to be separated. In the event of a bad order car, the entire train must be set off until repairs are made.

Crewmembers taking charge of a loaded welded rail train will inspect it to determine that the uncoupling lever mechanism locks are in place on each car before moving the train except when relieving a crew that has previously handled the train, or when notified by the proper authority, the securement between the cars has been checked. This paragraph does not apply to a rail train originating in Atlanta, GA.

Cars coupled together and equipped to pick up and to unload strands of welded or bolted rail are not to be separated due to the possibility of damage to the hydraulic hose connection between the cars.

Loaded rail trains must not be originated from any crew change point without first being inspected and approved for movement by Maintenance of Way forces.

In the event of bad ordering any rail train and associated equipment, the Manager Train Operations must notify Rail Welding Plant in Atlanta, GA.

Rail trains and associated equipment must not be handled without air on the trains and all other NS Rules applying to train air brakes and service reductions apply when handling these trains.

Welded rail trains handled on grades must not be separated from engine unless accompanied by a sufficient number of cars with effective hand brakes to secure the train.

(b) Unloading Welded Rail at Railroad Crossing at Grade or Interlocked Junction

Before a rail train unloads rail within the limits of a railroad crossing at grade or interlocked junction, protection as prescribed below must be established and maintained to ensure that a crossline or conflicting movement will not enter the limits until the rail is clear of affected routes:

1. At controlled interlocking or at a junction equipped with power operated switch:

Secure time and working limits.

2. At locations where the home signal for crossline or conflicting route is controlled by a Foreign Line railroad:

Communication must be established with the Foreign Line Train Dispatcher and ensure positive protection has been established and will be maintained against Foreign Line movements until affected track section is reported clear by the employee who requested protection.

3. At an automatic interlocking or non-interlocked railroad crossing at grade:

Cross line protection must be provided.

(c) Uncoupling of NS-owned Rail Equipment

Uncoupling of NS-owned flat cars operated solely in Rail Train service within the NS rail system is the responsibility of the Mechanical Department.

1. Uncoupling shall be performed under Blue Signal Protection and only by designated mechanical personnel. Prior to uncoupling any car, the uncoupling lever of that car shall be reattached.

2. Uncoupling levers may be removed from both ends of flat cars except cars at each end of a Rail Train consist must be equipped with an uncoupling lever at the end of the car to which other equipment may couple.

3. At each location where an uncoupling lever is removed, a car shall have the appropriate Association of American Railroads (AAR) approved coupler blocked, pinned, and locked to prevent the coupler from unintentionally uncoupling.

4. At each location where an uncoupling lever is removed, a car shall be stenciled with the words “CONTACT MECHANICAL DEPARTMENT TO COUPLE/UNCOUPLE” in letters of contrasting color to the car and at least 2 inches high.

EQ-17. Turnout Cars

The following turnout car sets loaded or empty are **not to be separated when in transit**. If one of the cars is bad ordered both cars must be set off. If the cars are bad ordered because of mechanical problems, the Division Manager of Mechanical Operations' Office for the division must notify the Roanoke Material Yard, Roanoke, VA.

Set Numbers: (2 cars per set)

991001 – 991021
991002 – 991022
991003 – 991023
991004 – 991024
991005 – 991025
991006 – 991026
991007 – 991027
991008 – 991028
991009 – 991029
991010 – 991030
991011 – 991031

EQ-18. Loaded Panel Switch Cars

Loaded panel switch cars must not be humped or cut off to roll free. They must be shoved to a coupling.

EQ-19. Traction Motor Cars

Loaded traction motor cars and loaded truck cars must not be humped except when they are humped to a clear track.

EQ-20. Cabooses

(a) Cabooses will be handled on rear of trains unless otherwise authorized by the General Manager.

(b) Must not be subjected to pusher or helper service.

(c) Cabooses left unoccupied/unattended on line-of-road for any reason (i.e., switching, inspecting train, etc.) must be locked to protect personal and company property.

EQ-21. Do Not Hump & Helper Restrictions

(a) The following cars, loaded or empty, must not be humped or flat switched with motive power detached except to a clear track:

1. Single or multiple-unit double-stack cars.
2. Articulated single platform (SPINE) cars.
3. Drawbar connected rapid discharge cars.

4. Articulated or permanently coupled cars.

(b) Double-stack cars must not be moved over hump retarders unless it is known there is proper clearance.

(c) Whenever practicable, articulated cars and cars with slackless drawbars should be placed ahead of cars with conventional draft gears, which in turn should be placed ahead of cars with end-of-car cushion units.

(d) Trains handling any of the aforementioned equipment must not be pushed with more than the equivalent of 12 conventional (non-high-adhesion) powered axles.

EQ-22. Equipment with Booms

A crane or other machine equipped with a boom, even if boom is detached, loaded on open-top car or moving on its own wheels must not be handled in through trains unless the boom end is trailing. It may be handled in local freight and work trains with boom forward when properly anchored.

EXCEPTION: Cranes and military equipment loaded on open-top cars may be handled in any train with boom or rotating part forward provided it is properly anchored with visible securement and does not overhang the end of the car.

EQ-23. Wrecked / Disabled Cars

Movement of wreck-damaged or disabled rail cars or parts of such cars loaded on flat cars or in open-top cars, and lading extends above or beyond the car sides, must be confined to locals, shifters, work, or wreck trains.

Authorization for movement in other trains must be secured from Clearance Department for each individual car.

Before such equipment is handled in any train, a Mechanical Department employee must inspect it and will authorize its movement and designate any speed restriction required for its safe handling.

EQ-24. Lumber Cars

Center partition lumber cars, foreign or system, must not be moved when cars are partially unloaded. These cars must not be pulled from an industry or moved without tie down cables being secured. Loading and unloading instructions and warnings not to move car without cables secured are stenciled on these cars at several locations.

EQ-25. Locomotive Cranes / Pile Drivers

(a) Locomotive cranes and pile drivers may be operated on all main and passing tracks.

(b) Locomotive cranes, with or without attached boom idler car, must not be moved over humps or through retarders when being operated under their own power. Retarders must not be set up while such equipment is in the retarders.

(c) Pile drivers must not be moved through retarders under any circumstances due to insufficient clearance. When pile drivers are placed in one of the classification tracks, they must be handled in the same manner as explosive cars.

(d) Locomotive cranes and pile drivers while working must avoid contact with overhead or side obstructions.

EQ-26. FRA Track Geometry Cars

(a) Except where further restricted, speed of FRA Track Geometry Cars must not exceed:

- Self-propelled or handled with a single locomotive .....30 MPH
- When handled in special train service with two or more locomotives, or with two or more Geometry cars.....60 MPH

When handled in:

- Freight or non-revenue trains .....50 MPH
- Intermodal trains.....60 MPH
- Passenger trains .....79 MPH

(b) FRA Track Geometry Cars must:

1. Move only on authority of the Manager Train Operations.
2. Not be subjected to pusher or helper service.
3. Not be humped or switched with locomotives detached.
4. Be handled with air hoses coupled and air cut in.
5. Not have more than 1500 trailing tons

EQ-27. Scrap Metal Cars

Employees must not pull or accept from industry any gondolas, or other open top cars, loaded with scrap metal that extends above the top of the car sides or ends of the car.

EQ-28. Track Scales

Where track scales have dead rails:

(a) Engines must not be operated over live rails.

(b) Cars must not be moved over live rails except when weighing operations are being performed.

EQ-29. GROX Equipment – Air Hose Configuration

(a) Any train containing GROX rapid dump hoppers must have the following test performed prior to departing the initial terminal or any location where train line continuity has been disturbed:

The Engineer must make a 25 lb. brake pipe reduction and a corresponding reduction must be observed by use of the end-of-train device. If the end-of-train device is defective or missing, an air gauge must be connected to the brake pipe at the rear of the train to confirm that brake pipe pressure at the rear corresponds to the Engineer's reduction.

(b) On the "A" end of cars with GROX markings, the train line hose is on the left of the coupler, and the door dump line hose is on the right of the coupler.

(c) On the "B" end of these cars, the door dump line hose is on the left of the coupler and the train line hose is on the right of the coupler. The glad hands on both the train line and door dump hoses are the same size and configuration.

All employees are to use extreme caution when coupling these hoses to ensure the correct connections are made. Afterwards, a brake test must be performed in accordance with all applicable rules and instructions.

EQ-30. Trains That Cannot Be Pushed

The Train Dispatcher must be notified of trains that cannot be pushed.

EQ-31. High Value and Electrical Shipments

(a) Loads with waybill having "high value" sticker, transformers, rotors, circuit breakers, or similar electrical equipment loaded on a well, depressed, or flat car will not be humped or permitted to roll free. They will be shoved to a coupling with motive power attached. Cars being coupled to such equipment will be handled in the same manner.

(b) Trains handling any of the aforementioned equipment must not be pushed with more than the equivalent of 12 powered axles.