



NEW YORK CENTRAL SYSTEM

CLEARANCE FORM A



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To C & E at

I have orders for your train.

Order No. Order No. Order No. Order No.

Order No. Order No. Order No. Order No.

have been delivered and there are no further orders for your train.

Stop-signal is displayed

This form is authority to pass stop-signal for track. Block

OK Dispr. M Operator

This form does not affect any orders you may have received.

Manifold copies will be made for each Conductor, Engineman, and Operator, the latter retaining a copy.

Where Clearance Form A is used when the block is not clear, the line giving block indication will be left blank, and Clearance Form B used in addition to Clearance Form A.

This is an example of a single line track warrant used to authorize the movement of a train NY-8 from St. Johnsville to Hoffman's. Once NY-8 reaches Hoffman's the warrant is fulfilled and the train must remain there until the crew receives another track warrant.

Warrants are numbered sequentially from the beginning of each day



The train must be identified clearly by name or engine number plus direction. Additional words such as extra or passenger may be used but don't grant any superiority for movement. If the train or locomotive is not from the home railroad the other railroad name will be added for clarity. see additional note below

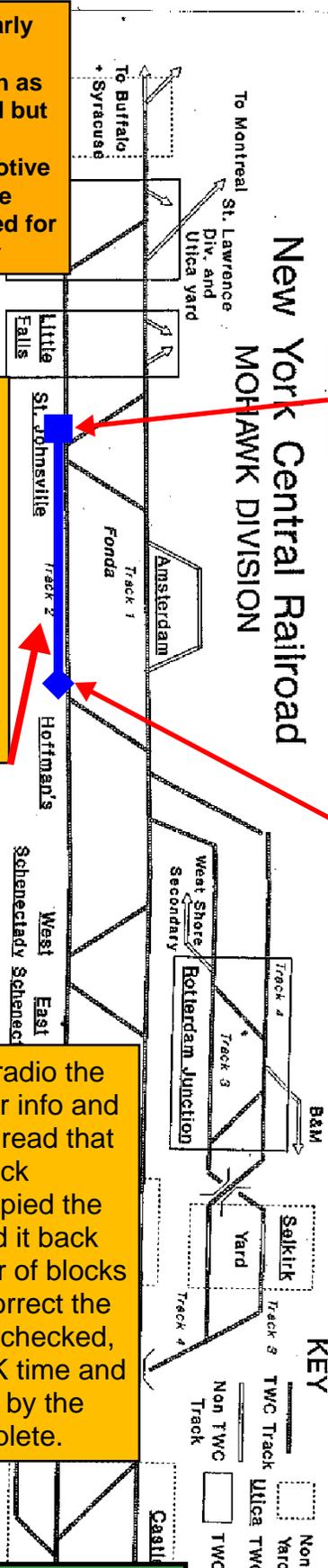
TRACK WARRANT

NO. 1 10 March 19 50
 TO: NY-8 Eng # 1617 AT: St. Johnsville

1. TRACK WARRANT NO. _____ IS VOID.
2. PROCEED FROM St. Johnsville TO Hoffman's ON 2 TRACK.
3. PROCEED FROM _____ TO _____ ON _____ TRACK.
4. WORK BETWEEN _____ AND _____ ON _____ TRACK.
5. NOT IN EFFECT UNTIL _____ M.
6. THIS AUTHORITY EXPIRES AT _____ M.
7. NOT IN EFFECT UNTIL AFTER ARRIVAL OF _____ AT _____
8. HOLD MAIN TRACK AT LAST NAMED POINT.
9. DO NOT FOUL LIMITS AHEAD OF _____
10. CLEAR MAIN TRACK AT LAST NAMED POINT.
11. BETWEEN _____ AND _____ MAKE ALL MOVEMENTS AT RESTRICTED SPEED. LIMITS OCCUPIED BY TRAIN OR ENGINE.
12. BETWEEN _____ AND _____ MAKE ALL MOVEMENTS AT RESTRICTED SPEED AND STOP SHORT OF MEN OR MACHINES FOULING TRACK.
13. DO NOT EXCEED _____ MPH BE _____ AND _____
14. DO NOT EXCEED _____ MPH BE _____ AND _____
15. PROTECTION AS PRESCRIBED BY _____ REQUIRED.
16. TRACK BULLETINS IN EFFECT _____
17. OTHER SPECIFIC INSTRUCTIONS: _____

The train is only authorized to move on the track named in the warrant. Names of tracks such as main, runner, etc. or numbers should be clearly identified by signs or rule book diagrams.

If the track warrant is sent by radio the dispatcher will read the header info and then say " check block 2" and read that line. He will then say " one block checked". The crew having copied the info onto a blank form will read it back finishing by saying the number of blocks checked. If the read back is correct the dispatcher will say "one block checked, block 2". He then gives the OK time and the initials which are repeated by the crew making the warrant complete.



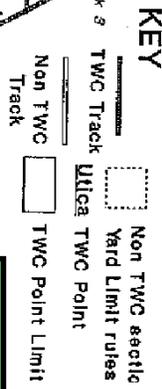
Initial Position of NY-8

Position of NY-8 when warrant is fulfilled. The authority of the warrant ends at the first siding switch of the second named point and NY-8 must stop short of the crossover.

OK 3:24 AM DISPATCHER gfw
 RELAYED TO _____ COPIED BY _____
 LIMITS REPORTED CLEAR AT _____ M BY _____

(Mark "X" in box for each item instructed.)

Note: If the train will be named in other warrants or instructions the engine number must be added to the name so other crews can identify the train. Including the engine # in the initial warrant makes it on record for future use.



NORFOLK SOUTHERN CORPORATION

OPERATING RULES

The rules herein set forth govern operations on the railroad subsidiaries of Norfolk Southern Corporation. On the effective date, these rules supersede all previous rules and instructions inconsistent herewith.

Further instructions may be issued by proper authority.

STEPHEN C. TOBIAS

Vice Chairman & Chief Operating
Officer

EFFECTIVE December 15, 1999

Revisions are effective as dated. A date beside rule number applies to all paragraphs of that rule. A date at end of a paragraph applies to that paragraph.

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TRACK WARRANT CONTROL RULES

170. AUTHORITY: Where designated by bulletin or special instructions, use of the main track will be authorized by issuance of track warrant, under the direction and over the initials of the dispatcher.

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Except as affected by Rules 170 through 185, and Rules 190 through 194; all other operating rules remain in effect.

Track warrants must be numbered consecutively from the beginning of each calendar date.

Within TWC territory:

- Trains and on-track equipment are governed by track warrants for their own movements and with respect to each other.
- There is no superiority of trains.
- Trains are not authorized by schedule; train orders are not used to authorize track occupancy.
- The word "extra" need not be used.
- Lineups are not used; INSPECTION cars and other on-track equipment will use track warrant for movement authority.

171. DESIGNATED LIMITS: The limits authorized by a track warrant must be designated by specifying track, where required, and exact points such as switches, mile posts, or other identifiable points, except station names may be used. A track warrant authorizes the movement to occupy the main track within designated limits, but the movement must not foul a switch at either end of the limits that may be used by an opposing train to clear the main track.

When a station name is used to designate the first named point, the authority will extend from the last siding switch or from the station sign if there is no siding.

When a station name is used to designate the second named point, the authority will extend to the first siding switch or to the station sign if there is no siding. At the second named point authority

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will extend to the last siding switch when instructions include "hold main track at last named point."

Movement must be made as follows:

- When authorized to "PROCEED" from one point to another, movement is authorized ONLY in the direction specified; or,
- When authorized to "WORK BETWEEN" two specific points, movement may be made in either direction between the designated points, without flag protection unless otherwise directed.

172. REQUESTING: Employee requesting track warrant must advise the dispatcher of the movements to be made and, when applicable, tracks to be used and time required.

173. COPYING:

[1] All track warrants must show the date, location, name of employee who copied it and any specific instructions issued.

[2] The dispatcher will transmit the contents of a track warrant and will then:

- [2.1] State the total number of boxes marked on the track warrant,
- [2.2] Identify the individual box numbers, and
- [2.3] When a train meet is authorized by the track warrant, the dispatcher will state "this track warrant requires a meet with Locomotive (number), (direction) at (location)."

[3] The copying employee will record all information and instructions on the track warrant form and will:

- [3.1] Repeat it to the dispatcher,

[3.2] State the total number of boxes marked on the track warrant;

[3.3] Identify the individual box numbers, and

[3.4] When a train meet is authorized by the track warrant, the copying employee will state "this track warrant requires a meet with Locomotive (number), (direction) at (location)."

[4] While the copying employee repeats the track warrant, the dispatcher will confirm contents of the track warrant and then:

[4.1] Restate the total number of boxes marked on the track warrant,

[4.2] Identify the individual box numbers, and

[4.3] Give "OK" and the time.

[5] The "OK" time will be entered on the track warrant and repeated by the copying employee to the dispatcher. The track warrant must not be considered to be in effect until "OK" time is shown on it. If the track warrant restricts movement authority previously granted, it must not be considered in effect by the dispatcher until acknowledgment of the "OK" has been received.

[6] When practicable, the conductor and engineer must have a copy of the track warrant addressed to their train.

[7] A track warrant transmitted by radio directly to a train must be copied and repeated by a crew member on the controlling unit, but it must not be copied or repeated by an employee operating a moving locomotive. When the conductor is not on the controlling unit to receive his copy, "OK" must not be given until the copying employee has advised the dispatcher that the track warrant has been read to and acknowledged by the conductor.

[8] Conductors and engineers must show track warrants to other crew members, who must keep them in mind and, should conditions require, remind conductors and engineers of their contents. If necessary, other crew members will take action to ensure compliance, including stopping the train.

[9] When a track warrant that restricts the movement of a train is issued by telephone at other than initial terminal, "OK" must not be given until the copying employee has advised the dispatcher that the track warrant has been read to and acknowledged by the engineer.

174. TRANSMITTING AND REPEATING: When transmitting and repeating track warrants, both the dispatcher and receiving employee must read aloud all the words, including those preprinted, of each item designated. Multiple-digit numbers must be pronounced, then repeated digit by digit.

Example:

1:14 PM -- "One fourteen, ONE-ONE-FOUR PM."

One-digit numbers and directions must be pronounced and then spelled. Examples:

7 -- "Seven, S-E-V-E-N."
Eastward -- "Eastward, E-A-S-T-W-A-R-D."

Station names and other words shall be pronounced and then spelled when necessary for clarity.

These requirements must also be observed by employees relaying track warrants.

175. DESIGNATION OF TRAINS: In track warrants, trains will be designated by the lead engine number and direction when applicable. When an engine of another company is used, it will be designated by the initials or name of the company preceding the engine number.

176. ELECTRONIC TRANSMISSION: At points designated by special instructions, track warrants may be transmitted electronically. When so transmitted, repetition will not be required. "OK" time will be given at the time transmitted and the initials of the Chief Dispatcher will be shown in space provided for name of copying employee.

Track warrants restricting the authority or movement of a train must not be sent in this manner unless it is known that the train being restricted will not leave the point without receiving the track warrant.

Special instructions will prescribe how track warrants are to be delivered at these points.

177. SPECIFIC INSTRUCTIONS: Track warrants will include specific instructions that must be complied with by those addressed. Each track warrant must be given in the same words to all employees addressed, and once in effect, must not be added to or altered in any manner except as provided by Rule 179 or Rule 181.

178. CHANGING TRACK WARRANT: When a track warrant is in effect and it is desired to change the limits or instructions, except as provided in Rule 181, a new track warrant must be issued with the desired instructions and include the words "Track Warrant No. _____ is void," giving the number of the track warrant being changed. When a track warrant of a previous date is voided, the date must be included. The previous track warrant mentioned will no longer be in effect.

179. MARKING VOID: The word "VOID" must be written legibly across each copy of the track warrant when:

(1) Crew member, or operator or employee in direct charge of on-track equipment, has reported train or on-track equipment clear of the limits; or

(2) Track warrant has been changed as prescribed by Rule 178.

180. OCCUPYING SAME LIMITS: Not more than one train may be permitted to occupy the same or overlapping limits of a track warrant except when:

(1) All trains within the limits have been authorized to move only in the same direction and, except in ABS territory, required to provide flag protection as prescribed by Rule 99; or,

(2) Trains are moving through the limits of a train authorized to "WORK BETWEEN" two specific points and all trains have been instructed to move at Restricted Speed within the overlapping limits. Flag protection is not required within the overlapping limits.

(3) Two or more crews performing switching or work service have been notified of each other and instructed that all movements must be made at Restricted Speed, within the overlapping limits. Flag protection is not required within the overlapping limits.

181. IN EFFECT: A track warrant, once in effect, remains in effect until a crew member, or the operator or employee in charge of on-track equipment, reports clear of the limits or the track warrant is voided. A crew member, or operator or employee in charge of on-track equipment, must report to the dispatcher when the train or equipment has cleared the limits. When clearing at a point where switch must be returned to normal position, "clear" must not be given until switch has been locked in normal position.

Within the limits of a track warrant that authorizes a train to "PROCEED" from one point to another, the dispatcher will consider the main track clear up to and including the point at which the train was last reported by a crew member to have passed. (When this is done, "OS" information must be entered on

track warrant form.) A train must not be reported as having passed a station where there is a siding until it has passed the last siding switch.

A train that turns off the main track must not permit following trains or on-track equipment to pass unless authorized by the dispatcher, who will not grant such authority until he is assured that all movements will maintain proper sequence. When necessary, new track warrants will be issued.

A train operating without a caboose must not be reported clear of the limits authorized by a track warrant unless:

- It has been visually confirmed that the rear-end marker has cleared the limits; or
- Engine has passed *3 miles beyond the limits and end-of-train device indicates proper brake pipe pressure on rear.

* If the controlling locomotive is equipped with a distance counter, and end-of-train device motion detector indicates that rear car is moving, train may be reported clear after the engine has moved a distance equal to the train's length beyond the limits.

182. MOVEMENT AGAINST THE CURRENT OF TRAFFIC: When a track warrant authorizes movement against the current of traffic, the train must use only the track designated within the limits specified.

183. RELIEVED DURING TRIP: When a conductor or engineer, or both, is relieved before completion of a trip, all track warrants and instructions held by them must be delivered to the relieving conductor or engineer.

If they cannot be personally delivered to the relieving crew, conductor will leave them in an envelope at location designated by the dispatcher and show on the envelope the correct designation of the train, date, location, and conductor's signature.

Track warrants, instructions, and other pertinent information must be compared by the relieving conductor and engineer and with the dispatcher before proceeding.

184. RESTRICTION TO CREW MEMBER: When a track warrant restricting a train at or near the point where the restriction applies is to be issued to a crew member, it must not be transmitted until the conductor or engineer has assured the dispatcher that they understand their train is to be restricted and they can comply with the restriction.

185. PROTECTING ON-TRACK EQUIPMENT: A track warrant may be issued, in the same manner as to trains, to permit on-track equipment to occupy the main track without other protection.

A track warrant must not be issued to protect on-track equipment within the same or overlapping limits with a train unless:

(1) All trains authorized to occupy the same or overlapping limits have been authorized to move in one direction only and track warrant specifies that authority for on-track equipment to occupy or perform maintenance on main track is granted behind such train; or,

(2) Trains authorized to occupy the same or overlapping limits have been notified of the authority granted on-track equipment and have been instructed to make all movements at Restricted Speed and to stop short of equipment on or fouling track and employee in charge of on-track equipment is so notified by track warrant.

Note: Roadway Worker Protection Rules must be observed if the operator and/or other occupants are engaged in any of the work activities specified in the definition of a "Roadway Worker."

TRACK WARRANT CONTROL RULES FOR DISPATCHERS

190. PRECAUTIONS ISSUING TRACK WARRANTS: Before issuing a track warrant, the dispatcher must carefully examine the situation and be certain that overlapping authority is not granted within the same limits during the same time period without proper safeguards.

Before issuing a track warrant, if it is necessary, other track warrants that are already in effect must be "voided" and reissued to require that flag protection be provided where it is necessary or to require that all movements be made at Restricted Speed within the overlapping limits as prescribed by Rule 180 or 185.

191. TRACK WARRANT EXPIRATION: If expiration time is shown on a track warrant and limits have not been reported clear by that time, the track warrant must not be considered void until limits are reported clear.

192. USE OF PREPRINTED LINES: In issuing track warrants the dispatcher must use the prescribed preprinted lines on the forms when applicable.

193. USING OTHER CONDITIONS OR SPECIFIC INSTRUCTIONS: The dispatcher will use "Other Specific Instructions" on track warrants only when the situation is not covered by preprinted lines. When used, they must be worded clearly so there can be but one meaning and in such a manner that there can be no hazard to safety.

194. RECORD OF TRACK WARRANTS: The dispatcher must maintain records of track warrants, showing to whom and at what point they were issued, limits authorized by track warrant, time "OK" is given, along with all other pertinent information. The records must include notation of track warrants

that are relayed through other employees, including the name and location of the relaying employee and the location that the train, on-track equipment, or men occupying track to perform maintenance will receive the track warrant. To ensure that it has been correctly copied, the dispatcher must instruct the relaying employee to require repetition by the receiving employee before "OK" is given.

These records must be made at once and never from memory or memoranda.

When practicable, oral instructions that are a matter of record will be given so that they will be recorded at offices which are so equipped.



TRACK WARRANT

NO. _____ 19

TO: _____ AT: _____

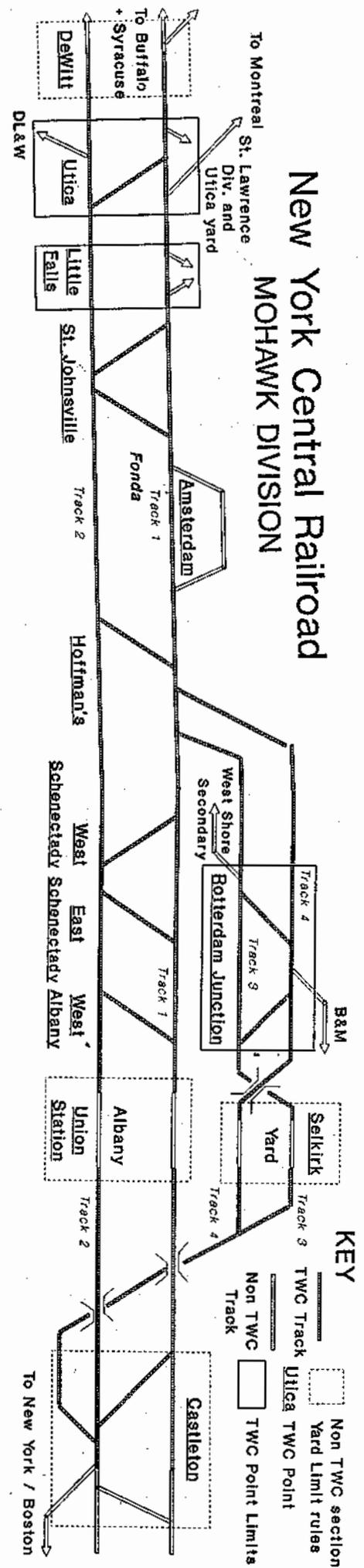
1. TRACK WARRANT NO. _____ IS VOID.
2. PROCEED FROM _____ TO _____ ON _____ TRACK.
3. PROCEED FROM _____ TO _____ ON _____ TRACK.
4. WORK BETWEEN _____ AND _____ ON _____ TRACK.
5. NOT IN EFFECT UNTIL _____ M.
6. THIS AUTHORITY EXPIRES AT _____ M.
7. NOT IN EFFECT UNTIL AFTER ARRIVAL OF _____ AT _____.
8. HOLD MAIN TRACK AT LAST NAMED POINT.
9. DO NOT FOUL LIMITS AHEAD OF _____.
10. CLEAR MAIN TRACK AT LAST NAMED POINT.
11. BETWEEN _____ AND _____ MAKE ALL MOVEMENTS AT RESTRICTED SPEED. LIMITS OCCUPIED BY TRAIN OR ENGINE.
12. BETWEEN _____ AND _____ MAKE ALL MOVEMENTS AT RESTRICTED SPEED AND STOP SHORT OF MEN OR MACHINES FOULING TRACK.
13. DO NOT EXCEED _____ MPH BETWEEN _____ AND _____.
14. DO NOT EXCEED _____ MPH BETWEEN _____ AND _____.
15. PROTECTION AS PRESCRIBED BY RULE 99 NOT REQUIRED.
16. TRACK BULLETINS IN EFFECT _____.
17. OTHER SPECIFIC INSTRUCTIONS: _____

OK _____ M DISPATCHER _____
 RELAYED TO _____ COPIED BY _____
 LIMITS REPORTED CLEAR AT _____ M BY _____

(Mark "X" in box for each item instructed.)

FORM 1714 STD (REV. 10-85)

Track Warrant Control Form used on Henry Propst's NYC Mohawk Division (front side)



back side of Track Warrant has track diagram for crew reference

This is an example of a double line track warrant. The New York Central has arranged short term use of a Boston & Maine GP-7. This engine is leading a consist bringing cars from Utica to Rotterdam Junction and Selkirk. The train does not have a regular symbol and is an extra freight. The dispatcher issues a warrant from St. Johnsville to Hoffman's on track 2 and from there to Rotterdam Junction on track 4. Once the train reaches Rotterdam Junction the warrant is fulfilled and the train must remain there until the crew receives another track warrant.



Since the Boston & Maine unit is leading, the train is identified by the railroad name, engine number and direction. The word "extra" could be included but neither that nor the movement direction grant any superiority. The dispatcher decides which trains have priority and issues the warrants to allow them 1st use of track segments.

Next warrant in sequence for this day.

TRACK WARRANT

NO. 2 10 March 1950
 TO: B&M # 1575 East AT: St. Johnsville

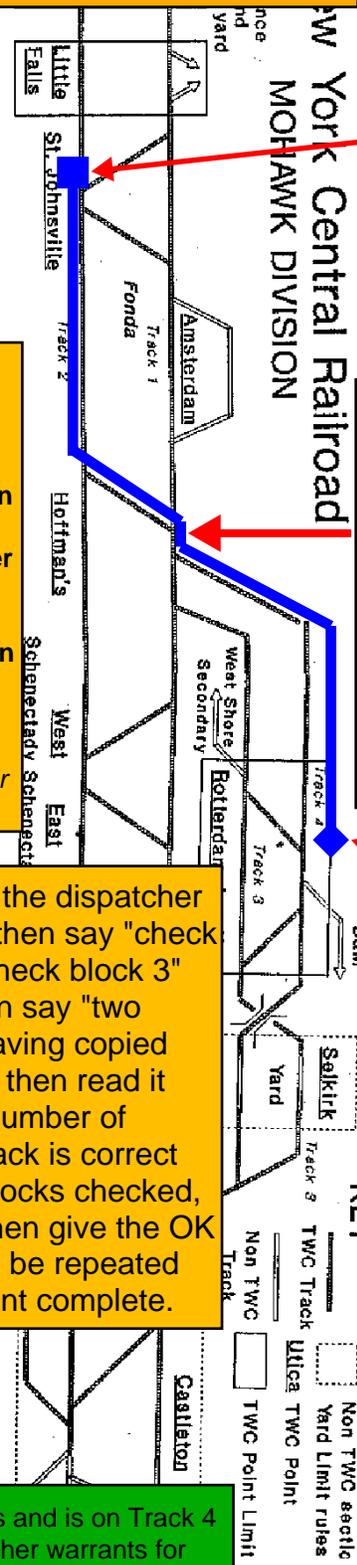
1. TRACK WARRANT NO. _____ IS VOID.
2. PROCEED FROM St. Johnsville TO Hoffman's ON 2 TRACK.
3. PROCEED FROM Hoffman's TO Rotterdam Junction ON 4 TRACK.
4. WORK BETWEEN _____ AND _____ ON _____ TRACK.
5. NOT IN EFFECT UNTIL _____ M.
6. THIS AUTHORITY EXPIRES AT _____ M.
7. NOT IN EFFECT UNTIL AFTER ARRIVAL OF _____ AT _____
8. HOLD MAIN TRACK AT LAST NAMED POINT.
9. DO NOT FOUL LIMITS AHEAD OF _____
10. CLEAR MAIN TRACK AT LAST NAMED POINT.
11. BETWEEN _____ AND _____ MAKE ALL MOVEMENTS AT RESTRICTED SPEED. LIMITS OCCUPIED BY TRAIN OR ENGINE.
12. BETWEEN _____ AND _____ MAKE ALL MOVEMENTS AT RESTRICTED SPEED AND STOP SHORT OF MEN OR MACHINES FOULING TRACK.
13. DO NOT EXCEED _____ MPH BETWEEN _____ AND _____
14. DO NOT EXCEED _____ MPH BETWEEN _____ AND _____
15. PROTECTION AS PRESCRIBED BY _____ REQUIRED.
16. TRACK BULLETINS IN EFFECT _____
17. OTHER SPECIFIC INSTRUCTIONS: _____

The train is only authorized to move on the tracks named in the warrant and in the direction specified. In order for the train to move in the opposite direction it must receive a new warrant or have block 4 checked. see later examples

If the warrant is sent by radio the dispatcher will read the header info and then say "check block 2" read that line, say "check block 3" and read that line. He will then say "two blocks checked". The crew having copied the info onto a blank form will then read it back finishing by saying the number of blocks checked. If the read back is correct the dispatcher will say "two blocks checked, block 2 and block 3. He will then give the OK time and the initials which will be repeated by the crew making the warrant complete.

OK 3:50 AM DISPATCHER sgw
 RELAYED TO _____ COPIED BY _____
 LIMITS REPORTED CLEAR AT _____ M BY _____

(Mark "X" in box for each item instructed.)



Initial Position of extra freight led by Boston & Maine Engine # 1575

When the train has cleared this point the crew should call the dispatcher and report B&M # 1575 East is clear of Hoffman's. see note

Position of B&M #1575 East when warrant is fulfilled. The authority of the warrant ends at the first siding switch of the second named point and the train stops short of the crossover.

Note: Once the last car of the train has passed through the interlocking at Hoffman's and is on Track 4 the crew informs the dispatcher and he records that information. He then can issue other warrants for the use of the segments on Track 2. The fact that the rear of the train has passed that named point voids the warrant authority up to that point since the train is not authorized movement in the opposite direction.

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New York Central RR

Train: 2nd NY-4 (Chicago to New York)

Date: 1/27/09

NYE FA's
Engines: #1045, 1043 **Engineer: K. Nelson**

Conductor: J. Cutler

On Duty: Buffalo

Instructions

- Set out any Utica, Little Falls, Fonda, and Amsterdam cars at Utica; cars will be spotted by local crew. Forward only any cars for Selkirk and points East.
- Proceed direct to Selkirk; arrive Track 2. Set out Selkirk cars on Tk1. Set out Boston and Weehawken cars, and pick cars as necessary, from Track 4. Tonnage leaving Selkirk is 25 cars.
- Proceed to NYC (60th Street Yard.)

Channel No. 9

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New York Central RR

Train: DESE/SEDE (Dewitt to Selkirk and Return)

Date: 1/27/09

NYC GP-7
Engines: #5601 **Engineer: V. Roman**

Conductor: _____

On Duty: Syracuse

Instructions

- Proceed to Utica; do all local work between Utica/Little Falls and Selkirk except at RJ.
- Proceed to Selkirk arrive on Track 2. Spot any Weehawken, New York, or Boston cars on Track 4; spot any Selkirk cars on Track 1.
- Forward any WB cars from Track 5. Proceed to Utica; do all work in route. Proceed to Syracuse (Dewitt); tonnage leaving Utica is 15 cars plus caboose.

Channel No. 4



TRACK WARRANT

NO. _____ 19____

TO: _____ AT: _____

1. TRACK WARRANT NO. _____ IS VOID.
2. PROCEED FROM _____ TO _____ ON _____ TRACK.
3. PROCEED FROM _____ TO _____ ON _____ TRACK.
4. WORK BETWEEN _____ AND _____ ON _____ TRACK.
5. NOT IN EFFECT UNTIL _____ M.
6. THIS AUTHORITY EXPIRES AT _____ M.
7. NOT IN EFFECT UNTIL AFTER ARRIVAL OF _____ AT _____.
8. HOLD MAIN TRACK AT LAST NAMED POINT.
9. DO NOT FOUL LIMITS AHEAD OF _____.
10. CLEAR MAIN TRACK AT LAST NAMED POINT.
11. BETWEEN _____ AND _____ MAKE ALL MOVEMENTS AT RESTRICTED SPEED. LIMITS OCCUPIED BY TRAIN OR ENGINE.
12. BETWEEN _____ AND _____ MAKE ALL MOVEMENTS AT RESTRICTED SPEED AND STOP SHORT OF MEN OR MACHINES FOULING TRACK.
13. DO NOT EXCEED _____ MPH BETWEEN _____ AND _____.
14. DO NOT EXCEED _____ MPH BETWEEN _____ AND _____.
5. PROTECTION AS PRESCRIBED BY RULE 99 NOT REQUIRED.
6. TRACK BULLETINS IN EFFECT _____
7. OTHER SPECIFIC INSTRUCTIONS: _____

OK _____ M DISPATCHER _____
 RELAYED TO _____ COPIED BY _____
 LIMITS REPORTED CLEAR AT _____ M BY _____

(Mark "X" in box for each item instructed.)

