



RESTRICTED EQUIPMENT RULES

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RESTRICTED EQUIPMENT RULES

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DEFINITIONS

These definitions are in addition to those found in the Operating Rules.

Automobile Train - a freight train consisting entirely of multi-level automobile carrying cars.

Clearance-Implicated Shipment - any shipment loaded on a flatcar, gondola or moving on its own wheels, which also exceeds published clearance limitations for the specified route of movement and/or otherwise restricted shipment requiring specific operating handling procedures for safe movement.

Circus/Carnival Train - a train consisting entirely of cars (passenger and freight) belonging to a circus or carnival.

Coal Train - a solid loaded freight train of coal.

COFC - Container on Flat Car

Double Stack Car - an intermodal car designed to carry containers in two stacks. Some double stack cars are single units and some have multiple platforms. Some are designed to carry trailers also. A multi-platform double stack well car or spine car has three or more platforms for carrying trailers and/or containers. These platforms may be articulated (adjacent platforms are connected by sharing a common truck) or may be solid drawbar connected (each platform has its own truck).

A loaded multi-platform double stack well car or spine car must have both end platforms loaded and must not have two or more consecutive empty intermediate platforms. Platforms are considered loaded when carrying at least one container or trailer which may be loaded or empty.

These multi-platform cars are considered empty when any of these conditions are not met.

Flanger - a piece of equipment used to clear flangeways of snow.

Grain Train - a solid loaded freight train of grain.

Hump - a method of switching cars by pushing them over an artificial hill and letting gravity push them into classification tracks.

Intermodal Train - a freight train consisting entirely of equipment designed to carry trailers, single or double stack containers, multilevel autorack cars or RoadRailers.

Long Car - a single unit car at least 80 feet long over coupler pulling faces. A long car-short car combination consists of an 80 foot or longer car coupled to a 40 foot or shorter car except a caboose at the rear of a train.

Mail Train - an intermodal or trail van train carrying mail.

Mineral Train - a solid loaded freight train of ore, phosphate, limerock, sand, salt or aggregates.

Multi-level Train - a freight train consisting entirely of multi-level autorack cars.

Non-Dimensional Shipment - Open load shipment on a flat car or gondola within car sides or end sills and not exceeding Plate "C" dimensions.

Rail Surveillance Service (RSS) - the observation and/or inspection of a car(s), trailer(s) (TOFC) or container(s) (COFC) containing sensitive commodities which are the property of the Department of Defense.

Restricted Shipment - shipment requiring specific operating handling procedures for safe movement.

RoadRailer® Train - a freight train consisting entirely of RoadRailer equipment.

Scale Test Car - Composite - a short 2-axle scale test car with a wheel base of seven (7) feet or less and consisting of a mold-casted body.

Scale Test Car - Non-Composite - a 2 or 4 axle scale test car with an outside to outside wheel base of not less than seventeen (17) feet and consisting of a fabricated body.

Schnabel Car - a specially constructed car having two separable interlocking units which form a car body. Units may be separated and load interposed between and locked in place to form a complete unit.

Short Car - A single car that is 40 feet or shorter over the pulling faces of the couplers.

Span Bolster - a beam-like structure with each end resting on a conventional truck bolster and arranged to support a

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car body through a center plate at or near its mid-point. Span bolsters can also be used with two six-wheel trucks to provide 24-wheel (12 axle) support under extremely heavy cars.

Spine Car - an intermodal car with centersill structure only, consisting of multiple platforms designed to carry containers or trailers.

Tank Surveillance Service (TSS) - the ground level observation and/or inspection of an M-1 Army tractor tank(s) on a flatcar.

TOFC - Trailer on Flat Car.

Trail Van (TV) Train - Same as Intermodal Train.

Through Truss Bridge - a bridge span in which the steel framework extends above and over the top of rail.

Tunnel - an underground or underwater passage.

Unit Train - a train of 30 or more similar car types with the same commodity. A mixed train having thirty (30) or more cars of unit train loads (coal, grain, potash, etc.) should be treated as a unit train.

Water Level Route - former Conrail Selkirk Branch, Conrail Chicago Line between CP169 and Chicago and B&O line between Greenwich and Chicago.

WorkTrain - a train handling maintenance of way work equipment and working on the roadway.

Wreck Crane - a locomotive derrick used primarily in clearing train accidents.

GENERAL RULES

RE-1. Cars must be examined carefully when switching industrial tracks, team tracks, loading tracks or similar tracks. Cars that are found to be loaded heavily on one side or end, to be overloaded, or to have lading projecting over the ends or sides, must not be moved without instructions from the Mechanical Department. Before these cars are moved, overhead and side clearances must be checked to see whether the cars will clear the industry's structure.

RE-2. Improperly loaded hazardous materials cars:

- ◆ Must not be moved without instructions of the Mechanical and Transportation Departments.
- ◆ May be moved only to a repair facility.
- ◆ The conductor must advise the train dispatcher of such movements before proceeding.

RE-3. Unit coal and ballast trains (empty and loaded) equipped with an auxiliary trainline and air dump system used for automatic unloading:

- ◆ Should be operated at all times with the system not charged-**except** when preparing to unload.
- ◆ All cars and hoses will be coupled and angle cocks properly positioned.
- ◆ The charging hose should always remain with the train when the power is changed **except** for SMEX cars which are interchanged with another railroad.

RE-4. Trains handling machinery with booms attached:

- ◆ Must have the boom in trailing position except:
 - ◆ When moving in work or wreck trains over short distances to and from the work location.
 - ◆ Tie Handler cars (material handler cars) may move in regular train service with boom trailing or forward if the engineering department employee in charge has confirmed that the equipment is properly secured.
 - ◆ Maintenance of Way machinery with booms attached loaded on flatcars or in gondolas may move in regular train service with booms tied together facing each other if the Engineering Department employee-in-charge has confirmed that the equipment is properly secured.
- ◆ Tanks with gun barrels attached can have barrels facing forward.

RE-5. Train Document Requirements:

- ◆ Unless authorized by train message and before a train (except passenger train) departs from the origin station, the train crew must have in their possession Train Documentation, and when required, Hazardous Material Information.
- ◆ Only the Director of Operations can override these instructions. This can only be done when he has ascertained that there are none of the following cars in the train:

DRGW 21507	DRGW 21526
DRGW 21510	DRGW 21527
DRGW 21512	DRGW 21529
DRGW 21516	DRGW 21538
DRGW 21522	DRGW 21539
DRGW 21523	DRGW 21547

RE-6. No Hump cars will be identified by train or yard documents and the following handling instructions apply:

- ◆ Do not hump or switch detached from locomotive or switch with this car or kick other cars into this car.
- ◆ Car may not be cut off in motion.
- ◆ Car may not be struck by any car moving under its own momentum.
- ◆ Car may not be coupled into with more force than necessary to complete the coupling.

RE-7. Plate "F" box cars, high side gondolas, open top hoppers or covered hoppers loaded with 95 tons or more and having a cubic capacity of 4000 cubic feet or greater:

- ◆ Crews must observe these cars for excessive rocking motion.
- ◆ If excessive rocking motion is observed, immediate action must be taken to reduce speed to control the rocking motion.
- ◆ Trains handling the above equipment, at locations designated in special instructions, will avoid operation in the speed range of 14 to 21 mph. If speed cannot be maintained at or above 22 mph, the speed of the train must be reduced to below 14 mph.

RE-8. Heavy bad order cars:

- ◆ **Unless** otherwise specified by Mechanical Department instructions, there are no additional equipment, speed or train placement restrictions.

LOCOMOTIVE RULES

RE-20. Locomotives:

- ◆ A single light locomotive - 30 MPH.
- ◆ EMD and GE Freight Locomotives - 70 MPH.
- ◆ Locomotive units in multiple control as a light consist may operate at timetable speed for freight trains.
- ◆ Engines being shoved (does **not** apply to helpers shoving trains) - 25 MPH.
- ◆ A maximum of twelve (12) diesel units may be used in a locomotive consist, in multiple or in tow, when the maximum authorized speed on the subdivision is greater than 25 mph.
- ◆ Special instructions that restrict the class or number of locomotive units that may be operated at a specific location are still in effect.
- ◆ All industrial spur operations and branch lines are restricted to a maximum of eight (8) units.
- ◆ Must not be operated over live rail of scale tracks except weigh-in-motion scales.

RE-21. Dedicated Maintenance of Way Locomotives:

- ◆ CSXT engines 9500 through 9999.
- ◆ 30 MPH.
- ◆ Restricted to work train service only.
- ◆ Painted bright orange and stenciled "Maintenance of Way".
 - ◆ If moved in other than work train service:
 - ◆ must be in the trailing position of the locomotive consist.
 - ◆ must be off-line or shut down.
 - ◆ may be towed at normal freight train speed.

RE-22. Dead engines moving on waybill authority on own wheels.

Unless otherwise specified, restricted to 30 MPH if not coupled to the locomotive consist.

TRAIN RULES

RE-30. Train Speed Restrictions:

TYPE OF TRAIN	MAXIMUM SPEED	REMARKS
Freight trains handling empty cars	50 MPH	Does not apply to solid intermodal trains with empty TOFC/COFC and multilevel auto rack cars
Unit Trains	50 MPH	Applies to solid loaded unit coal, coke, grain, or mineral trains
Circus/Carnival Trains	50 MPH	RBXX 001-999 series cars JESX 001-100 series cars
Any Train	25 MPH	Shoving cars. Does not apply to helpers shoving trains.
Any Train with loaded coal cars	50 MPH	If restricted by weight, train document will designate speed.

RE-31. Circus/Carnival Train Movements:

- ◆ Passenger Services must authorize and issue written or verbal instructions prior to movement.

RE-32. Intermodal Trains:

- ◆ Crew members of intermodal trains handling other than intermodal equipment in their train must advise the train dispatcher of the other type of equipment and operate at freight train speed. Crew members will be governed by the train dispatcher's instructions.

CAR RULES

RE-40. Plug Door cars:

- ◆ Doors must be examined carefully before they are opened or closed to ascertain that they are in condition to be operated safely.
- ◆ Doors must be closed and secured before the car may be moved.

RE-41. Overweight cars:

- ◆ Must **not** be moved without authority from the Customer Service Center or Clearance Bureau.
- ◆ Cars with gross weight exceeding 220,000 pounds must **not** be moved on track scales with capacity less than 200 tons.

RE-42. Trailer-on-flat-car (TOFC) or container-on-flat-car (COFC) cars spotted for drive-on loading or unloading:

- ◆ All cars must be coupled.
- ◆ The slack must be adjusted to permit the proper positioning of bridge plates.
- ◆ The hand brake must be applied on each car.

RE-43. Auto-rack cars spotted for loading or unloading:

- ◆ All cars must be coupled with the slack **not** bunched to permit proper placement of portable bridge plates.
- ◆ The hand brakes must be applied on the first, last and every fourth car in the group of cars.

RE-44. Loaded auto-rack cars:

- ◆ Must not be placed in a train directly behind open-top cars loaded with sand, gravel, coal or similar commodity.

RE-45. Intermodal Double Stack Equipment: (does not apply to EPIX & MERX cars)

- ◆ In all trains, except intermodal trains, with double stack equipment, placement will be as follows:
 - ◆ Double stack equipment with loaded or empty containers (head end of train).
 - ◆ Double stack equipment with no containers (rear of train).
- ◆ Double stack equipment must not be:
 - ◆ Humped
 - ◆ Cut off in motion with the intent of coupling into another car.
 - ◆ Struck by any car moving under its own momentum,
or
 - ◆ Coupled into with more force than is necessary to complete the coupling.

RE-46. Single axle - TTOX (single platform) & TTFX (four platform) cars:

- ◆ Maximum tons behind these cars when **empty** must not exceed 3000.

Exception: When moving from former Conrail Selkirk Branch and Chicago Line between CP169 and Chicago, and B&O line between Greenwich and Chicago, maximum tons must not exceed 5000.

- ◆ Maximum tons behind these cars when **loaded** must not exceed 6000 provided that dynamic braking is limited to 18 effective axles.
- ◆ Loaded or empty car must **not** be rear car of train and must be at least 5 cars or platforms ahead of any helper locomotive(s).
- ◆ When helper locomotive is placed on rear of train that contains loaded or empty TTOX or TTFX single axle car(s), helper may have up to 6000 working horsepower and 12 effective working axles of power and is limited to a maximum tractive effort as follows:
 - ◆ helper less than 4000 total working HP - 1000 amps or 110 K lbs.
 - ◆ helper 4000 to 5000 total working HP - 900 amps or 110 K lbs.
 - ◆ helper over 5000 working HP - 800 amps or 110 K lbs.

RE-47. Train make-up instructions for intermodal cars in intermodal trains - except Water Level Route:

- ◆ **Train Size:** Less than or equal to 6000 tons and not exceeding 9000 feet:
 - ◆ No restrictions except see rule RE-46 for single axle car placement.
- ◆ **Train Size:** 6001 tons to 7500 tons and not exceeding 9000 feet:

ENGINE	+	Headend block up to 1500 tons ◆ Loaded multi-platform DS ◆ Loaded spine cars ◆ Loaded single DS ◆ Above cars can be in any order but only these cars can be ahead of 6,000 trailing tons.	+	6000 trailing tons ◆ Loaded/empty single DS ◆ Loaded/empty spine cars ◆ Loaded/empty conventional COFC/TOFC cars ◆ Loaded/empty multi-platform DS ◆ Above cars can be in any order; see rule RE-46 for single axle car placement.
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- ◆ **Train Size:** 7501 tons to 9000 tons or train length 9001 to 10,000 feet:

ENGINE	+	Headend block up to 3000 tons ◆ 1st ten platforms or wells must be loaded with at least one container/trailer ◆ loaded multi-platform DS ◆ loaded spine cars ◆ loaded single DS ◆ above cars can be in any order ◆ above cars can be in any order	+	6000 trailing tons ◆ loaded/empty single DS ◆ loaded/empty spine cars ◆ loaded/empty conventional COFC/TOFC cars ◆ empty multiplatform DS ◆ above cars can be in any order; see rule RE-46 for single axle car placement ◆ loaded multiplatform DS can be placed in the trailing 6,000 tons if they are ahead of loaded/empty conventional TOFC/COFC cars and all other empties
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- ◆ **Train size:** Greater than 9000 tons or train length is greater than 10,000 feet - Prohibited.

Restricted Equipment Rules

RE-48. Train make-up instructions for intermodal cars in Intermodal trains - Water Level Route:

- ◆ **Train Size:** Less than or equal to 6000 tons and not exceeding 12,000 feet:
 - ◆ No restrictions except see rule RE-46 for single axle car placement.
- ◆ **Train Size:** 6001 tons to 12,000 tons or train length 12,001 to 14,000

ENGINE	Headend block up to 6000 tons	6000 trailing tons
	<ul style="list-style-type: none"> ◆ Loaded multi-platform DS ◆ Loaded spine cars ◆ Loaded single DS ◆ Above cars can be in any order but only these cars can be ahead of 6000 trailing tons. 	<ul style="list-style-type: none"> ◆ Loaded/empty single DS ◆ Loaded/empty spine cars ◆ Loaded/empty conventional TOFC ◆ Loaded/empty multi-platform DS ◆ Above cars can be in any order; see rule RE-46 for single axle car placement.

- ◆ **Train Size:** Greater than 12,000 tons or train length is greater than 14,000 feet - **Prohibited.**

RE-49. Block of 30 or more loaded cars of coal, coke, grain, ore, phosphate, limerock, sand, salt, minerals or aggregates:

- ◆ Must be handled on head of train next behind engines.

RE-50. Empty Car Restrictions:

- ◆ This section does **not** apply to intermodal trains with any empty flat and multilevel auto rack cars.
- ◆ The following 80 feet or longer cars **must** be regarded as empty cars. Any empty flat car over 80 feet in length will not be placed in the first five (5) cars of any train longer than 50 cars as follows:
 - ◆ cars weighing less than 50 tons gross weight
 - ◆ flat cars with a single trailer or container
 - ◆ empty auto-rack cars
 - ◆ All flat cars without lading, trailers or containers
- ◆ Blocks of 30 or more empty cars **must** be handled on rear of trains.
- ◆ If it is necessary to move 80 feet or longer flat cars in loaded unit trains, then empty long cars must be placed on the rear of the train.
- ◆ When adding cars on line of road, the inside length stenciled on the side of the car plus five (5) feet will be used to determine the length of the car.

RE-53. Due to unloading restrictions, two rotary couplers must not be coupled together when cars in the following car identifier series are equipped with rotary couplers:

CPOX	SJRX	CSCX
DEEX	SEMEX	HLMX
SCWX	CSXT or SBD series 370000	PLMX
CR		

RE-54. Irradiated spent fuel core casks - loaded or empty:

- ◆ 35 MPH.
- ◆ When a train handling these shipments meets, passes or is passed by another train, one train must be stopped while the other moves past not exceeding 35 MPH.

Restricted Equipment Rules

RE-55. Hopper Cars:

- ◆ Open top hopper cars must **not** be accepted for movement with hopper doors open. This does **not** apply to switching movements.
- ◆ Covered hopper cars must not be accepted for movement with bottom discharge outlets open.

RE-56. Wood rack cars:

- ◆ Loaded - 50 MPH.
- ◆ Empty wood rack cars and empty modified wood racks (AAR car type F151 & F251) - 45 MPH.
- ◆ Partly loaded wood rack cars will be handled only in work trains or as authorized by the Superintendent:
 - ◆ **Exception** - when necessary to switch partial loads, handle carefully during switching to prevent damage and minimize movement of partial load.

RE-57. Gondolas loaded with stump wood:

- ◆ 50 MPH.

RE-58. Flat cars and other open-top cars loaded with pipe, lumber, logs, poles or other lading that has a tendency to shift:

- ◆ 50 MPH.
- ◆ Must not be handled in a train next to a loaded auto-rack car, a locomotive, or a caboose.
- ◆ Restriction applies only:
 - ◆ **when any of the lading protrudes** beyond the car ends.
 - ◆ when any of the lading extending above the car ends is liable to shift so as to protrude beyond the car ends.

RE-59. Flat cars with reporting marks of GTTX including car types codes F126 or F226 must be handled on the rear of the train.

RE-60. Tank cars:

- ◆ Loaded with clay slurry, kaolin, mineral clay or flammable compressed gas - 50 MPH.
- ◆ UTLX 83000-83080 series when empty - 40 MPH.

RE-61. Heavy Duty Flats, Schnabel and Span-Bolstered Cars:

- ◆ Loaded Heavy Duty Flats, Schnabel or Span-Bolstered cars **cannot** be moved without Clearance Bureau authority.
- ◆ Prior to forwarding this equipment in a train, authority for movement **must** be obtained from the Chief Dispatcher.
- ◆ **Loaded** eight (8) or more axle Heavy Duty Flats, Schnabel or Span-Bolstered cars must be placed at or near the head end of train.
- ◆ **Empty** eight (8) or more axle Schnabel cars and Heavy Duty Flats or Span Bolstered cars over Plate "C".
 - ◆ 40 MPH.
 - ◆ Must be handled on rear of train as last car in train not exceeding 100 cars in length.

RE-62. CP 505631-505929 cars and CWP 9000-9019 cars:
45 MPH **ONLY IF** restricted by train documents.

RE-63. Caboose Cars:

- ◆ Must be placed at the rear of the train unless otherwise authorized by the Superintendent.
- ◆ Must not be subjected to pusher or helper service.

RE-64. Passenger equipment, including railroad owned office type cars, railroad research/test cars, foreign/private owned office type cars, commuter cars and rapid transit cars will be restricted as follows:

- ◆ Must not be subjected to helper service (when on rear of train).
- ◆ Must not be humped or flat switched with the motive power detached.
- ◆ Must not be coupled to cars with shelf type couplers.
- ◆ Must be handled separately when being switched and spotted in yards.
- ◆ May be run at intermodal speeds when operating in intermodal trains.
- ◆ Conrail, CSXT, and NS passenger cars should be positioned at the head end of train.
- ◆ Trailing tonnage must not exceed 7000 tons for CSXT and Conrail passenger cars.
- ◆ Trailing tonnage for NS passenger cars will be specified by car number.
- ◆ **NOTE:** Cars may be positioned on rear of a train after:
 - ◆ train makeup and territory to be traversed is considered, **and**
 - ◆ movement wire (notification) must include the requesting/approving officer's name.
- ◆ Privately owned passenger cars will be placed on rear of freight train only after approval of CSXT Passenger Services (or NS AMTRAK Operations, if applicable).
- ◆ Commuter cars:
 - ◆ will be placed on rear of freight train only after approval of CSXT Passenger Services (or NS AMTRAK Operations, if applicable).

- ◆ must be equipped with appropriate couplers and/or heavy duty knuckle adapters.
- ◆ Rapid transit cars traveling on their own wheels may be moved only in special train service, dimensional train service or local freight train service. When moved in local train service, the length of the train must not exceed 1,200 feet.

RE-65. RoadRailer® Equipment:

◆ RoadRailer Definitions:

- ◆ **Bogie** - a freight car truck equipped with a RoadRailer adapter on top of bolster/adapter plate with holes in sides to permit trailer locking. A brake control valve mounted on the bogie brake cylinder incorporates a spring brake which automatically applies when no brake pipe pressure is present.
- ◆ **Coupler Mate Freight Car Truck** - couples locomotive to head end of train; has RoadRailer coupler/socket on one end and railroad coupler on other end.
- ◆ **Caging** - a means of mechanically releasing the spring parking brake. The caging tool compresses the parking brake spring and releases the brake.
- ◆ The maximum length/tonnage of a RoadRailer train is 125 cars and 4,800 tons.
- ◆ RoadRailer cars must not be operated with other freight cars and must not be humped.

Exception: RoadRailers may be handled on Intermodal trains when the RoadRailer equipment is on the rear of the train and total tonnage is no more than 5,000 tons.
- ◆ AMTRAK RoadRailer cars may be handled on AMTRAK Passenger Trains not exceeding 90 MPH.
- ◆ When coupling RoadRailer trailers with a locomotive, a safety stop must be made before coupling.
- ◆ RoadRailer trailers must be coupled at a speed not to exceed 2 MPH.
- ◆ A single RoadRailer must not be left on a track in ABS territory, or within interlocking limits, unless the Dispatcher is notified and provides protection.
- ◆ Reverse movements of RoadRailer equipment may be made only when absolutely necessary and may not exceed 10 MPH.

Restricted Equipment Rules

- ◆ RoadRailers must be set out if highway wheels are on the rail and the condition cannot be corrected.
- ◆ Do not bypass any RoadRailer equipment with a run-around hose unless absolutely necessary.
- ◆ Any unit bypassed with a run-around hose must be set-out at the next RoadRailer terminal.
- ◆ If Mechanical Department personnel are not available to cage or otherwise disable bogie spring brake, then trailer must be set out.
- ◆ Caging bolt and instructions for its use are supplied in Coupler Mate.

Restricted Equipment Rules

RE-66. Wreck Cranes/Derricks:

- ◆ Being pulled - 35 MPH.
- ◆ Being pushed - 20 MPH.
- ◆ Must be handled at head end of train, not exceeding 3500 trailing tons, separated from engine with one spacer car,
or
- ◆ Must be handled at rear of train ahead of five (5) cars having operative brakes and with no empty cars within ten (10) cars ahead of crane.

RE-67. Shoving Platforms:

- ◆ Must be placed at the rear of the train unless otherwise authorized by the Superintendent.
- ◆ Must not be subjected to pusher or helper service.

RE-68. Special Series Cars - Restricted by Truck Condition:

- ◆ 40 MPH **ONLY IF** restricted by train documents

CLEARANCE IMPLICATED SHIPMENT RULES

RE-70. The clearance under or adjacent to track overhead structures **must not** be changed without approval from the Clearance Bureau.

RE-71. Clearance-implicated shipments include:

- ◆ Any load on a flat car, or in a gondola car which extends beyond car sides or end sills in height, width or length, including all overhanging and bolstered load shipments.
- ◆ Dead engines over plate "C"; moving on waybill authority on own wheels.
- ◆ Any maintenance of way work equipment over Plate "C" moving on its own wheels, e.g., wreck cranes, bridge department cranes, pile drivers, snow plows, undercutters and ditcher spreaders.
- ◆ Any shipment requiring movement restriction, i.e., radioactive material, damaged equipment.
- ◆ Any loaded shipment of restricted span bolstered heavy duty cars covered by AAR Circular # OT-2-B.
- ◆ Any free movement for nonprofit agencies.
- ◆ Any open load exceeding \$1 million dollars in value.

RE-72. Rules governing clearance-implicated shipments:

- ◆ Must be authorized for movement by the Clearance Bureau and written or verbal instructions must be issued by the Clearance Bureau prior to movement.
- ◆ Must not be picked up on line of road and moved without written or verbal instructions from the Clearance Bureau.
- ◆ Must be inspected and approved by the designated Mechanical Department personnel at origin or interchange, prior to movement. The inspector must complete the appropriate inspection report and present it to the appropriate Transportation Department or Customer Service Department employee for further handling.
- ◆ When tendering a clearance-implicated shipment requiring inspection at origin or interchange, a Transportation Department employee designated by the Superintendent is responsible for notifying the local Mechanical Department supervisor on duty.
- ◆ After the Clearance Bureau has authorized and protected a clearance-implicated shipment, a Transportation Department employee designated by the Superintendent must notify the Chief Train Dispatcher for authority to add the shipment to a particular train.
- ◆ Clearance-implicated shipments are covered by written instructions issued by the Clearance Bureau and must be properly identified on Train Documentation. Train crew members must ascertain that Clearance Bureau written instructions covering a particular clearance-implicated shipment are included in the Train Documentation presented to them.
- ◆ The yardmaster and train dispatcher must ascertain that clearance-implicated shipments are correctly placed in trains at originating yard or terminal.
- ◆ The yardmaster and train dispatcher must ascertain that clearance-implicated shipment is placed on train moving over correct route of movement outlined in Clearance Bureau authorization.

- ◆ Dimensional or valuable clearance-implicated shipments must not be humped, flat switched or moved in a train requiring switching against the load.
- ◆ If a train carrying a dimensional or valuable clearance-implicated shipment must make a pick-up or set-off, crew must obtain approval to do such from a Transportation Department supervisor.
- ◆ The Chief Dispatcher will control the safe movement of the clearance-implicated shipment over main track, sidings or other segment of track under his or her jurisdiction. The Chief Train Dispatcher must also notify other Chief Train Dispatchers along route of movement to protect trains handling clearance-implicated shipments over adjoining territories.
- ◆ The train crew handling clearance-implicated shipment must advise the yardmaster of the shipment prior to entering yard or terminal.
- ◆ Clearance-implicated shipments may be moved in yards and terminal without Clearance Bureau authorization provided:
 - ◆ The Train Dispatcher or yardmaster controlling the movement protects the movement, and the shipment is placed under the observation of the crew.
 - ◆ When clearance-implicated shipments are interchanged to a foreign railroad, the appropriate representative of the foreign railroad must be contacted. The Superintendent will designate the appropriate Transportation Department employee to make the contact with the foreign railroad representative.
 - ◆ The Chief Train Dispatcher must be notified before clearance-implicated shipments are loaded on track(s) adjacent to a main line. The yardmaster must be notified before clearance-implicated shipments are loaded on track(s) in terminal areas.

ENGINEERING DEPARTMENT WORK EQUIPMENT RULES

RE-80. Engineering Department work equipment loaded on cars, moving dead-in-tow or under own power is the responsibility of an Engineering Department employee in charge. This employee must determine whether the shipment is clearance implicated based on the type of equipment being moved, type of train service and lading dimensions. The Engineering Department employee in charge must furnish shipping instructions and lading description to the appropriate Transportation Department employee or Customer Service Center employee.

RE-81. Engineering equipment over plate "C" moving on its own wheels dead-in-tow (burro crane, undercutter, ditcher, Jordan Spreader, snow plow, tie handler, etc.):

- ◆ Must be handled as clearance implicated shipment **unless** moving in work train service to and from the work location **not** requiring T&E employee change.
- ◆ 25 MPH **unless** specifically cleared for a higher speed.
- ◆ Must be handled at head end of train not exceeding 3500 trailing tons or at rear of train ahead of occupied caboose when moving in work train service not covered by Clearance Bureau instructions.
- ◆ Must be handled with counter balance end forward.
- ◆ Must **not** be subjected to pusher or helper service.
- ◆ Must **not** be humped.

RE-82. Railcars loaded with engineering equipment:

- ◆ **Must** be inspected by a qualified Engineering or Mechanical Department employee to confirm that dimensions are within Plate "C".
- ◆ If not within Plate "C" - **must** be handled as clearance-implicated shipment.
- ◆ The Engineering Department employee in charge is responsible to confirm lading is tied down properly and that any booms are properly secured.
- ◆ 50 MPH.
- ◆ **Must** be placed (single car or group of cars) starting within five (5) cars of engine or caboose under observation of crew.
- ◆ Tie Unloaders (material handler/tie handlers) cars:
 - ◆ The Engineering Department employee in charge is responsible to determine if a Tie Unloader is loaded on a "Home" car and **if not** must inform the Transportation Department and the Clearance Bureau to handle as a clearance implicated shipment.
 - ◆ Tie Unloaders (material handler cars) may move in regular train service with boom trailing or forward if the engineering department employee in charge has confirmed that the equipment is properly secured.
 - ◆ Tie Handlers on maintenance of way flatcars may move in regular train service with booms tied together facing each other if the Engineering Department employee in charge has confirmed that the equipment is properly secured.
- ◆ CSXT 999130 tie unloader must be considered a Clearance implicated shipment.

RE-83. Welded Rail Equipment.

Trains handling **loaded** welded rail or continuously jointed rail:

- ◆ 40 MPH.
- ◆ Loaded welded rail equipment not exceeding 12 cars (including buffer cars at each end of the cars loaded with rail) may be handled in regular freight service next to the locomotive consist.
- ◆ 40 MPH when not exceeding 12 cars and handled in regular freight service.
- ◆ When not equipped with designated buffer cars, must have a loaded hopper car placed at each end of cars loaded with rail.
- ◆ No other equipment will be handled in this type of train except for cars relating to the welded rail (such as unloading cars).
- ◆ Two loaded rail trains, or one loaded and one empty rail train, may be handled as one movement. When loaded and empty rail trains are handled together, the empty train must be on the rear.

Empty welded rail equipment:

- ◆ Must be handled on the rear of the train.

RE-84. Air-activated equipment (such as dump cars and spreaders) when being moved in trains other than work trains:

- ◆ All moveable components must be secured.
- ◆ Equipment air-activated system must be isolated to prevent interference with the train air brake system.

RE-85. Air Dump Cars:

- ◆ 50 MPH.
- ◆ The following air dump cars - 30 mph:

BO 913801-829	CSXT 913324	CSXT 995299	CSXT 970603
CRR 1632-35	CSXT 913425	CSXT 995322	CSXT 970606
CSXT 913301	CSXT 913800-829	CSXT 995327	SBD 995338
CSXT 913302	CSXT 913980	CSXT 995334	SBD 995343
CSXT 913303	CSXT 913981	CSXT 995337	SBD 995344
CSXT 913304	CSXT 913982	CSXT 995339	SBD 995352
CSXT 913306	CSXT 913983	CSXT 995340	SCL 465326-355
CSXT 913307	CSXT 970221	CSXT 995342	WM 913980
CSXT 913308	CSXT 995289	CSXT 995347	WM 913983
CSXT 913311	CSXT 995290	CSXT 970201	
CSXT 913321	CSXT 995297	CSXT 970206	
CSXT 913322	CSXT 995298	CSXT 970210	

RE-86. Camp Cars including Univan Camp Cars:

- ◆ 40 MPH.
- ◆ Must be placed at the rear of the train unless otherwise authorized by the Superintendent.
- ◆ Must be placed immediately ahead of the caboose when a caboose is located at the rear of the train.
- ◆ When camp cars are to be handled in trains requiring helper engines at the rear, the helper engines must be placed ahead of the camp cars.

RE-87. Speno ballast cleaning or sweeper equipment:

- ◆ 30 MPH.

RE-88. Flangers - Type SFIA, SFIB and SF2A:

- ◆ In train secured for movement - 50 MPH.
- ◆ Behind engine flanging - 30 MPH.
- ◆ When working - 5 MPH while:
 - ◆ Passing station platforms.
 - ◆ Passing over grade crossings.
 - ◆ Passing equipment on adjacent tracks.
 - ◆ Backing up.

Restricted Equipment Rules

RE-89. Ice breaker cars when moving through tunnels -
10 MPH.

RE-92. Scale Test cars.

- ◆ Two axle scale test cars that must be handled at the rear of the train ahead of five (5) cars with operative air brakes:

BO 914220-914227	CR 80004-17
CO 914200-914201	CR 80044-46
CSXT 914203	CR 80050-70
CSXT 914228	
CSXT 914229	
CSXT 914240	

- ◆ 35 MPH.

- ◆ When handled in trains requiring helper engines at the rear, the helper engines must be placed ahead of the scale test cars.

- ◆ Scale Test cars that must be handled on the rear of the train:

CO	914204
CO	914205
LN	41499
SBD	971498

- ◆ If helper engine(s) is used on the rear of a train containing any of these cars, the helper engine(s) must be placed ahead of such cars.

- ◆ Must not be humped.

- ◆ Scale Test cars that can be handled on the head or the rear of the train:

CSXT 914207	SBD 979751	LN 41496	CR 80088-97
CSXT 914208	SBD 991816-991818	LN 41497	
CSXT 991815			

RE-93. Measurement Cars - CSXT, NS, Conrail:

- ◆ Must be handled in special train service.
- ◆ Track Geometry Cars: (CSXT 999302, CR 21, CR22, NS 31, NS 33, NS 34)

Railroad	Speed Limits	Normal Test Speed
CSXT	Passenger Speed	60 MPH
Conrail	Passenger Speed	60 MPH
NS	60 MPH	60 MPH

- ◆ Research Cars: (CSXT 994501, CR 19)

Railroad	Speed Limits	Normal Test Speed
CSXT	Passenger Speed	70 MPH
Conrail	Passenger Speed	60 MPH
NS	60 MPH	60 MPH

- ◆ GRMS/T-Safe Equipment (Gage Restraint Measurement System): (GRMS 1, GRMS 2)

Railroad	Speed Limits
CSXT	35 MPH
Conrail	35 MPH
NS	Not Applicable

RAIL SURVEILLANCE SERVICE (RSS)

RE-110. Rail Surveillance Service (RSS) is the observation and/or inspection of a car(s), trailer(s), (TOFC) or container(s) (COFC) containing sensitive commodities which are the property of the Department of Defense. An RSS inspection is external only and is to ensure that the conveyance has not been broken into and that seals and locks are intact.

RE-111. Tank Surveillance Service (TSS) is the observation and/or inspection for ground level of an M-1 Army tractor tank(s) on a flatcar, and includes:

- ◆ tanks to ensure that the armor plate has not been penetrated, and that tie downs, hatches and other parts are intact.
- ◆ skirts to ensure that the skirts and steel rods securing the skirts have not been tampered with; **and**
- ◆ equipment boxes to ensure banding, exterior integrity, and tie downs are intact.

RE-112. RSS and TSS inspections will be made by the following classes of employees:

- ◆ road crews, when notified by message or train order that a RSS/TSS shipment(s) is in their train, and the train is delayed for one hour or more at any point;
- ◆ yard crews instructed to make such inspection while actually handling RSS/TSS shipment(s);
- ◆ railroad security forces where available; **or**
- ◆ car department employees

RE-113. If the inspection reveals that a TSS shipment has been tampered with or a conveyance containing an RSS shipment has been broken into or seals or locks are not intact; or if due to a defect the RSS/TSS shipment must be set-off on line of road where surveillance service is not available, employees will be governed as follows:

- ◆ a member of the road crew must notify the train dispatcher by the first practical means of communication, furnishing the set-off location and car initial and number.
- ◆ a member of the yard crew, a yard clerk or a car department employee must immediately notify the yardmaster or supervising officer, furnishing the location of the RSS/TSS shipment and the car initial and number.
- ◆ Employee thus informed must immediately inform railroad security forces and the System Operations Center. In the event local railroad security forces cannot be contacted, the Systems Operations Center must be informed.

RE-114. Employees making an inspection of RSS/TSS shipments that reveals the security of the cars to be intact, must furnish the following information to the supervising officer at the end of their tour of duty:

- ◆ car initial and number and trailer or container number if applicable;
- ◆ location of each inspection;
- ◆ how many inspections were made at each location;
- ◆ time required to make inspections(s); **and**
- ◆ class of employee who made the inspection(s)
- ◆ The supervising officer will forward such information to the Superintendent.