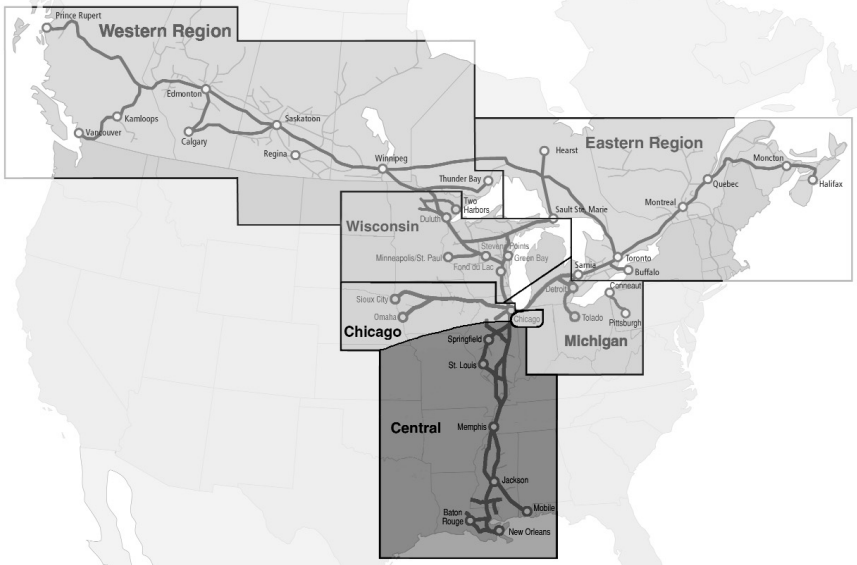




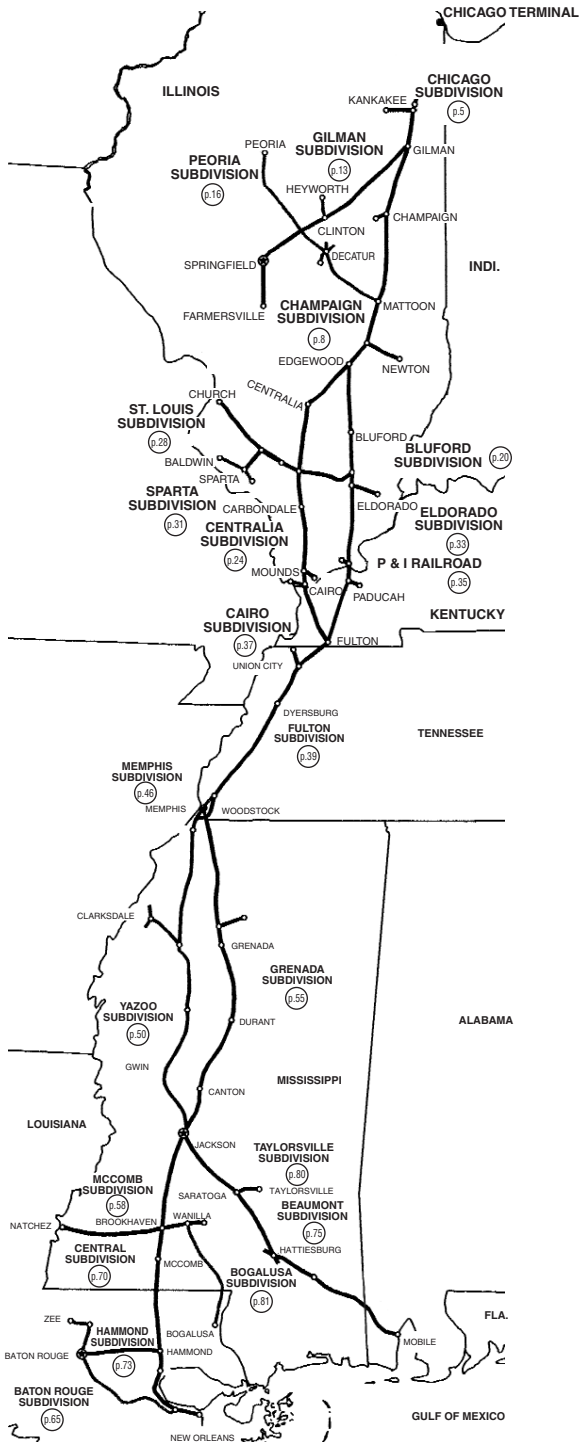
# CENTRAL DIVISION



## TIMETABLE NO. 3

**EFFECTIVE 1200  
CENTRAL CONTINENTAL TIME  
SUNDAY, JANUARY 28, 2007**

**G.T. Trafton - Senior Vice President  
J.A. Liepelt - Vice President Operations  
Southern Region**



**MIDWEST ZONE**

Bluford Subdivision . . . . .	Edgewood Jct. and North Siding . . . . .	.20
Cairo Subdivision . . . . .	Illinois and Cairo Jct. . . . .	.37
Centralia Subdivision . . . . .	Sandoval Jct. and Illinois . . . . .	.24
Champaign Subdivision . . . . .	Leverett Jct. and Sandoval Jct.. . . . .	.8
Chicago Subdivision . . . . .	Rane and Leverett Jct. . . . .	.5
Effingham Subdivision . . . . .	INRD Jct. and Effingham . . . . .	.19
Eldorado Subdivision . . . . .	Eldorado Jct. and Eldorado . . . . .	.33
Gilman Subdivision . . . . .	Gilman and Farmersville . . . . .	.13
P & I Railroad . . . . .	Burlington Jct. and P & I Jct. . . . .	.35
Peoria Subdivision . . . . .	IC Jct. and Mattoon . . . . .	.16
Sparta Subdivision . . . . .	Baldwin and Percy . . . . .	.31
St. Louis Subdivision . . . . .	Church and Duquoin . . . . .	.28

**MEMPHIS ZONE**

Fulton Subdivision . . . . .	North Siding and "A" Yard Jct. . . . .	.39
Grenada Subdivision . . . . .	Grenada Wye and Jackson . . . . .	.55
Memphis Subdivision . . . . .	Woodstock and Grenada Wye . . . . .	.46
Yazoo Subdivision . . . . .	West Jct. and Jackson . . . . .	.50

**GULF COAST ZONE**

Baton Rouge Subdivision . . . . .	Zee and Orleans Jct. . . . .	.65
Beaumont Subdivision . . . . .	Mobile and Switchtender . . . . .	.75
Bogalusa Subdivision . . . . .	Bogalusa and Wanilla . . . . .	.81
Central Subdivision . . . . .	Silver Creek and Natchez . . . . .	.70
Hammond Subdivision . . . . .	Baton Rouge Jct. and Hammond . . . . .	.73
McComb Subdivision . . . . .	Jackson and Southport Jct. . . . .	.58
Taylorville Subdivision . . . . .	Saratoga and Taylorville . . . . .	.80



### L.W. KING, GENERAL MANAGER, JACKSON

K. D. Brockman	Senior Supervisor of Locomotive Engineers	Decatur
R. D. Carlson	Supervisor of Locomotive Engineers	Harvey
W. M. Carlton	Supervisor of Locomotive Engineers	Baton Rouge
S. J. Condon	Supervisor of Locomotive Engineers	Jackson
C. B. Glascock	Supervisor of Locomotive Engineers	Fulton
C. Handley	Supervisor of Locomotive Engineers	Champaign
J. E. Regel	Supervisor of Locomotive Engineers	Memphis

#### Midwest Zone

P. L. Owens	Superintendent	Duquoin
T. E. Evans	Assistant Superintendent	Champaign
L. S. Dial	Assistant Superintendent	Carbondale

E. B. Arthurs	Trainmaster	Benton
C. W. Becker	Trainmaster	Champaign
P. Bourzikes	Trainmaster	Decatur
T. A. Griffin	Trainmaster	Effingham
C. A. Grigsby	Trainmaster	Champaign
P. J. Miller	Trainmaster	Benton
D. P. Murphy	Trainmaster	Benton
R. B. Pancoast	Trainmaster	Champaign

#### Memphis Zone

D. M. Taylor	Superintendent	Memphis
T. D. Corzine	Assistant Superintendent	Memphis
M. R. McClaren	Assistant Superintendent	Memphis
M. D. Monsour	Assistant Superintendent	Memphis
C. D. Sheridan	Assistant Superintendent	Memphis

G. D. Adkins, Jr.	Trainmaster	Fulton
J. J. Castellari	Trainmaster	Memphis
C. D. Davis	Trainmaster	Memphis
R. M. Dray	Trainmaster	Greenwood
B. J. Jury	Trainmaster	Memphis
W. B. McDaniel	Trainmaster	Memphis

#### Gulf Coast Zone

R. L. Miller	Superintendent	New Orleans
J. C. Bellamy	Assistant Superintendent	Jackson
G. J. Wheeler	Assistant Superintendent	Geismar

G. E. Burgess	Trainmaster	New Orleans
J. M. Catalanatto	Trainmaster	Geismar
T. J. Crum	Trainmaster	Geismar
F. A. Elkins	Trainmaster	Baton Rouge
S. M. Kelly	Trainmaster	McComb
J. R. Kyzar	Trainmaster	Brookhaven
M. S. Link	Trainmaster	Hattiesburg
A. D. Swindall	Trainmaster	Geismar
M. L. Tullos	Trainmaster	Jackson
C. S. Walton	Trainmaster	Jackson

D. M. Cloud	Assistant Trainmaster	Baton Rouge
B. F. Shannon	Assistant Trainmaster	Geismar
M. A. Swadley	Assistant Trainmaster	Jackson
H. Tsihlopoulos	Assistant Trainmaster	New Orleans
R. V. Wade	Assistant Trainmaster	Jackson



# CHICAGO SUBDIVISION

5

TRACK CHART & SIDINGS	SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	STATIONS		METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNELS CALL INS
				↓ TCOS H	↑ TCOS H			
			61.6	RANE		CTC	68.7	(72 72) RTC 2 Diesel Doctor 8-0-8
			64.3	CHEBANSE				
			69.1	CLIFTON				
	10,921	70.6 72.9	73.1	ASHKUM				
			78.4	N. GILMAN				
			81.1	GILMAN				
			87.6	DELREY				
	14,552	100.7 103.6	102.8	PAXTON				
	14,033	113.0 115.8	113.8	RANTOUL				
			124.1	LEVERETT JCT.				

Chicago Subdivision north of Rane is in the Chicago Division Timetable.

	Passenger	Freight
	MPH	MPH
<b>MAXIMUM SPEED</b> .....	79	60

	Passenger	Freight
	MPH	MPH
<b>SPEED RESTRICTIONS</b>		
MP 81.1 - TP&W Crossing .....	50	30
MP 81.3 to MP 87.3 - Main 2 .....	60	60
Gilman - through turnout end of Multiple Main Tracks .....	40	40
Delrey - through turnout of DCS .....	40	40
MP 113 to MP 114 .....	60	60

	Turnouts	Siding
	MPH	MPH
<b>SIDING SPEEDS</b>		
Ashkum .....	40	40
Paxton .....	40	40
Double stack equipment under bridge MP 102.7 on Paxton Siding ..		10
Rantoul - Freight Trains .....	40	40
Rantoul - Passenger Trains .....	40	60



**OPERATING CHARACTERISTICS**

**DOB LIMITS-**

Champaign DOB: Chicago Sub between MP 122 and MP 124.1  
Champaign Sub between MP 124.1 and MP 129.6

**SIGNAL RULES - in effect between**

Rule 803-816

**CTC - in effect between**

**Controlled by**

Rane and Leverett Jct. . . . . Desk 2 RTC

**Rule 901** - Main Track switches in CTC that are not equipped with electric locks, where trains must not clear the main track:

- Chebanse - North Switch . . . . . MP 62.5
- Chebanse - South Switch . . . . . MP 64.2
- Ashkum - South Elevator . . . . . MP 73.7
- Gilman - North Cargill Switch (Main 2) . . . . . MP 81.4
- Gilman - South Cargill Switch (Main 2) . . . . . MP 82.2
- Onarga - Malins Switch (Main 1) . . . . . MP 84.3
- Popel Ag Center . . . . . MP 99.9
- Paxton - Hill Switch . . . . . MP 102.5
- Ludlow - North Switch . . . . . MP 108.1
- Ludlow - South Switch . . . . . MP 108.6
- Leverett . . . . . MP 122.5

**RAILROAD CROSSINGS AT GRADE**

**Controlled by**

Gilman . . . . . TP&W Crossing . . . . . Desk 2 RTC

On-Track Safety	Gilman
Foul Time	X
Track & Time	X
Planned Work	
Watchman/Lookout	X
Lone Worker	
Lock-out Box	
Signal Maintainer	
Inaccessible Track	

**BULLETIN BOARDS**

Gilman . . . . . Yard Office

**MEASURED MILES - between**

MP 121 and MP 120

**LOCATIONS NOT SHOWN AS STATIONS**

<i>NAME</i>	<i>LOCATION</i>	<i>LENGTH</i>	<i>CONNECTION</i>
Danforth .....	.77.4 .....	.1730 .....	.Both
Onarga .....	.84.3 .....	.949 .....	.South
Popel Ag Center .....	.99.9 .....	.472 .....	.South
Ludlow .....	.108.3 .....	.3194 .....	.Both
Thomasboro .....	.118.8 .....	.2436 .....	.Both
Leverett .....	.122.5 .....	.1689 .....	.North



TRACK CHART & SIDINGS	SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	STATIONS		METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNELS CALL INS
				↓ SOUTH	↑ NORTH			
Siding → ← Yard Lead	15,928	124.2 127.4	124.1	LEVERETT JCT.		CTC	135.1	(72 72) RTC 2 Diesel Doctor 8-0-8
				— 3.7 —				
NS			127.8	CHAMPAIGN				
				— 1.8 —				
SEYMOUR SPUR			129.6	HILLCREST				
				— 7.5 —				
NS	9,984	137.1 139.3	137.1	TOLONO				
				— 4.8 —				
			141.9	PESOTUM				
				— 6.4 —				
Main 1 → ← Main 2			148.3	NORTH TUSCOLA				
CSX				— 1.5 —				
UP			149.8	TUSCOLA				
				— 2.8 —				
			152.6	SOUTH TUSCOLA				
				— 5.3 —				
			157.9	ARCOLA				
				— 5.7 —				
11,472	161.2 163.5	163.6	HUMBOLDT		165.3		(72 72) RTC 2 Diesel Doctor 8-0-8	
			— 7.2 —					
			170.8	NORTH MATTOON				
				— 1.6 —				
			172.4	MATTOON				
				— 2.2 —				
			174.6	SOUTH MATTOON				
				— 9.7 —				
11,529	184.4 186.7	184.3	NEOGA		206.1	(72 72) RTC 2 Diesel Doctor 8-0-8		
			— 12.5 —					
			196.8	N. EFFINGHAM				
				— 2.4 —				
			199.2	EFFINGHAM				
				— 6.5 —				
			205.7	WATSON				
				— 9.1 —				
19,125	214.8	214.8	EDGEWOOD JCT.		238.8	(72 72) RTC 2 Diesel Doctor 8-0-8		
			— 3.8 —					
	218.6	218.6	LACLEDE					
			— 4.5 —					
			223.1	FARINA				
				— 5.8 —				
			228.9	KINMUNDY				
			— 10.1 —					
15,727	234.9 238.0	239.0	TONTI					
			— 5.2 —					
			244.2	ODIN				
			— 3.0 —					
Main 1 → ← Main 2			247.2	SANDOVAL JCT.				

Passenger MPH    Freight MPH

MAXIMUM SPEED ..... 79      60



**SPEED RESTRICTIONS**

	<i>Passenger</i> <b>MPH</b>	<i>Freight</i> <b>MPH</b>
MP 124.2 - through turnout DCS	.40	40
MP 125.9 to MP 127.3	.60	—
Champaign - on siding (MP 124.2 to MP 127.1)	.60	40
Champaign - on siding (MP 127.1 to MP 127.4)	.25	25
Champaign - Outbound Lead	.20	20
MP 127.4 - through turnout DCS	.25	25
Champaign - NS Crossing	.30	30
Tolono - NS Crossing	.50	30
MP 148 to MP 149 (Southward Trains only)	—	50
MP 148.3 - through turnout DCS	.40	40
MP 148.3 to MP 152.6 - (Main 2)	.60	—
MP 152.6 - through turnout DCS	.40	40
Tuscola - UP/CSX Crossing	.50	30
MP 170.9 - through turnout DCS	.40	40
MP 170.9 to MP 174.6 (Main 1)	.60	—
MP 172 to MP 174.6 (Main 2)	.60	—
MP 174.6 - through turnout DCS	.40	40
MP 198 to MP 199.3	.60	—
MP 199.3 - CSX Crossing	.40	30
MP 199.3 to MP 202	.60	—
MP 214.6 - turnouts to Bluford Subdivision	.25	25
MP 229.4 - UP Crossing	.60	40
MP 244.3 - CSX Crossing	.60	40
Sandoval Jct. - through turnout DCS	.40	40

**SIDING SPEEDS**

	<i>Turnouts</i> <b>MPH</b>	<i>Siding</i> <b>MPH</b>
Champaign Siding (Refer to SPEED RESTRICTIONS on previous page)		
Tolono	SSS 40 NSS 25	40
Humboldt	SSS 40 NSS 25	40
Neoga	40	40
Effingham	25	25
Laclede	25	25
Tonti	40	40

**OPERATING CHARACTERISTICS**

**DOB LIMITS-**

Champaign DOB Chicago Sub between MP 122 and MP 124.1  
 Champaign Sub between MP 124.1 and MP 129.6

**SIGNAL RULES - in effect**

Rules 803-816

**CTC - in effect between**

Leverett Jct. and MP 247.2

**Controlled by**

Desk 2 RTC

**Rule 901** - Main Track switches in CTC that are not equipped with electric locks, where trains must not clear the main track:

Tuscola - North Intermediate	.MP 148.6
Tuscola - South Intermediate	.MP 149.6
Tuscola - Interchange Track	.MP 150.1
Tuscola - Interchange Track	.MP 150.11
Galton Grain	.MP 154.2
Arcola - North Switch Arcola Grain	.MP 157.1
Arcola - South Switch Arcola Grain	.MP 157.6



Humboldt Fertilizer . . . . .MP 163.1  
 Dorans - North Switch Dorans Grain . . . . .MP 167.2  
 Dorans - South Switch Dorans Grain . . . . .MP 167.6  
 Sigel Grain . . . . .MP 191.3  
 Effingham - Black Track . . . . .MP 197.1  
 Effingham - North Switch Effingham Equity Grain . . . . .MP 198.3  
 Effingham - South Switch Effingham Equity Grain . . . . .MP 198.8  
 Watson Grain . . . . .MP 205.5  
 Alma Fertilizer and Grain . . . . .MP 233.9  
 Tonti Fertilizer. . . . .MP 239.0

**RAILROAD CROSSINGS AT GRADE Controlled by**

Champaign . . . . .	NS Crossing . . . . .	Desk 2 RTC
Tolono . . . . .	NS Crossing . . . . .	Desk 2 RTC
Tuscola* . . . . .	UP-CSX Crossing . . . . .	Desk 2 RTC
Effingham . . . . .	CSX Crossing . . . . .	Desk 2 RTC
Kinmundy* . . . . .	UP Crossing . . . . .	Desk 2 RTC
Odin . . . . .	CSX Crossing . . . . .	Automatic

\*When absolute signal displays Stop and no conflicting movement is evident, communicate first with the RTC, and then comply with instructions posted in the release box.

On-Track Safety	Champaign	Tolono	Tuscola	Effingham	Kinmundy	Odin
Foul Time	X	X		X		
Track & Time	X	X		X		
Planned Work						
Watchman/Lookout	X	X	X	X	X	X
Lone Worker						X
Lock-out Box					X*	
Signal Maintainer			X		X	X
Inaccessible Track						

\* Instruction for using Maintenance of Way Lockout box are as follows:

Contact RTC before keying Lockout Box. If no conflicting movement is evident, place key in release and turn clockwise. When MoW light illuminates, movement may be made over crossing after ensuring there are no conflicting movements. When movement over crossing is complete and all track equipment is clear of the crossing, remove key from release.

CAUTION: THIS RELEASE IS EFFECTIVE ONLY WHILE KEY IS IN RELEASE AND TURNED CLOCKWISE. IT MUST NOT BE REMOVED UNTIL AFTER MOVE IS COMPLETE.

IF LIGHT IS FLASHING, A ROUTE HAS ALREADY BEEN ESTABLISHED. IF LIGHT IS DARK, NO PROTECTION IS PROVIDED, CONTACT A SIGNAL MAINTAINER.

**BULLETIN BOARDS**

- Champaign . . . . . Yard Office
- Effingham . . . . . Yard Office
- Centralia . . . . . Yard Office

**MEASURED MILES - between**

MP 130 and MP 131  
MP 144 and MP 145  
MP 176 and MP 177  
MP 246 and MP 247

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**SPECIAL CONDITIONS**

**Rule 527** - Automatic Warning Devices activated by a controlled signal:  
MP 163.4 . . . . .Elm Street

**Rule 528** - The last paragraph of Rule 528 applies at the following crossings:  
Havana Lead between Mattis Avenue Champaign and Seymour

**Champaign Remote Control Zones** - Four Remote Control Zones as prescribed by USOR Rule 1202 are located in Champaign Yard.

**RCZ 1** - Shoofly Track from the clearance point of the south switch of the Shoofly on the Outbound Lead to MP 125.3 (North Shoofly Switch)

**RCZ 2** - Runaround Track from MP 126.3 (Hester Crossover) to MP 127.

**RCZ 3** - North end of A Yard, the switching leads from the South Shoofly switch on the Outbound Lead to 1-A Switch and from the South Shoofly switch on the Outbound Lead to 15-A switch.

**RCZ 4** - The C-Yard Switching Lead from MP 126.3 (Hester Crossover) to 11C switch.

These zones are activated/deactivated by the Champaign Yardmaster.

**Rule 1002** - Before issuing Track & Time as prescribed by Rule 1002 that includes the NS Crossing at Tolono or the CSX Crossing at Effingham, the RTC will take supervisory control of the crossing to prohibit cross traffic.

**Rule 1002** - Track & Time as prescribed by Rule 1002 is not in effect at UP/CSX Crossing at Tuscola and at UP Crossing at Kinmundy. Roadway Workers issued Track & Time through this crossing, must stop and ascertain that the route is clear before proceeding over crossing.

**Tolono** - Planned Work as prescribed by USOR Rule 1102 must not be issued on the siding at Tolono.

**Tolono and Effingham** - When taking the dual control switch in hand position at north siding switch Tolono (NS Crossing) and north siding switch Effingham (CSX Crossing), the following part of USOR Rule 713 will not apply:

"When the selector lever is in the HAND position, signals governing movements over the switch will display Stop indication, and movements will be governed by signals from the employee handling the switch."

The following applies:

MOVEMENTS THAT LEAVE THE CONTROL POINT DURING THE TIME THE DUAL CONTROL SWITCH IS IN HAND POSITION, MUST OBTAIN PERMISSION FROM THE CONTROL OPERATOR BEFORE RE-ENTERING THE CONTROL POINT.

**Tuscola** - CN signals on both mains are requested by the RTC, but are not displayed until southward trains pass MP 146.34 and northward trains pass MP 154.11. Once past these locations, trains on Main 1 must pass the signal at the crossing within 12 minutes 27 seconds, and trains on Main 2 must pass within 12 minutes. If a train is delayed longer than these times, proceed prepared to stop at the interlocking signal until reaching a point 200 feet from that signal. If the interlocking signal then indicates proceed, the train may resume speed. Rule 860 is modified at this location.



**Odin** - CN signals at the CSX Crossing will display after southward trains pass MP 239.19 and northward trains pass MP 249.4 if the signal at Sandoval Jct. is lined for the movement. The timer will not begin until Sandoval Jct. is occupied by the train, if the signal did not display a proceed indication. Once past these locations, southward trains must pass the signal within 14 minutes 59 seconds, and northward trains must pass within 12 minutes 49 seconds. If a train is delayed longer than these times, proceed prepared to stop at the interlocking signal until southward trains reach MP 244.1 (Wood St.) and northward trains reach MP 244.5 (Merrit St.). Rule 860 is modified at this location.

**JOINT OPERATION OF MAIN TRACK**

CN operates on Union Pacific Railroad between Kinmundy and Salem. Crews must have a copy of the General Code of Operating Rules, UP System Special Instructions, and these instructions from the UP timetable.

<i>UP MP</i>	<i>UP STATIONS</i>	<i>AUTHORITY</i>	<i>RADIO</i>
242.7	Kinmundy		
	7.3		
250.0	CP I 250	CTC	(20 20)
	1.3		
251.3	Salem		
253.8			

**MAXIMUM SPEED** ..... *MPH* 60

**SPEED RESTRICTIONS** ..... *MPH*

MP 242.7 - CN Connection	25
MP 242.7 to MP 242.8	40
MP 251.2 - through turnout DCS	15
MP 252.0 to MP 252.3	20
MP 252.3 to MP 253.8	40

**SPECIAL CONDITIONS**

*Tonnage Restriction - Maximum gross weight 143 tons.*

**LOCATIONS NOT SHOWN AS STATIONS**

<i>NAME</i>	<i>LOCATION</i>	<i>LENGTH</i>	<i>CONNECTION</i>
Galton	154.2	500	South
Dorans	167.5	2100	Both
R.R. Donnelly	169.0	1500	Both
Sigel	191.3	700	South
Black Track	197.1	3765	South
Alma	233.6	1700	South



# GILMAN SUBDIVISION

**13**

TRACK CHART & SIDINGS	SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	STATIONS ↓ TCOS H                      H ↑ ZOC-H	METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNELS CALL IN'S
CHICAGO SUB			81.1	GILMAN	CTC	97.4	(72 72)
TPW	10,336	90.2 92.4	91.2	THAWVILLE 10.1 4.4	ABS TWC		RTC 2
				95.6		ROBERTS 4.6	Diesel Doctor 8-0-8
NS	8,634	110.3 112.1	100.2	MELVIN 9.8	CTC	135.6	(72 72)
				110.0			
NS	6,011	130.6 132.0		BELFLOWER 8.8	ABS TWC	RTC 2	
				130.6			FARMER CITY 6.0
HEYWORTH SPUR			136.6	FULLERTON 11.9	ABS YL	Diesel Doctor 8-0-8	
				148.5			CLINTON 8.2
TO MP 772				KENNEY 2.0	ABS TWC	Diesel Doctor 8-0-8	
				156.7			S. KENNEY 8.0
PEORIA SUB	9,049	166.8 168.5	166.7	N. MT. PULASKI 2.3	YL	RTC 2	
				169.0			MT. PULASKI 4.2
NS	6,493	173.2 174.5	173.2	LAKE FORK 17.1	ABS TWC	(72 72)	
				190.3			STARNES 1.9
IM				AVENUE 2.6	CTC	RTC 2	
				192.2			BRICK YARD 12.5
TO I.C. JCT.				CIMIC 10.2	TWC	Diesel Doctor 8-0-8	
				194.8			FARMERSVILLE
TO CROWN MINE #3			207.3				
			217.5				

**MAXIMUM SPEED** ..... 60 MPH

**SPEED RESTRICTIONS** ..... MPH

Gilman - Both Legs of Wye ..... 10

MP 81.5 - Curve ..... 40

MP 84.9 to MP 86.4 ..... 50

MP 109.2 to MP 110.3 ..... 25

Gibson City - NS Connection ..... 25

MP 123.8 to MP 146.5 ..... 50

MP 146.5 to MP 148 ..... 40

MP 148 to MP 149.3 ..... 25



MP 149.3 to MP 166.7 .....40  
 MP 166.7 to MP 169.3 .....25  
 MP 169.3 to MP 190 .....40  
 MP 190 to MP 192 .....25  
 MP 192 to MP 195 .....10  
 MP 195 to MP 218 .....30  
 MP 218 to MP 220.7 between Farmersville and Crown 3 Mine .....25

**OPERATING CHARACTERISTICS**

**YARD LIMITS - in effect between**

- MP 146.5 and MP 150.2 - Non-controlled
- MP 166.7 and MP 170.3 - Non-controlled

Employees must contact RTC before entering Yard Limits.

**TWC - in effect between**

- Gilman and MP 110.1
- MP 112.1 and MP 146.5
- MP 150.2 and MP 158.7
- MP 170.3 and MP 192.2
- MP 194.8 and MP 218

**SIGNAL RULES - in effect**

Rules 803-816

**ABS - in effect between**

- Gilman and MP 110.1
- MP 112.1 and MP 158.7
- MP 166.8 and MP 192.2

**CTC - in effect between**

**Controlled by**

- MP 110.1 and MP 112.1 .....Desk 2 RTC
- MP 158.7 and MP 166.7 .....Desk 2 RTC
- MP 192.2 and MP 194.8 .....Desk 2 RTC

**Rule 520** - Trackage south of MP 218 is designated Track other than Main Track.

**RAILROAD CROSSINGS AT GRADE**

**Controlled by**

- Gilman ..... TP&W Crossing .....Desk 2 RTC
- Gibson City ..... NS Crossing .....Desk 2 RTC
- Clinton ..... South Industry Line Crossing .....Gates\*
- Mt. Pulaski ..... Peoria Subdivision Crossing .....Desk 2 RTC
- Starnes ..... NS Crossing .....NS Train Dispatcher  
(22 22) TONE 942

\* Gates are to be left lined for the Gilman Subdivision main track when not in use.

On-Track Safety	Gilman	Gibson City	Clinton	Mt. Pulaski
Foul Time	X	X		X
Track & Time	X	X		X
Planned Work				
Watchman/Lookout	X	X	X	X
Lone Worker			X	
Lock-out Boxes				
Signal Maintainer				
Inaccessible Track			X	

**BULLETIN BOARDS**

Clinton ..... Yard Office

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**SPRING SWITCH LOCATIONS**

*Normal Position*

- (\*) Thawville - both ends of siding .....Main Track
- (+) Farmer City - north siding switch .....Main Track
- (+\*) Farmer City - south siding switch .....Main Track
- Clinton - East Jct. ....Main Track
- (\*) Mt. Pulaski - south siding switch .....Main Track
- (+\*) Lake Fork - both ends of siding .....Main Track

- (\*) Indicates Lunar light
  - (+) Indicates key operated release
- 

**MEASURED MILES - between**

MP 87 and MP 88  
MP 179 and MP 180

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**SPECIAL CONDITIONS**

**Rule 528** - The last paragraph of Rule 528 applies at the following crossings:  
Wapella - Crossings at MP 784.2 and MP 784.4

**Springfield** - When making southward movement in I&M Yard at Springfield, be sure crossing warning devices at Moffet Street have been operating at least 20 seconds before occupying the crossing. Approach to crossing is short, and requires a speed of 5 MPH to give the required warning.

**Brick Yard to IC Jct.** - Track extending from Brick Yard (MP 186) to IC Jct. (MP 187.65) is designated Track other than Main Track, maximum speed 10 MPH. CTC is in effect, RTC will contact NS Dispatcher for block at IC Jct. before issuing Track & Time as prescribed by Rule 1002. Northward trains must obtain permission from RTC before passing IC Jct.

**Brick Yard** - When operating between Brick Yard and Mid-States Warehouse and Cockrell Elevator at Springfield, be governed by the following: Between IC Jct. (MP 187.65) and KC Jct. obtain permission to enter the track from the Norfolk Southern Train Dispatcher. Between KC Jct. and MP 192.4, obtain permission to enter the track from the Union Pacific Train Dispatcher. Between MP 192.4 and Cockrell Elevator, obtain permission to enter the track from the Gateway Western Train Dispatcher.

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**LOCATIONS NOT SHOWN AS STATIONS**

NAME	LOCATION	LENGTH	CONNECTION
Weedman .....	127.4 .....	1077 .....	South
Illinois Power .....	141.3 .....	290 .....	North
Birkbeck .....	143.7 .....	933 .....	South
Chestnut .....	162.9 .....	2209 .....	Both
Barclay .....	184.2 .....	500 .....	North
Thomasville .....	214.1 .....	849 .....	South



TRACK CHART & SIDINGS		SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	↓ ICOS H STATIONS ↑ H-TROZ	METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNELS CALL INS	
UP				9.2	IC JCT 0.1	TWC		(72 72)	
				9.3	PEKIN 5.5			RTC 2	
				14.8	SOUTH PEKIN 11.4			Diesel Doctor 8-0-8	
				26.2	DELAVAN 10.0				
				36.2	HARTSBURG 8.0				
				44.2	LINCOLN 11.2				
		GILMAN SUB	4,730	54.2 55.3	55.4	MT. PULASKI 7.0	YL	(72 72)	
		NS TO ELWIN	FORSYTH SPUR GREEN'S SW SPUR			62.4	LATHAM 14.1	TWC	RTC 2
						76.5	DECATUR 0.6	YL	Diesel Doctor 8-0-8
						77.1	WABIC 2.0	ABS YL	
				79.1	DECATUR JCT. 8.5	ABS TWC			
103.8	UP	7,249	86.9 88.4	87.6	HERVEY CITY 15.6	TWC	97.5	(72 72)	
		3,464	102.8 103.5	103.2	SULLIVAN 10.2			RTC 2	
				113.4	COLES 5.8			Diesel Doctor 8-0-8	
				119.2	MATTOON				

MPH

MAXIMUM SPEED .....40

**SPEED RESTRICTIONS**

MPH

MP 9.2 to MP 9.7 (Note B) .....10  
 MP 9.7 to MP 11 .....25  
 MP 25 to MP 27 .....25  
 MP 43.9 to MP 46 .....20  
 MP 55.3 - Gilman Subdivision Crossing (Note A) .....10  
 MP 77.1 to MP 79.1 .....20  
 MP 103.4 to MP 104.8 .....25  
 MP 118 to MP 119 (Note B) .....20  
 MP 119 to MP 119.2 .....10



**OPERATING CHARACTERISTICS**

**DOB LIMITS -**

Decatur DOB Peoria Subdivision between MP 73 and MP 79.1

**YARD LIMITS - in effect between**

MP 54 and MP 57.4 - Non-controlled - Contact RTC before entering.

MP 73 and MP 79.1 - Non-controlled - Contact Decatur Yardmaster before entering.

**TWC - in effect between**

IC Jct and Mattoon

**SIGNAL RULES - in effect**

Rules 803-816

**ABS - in effect between**

MP 77.1 and MP 86.8

**RAILROAD CROSSINGS AT GRADE**

**Controlled by**

Lincoln . . . . . UP Crossing . . . . .UP Train Dispatcher (78 78)  
(800) 873-3749 Ext. 92063

Mt. Pulaski . . . . . Gilman Sub Crossing . . . . .Desk 2 RTC

Wabic . . . . . NS Crossing . . . . .NS Train Dispatcher (22 22)  
TONE 642

Sullivan . . . . . UP Crossing . . . . .Automatic

Elwin . . . . . CIS Crossing . . . . .Rule 513

On-Track Safety	Mt. Pulaski	Sullivan	Elwin
Foul Time	X		
Track & Time	X		
Planned Work			
Watchman/Lookout	X	X	X
Lone Worker		X	X
Lock-out Boxes			
Signal Maintainer		X	
Inaccessible Track			X

At locations controlled by other railroads, be governed by their instructions.

**BULLETIN BOARDS**

Peoria . . . . . TZPR Crew Building

Decatur . . . . . Yard Office

**MEASURED MILES - between**

MP 17 and MP 18

MP 111 and MP 112

**JOINT OPERATION OF MAIN TRACK**

CN Operates on Tazwell and Peoria Railroad between IC Jct. and Wesley. General Code of Operating Rules is in effect. Radio Channel (24 24)

**SPECIAL CONDITIONS**

**Rule 528** - The last paragraph of Rule 528 applies at the following crossings:  
Green's Switch Spur - MP 27.80 (Cty Hwy 3), MP 28.09 (Hubbard Ave.) and  
MP 28.61 (Pershing Road)

**ADM East Plant Decatur** - Maximum speed in ADM East Plant is 5 MPH. Account close clearance, only SW type locomotives may enter Limestone Dump Building.

A warning device activation switch is located on the north steel tank approaching Track 4 in ADM East Plant. This switch must be activated when entering Track 4, and deactivated when departing.

**Tate & Lyle Switching Lead Decatur** - Automatic Crossing Devices at Faires Pkwy consist of highway traffic signals and rotating strobe light mounted atop traffic signal cantilever. When approaching crossing, and rotating strobe light nearest CN track is operating, train may proceed normally. If strobe light is not operating, train must stop and not proceed until signaled to do so by an employee on the crossing.

**Elwin** - Locomotives must not cross the pit at Illinois Valley Paving, MP 746.2.

### LOCATIONS NOT SHOWN AS STATIONS

<i>NAME</i>	<i>LOCATION</i>	<i>LENGTH</i>	<i>CONNECTION</i>
Emden	.32.2	.197	.South
Chestervale	.49.2	.840	.South
Bearsdale	.71.8	.2850	.Both
PPG	.83.4	.949	.Both
Dalton City	.90.8	.1362	.Both



# EFFINGHAM SUBDIVISION

19

TRACK CHART & SIDINGS		SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	STATIONS ↓ WEST ↑ EAST	METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNELS CALL IN'S
	INRD			153.4	NEWTON 1.6	TWC		INRD (10 10)
				155.0	INRD JCT. 4.0			(72 72)
				159.0	LIS 7.6			RTC 2
				166.6	DIETERICH 10.3			Diesel Doctor
				176.9	EFFINGHAM			8-0-8
CHAMPAIGN SUBDIVISION						YL		

<b>MAXIMUM SPEED</b> .....	MPH
	.40
<b>SPEED RESTRICTIONS</b> .....	MPH
Lis — CIPS Lead .....	.20
Lis — Curve on CIPS Lead .....	.10
<i>Newton - INRD Siding</i> .....	.5

### OPERATING CHARACTERISTICS

#### YARD LIMITS - in effect between

MP 176 and MP 176.9 - Non-controlled

#### TWC - in effect between

MP 176 and MP 155

#### BULLETIN BOARDS

Effingham .....Yard Office

### JOINT OPERATION OF MAIN TRACK

CN operates on the INRD main track between INRD Jct and Newton. INRD timetable and General Code of Operating Rules are in effect.



TRACK CHART & SIDINGS		SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	STATIONS ↓ T H ↑ T H ↑	METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNELS CALLS				
CHAMPAIGN SUBDIVISION	Siding → Main ←	11,316	0.0	0.0	EDGEWOOD JCT. — 2.4 —	CTC	28.3	(72 72)				
			2.4	2.4	MANGO — 16.9 —			RTC 2				
		14,369	17.2	19.3	GREENDALE — 22.3 —	TWC		Diesel Doctor				
			20.1	41.6	BLUFORD — 2.7 —	ABS YL		8-0-8				
		21,865	40.0	44.3	FOSTER — 12.0 —	CTC		49.2	(54 54)			
			44.3	56.3	DIANA — 6.6 —				RTC 3			
		10,525	55.2	62.9	AKIN JCT. — 0.4 —			75.6	91.3	Diesel Doctor		
			57.3	63.3	RUST JCT. — 5.7 —					8-1-8		
		ELDORADO SUBDIVISION	Siding → Main ←	9,642	68.0			69.0	KEGLEY — 1.0 —	CTC	75.6	(54 54)
					69.9			70.0	FERBER — 3.9 —			RTC 3
10,610	86.4 88.4			78.0	BRUSHY CREEK — 9.4 —		91.3	113.5	Diesel Doctor			
				101.3	87.4				SALINE — 13.9 —	8-1-8		
11,650	108.2 110.5			110.5	REEVESVILLE — 9.1 —		113.5	113.5	(54 54)			
				119.6	119.6				SEDGWICK — 3.3 —	RTC 3		
10,555	118.1 120.1			122.9	METROPOLIS JCT.	113.5	113.5	Diesel Doctor				
									8-1-8			
<i>VIA P&amp;I RR Page 35</i>												
P & I RR	Siding → Main ←			7,222	31.3 32.8	0.2	CHILES JCT. — 2.0 —	CTC	21.9	(54 54)		
		2.2	PAL CROSSING — 0.1 —			RTC 3						
		2.3	MAXON — 12.2 —			Diesel Doctor						
		13.5	14.5			LOWES — 17.6 —	8-1-8					
		15.5	32.1			WATTS — 8.6 —						
		32.1	40.7			NORTH SIDING						
P & I RR	Siding → Main ←	7,222	31.3 32.8	0.2	CHILES JCT. — 2.0 —	CTC	21.9	(54 54)				
				2.2	PAL CROSSING — 0.1 —			RTC 3				
PAL	Siding → Main ←	7,222	31.3 32.8	2.3	MAXON — 12.2 —	CTC	21.9	Diesel Doctor				
				13.5	14.5			LOWES — 17.6 —	8-1-8			
Main 1 → Main 2 ←	Siding → Main ←	7,222	31.3 32.8	32.1	WATTS — 8.6 —	CTC	21.9					
				40.7	NORTH SIDING							

**MAXIMUM SPEED** ..... MPH  
 ..... .60

**SPEED RESTRICTIONS** ..... MPH

MP 0 - through turnout DCS ..... .25

MP 42.9 to MP 43 (Bluford Siding) ..... .40

Foster - through turnout DCS ..... .40

MP 93.9 to MP 95.6 ..... .40

MP 95.6 to MP 96.9 . . . . .25  
 MP 104 to MP 104.5 . . . . .40  
 PAL Crossing - over diamond . . . . .30  
 North Siding - through turnout DCS . . . . .25

<b>SIDING SPEEDS</b>	<i>Turnouts</i>	<i>Siding</i>
	<b>MPH</b>	<b>MPH</b>
Mango . . . . .	.25	25
Greendale . . . . .	.20	20
Bluford . . . . .	.25	60
Foster . . . . .	.40	60
Diana . . . . .	.25	25
Kegley . . . . .	.25	25
Saline . . . . .	.25	25
Reevesville . . . . .	.25	25
North Sedgwick . . . . .	.25	40
South Sedgwick . . . . .	.40	40
Lowes . . . . .	.25	25
North Watts . . . . .	.40	40
South Watts . . . . .	.25	40

**OPERATING CHARACTERISTICS**

**DOB LIMITS -**

Fulton DOB Bluford Sub between MP 40.1 and MP 40.7  
 Cairo Sub between MP 402 and MP 405.4  
 Fulton Sub between MP 40.7 and MP 273

**YARD LIMITS - in effect between**

MP 39.5 and MP 44.3 - Non-controlled. Southward trains contact RTC before entering.

**TWC - in effect between**

MP 2.4 and MP 39.8

**SIGNAL RULES - in effect**

Rules 803-816

**ABS - in effect between**

MP 2.4 and MP 44.3  
 Siding at Bluford

**CTC - in effect between**

Edgewood Jct. and MP 2.4 . . . . .**Controlled by** Desk 2 RTC  
 MP 44.3 and MP 40.7 . . . . .Desk 2 RTC

**Rule 901** - Main Track Switches in CTC that are not equipped with electric locks where trains must not clear the Main Track:

- Odum Spur . . . . .MP 58.8
- Old Ben . . . . .MP 70.9
- North Allenby . . . . .MP 81.6
- South Allenby . . . . .MP 81.7
- Lewis Spur . . . . .MP 91.4
- Robbs . . . . .MP 101.4
- Lowes House Track . . . . .MP 15.8
- Fancy Farm House Track . . . . .MP 22

**RAILROAD CROSSINGS AT GRADE**

PAL Crossing . . . . .PAL Crossing . . . . .**Controlled by** Automatic



On-Track Safety	PAL Crossing
Foul Time	
Track & Time	
Planned Work	
Watchman/Lookout	X
Lone Worker	X
Lock-out Box	
Signal Maintainer	X
Inaccessible Track	

**BULLETIN BOARDS**

Fulton . . . . .Yard Office

**SPRING SWITCH LOCATIONS**

*Normal Position*

+\*Greendale - both ends of siding . . . . .Main Track

+\*Bluford - North End of siding . . . . .Main Track

+Key operated release

\*Lunar light

**MEASURED MILES - between**

MP 37 and MP 38

**JOINT OPERATION OF MAIN TRACK**

Maxon to CR Jct. - CN operates on Paducah and Louisville Railroad

**SPECIAL CONDITIONS**

**High Water Detector MP 47.7** - When high water is detected, the message will broadcast, "ALARM, ALARM, ALARM, HIGH WATER DETECTOR ACTIVATED AT MP 47.7 BLUFORD SUBDIVISION." A track circuit will be displayed on the RTC's screen, and northward trains must not pass Signal 48.4 and southward trains must not pass Signal 46.5 until the track has been inspected and the detector has been reset.

**Slide Fence Detectors** - North Fence is located at MP 95.6 and the fence is 850 feet long running to the North. South Fence is located at MP 97.0 and the fence is 450 feet long running to the North also. When activated, signals will change to red, and radio will broadcast, "Alarm, Alarm. Alarm Slide Fence Detector Activated at MP \_\_\_\_." Trains hearing the message that are approaching the activated detector, must immediately reduce to Restricted Speed. If either detector is removed from service, it will be separated from the signal system so that signals will clear, RTC will protect with Digicon label and information will be given to trains on GBO. While out of service, trains must pass the fence at Restricted Speed.

**Paducah and Louisville Railroad** - The Maxon District of the Paducah and Louisville Railroad (PAL) Maximum Speed 10 MPH between Maxon and CR Jct. On Tracks other than Main Track, 8 MPH.

**North Siding** - Southward trains contact Fulton Yardmaster before passing North Siding.

**Mileposts** - Mileposts on the Bluford Subdivision are numbered south from Edgewood Jct. to the beginning of the P & I Railroad at MP 122.8. South of the P & I Railroad, the Bluford Subdivision mileposts begin at MP 0.2 and continue to MP 40.7.

**LOCATIONS NOT SHOWN AS STATIONS**

<i>NAME</i>	<i>LOCATION</i>	<i>LENGTH</i>	<i>CONNECTION</i>
Dan Spur .....	10.6 .....	250 .....	.South
Shields Spur .....	31.4 .....	672 .....	.South
Odum Spur .....	58.8 .....	375 .....	.North
House Track .....	71.0 .....	600 .....	.North
Allenby .....	81.7 .....	600 .....	.Both
Lewis Spur .....	91.4 .....	619 .....	.North
Fancy Farm .....	22.0 .....	930 .....	.South



TRACK CHART & SIDINGS	SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	STATIONS ↓ T-COS ↑ H-ROZ	METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNELS CALL IN		
Main 1 → Main 2 ←			247.2	SANDOVAL JCT. 6.0	CTC	273.5			
NS BNSF			253.2	CENTRALIA 1.0					(72 72)
			254.2	31 SWITCH 2.9					RTC 3
			257.1	F YARD LEAD 1.5					Diesel Doctor 8-1-8
			258.6	IRVINGTON 7.7					
CSX			266.3	ASHLEY 7.5					
	14,363	273.6 276.4	273.8	BOIS 6.0					(72 72)
UP			279.8	TAMAROA 5.7					RTC 3
ST. LOUIS SUB			285.5	ST JOHNS 2.0					Diesel Doctor 8-1-8
			287.5	DUQUOIN 1.3					
EL DORADO SUB			288.8	ELDORADO JCT. 1.6					
Main 1 → Main 2 ←			290.4	DOWELL JCT. 5.1					
			295.5	ELKVILLE 10.2				293.4	(72 72) RTC 3
Main 1 → Main 2 ←			305.7	N. CARBONDALE 3.1					Diesel Doctor 8-1-8
			308.8	S. CARBONDALE 14.6				311.9	(72 72) RTC 3
			323.4	COBDEN 5.3			Diesel Doctor 8-1-8		
	9,860	325.8 327.8	328.7	ANNA 12.1		328.6	(72 72) RTC 3		
	13,664	340.9 343.5	340.8	WETAUG 3.8		340.2	Diesel Doctor 8-1-8		
			344.6	ULLIN 7.5					
			352.1	VILLA RIDGE 3.6		352.0	(72 72) RTC 3		
TO MOUNDS CITY			355.7	MOUNDS JCT. 0.6			Diesel Doctor 8-1-8		
Main 1 → Main 2 ←			356.3	MOUNDS 5.1					
			361.4	CAIRO 1.7					
			363.1	ILLINOIS					



	<i>Passenger</i>	<i>Freight</i>
	<b>MPH</b>	<b>MPH</b>
<b>MAXIMUM SPEED</b> .....	79	60

	<i>Passenger</i>	<i>Freight</i>
	<b>MPH</b>	<b>MPH</b>
<b>SPEED RESTRICTIONS</b>		
Sandoval Jct. - through turnout DCS .....	.40	40
MP 250 to MP 252.2 (Both Mains) .....	.50	50
MP 252.2 to MP 254.2 (Both Mains) .....	.35	35
Irvington - through turnout DCS .....	.40	40
Ashley - CSX Crossing .....	.50	30
Rend Lake Mine Lead Bois to MP 10.4 .....	.20	20
St. Johns - through turnout DCS .....	.40	40
Duquoin - through turnouts DCS .....	.25	25
Dowell Jct. - through turnout DCS .....	.40	40
MP 287.2 to MP 288.7 (HER) (Mains 1 & 2) .....	.40	40
N. Carbondale - through turnout DCS .....	.40	40
MP 306.9 to MP 308.5 (Main 1) .....	.20	20
MP 306.9 to MP 307.6 (Main 2) .....	.20	20
MP 307.6 to MP 308.8 (Main 2) .....	.40	40
MP 308.5 to MP 308.8 (Main 1) .....	.40	40
S. Carbondale - through turnout DCS .....	.40	40
MP 311 to MP 326.2 .....	.45	40
MP 326.2 to MP 337.5 .....	.50	40
MP 337.5 to MP 338.1 .....	.45	40
MP 338.1 to MP 339.2 .....	.50	40
MP 342 - curve .....	.60	60
MP 353.4 to MP 354.4 - curves .....	.65	60
Mounds Jct. - through turnout DCS .....	.40	40
MP 361.4 to MP 363.1(Mains 1 & 2) .....	.40	40

	<i>Turnouts</i>	<i>Siding</i>
	<b>MPH</b>	<b>MPH</b>
<b>SIDING SPEEDS</b>		
Bois .....	.30	30
Anna .....	.25	25
Wetaug .....	.25	25

## OPERATING CHARACTERISTICS

### SIGNAL RULES - in effect

Rules 803-816

#### CTC - in effect between

**Controlled by**

Sandoval Jct. and Illinois .....Desk 3 RTC

**Rule 901** - Main Track switches in CTC that are not equipped with an electric lock, where trains must not clear the main track:

General Contractors .....MP 249.9

Maco Elevator .....MP 251.1

Irvington House Track .....MP 258.7

Richview House Track .....MP 263



Radom House Track . . . . .MP 269.3  
 Bois House Track . . . . .MP 273.9  
 Tamaroa House Track . . . . .MP 279.8  
 Old St. Louis Main . . . . .MP 288.4  
 Cabalex . . . . .MP 290.3  
 Elkhville - North House Track . . . . .MP 295.9  
 Elkhville - South House Track . . . . .MP 296.8  
 Makanda House Track . . . . .MP 316.1  
 Cobden - North House Track . . . . .MP 323.4  
 Cobden - South House Track . . . . .MP 323.5  
 Anna - Storage Track . . . . .MP 328.6  
 Anna - FS Spur . . . . .MP 328.9  
 North Dongola . . . . .MP 338.3  
 South Dongola . . . . .MP 338.7  
 Ullin . . . . .MP 344.5  
 Pulaski . . . . .MP 347.8  
 N. Kitty Litter - Main 1 . . . . .MP 356.2  
 S. Kitty Litter - Main 1 . . . . .MP 357.4

**RAILROAD CROSSINGS AT GRADE**

**Controlled by**

Centralia . . . . . BNSF/NS Crossing . . . . .Desk 3 RTC  
 Ashley . . . . . CSX Crossing . . . . .Automatic

On-Track Safety	Centralia	Ashley
Foul Time	X	
Track & Time	X	
Planned Work		
Watchman/Lookout	X	X
Lone Worker		X
Lock-out Box		
Signal Maintainer		X
Inaccessible Track		

**BULLETIN BOARDS**

Centralia . . . . . Yard Office  
 Duquoin . . . . . Yard Office  
 Cairo . . . . . Yard Office

**MEASURED MILES - between**

MP 263 and MP 264  
 MP 348 and MP 349

**SPECIAL CONDITIONS**

**BNSF Yard Centralia** - Before occupying BNSF trackage, crews must have a copy of BNSF General Track Bulletin.

**Tamaroa** - Planned Work as prescribed by Rule 1102 may be issued through the control point at Tamaroa. The Planned Work does not authorize Roadway Workers to occupy the main track between the opposing absolute signals.

**Duquoin** - When Track & Time is issued between the opposing absolute signals on Main 1 at Duquoin, trackage to the opposing absolute signal on the St. Louis Subdivision is included.

**El Dorado Jct.** - When Track & Time is issued between the opposing absolute signals on Main 2 at El Dorado Jct., trackage to the opposing absolute signal on the El Dorado Subdivision is included.

**High Water Detector MP 317.8** - When high water is detected, the message will broadcast, "ALARM, ALARM, ALARM, HIGH WATER DETECTOR ACTIVATED AT MP 317.8 CENTRALIA SUBDIVISION." A track circuit will be displayed on the RTC's screen, and northward trains must not pass Anna and southward trains must not pass Carbondale until the track has been inspected and the detector has been reset.

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**LOCATIONS NOT SHOWN AS STATIONS**

<i>NAME</i>	<i>LOCATION</i>	<i>LENGTH</i>	<i>CONNECTION</i>
Richview .....	.262.9 .....	.350 .....	.South
Radom .....	.269.3 .....	.350 .....	.North
Makanda .....	.316.1 .....	.600 .....	.South
Dongola .....	.338.4 .....	.3074 .....	.Both
Pulaski .....	.347.9 .....	.490 .....	.North



TRACK CHART & SIDINGS		SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	STATIONS ↓ T-COS ↑ T-ROH	METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNELS CALL INS
GWWR UP To Illinois Power UP UP TO CAIRO TO CENTRALIA				6.2	CHURCH 12.4	CTC	23.0	(54 54) RTC 3 Diesel Doctor 8-1-8
	11,364	18.5 20.6	18.6	WILDERMAN 6.4				
			25.0	LEMENTON 3.6				
	10,890	29.0 31.5	28.6	NEW ATHENS 4.3				
			32.9	LENZBURG 11.2				
			44.1	LINGLE 2.4				
	11,446	46.8 49.1	46.5	COULTERVILLE 10.7	51.7		(54 54) RTC 3 Diesel Doctor 8-1-8	
	11,650	55.3 57.5	57.2	LAYFIELD 3.9				
			61.1	PINCKNEYVILLE 6.6				
				67.7	CARDINAL 2.3			(54 54) RTC 3 Diesel Doctor 8-1-8
			70.0	DUQUOIN				

MAXIMUM SPEED ..... MPH  
..... .60

**SPEED RESTRICTIONS** ..... MPH

MP 6.2 to MP 15 ..... .25

MP 46.6 - (Note B) ..... .40

MP 60.6 - UP Crossing ..... .30

MP 68.5 to MP 70 (HER) ..... .20

Duquoin - both legs of wye ..... .10

SIDING SPEEDS	Turnouts	Siding
	MPH	MPH
Wilderman	10	10
New Athens	10	10
Coulterville	10	10
Layfield	10	10

**OPERATING CHARACTERISTICS**

**SIGNAL RULES - in effect**

Rules 803-816

**CTC - in effect between**

Church and Duquoin ..... Desk 3 RTC

**Controlled by**

**Rule 901** - Main Track switches in CTC that are not equipped with electric locks where trains must not clear the Main Track:

- Belleville - Liese Lumber . . . . .MP 12.5
- New Athens - House Track . . . . .MP 28.8
- Lenzburg - House Track . . . . .MP 33.1
- Crop Production . . . . .MP 40.9
- Tilden - House Track . . . . .MP 41.8
- Coulterville - North Storage . . . . .MP 45.8
- Coulterville - South Storage . . . . .MP 46.3
- Coulterville - House Track . . . . .MP 46.4
- Pinckneyville - North Storage . . . . .MP 61.1
- Pinckneyville - Wye Switch . . . . .MP 61.4
- Pinckneyville - South Storage . . . . .MP 61.7

**RAILROAD CROSSINGS AT GRADE**

**Controlled by**

Pinckneyville . . . . . UP Crossing . . . . .Automatic

On-Track Safety	Pinckneyville
Foul Time	
Track & Time	
Planned Work	
Watchman/Lookout	X
Lone Worker	X
Lock-out Box	
Signal Maintainer	X
Inaccessible Track	

**BULLETIN BOARDS**

East St. Louis . . . . . Yard Office

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**MEASURED MILES - between**

MP 24 and MP 25  
 MP 66 and MP 67

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**JOINT OPERATION OF MAIN TRACK**

Church to East St. Louis and Valley to Wood River - CN operates on UP/ GWWR main track.  
 Bridge Jct. to Valley - CN operates on TRRA main track.  
 Coulterville to Sparta - CN operates on UP main track.

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**SPECIAL CONDITIONS**

**Tilden** - Anhydrous ammonia tank valve at W. R. Grace will not clear a person on the side of a car.

**Illinois Power Track** - All movements on Illinois Power trackage between Lenzburg and Baldwin must be made at Restricted Speed not to exceed 10 MPH.

**Church Industrial Lead** - Church Industrial Lead, formerly CTC #2 Track from Church to Valley Jct. is controlled by UP Valley Chief Clerk. All movements on this



track must not exceed 10 MPH. Movements in SSW Yard must not exceed 10 MPH, and all switches may be left in the position last used. Trains terminating on the Church Industrial Lead or in the SSW Yard are not required to have Union Pacific Track Bulletins in their possession.

**Rule 528** - The last paragraph of Rule 528 applies at the following crossing:  
Church Industrial Lead - MP 6.2 (Illinois Rt. 157)

**Wood River** - Norfolk Southern switch key is located in the mailbox at the south end of Rider Siding for crews making delivery to NS at Wood River. Replace key, and lock mailbox, when movements are complete.

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### LOCATIONS NOT SHOWN AS STATIONS

<i>NAME</i>	<i>LOCATION</i>	<i>LENGTH</i>	<i>CONNECTION</i>
29th Street . . . . .	.12.3 . . . . .	.1375 . . . . .	.South
Old Northbound . . . . .	.16.7 . . . . .	.3168 . . . . .	.South
Crop Production . . . . .	.40.9 . . . . .	.300 . . . . .	.South
Tilden . . . . .	.41.8 . . . . .	.1488 . . . . .	.North



# SPARTA SUBDIVISION

**31**

TRACK CHART & SIDINGS	SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	STATIONS		METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNELS CALL IN'S
				↓ T I C O S ↓	↑ N O R T H ↑			
UP 591.1 ——— TO ILLINOIS POWER ——— UP 590.5 ——— UP			599.6	BALDWIN		520		(54 54) RTC 3 Diesel Doctor 8-1-8
			591.0	SPARTA	8.6	TWC		
			581.4	PERCY	9.6	520		

**MPH**

**MAXIMUM SPEED** ..... .25

### SPEED RESTRICTIONS

- MP 603 to MP 598 ..... .25
- MP 582 to MP 579.3 ..... .25
- MP 581.4 - UP Crossing (Note A) ..... .20
- Percy Wye ..... .5
- Captain Mine - Scale ..... .5

### OPERATING CHARACTERISTICS

#### TWC - in effect between

MP 598 and MP 582

**Rule 520** - All trackage north of MP 598, extending to MP 603, and all trackage south of MP 582, extending to MP 579.3, is designated track other than main track.

#### RAILROAD CROSSINGS AT GRADE

**Controlled by**

Percy ..... UP Crossing ..... Automatic\*

\* Signals for CN movement at Percy have been permanently set to Stop. All trains must stop at UP Crossing and be governed by instructions in the release box.

On-Track Safety	Percy
Foul Time	
Track & Time	
Planned Work	
Watchman/Lookout	X
Lone Worker	X
Lock-out Box	
Signal Maintainer	X
Inaccessible Track	

### BULLETIN BOARDS

Baldwin ..... Locker Room

### JOINT OPERATION OF MAIN TRACK

CN operates on Union Pacific Railroad main track between Coulterville and Sparta. CN crews are governed by CN US Operating Rules except as modified below by the General Code of Operating Rules:



*Union Pacific Railroad SPARTA SUBDIVISION Coulterville-Sparta*

<i>MP</i>	<i>STATION</i>	
<i>48.7</i>	<i>Coulterville</i>	
	<i>8.5</i>	
<i>56.1</i>	<i>North Jct.</i>	
		<i>MPH</i>
<i>MAXIMUM SPEED .....</i>		<i>10</i>

**TYPE OF OPERATION**

*Track Warrant Control between MP 48.7 and MP 56.1*

**FRA EXCEPTED TRACK - entire UP trackage.**

**SPECIAL CONDITIONS**

**Sparta** - The normal position of the switch at MP 590.5 is lined and padlocked for the Union Pacific Railroad main track.

**Rule 528** - The last paragraph of Rule 528 applies at the following crossing:  
MP 588.24 Eden Road

**LOCATIONS NOT SHOWN AS STATIONS**

<i>NAME</i>	<i>LOCATION</i>	<i>LENGTH</i>	<i>CONNECTION</i>
Eden .....	.589.4 .....	.1200 .....	North





# ELDORADO SUBDIVISION

33

TRACK CHART & SIDINGS	SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	↓ SOUTH STATIONS ↑ NORTH	METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNELS CALLING	
<p>Centralia Sub</p> <p>82.5 BNSF</p> <p>89.9 UP</p> <p>TO EDGEWOOD</p> <p>TO FULTON</p> <p>TO AMERICAN MINE 111.9-112.2</p>			71.0	ELDORADO JCT. —11.0—	ABS TWC	85.1	(54 54)	
	4,822	80.9 82.0	82.0	CHRISTOPHER —7.7—	TWC		RTC 3	
			89.7	BENTON —9.3—			Diesel Doctor 8-1-8	
			99.0	BOOTHBY —1.0—				
			100.0	AKIN JCT.	ABS TWC			
	Via Bluford Subdivision Page 20							
				101.4	FERBER —9.4—	ABS TWC	85.1	(54 54)
				110.8	GALATIA —1.1—	TWC		RTC 3
				111.9	KM JCT. —8.5—			Diesel Doctor 8-1-8
				120.4	ELDORADO	Rule 520		

MPH

**MAXIMUM SPEED** ..... .40

MPH

**SPEED RESTRICTIONS**

Eldorado Jct. - Wye ..... .10

MP 82.2 to MP 82.3 (Note B) ..... .25

MP 82.5 - BNSF Crossing ..... .20

MP 88 to Akin Jct ..... .25

Akin Jct - both legs of wye ..... .10

Ferber - both legs of wye ..... .10

KM Jct to MP 112.5 ..... .10

### OPERATING CHARACTERISTICS

#### ABS - in effect between

- MP 71.0 and MP 73.2
- MP 98.3 and MP 100.0
- MP 101.4 and MP 104.4

#### TWC - in effect between

- Eldorado Jct. and Akin Jct.
- Ferber and MP 112.5

**Rule 520** - Trackage south of MP 112.5 is designated as Track other than Main Track.

#### RAILROAD CROSSINGS AT GRADE

**Controlled by**

- Christopher ..... BNSF Crossing ..... Automatic
- Benton ..... UP Crossing ..... UP Train Dispatcher/DTMF\*

\*CN absolute signals are DTMF radio requested by transmitting the code 7#89 on IC Channel 2. This code may be entered after passing the "DTMF APPROACH" sign. Southward sign is at MP 88.9, and the northward sign is at MP 91.1. DTMF requested signals and release box buttons may be used for trains only.



On-Track Safety	Christopher	Benton
Foul Time		X
Track & Time		
Planned Work		
Watchman/Lookout	X	X
Lone Worker	X	
Lock-out Box		
Signal Maintainer	X	
Inaccessible Track		

**NORMAL POSITION OF SWITCHES -**

Eldorado Jct. - East Wye Switch - Lined for the north leg of wye  
 MP 112.1 - Kerr McGee Loop Track - Lined for the Loop Track

**BULLETIN BOARDS**

Benton . . . . . Locker Room

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**FRA EXCEPTED TRACK**

MP 112.5 to Eldorado (MP 120.48)

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**LOCATIONS NOT SHOWN AS STATIONS**

<i>NAME</i>	<i>LOCATION</i>	<i>LENGTH</i>	<i>CONNECTION</i>
Mulkeytown Elevator . . . . .	.79.1 . . . . .	.500 . . . . .	.South

TRACK CHART & SIDINGS	SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	STATIONS		METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNELS CALL INS
				↓ - I C O S H	↑ - O C T H			
			0.0	BURLINGTON JCT.		YL		
			0.8	METROPOLIS JCT.				
	5,520	2.9	2.9	BRIDGE JCT.		CTC		(54 54)
		4.1	4.1	CHILES JCT.				RTC 3
	5,520	9.4	9.4	C.R. JCT.				Diesel Doctor 8-1-8
		10.6	10.6	CENTRAL AVE.				
			12.5	SOUTH YARD JCT.				
			14.0	P & I JCT.				

**MAXIMUM SPEED** ..... **40 MPH**

**SPEED RESTRICTIONS** ..... **MPH**

MP 0.9 - through turnout DCS ..... 20

MP 1.2 to MP 2.2 - Ohio River Bridge ..... 10

MP 4.2 - through turnout Bluford Sub junction switch ..... 25

MP 9.4 - through turnout PAL Maxon District junction switch ..... 25

MP 12.5 - through turnout DCS ..... 25

MP 13.6 to MP 13.8 - curve ..... 10

<b>SIDING SPEEDS</b>	<i>Turnouts</i>		<i>Siding</i>
	<b>MPH</b>	<b>MPH</b>	<b>MPH</b>
Chiles.....	25	25	25
CR.....	25	25	25

### OPERATING CHARACTERISTICS

#### YARD LIMITS - in effect between

MP 0 and MP 1 - Non Controlled Track

#### SIGNAL RULES - in effect

Rules 803-816

#### CTC - in effect between

**Controlled by**

MP 1 and P&I Jct. ....Desk 3 RTC

**Rule 901** - Main Track switches in CTC that are not equipped with electric locks, where trains must not clear the main track:

Tyler Mt. Water .....MP 2.8

H.B. Fuller Spur .....MP 8.2

Clark Street .....MP 11.4

#### BULLETIN BOARDS

Paducah .....PAL Yard Office

**JOINT OPERATION OF MAIN TRACK**

P & I Jct. to Paducah - CN operates on PAL.  
 Burlington Jct. to Joppa Jct. - CN operates on BNSF.

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**SPECIAL CONDITIONS**

**Bridge Jct.** - TVA switch off siding at Bridge Jct. may be left in the position last used. Rule 706 does not apply.

**Paducah & Louisville Railroad** - PAL operator or dispatcher Paducah will direct movements on the PAL Railroad. All main tracks are Yard Limits, maximum speed is Restricted Speed not to exceed 10 MPH. 8 MPH on all PAL Tracks other than Main Track.

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**LOCATIONS NOT SHOWN AS STATIONS**

<i>NAME</i>	<i>LOCATION</i>	<i>LENGTH</i>	<i>CONNECTION</i>
Tyler Mt. Water .....	.28 .....	.1200 .....	.North
H.B. Fuller .....	.82 .....	.2500 .....	.North
Clark Street .....	.11.4 .....	.500 .....	.North



# CAIRO SUBDIVISION

37

TRACK CHART & SIDINGS	SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	STATIONS	METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNELS CALL INS	
			363.1	ILLINOIS 1.4	CTC	369.7	(54 54)	
			364.5	BALLARD 4.0			RTC 3	
			368.5	FILLMORE 1.4			Diesel Doctor 8-1-8	
			369.9	WICKLIFFE 2.6				
			372.5	WESTVACO 5.6				
	10,564	375.1 377.2	378.1	BARDWELL 14.0			384.6	(54 54)
	10,527	390.1 392.1	392.1	CLINTON 10.5				RTC 3
			402.6	BUDA 2.2			ABS YL	Diesel Doctor 8-1-8
			404.8	SOUTH BUDA 0.6				
			405.4	CAIRO JCT			YL	

	Passenger MPH	Freight MPH
<b>MAXIMUM SPEED</b> .....	79	60

	Passenger MPH	Freight MPH
<b>SPEED RESTRICTIONS</b>		
MP 363.1 - through turnout DCS .....	20	20
MP 363.1 to MP 364.5 .....	20	20
MP 364.5 - through turnout DCS .....	20	20
MP 364.5 to MP 365.4 (Main 1) .....	50	40
MP 365.4 - over bridge (Main 1) .....	25	25
MP 365.4 to MP 366 (Main 1) .....	50	40
MP 364.5 to MP 366 (Main 2) .....	40	40
MP 366 to MP 368.5 (Main 1) .....	60	40
MP 366 to MP 368.5 (Main 2) .....	60	50
MP 368.5 - through turnout DCS .....	40	40
MP 368.5 to MP 369.5 .....	40	25
MP 369.5 to MP 371 .....	70	50
MP 371 - curve .....	40	40
MP 371.3 - curve .....	70	50
MP 373 - curve .....	70	50
MP 378.5 - curve .....	70	50
MP 379.5 to MP 381.2 - curve .....	50	45
MP 381.7 - curve .....	70	50
MP 390.5 to MP 398.3 - curves .....	70	50
MP 402.6 - through turnout DCS .....	40	40



MP 404.8 - turnout to Main 2 .....	.20	20
MP 405.4 - turnout to Fulton Subdivision .....	.20	20
	<i>Turnouts</i>	<i>Siding</i>
<b>SIDING SPEEDS</b>	<b>MPH</b>	<b>MPH</b>
Bardwell .....	.20	20
Clinton .....	.20	20

**OPERATING CHARACTERISTICS**

**DOB LIMITS -**

- Fulton Terminal DOB Bluford Sub between MP 40.1 and MP 40.7
- Cairo Sub between MP 402 and MP 405.4
- Fulton Sub between MP 40.7 and MP 273

**YARD LIMITS - in effect between**

**Controlled by**

MP 402.6 and MP 405.4 .....Fulton Yardmaster

**SIGNAL RULES - in effect**

Rules 803-816

**ABS - in effect between**

- MP 402.6 and MP 404.8 (Main 1)
- MP 404.2 and MP 402.6 (Main 2)

Mains 1 & 2 are signaled for movement in both directions.

**CTC - in effect between**

**Controlled by**

MP 363.1 and MP 402.6 .....Desk 3 RTC

**Rule 901** - Main Track switches in CTC that are not equipped with electric locks, where trains must not clear the main track:

- Wickliffe House Track ..... MP 369.5
- Carbon Plant..... MP 371.5
- Ashby Veneer ..... MP 399.2

**BULLETIN BOARDS**

Fulton ..... Yard Office

**MEASURED MILES - between**

MP 375 and MP 376

**LOCATIONS NOT SHOWN AS STATIONS**

<i>NAME</i>	<i>LOCATION</i>	<i>LENGTH</i>	<i>CONNECTION</i>
Ashby Veneer .....	.399.2 .....	.1675 .....	North



# FULTON SUBDIVISION

39

TRACK CHART & SIDINGS	SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	↓ TUCOS H STATIONS	↑ HOZ H STATIONS	METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNELS CALL INS	
CAIRO SUB  MAIN 1 → MAIN 2 ←			40.7	NORTH SIDING		YL	276.9	(72 72)	
			269.2	CAIRO JCT.	1.6				
			269.4	FULTON	0.2				
	UNION CITY SPUR  MAIN 1 → MAIN 2 ←			270.8	OAKS	1.4	CTC	276.9	RTC 4 Diesel Doctor 8-1-8
				272.6	S. OAKS	1.8			
		16,287	282.6 285.7	283.5	RIVES	10.9			
		11,915	298.1 300.7	298.0	TRIMBLE	14.5			
				305.2	NEWBERN	7.2			
				314.2	DYERSBURG	9.0			
		11,174	330.0 332.2	330.3	CURVE	16.1			
				337.5	RIPLEY	7.2			
		11,456	347.6 349.8	347.5	RIALTO	10.0			
			352.3	COVINGTON	4.8				
10,241		365.1 367.2	367.1	TIPTON	14.8				
			374.0	MILLINGTON	6.9				
		378.6	LUCY JCT.	4.6					
		380.4	WOODSTOCK	1.8					
		384.0	DENIE	3.6					
		386.6	WOLF RIVER	2.6					
		387.4	HOLLYWOOD YARD	0.8	ABS YL	376.6	(72 72) RTC 4 Diesel Doctor 8-1-8		
		CN 387.9 CSX 371.3	LEEWOOD	0.5	CSX CTC				
		CSX 373.4 CN 390.0	AULON	2.1	CSX CTC	376.6	(72 72) RTC 4 Diesel Doctor 8-1-8		
				5.6					
			395.6	PROSPECT	1.2	ABS YL	376.6	(54 54) RTC 4 Diesel Doctor 8-1-8	
			396.8	"A" YARD JCT		YL			
MEMPHIS SUB  MAIN 1 → MAIN 2 ←									
MEMPHIS SUB  BNSF									
MEMPHIS SUB  GRENADA SUB									



	<i>Passenger</i>	<i>Freight</i>
	<b>MPH</b>	<b>MPH</b>
<b>MAXIMUM SPEED</b> North Siding to MP 380.3 . . . . .	79	60
MP 380.3 to MP 387 . . . . .	40	40
MP 387 to MP 396.8 . . . . .	30	30

<b>SPEED RESTRICTIONS</b>	<i>Passenger</i>	<i>Freight</i>
	<b>MPH</b>	<b>MPH</b>
MP 41 - curve . . . . .	40	40
MP 269.2 - turnout to Cairo Subdivision . . . . .	20	20
MP 270.8 - curve (Both Mains) . . . . .	30	25
MP 272.6 - through turnout DCS . . . . .	40	40
MP 283.1 to MP 284.1 - curves . . . . .	70	50
Rives (MP 283.5) through Union City to MP 450 . . . . .	NA	20
MP 294.3 - curve . . . . .	70	50
MP 297.6 - curve . . . . .	70	50
MP 299.8 - curve . . . . .	70	50
MP 303.1 - curve . . . . .	60	50
MP 304.4 - curve . . . . .	60	50
MP 305.6 - curve . . . . .	60	50
MP 310 to MP 314.8 (Main 2) . . . . .	40	40
Dyersburg - through turnouts DCS . . . . .	40	40
MP 311.6 - curve (Main 1) . . . . .	70	50
MP 312.8 - curve (Main 1) . . . . .	60	50
MP 313.2 - curve (Main 1) . . . . .	45	45
MP 314.4 - curve (Main 1) . . . . .	45	45
MP 326.2 - curve . . . . .	70	50
MP 328.2 - curve . . . . .	60	50
MP 329.1 - curve . . . . .	45	45
MP 330.6 - curve . . . . .	70	50
MP 331.9 - curve . . . . .	70	50
MP 332.5 - curve . . . . .	45	45
MP 333.3 - curve . . . . .	70	50
MP 336 - curve . . . . .	60	50
MP 337.1 to MP 338.8 - curves . . . . .	45	45
MP 339.5 - curve . . . . .	60	50
MP 340.2 - curve . . . . .	60	50
MP 343.4 - curve . . . . .	70	50
MP 347 - bridge . . . . .	40	40
MP 347.8 - curve . . . . .	60	50
MP 349.6 - curve . . . . .	60	50
MP 350.1 to MP 350.8 - curves . . . . .	50	50
MP 352.5 - curve . . . . .	70	50
MP 353 - curve . . . . .	70	50
MP 354.9 - curve . . . . .	70	50
MP 355.8 - curve . . . . .	70	50
MP 357.7 - curve . . . . .	70	50
MP 359 to MP 360 - curves . . . . .	60	45
MP 370.8 - curve . . . . .	70	50
MP 378.6 - through turnout DCS . . . . .	40	40
MP 380.5 - through turnout DCS . . . . .	20	20
Woodstock - Osmose Lead . . . . .	NA	5
Denie - through crossovers . . . . .	30	30



**SIDING SPEEDS**

	<i>Turnouts</i> <b>MPH</b>	<i>Siding</i> <b>MPH</b>
Rives .....	.30	30
Trimble .....	.25	30
Curve .....	.30	30
Rialto .....	.30	30
Tipton .....	.25	30

**OPERATING CHARACTERISTICS**
**DOB LIMITS -**

Fulton Terminal DOB	Bluford Sub between MP 40.1 and MP 40.7
	Cairo Sub between MP 402 and MP 405.4
	Fulton Sub between MP 40.7 and MP 273
Memphis Terminal DOB	Fulton Sub between MP 377 and MP 396.8
	Memphis Sub between MP 380.4 and MP 397.5
	Yazoo Sub between MP 5.4 and MP 18.5
	Grenada Sub between MP 397.5 and MP 406.5

**YARD LIMITS - in effect between**
**Controlled by**

MP 40.7 and MP 270.8 .....	Fulton Yardmaster
MP 386.7 and MP 387.9 .....	Memphis Yardmaster
MP 390 and MP 396.8 .....	Memphis Yardmaster

**SIGNAL RULES - in effect**

Rules 803-816

**ABS - in effect between**

MP 386.7 and Leewood	Mains 1 & 2 are signaled for movement in both directions.
Aulon and MP 395.5	

**CTC - in effect between**
**Controlled by**

MP 270.8 and MP 386.7 .....	Desk 3 RTC
Leewood and Aulon .....	CSX Train Dispatcher

**Rule 901** - Main Track switches in CTC that are not equipped with electric locks where trains must not clear the Main Track:

Tyson .....	MP 271
Obion House Track .....	MP 293.8
Newbern Industry Track .....	MP 304.6
Monsanto .....	MP 304.7
Dyersburg GM&O .....	MP 314.2
Hutcherson .....	MP 323.5
Tupperware .....	MP 326.7
Flippen Co-op .....	MP 334.1
Henning .....	MP 343.8
Charms .....	MP 351.4
West Storage .....	MP 351.9
Covington Co-op .....	MP 355.9
Atoka .....	MP 364.3
TVA Tipton .....	MP 367.1
Beechwood .....	MP 374.7

**RAILROAD CROSSINGS AT GRADE**
**Controlled by**

Leewood .....	CSX Crossing .....	CSX Train Dispatcher
Aulon .....	CSX Crossing .....	CSX Train Dispatcher



### BULLETIN BOARDS

Fulton	Yard Office
Dyersburg	Yard Office
Woodstock	Yard Office
Hollywood	Yard Office
Johnston Yard	South T & E Room, Transportation Center, and Tower

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### FRA EXCEPTED TRACK

Dyersburg - Dyer County Coop Lead

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### MEASURED MILES - between

MP 280 and MP 281

MP 376 and MP 377

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### JOINT OPERATION OF MAIN TRACK

Between Leewood and Aulon, CN operates on main tracks of CSX Transportation, radio must be tuned to CSX Radio (94 94). CSX operates on CN main track from Aulon to "A" Yard Jct. CSX crews must keep radio tuned to IC Channel 2 (54 54) between these points.

**CSX Leewood to Aulon** - Train and engine crew members will report to the General Yardmaster at Johnston Yard, when train is delayed at Leewood or Aulon.

*CSX Transportation Memphis Terminal Subdivision between Leewood (CSX MP 371.3) and Aulon (CSX MP 373.4) is under the control of the CSX Train Dispatcher in Jacksonville. The dispatcher may be contacted on Radio Channel 94 94 and keying tone 6 or by telephone at 1-800-648-1108.*

*CN crews operating between Leewood and Aulon must have CSX Train Bulletin and Release Form in their possession prior to entering CSX trackage. Crews originating at Johnston Yard will obtain these from the Memphis Transportation Center and at Fulton from the Yardmaster. Crews originating at other locations (Hollywood Yard, Woodstock, etc.) must call CSX Train Dispatcher and provide the following information:*

*Engine Number(s)*

*Loads and Empties*

*Name of Engineer and Conductor*

*Job Name*

*"Z" Number (numbers may be obtained from the Chief Clerk)*

*Location where documents will be received.*

**ALL TIMES USED IN CSX TRAIN BULLETINS AND RELEASE FORMS ARE EASTERN STANDARD TIME.**

*CN employees will be governed by CN US Operating Rules, except as modified below by CSX Transportation Operating Rules Book.*

**CONTROLLED SPEED:** *A speed that will permit stopping within one-half the range of vision. It will also permit stopping short of a train, a car, an obstruction, on-track equipment or a stop signal.*

**MEDIUM SPEED:** *A speed not exceeding 30 miles per hour.*

*RESTRICTED SPEED: A speed that will permit stopping within one-half the range of vision. It will also permit stopping short of a train, a car, an obstruction, a stop signal, a derail or an improperly lined switch. It must permit looking out for broken rail. It will not exceed 15 MPH.*

*SLOW SPEED: A speed not exceeding 15 miles per hour.*

**CSX Rule 11.** *A train that encounters an unattended fusee, burning on or near its track, must immediately reduce to and not exceed restricted speed for 15 minutes.*

*An unattended fusee, burning beyond the first rail of an adjacent track, does not apply to the track on which the train is moving. Fusees must not be placed at locations posing a potential fire risk to platforms, bridges, buildings or com position-rubber surfaces of road crossings. Precautions must be taken where there are trees, brush or grass along the right-of-way.*

**CSX Rule 43 Paragraph 2 Work Force Limits;**

*On controlled tracks, the location of work force limits per Rule 89 are designated by dispatcher message and are indicated by the following sign placement:*

*a. Sign Placement*

*(1) Signs may be placed up to 30 minutes before the working limits become effective, providing the employee in charge is available to communicate with any train or equipment that may be approaching the working limits.*

*(2) To the right of the affected track, or in accordance with the instructions in the dispatcher message,*

*(3) When track center spacing does not allow placement of a standard sign in the center ditch, signs may be posted to the field side of the affected track, facing the direction from which trains could approach the working limits, and*

*(4) When the limits of both a work force and a temporary speed restriction are the same, only one set of warning signs must be displayed at each end.*

*Note: The receipt of oral permission to enter the limits of a Form W conveys no authority to exceed any temporary speed restriction within those limits.*

*b. Warning Signs and Conditional Stop Signs*

*(1) Unless otherwise specified, a warning sign will be displayed at least two (2) but not more than two and one-half (2 1/2) miles from the beginning of the working limits on each end.*

*(2) Unless otherwise specified, a conditional stop sign will be displayed,*

*(a) On each end of the working limits, and*

*(b) At the clearance point of each junction point of a subdivision.*

**CSX Rule 44.** *If a train encounters a Warning Sign that is not covered by instructions, the train must proceed prepared to stop in two miles. If no conditional stop sign or temporary reduce speed sign is encountered in two miles, the train will proceed at controlled speed for an additional mile, unless otherwise restricted. If no conditional stop sign or temporary reduce speed sign is encountered the train may proceed at authorized speed, unless otherwise restricted. The occurrence must be reported promptly to the train dispatcher.*

**CSX Rule 44-A.** *The train dispatcher must be notified if a conditional stop sign is not found at the point designated.*



*If a conditional stop sign is observed that is not covered by a dispatcher message, or EC-1, at a location designated by an expired or annulled dispatcher message or EC-1 Instruction the train must,*

1. Stop immediately
2. Notify the dispatcher, and
3. Be governed by their instructions.

**CSX Rule 89. Work Limits**

**1. Entering and Moving Within Work Limits**

*A train holding a Dispatcher Message Form "W" or EC-1 instruction, in effect, must not proceed beyond the point designated or make an initial movement within the limits until the engineer is given permission by the roadway worker in-charge. If this permission is given by radio, the milepost location of the conditional stop sign or the limits the train is being authorized to pass must be stated.*

*If necessary, the roadway worker in-charge may instruct a train to proceed to one intermediate milepost location and stop. The train must not proceed beyond the intermediate milepost until the roadway worker in-charge gives the train permission to proceed through the remaining portion of the limits.*

*All movements unless otherwise instructed by the roadway worker in-charge or restricted by rules/special instructions, will be at controlled speed not exceeding 20 MPH until head end reaches the far limits.*

**2. Signs**

*The train dispatcher must be notified if a conditional stop sign is not found at the point designated by dispatcher message or Form EC-1.*

*Trains must not enter or move within the designated limits, prior to the effective time, unless the head end of the train can clear the limits before the effective time.*

*Exception: The roadway worker in-charge may grant permission to enter or move within the limits prior to the effective time.*

**3. Reverse Movements**

*A reverse movement may only be made as permitted by the roadway worker in-charge in accordance with the operating rules.*

**SPECIAL CONDITIONS**

**Bridge Flash Flood Warning** - Flash flood warning is issued if rainfall exceeds 2 inches in 1 hour, 3 inches in 2 hours, 4 inches in 4 hours, or 6 inches in 12 hours.

When a flash flood warning is issued:

MP 357.9 . . . . .25 MPH over bridge until inspected.

**Fulton Yard** - Employees are prohibited from riding the side of a car in Fulton Yard if the adjacent track contains cars.

**Fulton Yard** - DTMF electric derail controlled by yardmaster, located at MP 270.4 on the Yard Lead.

**Union City Spur** - Engines operating between Rives (MP 283.5) and MP 450 must have current TGBO in their possession before occupying track.

**Dyersburg** - When setting out or picking up at Dyersburg, do not block Roberts Street (first crossing south of the depot) unless absolutely necessary. If the crossing will be blocked longer than 10 minutes, notify the train dispatcher, who will notify Dyersburg Emergency Operations Control Center (901) 288-3588, with this information including an approximate length of time the crossing will be blocked.

**Woodstock** - Use only one unit when switching Osmose at Woodstock.

**Johnston Yard** - All Timetable Instructions items for Johnston Yard are carried in the Memphis Subdivision Timetable Instructions only.

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**LOCATIONS NOT SHOWN AS STATIONS**

<i>NAME</i>	<i>LOCATION</i>	<i>LENGTH</i>	<i>CONNECTION</i>
Obion .....	293.8 .....	.2007 .....	.North
Newbern Industrial Park .....	304.6 .....	.2186 .....	.South
Eldorado Chemical .....	304.7 .....	.541 .....	.North
Hutcherson Scrap .....	323.5 .....	.1116 .....	.South
Tupperware .....	326.7 .....	.3276 .....	.South
Lauderdale Farmers .....	334.1 .....	.1170 .....	.North
Henning .....	343.8 .....	.1695 .....	.South
Tipton Farmers Coop .....	356.0 .....	.1181 .....	.South
Atoka .....	364.3 .....	.1525 .....	.South
Sandusky .....	374.8 .....	.470 .....	.South
Osmose .....	379.1 .....	.Industry .....	.North
PCS Nitrogen .....	379.3 .....	.Industry .....	.North



TRACK CHART & SIDINGS	SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	STATIONS ↓ TOWARDS STATIONS ↑	METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNELS CALL LINES
			380.4	WOODSTOCK 8.9	CTC		(72 72) RTC 4
			389.3	NORTH YARD 0.6	ABS TWC		Diesel Doctor 8-1-8
			389.9	PYRAMID 1.9			
			391.8	MEMPHIS (CENTRAL STATION) 0.7			
			392.5	CN JCT. 1.8	YL		(54 54) RTC 4
			394.3	Y & MV JCT. 0.4			
			394.7	SOUTH JCT. 2.1	ABS		Diesel Doctor 8-1-8
			396.8	EAST JCT. 0.7	YL		
			397.5	GRENADA WYE			

<i>Passenger</i>	<i>Freight</i>
<b>MPH</b>	<b>MPH</b>

**MAXIMUM SPEED** .....30                         25

**SPEED RESTRICTIONS**

**MPH**

- MP 387.5 - Wolf River Bridge .....10
- MP 388.9 - through turnout .....25
- MP 391.5 to MP 392.5 .....10
- CN Jct. - East and West Legs of Wye ..... 5
- MP 392.5 to MP 394.4 ..... 20
- Johnston Yard - A Yard Tracks: 31, 32, North & Southbound Mudlines ..... 20
- C Yard Tracks: 33 and Y&MV Main ..... 20

**OPERATING CHARACTERISTICS**

**DOB LIMITS -**

- Memphis Terminal DOB     Fulton Sub between MP 377 and MP 396.8
- Memphis Sub between MP 380.4 and MP 397.5
- Yazoo Sub between MP 5.4 and MP 18.5
- Grenada Sub between MP 397.5 and MP 406.5

**YARD LIMITS - in effect between**

**Controlled by**

MP 391 and MP 397.5 .....Memphis Yardmaster

**SIGNAL RULES - in effect**

Rules 803-816

**ABS - in effect between**

MP 380.6 and MP 391.6

MP 394.5 and MP 397.5

ABS in Multiple Main Track territory Main 1 is signaled for southward movements, and Main 2 is signaled for northward movements.

**CTC - in effect between**

Woodstock and MP 380.6

**TWC - in effect between**

MP 380.6 and MP 391

**RADIO OPERATIONS**

Yardmaster Johnston Yard Monitors: (54 54)  
 (42 42)  
 (60 60)  
 (66 66)  
 (76 76)  
 (90 90)  
 (36 36)  
 (38 38)  
 (45 45)  
 (15 15)  
 (34 34)

President's Island Yardmaster Monitors: (42 42)  
 (66 66)

**RAILROAD CROSSINGS AT GRADE**

**Controlled by**

Pyramid . . . . . Memphis Area Transit Crossing . . . . . Automatic  
 CN Jct. . . . . BNSF, CSX, UP Crossing . . . BNSF Train Dispatcher

On-Track Safety	Pyramid
Foul Time	
Track & Time	
Planned Work	
Watchman/Lookout	X
Lone Worker	X
Lock-out Box	
Signal Maintainer	X
Inaccessible Track	

**NORMAL POSITION OF SWITCHES**

Junction switches at MP 392.4 and Y&MV Jct will be left lined as instructed by the General Yardmaster Johnston Yard.

**BULLETIN BOARDS**

Johnston Yard . . . . . Transportation Center, South T&E Room, and Tower  
 Woodstock . . . . . Yard Office and Signal Shop  
 President's Island . . . . . Yard Office

**FRA EXCEPTED TRACK**

North Yard Tracks 23, 24  
 Driving Park Lead  
 President's Island - Kroehler Lead south of New Yard crossover.



### JOINT OPERATION OF MAIN TRACK

Trains and engines operating on Burlington Northern Santa Fe Railroad between CN Jct. and BNSF Tennessee Yard are governed by the General Code of Operating Rules, Burlington Northern Santa Fe System Special Instructions and Springfield Division Timetable. These are available from the Johnston Yardmaster and must be in the possession of all conductors and engineers operating between these locations.

Trains and engines operating on Norfolk Southern Railroad between K. C. Junction (NS MP 549.9) and Forrest Yard (NS MP 547) are governed by CN US Operating Rules Second Edition, except as modified here.

All trains and engines must receive permission to enter NS trackage from the Yardmaster at Forrest Yard. NS main track is double track non-signalized, and Yard Limits are in effect between K. C. Junction and Forrest Yard. Trains and engines will operate at Restricted Speed not exceeding 10 MPH on eastward main track and in all yard tracks (Cooper Street to Buntyn - Power Switch).

The normal position for a main track switch (including crossovers) is lined and locked for movement on the main track. Such switches must be left in normal position after use, and locks must be tested to assure that they are secured.

**K.C. Junction** - For movement from NS to BNSF, CN crews will contact the BNSF dispatcher as soon as possible when ready to leave the NS East Main. The BNSF dispatcher will take the control point out of automatic and line for crossover movement. After CN movement occupies BN Main 2, the BNSF dispatcher will notify NS Yardmaster.

For movement from the BNSF to NS, CN crew will contact both BNSF dispatcher and NS yardmaster to occupy the NS east main. The BNSF dispatcher will take the control point out of automatic mode and line for crossover movement. After CN movement occupies NS east main, the BNSF dispatcher will notify NS Yardmaster.

*NS Rule 93 - (in part) Yard Limits will be designated in the timetable, and the limits will be indicated by "Yard Limit" signs. All trains and engines within yard limits except first class trains must move at restricted speed unless the main track is known to be clear by automatic block signal indication.*

*A train or engine must not move against the current of traffic within yard limits until provision has been made for the protection of such movement by train order, Yardmaster, or other designated person, and then must move at Restricted Speed. Trains and engines entering the main track must protect against movements on the main track unless it is known that there are no approaching movements.*

*NS RESTRICTED SPEED - A speed that will permit stopping within half the range of vision, short of train, engine, obstruction, railroad car, men or equipment fouling track, Stop signal, derail or switch lined improperly and looking out for a broken rail, but not exceeding 20 MPH. (Note: The provisions of Restricted Speed do not solely provide protection for men or equipment working on or near the track.)*

### SPECIAL CONDITIONS

**Woodstock** - During switching operations, when making movements from the Memphis Sub. into the Woodstock Control Point and the direction of movement will be changed with either the leading end or trailing end of the movement stopped between the outer absolute signals of the control point, permission of the



control operator is not required before making the next movement in the opposite direction. Rule 504 does not apply.

**Rule 861** - Between MP 380.6 and Memphis Central Station, and between South Jct. and Grenada Wye, Rule 861 is modified to require that a crew member must open a switch and wait two minutes at the switch to establish block signal protection.

**Memphis** - Trains and engines must be preceded by an employee at the crossing when passing over the following crossings:

- Corrine Street
- North Second at Westway Molasses
- North Second at Cargill Grain Elevator
- River Port Road - lead to Valero Refinery

**MP 392 - MP 394** - Between Memphis Central Station and Y & MV Jct. there is no MP 393. The distance between MP 392 and MP 394 is 4,278 feet.

**CN Jct.** - Planned Work as prescribed by Rule 1102 may be issued through CN Jct. However, the Planned Work does not authorize Roadway Workers to occupy the main track through the railroad crossings and connections.

**CN Jct.** - Trains stopped at Stop indication must contact BNSF train dispatcher for instructions and comply with instructions in the release box.

**BNSF** - Notify BNSF Train Dispatcher if handling dimensional shipments on BNSF between CN Jct. (MP 483.8) and KC Junction (MP 486).

**East Jct.** - Main track switches at East Jct. may be left in the position last used or as directed by the General Yardmaster Johnston Yard.

**Johnston Yard Remote Control Zone** - Remote Control Zone (RCZ1) as prescribed by USOR Rule 1202 is located on Track C8 from the clearance point of 8/9 Crossover on the North end to the clearance point of Track C7 on the South end. The zone is activated/deactivated by the Johnston Yardmaster.

**Johnston Yard** - Memphis Terminal DTMF Control Switches

DTMF for A-31/32 Track:

- #131 Normal Position Lined for 31 Track
- #332 Reverse Position Lined for 32 Track

DTMF for Pig Ramp Extension:

- #133 Normal Position Lined for A-32
- #333 Reverse Position Lined for New Track

DTMF for YMV Crossover:

- #155 Normal Position Lined for YMV
- #355 Reverse Position Lined for Crossover



TRACK CHART & SIDINGS	SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	STATIONS ↓ SOUTH ↑ NORTH	METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNELS CALL IN'S
					520		
Intermodal Gateway Memphis			5.4	WEST JCT. 1.7	CTC	15.2	(54 54) RTC 4 Diesel Doctor 8-1-8
			7.1	HULET 1.5			
			8.6	NORTH SHELBY 2.3	CTC	34.2	Diesel Doctor 8-2-8
			10.9	SOUTH SHELBY 2.2			
			13.1	LAKEVIEW 7.4	CTC	52.4	(72 72) RTC 4 Diesel Doctor 8-2-8
	10,039	18.3 20.4	20.5	LAKE CORMORANT 9.7			
	9,940	29.8 31.8	30.2	RIALS 18.6	CTC	69.2	(72 72) RTC 4 Diesel Doctor 8-2-8
	9,860	46.8 48.7	48.8	CRENSHAW 13.6			
	10,000	60.4 62.4	62.4	DARLING 4.0	CTC	78.6	(72 72) RTC 4 Diesel Doctor 8-2-8
			66.4	MARKS 4.8			
	9,600	71.1 73.1	71.2	LAMBERT 12.1	CTC	95.7	(72 72) RTC 4 Diesel Doctor 8-2-8
	10,000	81.3 83.3	83.3	BRAZIL 10.4			
MSDR 93.6	10,475	92.7 94.3	93.7	SWAN LAKE 11.3	CTC	107.2	(72 72) RTC 4 Diesel Doctor 8-2-8
			105.0	PHILIPP 7.8			
	9,542	112.3 114.2	112.8	MONEY 7.8	CTC	126.4	(72 72) RTC 4 Diesel Doctor 8-2-8
			120.6	HUNTER 1.3			
			121.9	YALOBUSHA 0.8	CTC	142.2	(72 72) RTC 4 Diesel Doctor 8-2-8
			122.7	GREENWOOD 2.4			
122.4 CAGY			125.1	SOUTH GREENWOOD 5.9	CTC	163.3	(72 72) RTC 4 Diesel Doctor 8-2-8
	10,481	128.8 130.9	131.0	SIDON 6.8			
	11,250	136.9 139.2	137.8	CRUGER 10.5	CTC	177.6	(72 72) RTC 4 Diesel Doctor 8-2-8
	9,184	148.0 149.9	148.3	GWIN 20.9			
	10,600	167.7 169.9	169.2	DELTA 6.0	CTC	192.7	(72 72) RTC 4 Diesel Doctor 8-2-8
			175.2	YAZOO CITY 5.0			
	12,085	180.1 182.5	180.2	VALLEY 9.5	CTC	209.3	(72 72) RTC 4 Diesel Doctor 8-2-8
	8,910	189.9 191.8	189.7	ANDING 7.9			
			197.6	RAGIN 7.4	CTC	209.3	(72 72) RTC 4 Diesel Doctor 8-2-8
	9,816	203.7 205.7	205.0	FLORA 6.3			



TRACK CHART & SIDINGS	SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	STATIONS		METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNELS CALL INS
				↓ T-CROSS H	↑ T-CROSS H			
	8,750	211.0 212.8	211.3		CYNTHIA	CTC		(72.72) RTC 4 Diesel Doctor 8-2-8
			217.2	5.9	NORTH JACKSON			
			218.6	1.4	JACKSON	YL		

	<i>Passenger</i>	<i>Freight</i>
	<b>MPH</b>	<b>MPH</b>
<b>MAXIMUM SPEED</b> .....	79	60

	<i>Passenger</i>	<i>Freight</i>
	<b>MPH</b>	<b>MPH</b>
<b>SPEED RESTRICTIONS</b>		
MP 7.1 to Lakeview (Main 2-High Line) .....	.30	30
MP 5.4 to MP 6 (Main 1-Low Line) .....	.30	30
MP 6 to Lakeview (Main 1-Low Line) .....	.60	—
Lakeview - (Main 2-High Line) through turnout .....	.25	25
MP 15.7 to MP 16.1 - curve .....	.70	—
MP 20.3 to MP 21.1 - curve .....	.60	—
MP 38.5 to MP 40 - curves .....	.70	—
MP 43 to MP 45.3 - curves .....	.45	40
MP 45.3 to MP 46.5 - curve .....	.70	—
MP 51.1 to MP 51.3 - curve .....	.70	—
MP 59 to MP 59.3 - curve .....	.70	—
MP 63.3 to MP 64.3 - curves .....	.70	—
MP 67 to MP 68.5 .....	.60	—
MP 71 to MP 72 .....	.60	—
MP 72.1 to MP 72.3 - curves .....	.70	—
MP 81.9 to MP 82.1 - curve .....	.70	—
MP 90.8 to MP 91.5 - curves .....	.70	—
MP 94.5 to MP 95 - curve .....	.60	—
MP 95.9 to MP 96.5 - curve .....	.70	—
MP 96.6 to MP 97.1 - curve .....	.50	40
MP 97.1 to MP 97.7 - curve .....	.70	—
MP 100.5 to MP 100.8 - curves .....	.70	—
MP 102.5 to MP 102.7 - curve .....	.70	—
MP 104 to MP 105 - curves .....	.40	25
MP 107.6 to MP 108 - curve .....	.70	—
MP 111.5 to MP 111.8 - curve .....	.70	—
MP 114.5 to MP 115.3 - curves .....	.70	—
MP 120.5 to MP 121.5 - curves .....	.70	—
MP 121.7 to MP 121.8 - curve .....	.60	40
MP 121.8 to MP 124.4 .....	.40	40
MP 125.7 to MP 127.1 - curves .....	.70	—
MP 135.6 o MP 136.7 - curve .....	.70	—
MP 143.1 to MP 143.7 - curves .....	.70	—
MP 143.7 to MP 144.2 - curves .....	.50	50
MP 147.7 to MP 148 - curve .....	.60	—
MP 154.4 to MP 154.7 - curve .....	.70	—
MP 160.1 - bridge .....	.70	—
MP 163.6 to MP 164 - curve .....	.70	—
MP 168.1 to MP 168.3 - curve .....	.70	—



MP 173.5 to MP 175.8 - curves	.40	40
MP 175.8 to MP 177 - curves	.60	—
MP 178.1 to MP 182.5	.70	—
MP 182.5 to MP 185	.40	40
MP 185 to MP 189.8	.50	40
MP 195.7 to MP 195.8 - bridge	.60	50
MP 201.5 to MP 201.6 - curve	.70	—
MP 205 to MP 211 - curves	.70	—
MP 212.2 to MP 215.0	.60	—
MP 215.0 to MP 217.2	.40	40
MP 217.2 - through turnout DCS	.25	25
MP 218.6 - Main 2 through turnout to Grenada Sub	.20	20

**SIDING SPEEDS** - All sidings are 30 MPH. The turnouts from the main track to all sidings are 25 MPH.

Trains approach the following block signals not exceeding 55 MPH, unless aspect can be clearly seen to be displaying CLEAR indication:

<i>Southward</i>	<i>Northward</i>
112.1	114.3
189.7	128.8
	191.8

**OPERATING CHARACTERISTICS**

**DOB LIMITS -**

Memphis Terminal DOB	Fulton Sub between MP 377 and MP 396.8
	Memphis Sub between MP 380.4 and MP 397.5
	Yazoo Sub between MP 5.4 and MP 18.5
	Grenada Sub between MP 397.5 and MP 406.5
Jackson Terminal DOB	Grenada Sub between MP 724.9 and MP 727.2
	Yazoo Sub between MP 211 and MP 218.6
	McComb Sub between MP 727.2 and MP 737
	Beaumont Sub between MP 185 and MP 181.6

**YARD LIMITS - in effect between** **Controlled by**

MP 5.4 and MP 8.6 (Main 1)	Memphis Yardmaster
MP 7.1 and MP 12.9 (Main 2)	Memphis Yardmaster
MP 217.2 and MP 218.6	Jackson Yardmaster

**SIGNAL RULES - in effect**

Rules 803-816

**ABS - in effect between**

West Jct. and North Shelby (Main 1)	Signaled in both directions
Hulet and Lakeview (Main 2)	Signaled in both directions

**CTC - in effect between** **Controlled by**

North Shelby and Lakeview (Main 1)	Desk 4 RTC
Lakeview and North Jackson	Desk 4 RTC

**Rule 901** - Main Track Switches in CTC that are not equipped with electric locks where trains must not clear the Main Track:

Walls House Track	MP 15.4
Lake Cormorant House Track	MP 20.5
Banks House Track	MP 26
Prichard House Track	MP 34.7

Crenshaw House Track . . . . .	MP 49.9
North Clay House Track . . . . .	MP 52.1
South Clay House Track . . . . .	MP 52.2
Sledge - North Storage Track . . . . .	MP 54.4
Sledge - South Storage Track . . . . .	MP 54.8
Marks - Graeber Bros . . . . .	MP 68.1
Lambert North Storage . . . . .	MP 70.8
Brazil House Track . . . . .	MP 83.3
Money House Track . . . . .	MP 112.7
Greenwood - Former NSS . . . . .	MP 120.9
Industrial Spur . . . . .	MP 121.0
Greenwood - Former NSS . . . . .	MP 121.8
Industry Park . . . . .	MP 124.5
Staple Cotton . . . . .	MP 126.9
Farmers Supply . . . . .	MP 127.1
Sidon House Track . . . . .	MP 131.1
Eden House Track . . . . .	MP 164.0
Yazoo City - North Switch Old Siding . .	MP 175.6
Yazoo City - South Switch Old Siding . .	MP 175.8
Bentonina Sawmill . . . . .	MP 194.2
MP&L . . . . .	MP 214.2
Tri-State . . . . .	MP 214.2

**BULLETIN BOARDS**

Memphis . . . . .	Transportation Center, South T&E Room and Tower
Lambert . . . . .	Yard Office
Greenwood . . . . .	Yard Office
Yazoo City . . . . .	Yard Office
Jackson . . . . .	Yard Office, T&E Locker Room, & Engineer's Washroom

**MEASURED MILES - between**

- MP 17 and MP 18
- MP 206 and MP 207

**SPECIAL CONDITIONS**

**Johnston Yard** - All Timetable Instructions items for Johnston Yard are carried in the Memphis Subdivision Timetable Instructions only.

**Bridge Flash Flood Warning** - When a flash flood warning is issued:  
 MP 41.6 . . . . . 25 MPH over bridge until bridge is inspected.

**Lambert** - Movements from the Main Track to the North Wye must also line the House Track switch for through movement on the North Wye. Movements clearing the North Wye onto the Main Track must restore the House Track switch for movement from the North Wye to the House Track, or signals on the Main Track will not clear.

**Cynthia** - When train is being delayed at Cynthia, do not block County Line Road. Communicate with the train to be met to coordinate movement into the siding.

**Jackson Remote Control Zone** - Remote Control Zone (RCZ1) as prescribed by USOR Rule 1202 is located on North Switching Lead track from the North End located at Livingston Road southward to the Ready Mix Switch. The zone is activated/deactivated by the Jackson Yardmaster.


**LOCATIONS NOT SHOWN AS STATIONS**

<i>NAME</i>	<i>LOCATION</i>	<i>LENGTH</i>	<i>CONNECTION</i>
Walls .....	.15.4 .....	.300 .....	.South
Banks .....	.25.8 .....	.1433 .....	.South
Prichard .....	.34.7 .....	.923 .....	.South
Savage .....	.39.4 .....	.2051 .....	.Both
Ky-Tenn Clay .....	.52.1 .....	.1033 .....	.North
United Clay .....	.53.4 .....	.857 .....	.South
Sledge .....	.54.3 .....	.3142 .....	.Both
Rising Sun .....	.127.1 .....	.3521 .....	.North
Eden .....	.164.0 .....	.1198 .....	.South
New Storage .....	.171.0 .....	.6250 .....	.Both
Yazoo Industrial .....	.176.8 .....	.Industry .....	.South
Memphis Hardwood .....	.194.2 .....	.1014 .....	.South
Mosinee .....	.213.9 .....	.1034 .....	.South
MP&L .....	.214.2 .....	.3240 .....	.South
Tri State .....	.214.2 .....	.1764 .....	.North



# GRENADA SUBDIVISION

**55**

TRACK CHART & SIDINGS	SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	STATIONS ↓ H-T-C-O-S ↑ H-T-O-Z	METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNELS CALL IN'S		
			397.5	<b>GRENADA WYE</b> — 17.9 —	<b>YL ABS</b>	456.0	(54 54) RTC 4		
	3,190	415.5 416.2	415.4	<b>HERNANDO</b> — 12.7 —			<b>ABS TWC</b>	456.0	Diesel Doctor 8-2-8
			428.1	<b>FANNIE MAY</b> — 14.8 —					<b>ABS TWC</b>
			442.9	<b>SARDIS</b> — 9.2 —			<b>ABS TWC</b>	456.0	
	4,675	452.2 453.1	452.1	<b>BATESVILLE</b> — 7.5 —					<b>ABS TWC</b>
			459.6	<b>POPE</b> — 14.0 —			<b>ABS TWC</b>	456.0	
			473.6	<b>BLANCHE</b> — 13.2 —					<b>ABS TWC</b>
			486.8	<b>W.V.JCT.</b> — 5.5 —			<b>ABS TWC</b>	456.0	
			617.7	<b>GRENADA</b> — 7.4 —					<b>ABS TWC</b>
			625.1	<b>ELLIOTT</b> — 4.4 —	<b>ABS TWC</b>	456.0	(54 54) RTC 4 Diesel Doctor 8-2-8		
	2,429	629.2 629.8	629.5	<b>DUCK HILL</b> — 11.0 —			<b>ABS TWC</b>	456.0	(54 54) RTC 4 Diesel Doctor 8-2-8
	3,247	640.3 641.1	640.5	<b>WINONA</b> — 8.0 —	<b>ABS TWC</b>	456.0			(54 54) RTC 4 Diesel Doctor 8-2-8
			648.5	<b>CARROLL</b> — 2.7 —			<b>ABS TWC</b>	456.0	(54 54) RTC 4 Diesel Doctor 8-2-8
			651.2	<b>VAIDEN</b> — 9.9 —	<b>ABS TWC</b>	456.0			(54 54) RTC 4 Diesel Doctor 8-2-8
			661.1	<b>WEST</b> — 9.5 —			<b>ABS TWC</b>	456.0	(54 54) RTC 4 Diesel Doctor 8-2-8
	4,961	670.2 671.6	670.6	<b>DURANT</b> — 14.9 —	<b>ABS TWC</b>	456.0			(54 54) RTC 4 Diesel Doctor 8-2-8
			685.5	<b>PICKENS</b> — 20.2 —			<b>ABS TWC</b>	456.0	(54 54) RTC 4 Diesel Doctor 8-2-8
			705.7	<b>CANTON</b> — 11.2 —	<b>ABS TWC</b>	456.0			(54 54) RTC 4 Diesel Doctor 8-2-8
4,692	716.4 717.3	716.9	<b>MADISON</b> — 10.3 —	<b>ABS TWC</b>			456.0	(54 54) RTC 4 Diesel Doctor 8-2-8	
		727.2	<b>JACKSON</b>		<b>ABS YL</b>	720.1		(72 72)	

**MPH**

**MAXIMUM SPEED** ..... **40**

**MPH**

**SPEED RESTRICTIONS**

MP 397.5 to MP 403 ..... 30

MP 427 - Bridge ..... 25

MP 422.5 - Coldwater River Bridge ..... 10

MP 448.3 - Tallahatchie River Bridge ..... 25

MP 451.5 to MP 452.1 (HER) ..... 35

MP 617 to MP 617.3 ..... 25

MP 617.3 - Yalobusha River Bridge ..... 10

MP 617.3 to MP 619 ..... 25

MP 727.2 - through turnout to Yazoo Sub ..... 20



## OPERATING CHARACTERISTICS

### DOB LIMITS -

Memphis Terminal DOB	Fulton Sub between MP 377 and MP 396.8
	Memphis Sub between MP 380.4 and MP 397.5
	Yazoo Sub between MP 5.4 and MP 18.5
	Grenada Sub between MP 397.5 and MP 406.5
Jackson Terminal DOB	Grenada Sub between MP 724.9 and MP 727.2
	Yazoo Sub between MP 211 and MP 218.6
	McComb Sub between MP 727.2 and MP 737
	Beaumont Sub between MP 185 and MP 181.6

### YARD LIMITS - in effect between

### Controlled by

MP 397.5 and MP 406.5	.....Memphis Yardmaster
MP 724.9 and MP 727.2	.....Jackson Yardmaster

### TWC - in effect between

MP 406.5 and MP 724.9

### SIGNAL RULES - in effect

Rules 803-816

### ABS - in effect between

MP 397.5 and MP 727.2

### NORMAL POSITION OF SWITCHES

Grenada Wye-Switches are to be left lined as instructed by the Johnston Yardmaster.

### BULLETIN BOARDS

Johnston Yard	.....Transportation Center, South T&E Room and Tower
Grenada	.....Yard Office
Jackson	.....Yard Office, T&E Locker Room, and Engineer's Washroom

### FRA EXCEPTED TRACK

Water Valley Spur - All trackage between WV Jct. and Bruce Jct.  
Grenada - Memphis Hardwood Lead

### MEASURED MILES - between

MP 400 and MP 401  
MP 710 and MP 711

### SPECIAL CONDITIONS

**Johnston Yard** - All Timetable Instructions items for Johnston Yard are carried in the Memphis Subdivision Timetable Instructions only.

**Grenada Wye** - Rule 861 is modified to require that a crew member must open a switch and wait two minutes at the switch to establish block signal protection.

**Mileposts** - Mileposts on the Grenada Subdivision are numbered south from Grenada Wye. At North Yard Grenada at MP 491.09, the numbering changes to MP 616.49. This numbering continues to the south end of the subdivision.

**Bridge Flash Flood Warning** - When a flash flood warning is issued:

MP 469.2	.....10 MPH over bridge until inspected.
MP 643.8	.....25 MPH over bridge until inspected.
MP 648.8	.....25 MPH over bridge until inspected.
Grenada - Memphis Hardwood Lead	.....Do not pass until bridge is inspected.



**Winona** - Absolute signals at former location of CAGY crossing are interlocked. When Stop is displayed, be governed by instructions in the release box.

**Rule 528** - The last paragraph of Rule 528 applies at the following crossings:  
 MP 640.4 .....Winona Siding  
 MP 640.8 .....Winona Siding  
 MP 670.5 .....Durant auxiliary tracks only, not the siding  
 MP 716.9 .....Madison Siding  
 MP 717.2 .....Madison Siding

**Jackson Remote Control Zone** - Remote Control Zone (RCZ1) as prescribed by USOR Rule 1202 is located on North Switching Lead track from the North End located at Livingston Road southward to the Ready Mix Switch. The zone is activated/deactivated by the Jackson Yardmaster.

**LOCATIONS NOT SHOWN AS STATIONS**

<i>NAME</i>	<i>LOCATION</i>	<i>LENGTH</i>	<i>CONNECTION</i>
Quebecor	.401.9	.726	North
84 Lumber	.403.1	.1000	North
Shannon Lumber	.405.9	.550	South
M.P.I.	.424.6	.699	North
Coldwater	.425.1	.884	North
Graeber Brothers	.429.0	.399	North
Chromcraft	.429.1	.997	North
Senatobia Ind. Park	.431.1	.549	North
Kroger Lead	.449.5	.Industry	South
King Seely Thermos	.450.1	.1391	North
Batesville Ind. Park	.454.2	.1263	South
Oakland	.471.8	.800	South
Hardy IP	.486.0	.1552	South
La Pacific	.623.6	.1993	South
Eskridge	.633.5	.952	North
Goodman	.678.3	.745	North
Vaughan	.691.9	.700	South
Madison Co. Ind. Park	.712.3	.Industry	North
Air-Liquide	.713.1	.527	North
MFC Services	.715.5	.2030	North
Ridgeland	.719.2	.618	South
Warehouse Services	.723.5	.1600	North



TRACK CHART & SIDINGS		SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	STATIONS ↓ SOUTH ↑ NORTH	METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNELS CALLS
YAZOO SUB KCS	GRENADA SUB			727.2	JACKSON	YL	738.3	(72 72) RTC 5 Diesel Doctor 8-0-8
	KCS			729.2	SWITCHTENDER	ABS YL		
Main 1 →	Main 2 ←			731.8	MCDOWELL	CTC	757.6	(54 54) RTC 5 Diesel Doctor 8-0-8
				736.0	ELTON JCT.			
Main 1 →	Main 2 ←	15,003	753.5 756.3	753.4	CRYSTAL SPRINGS	CTC	772.6	(54 54) RTC 5 Diesel Doctor 8-0-8
				762.5	HAZLEHURST			
Main 1 →	Main 2 ←			763.6	J. PAUL	CTC	795.7	(54 54) RTC 5 Diesel Doctor 8-0-8
				775.4	WESSON JCT.			
Main 1 →	Main 2 ←			778.7	MONTGOMERY	CTC	820.0	(72 72) RTC 5 Diesel Doctor 8-1-8
				782.2	CENTRAL JCT.			
Main 1 →	Main 2 ←			783.1	BROOKHAVEN	CTC	833.4	(72 72) RTC 5 Diesel Doctor 8-1-8
				793.3	BOGUE CHITTO			
Main 1 →	Main 2 ←			801.7	SUMMIT JCT.	CTC	844.2	(72 72) RTC 5 Diesel Doctor 8-1-8
				804.1	SUMMIT			
Main 1 →	Main 2 ←			806.9	McCOMB	CTC	855.2	(72 72) RTC 5 Diesel Doctor 8-1-8
				808.7	SOUTH YARD			
Main 1 →	Main 2 ←			812.1	FERNWOOD JCT.	CTC	867.5	(72 72) RTC 5 Diesel Doctor 8-1-8
				823.9	OSYKA			
Main 1 →	Main 2 ←			828.9	KENTWOOD	CTC	879.5	(72 72) RTC 5 Diesel Doctor 8-1-8
				840.0	ARCOLA			
Main 1 →	Main 2 ←	13,033	837.4 840.0	840.0	ARCOLA	CTC	892.5	(72 72) RTC 5 Diesel Doctor 8-1-8
				856.3	NATALBANY			
Main 1 →	Main 2 ←	13,253	856.3 858.8	856.3	NATALBANY	CTC	892.5	(72 72) RTC 5 Diesel Doctor 8-1-8
				858.8	HAMMOND			
Main 1 →	Main 2 ←			875.2	MANCHAC	CTC	892.5	(72 72) RTC 5 Diesel Doctor 8-1-8
				877.2	MANCHAC			
Main 1 →	Main 2 ←			887.3	FRENIER	CTC	892.5	(72 72) RTC 5 Diesel Doctor 8-1-8
				889.6	FRENIER			
Main 1 →	Main 2 ←			898.6	SKIP	CTC	892.5	(72 72) RTC 5 Diesel Doctor 8-1-8
				900.8	ORLEANS JCT.			
Baton Rouge Sub								

Continued on next page



TRACK CHART & SIDINGS	SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	STATIONS		METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNELS CALL INS
				↓ SOUTH	↑ NORTH			
			903.5	<b>NORTH MAYS</b>		Man. Intlkg		(54 54) RTC 5 Diesel Doctor 8-1-8
				—0.6—				
			904.1	<b>HICKORY ST.</b>				
				—0.3—				
			904.4	<b>MAYS YARD</b>				
				—2.0—				
			906.4	<b>EAST BRIDGE JCT.</b>				
				—2.2—				
			908.6	<b>SOUTHPORT JCT.</b>				

**MAXIMUM SPEEDS**

	Passenger	Freight
	MPH	MPH
Jackson to Skip . . . . .	.79	60
Skip to Southport Jct . . . . .	.60	40

**SPEED RESTRICTIONS**

	Passenger	Freight
	MPH	MPH
MP 727.2 to MP 729.3 . . . . .	30	30
MP 729.3 to MP 731.5 - (Both Tracks) . . . . .	30	30
McDowell - through crossovers. . . . .	25	25
Elton Jct. - through turnout DCS . . . . .	40	40
MP 748.2 to MP 750.3 . . . . .	75	50
MP 765.5 to MP 767.6 - curve . . . . .	75	—
Wesson Jct. - through turnout DCS . . . . .	25	25
Central Jct. - through turnout DCS . . . . .	40	40
Summit Jct. - through turnout DCS . . . . .	40	40
MP 806.3 to MP 810 (Both Tracks) . . . . .	60	40
Fernwood Jct. - through turnout DCS . . . . .	25	25
MP 858.2 to MP 859.5 (Note B) . . . . .	40	40
MP 863.9 - Pine Street (Note B) . . . . .	35	35
Manchac Bridge - MP 874.6 (Movable Span Only) . . . . .	40	40
MP 890.2 to MP 892.5 - Spillway Bridge . . . . .	40	40
Skip - through turnout DCS. . . . .	40	40
Orleans Jct. - Martin Switch to James Switch. . . . .	10	10
Orleans Jct. - through turnout to Baton Rouge Subdivision . . . . .	25	25
Track A1 Mays Yard. . . . .	20	20
Long Crossover - MP 907.4 to MP 908.6 . . . . .	10	10

**SIDING SPEEDS:** All sidings are 30 MPH. The turnouts from the Main Track to all sidings are 25 MPH.

**OPERATING CHARACTERISTICS****DOB LIMITS -**

Jackson Terminal DOB	Grenada Sub between MP 724.9 and MP 727.2 Yazoo Sub between MP 211 and MP 218.6 McComb Sub between MP 727.2 and MP 737 Beaumont Sub between MP 181.6 and MP 185
New Orleans/Baton Rouge Terminal DOB	McComb Sub between MP 898 and MP 908.8 Hammond Sub between MP 9 and MP 0.0 Baton Rouge Sub between MP 9.7 and MP 444.2

**YARD LIMITS - in effect between****Controlled by**

MP 727.2 and MP 731.6 . . . . . Jackson Yardmaster

**SIGNAL RULES - in effect**

Rules 803-816

**ABS - in effect between**

MP 727.2 and MP 728.6

MP 729.3 and MP 731.6 (\*)

MP 906.4 and MP 908.6 (Track A2)

(\*) Main 1 is signaled for SWD movements. Main 2 is signaled for  
NWD movements between MP 729.3 and MP 730.4, and in both directions  
between MP 730.4 and MP 731.6.

**CTC - in effect between****Controlled by**

MP 731.6 and MP 906.1 . . . . . Desk 5 RTC

**Rule 901** - Main Track switches in CTC that are not equipped with electric locks  
where trains must not clear the Main Track:

Apac - Main 2 . . . . .	MP 731.9
Elton - North Storage - Main 2 . . . . .	MP 734.2
Elton - South Storage - Main 2 . . . . .	MP 735.1
Griffin Industries . . . . .	MP 739.6
Hazelhurst SO Track . . . . .	MP 761.7
Charles Donald Wood Yard . . . . .	MP 761.9
Ramsey Wood Yard . . . . .	MP 762.5
Signature Works . . . . .	MP 763.5
Martinsville SO Track . . . . .	MP 769.4
North Intermediate - Main 1 . . . . .	MP 781.3
North Intermediate - Main 2 . . . . .	MP 781.3
South Intermediate - Main 1 . . . . .	MP 782.2
South Intermediate - Main 2 . . . . .	MP 782.2
Bogue Chitto SO Track . . . . .	MP 793
Dixie Packaging . . . . .	MP 799.7
Southern Film . . . . .	MP 803.1
Summit Plastics . . . . .	MP 804.3
Weyerhaeuser . . . . .	MP 812.6
Agro . . . . .	MP 813.8
Southeast RR Service . . . . .	MP 814.2
Kentwood Coop - North . . . . .	MP 828.7
Kentwood Brick . . . . .	MP 829.1
Kentwood Co-op - South . . . . .	MP 829.1
Fluker House Track . . . . .	MP 837
Arcola Feed Mill . . . . .	MP 839.9
Smitty's Industries . . . . .	MP 840.2
Roseland - North Switch . . . . .	MP 841.2
Roseland - South Switch . . . . .	MP 842.1
Amite House Track . . . . .	MP 843.2
Dykes Spur . . . . .	MP 844.5
Shiloh SO Track . . . . .	MP 846.5
Hammond Storage (South End) . . . . .	MP 858.1
Coal Chute - S. End . . . . .	MP 858.6
North Leg Wye . . . . .	MP 858.7
Ross Wallace . . . . .	MP 859.9

Port of Manchac - South Switch .....MP 872.7  
 Overmeyer .....MP 900  
 Lacoor Switch .....MP 900.1

**RAILROAD CROSSINGS AT GRADE**

**Controlled by**

Southport Jct. .... KCS Crossing ..... East Bridge Jct. Tower

On-Track Safety	Southport Jct
Foul Time	X
Track & Time	X
Planned Work	
Watchman/Lookout	X
Lone Worker	
Lock-out Box	
Signal Maintainer	
Inaccessible Track	

**BULLETIN BOARDS**

Jackson ..... Yard Office, T&E locker room, Engineer's washroom  
 Brookhaven ..... Yard Office  
 McComb ..... Yard Office  
 Mays Yard ..... Conductor's register room  
 East Bridge Jct ..... Tower  
 NOUPT ..... Supervisor's Office

**MEASURED MILES - between**

MP 739 and MP 740  
 MP 802 and MP 803  
 MP 819 and MP 820  
 MP 887 and MP 888

**JOINT OPERATION OF MAIN TRACK**

CN operates on New Orleans Union Passenger Terminal trackage between Southport Jct. and NOUPT. CN crews must have NOUPT timetable and General Code of Operating Rules in their possession between these points. Movements will be directed by Amtrak's Chicago Control Center.

**SPECIAL CONDITIONS**

**Bridge Flash Flood Warning -** When a flash flood warning is issued:

MP 741 ..... .25 MPH over bridge until inspected.  
 MP 759.2 ..... .25 MPH over bridge until inspected.  
 MP 792 to MP 793 ..... .25 MPH until bridges are inspected.  
 MP 815.6 ..... .10 MPH over bridge until inspected.  
 MP 815.9 ..... .25 MPH over bridge until inspected.  
 MP 832.6 ..... .10 MPH over bridge until inspected.  
 MP 835.1 ..... .25 MPH over bridge until inspected.  
 MP 857 ..... .40 MPH over bridge until inspected.

**Jackson -** Switches at the north end of Jackson Yard operate automatically. The switch locks on these switches must remain locked. When individual tracks are under Blue Signal protection, lock out devices must be placed on switch points, the control panel, and control devices at each switch.

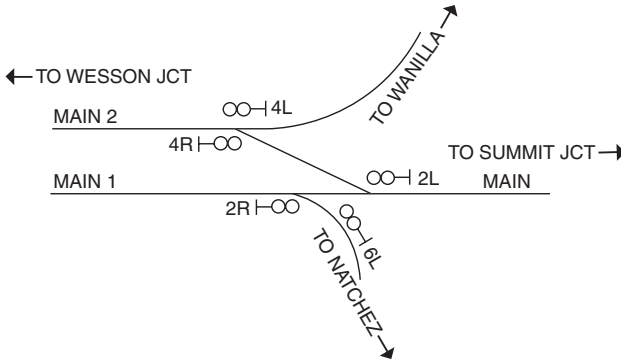
Do not ride the side of equipment between Tracks 18 and 19 account close clearance.

**Jackson Remote Control Zone** - Remote Control Zone (RCZ1) as prescribed by USOR Rule 1202 is located on North Switching Lead track from the North End located at Livingston Road southward to the Ready Mix Switch. The zone is activated/deactivated by the Jackson Yardmaster.

**Switchtender** - Before using the KCS main track between Switchtender and the Avery Lead Switch, or Switchtender and Parkside Drive permission must be received from the KCS. Also, KCS must be notified when clear of their trackage.

**Switchtender** - Planned Work as prescribed by Rule 1102 is prohibited between MP 728.6 and MP 729.3 at Switchtender.

**Switchtender** - The main track switches may be left in the position last used. The first paragraph of Rule 707 does not apply.



**Central Jct.** - Switching Mode may be requested for continuous switching movements over certain portions of the control point. Absolute signals will display restricting aspects in both directions simultaneously. Trains may switch northward and southward from Main 2 to the Central Subdivision toward Wainilla (Signals 4R-4L) or northward and southward from Main 1 to the Central Subdivision toward Natchez (Signals 2R-6L). Switching Mode is not enabled from the Main Track to Mains 1 or 2. When using the Switching Mode, that part of Rule 700 prohibiting dropping cars over dual control switches will not apply.

**Central Jct.** - When Central Jct. is at either end of Track & Time limits, selecting Switch-Yes is prohibited.

**Scour Detectors** - Are located at MP 815.6 and MP 832.6.

Upon activation (scour condition), the detector will begin broadcasting an Emergency Alarm message via radio to notify train crews of the condition. The broadcast will be repeated until physically reset by bridge inspector at the site.

Detector Message: "EMERGENCY, EMERGENCY, EMERGENCY, SCOUR DETECTOR ACTIVATED AT MP xxx.xx, MCCOMB SUBDIVISION."

Alarm Procedure

Train Crew: Trains approaching site where alarm message is being transmitted must stop their train and notify the RTC. Train must not move until instructed to do so by bridge inspector.

RTC: Upon notification from a train crew that they heard the Scour Detector Emergency Message, notify the local Bridges and Structures supervisor, and S&C Call Desk.

**Manchac Bridge** - Southward trains approaching Manchac Bridge and Northward trains at the North Siding Switch at Manchac are governed by a Bridge-Locked Indicator Light. The Bridge-Locked Indicator Light is a lunar light with a black "L" on the lens. It will illuminate only when the absolute signal displays Stop indication, and the movable span of the bridge is fully lowered and locked. Before authorizing a train or engine past a Stop indication, the RTC will determine from the crew that the Bridge-Locked Indicator Light is illuminated. If the Bridge-Locked Indicator Light is not illuminated, the train may be authorized to pass the Stop indication if the RTC has an indication that the bridge is locked.

To provide for movement of Roadway Workers and on-track equipment, key switch lockout boxes are located at the north and south approaches to the movable span. When activated, the lockout prevents any remote operation of the bridge. Follow these steps:

**TO LOCKOUT REMOTE OPERATION**

1. Contact Mays Yardmaster to lower the bridge.
2. Operate the key switch marked "DISABLE" before entering the movable span.
3. Proceed over the bridge when the indicator lamp is illuminated.

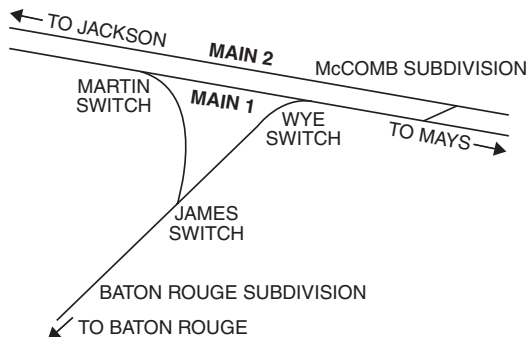
**TO RELEASE REMOTE OPERATION**

1. After having passed over the movable span, operate key switch marked "ENABLE"
2. Exit bridge.

**Manchac** - That part of Rule 1002 reading, *Except at railroad crossings at grade, trains granted Track & Time may, after stopping, pass a Stop indication without further authority while within the limits*, does not apply at the absolute signals governing movement over the movable span of the Manchac Bridge.

**Flood Gate MP 899.5** - If flood gate is activated, white lights at the gate will be illuminated, and northward signals at Orleans Jct. and southward signals at Skip will display Stop. Employees on trains must notify the RTC when observing the illuminated lights, and RTC will notify the S&C Help Desk.

**Orleans Jct.** - When Track & Time is issued between the opposing absolute signals on Main 1 at Orleans Jct., trackage to the opposing absolute signal on the Baton Rouge Subdivision is included.



**Mays Yard** - Switch on the Inbound-Outbound Lead at the south end of Mays Yard is not controlled by East Bridge Jct., and must be operated by hand. When indicator is red over lunar the switch is lined for the Inbound Lead. When it is red over red, it is lined for the Outbound Lead.

**Mays Yard** - The third paragraph of Rule 707 is modified at Mays Yard, when working through the crossover that connects one switching lead to another, switching



movements may be made on either lead without lining both switches of the crossover under the following conditions:

- The Switches are under the control of a crew member doing the switching.
- Permission is received from Mays Yardmaster.
- The way is seen or known to be clear.

**East Bridge Jct.** - ABS in effect on Track A2 between East Bridge Jct. and Southport Jct. East Bridge controls access to this track on both north and south ends.

**Southport Jct.** - Amtrak crews must report time passing Southport Jct. to the Homewood RTC.

### LOCATIONS NOT SHOWN AS STATIONS

NAME	LOCATION	LENGTH	CONNECTION
Elton Storage	.734.3	.4600	.Both
Griffin Industries	.739.6	.888	.North
Jackson Industry Park	.740.1	.Lead	.South
Terry Storage	.745	.6674	.Both
Gallman Storage	.758.9	.3300	.Both
Hazlehurst SO Track	.761.7	.1000	.South
Charles Donald Wood	.761.9	.1873	.North
Kitchens Lumber	.763.2	.482	.North
Signature Works	.763.5	.444	.North
Martinsville SO Track	.769.4	.600	.North
Dixie Packaging	.799.7	.695	.North
A Spur	.803.9	.731	.North
American Box	.810.8	.Industry	.North
Metro-Pike Ind Park	.811.9	.Industry	.North
Weyerhaeuser Container	.812.6	.1417	.South
Agro	.813.8	.1417	.North
Southeast RR Serv	.814.2	.Industry	.North
Magnolia SO & Storage Track	814.5	.4600	.Both
Fluker House Track	.837	.704	.South
Smitty's Automotive	.840.2	.800	.South
Roseland Storage	.841.2	.4600	.Both
Amite Team & SO Track	.843.2	.209	.North
Dykes Spur	.844.5	.790	.North
Shiloh SO Track	.846.5	.295	.South
Ponchatoula Feed	.863.1	.3960	.North
Regan-Massey	.865.1	.3247	.South
Port of Manchac	.872.5	.Industry	.North





# BATON ROUGE SUBDIVISION

**65**

TRACK CHART & SIDINGS		SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	STATIONS ↓ SOUTH ↑ NORTH	METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNELS CALLING
365.5 GLSR KCS 361.2 UP HAMMOND SUBDIVISION KCS McComb Sub				9.7	ZEE —2.7—	Rule 520		
				7.0	DELOMBRE —7.0—			
				347.3	SLAUGHTER —11.9—			
				359.2	MARYLAND —3.3—			
				362.5	UP JCT. —1.1—			
				363.6	BATON ROUGE —1.2—			
				364.8	BATON ROUGE JCT. —15.7—	ABS	374.9	
				380.5	ST. GABRIEL —6.0—			
				386.5	OLD GEISMAR —3.1—			
				389.6	GEISMAR —4.4—			
				394.0	BURNSIDE —11.2—	MTP	408.7	(54 54)
	4,455	404.1 405.2	405.2	CONVENT —5.0—				
	9,742	410.1 412.1	410.2	REMY —3.0—	YL			
				413.2				LUTCHER —0.8—
				414.0	GRAMERCY —2.2—	YL		
	7,590	415.5 417.1	416.2	MT. AIRY —2.0—				
				418.2	GARYVILLE —3.3—	CTC		
				421.5	RESERVE —3.9—			
	4,266	424.7 425.5	425.4	WALTER —6.5—				
				431.9				SELLERS —1.5—
			433.4	GOOD HOPE —4.0—				
			437.4	DESTREHAN —2.7—				
7,617	438.4 439.9	440.1	ST. ROSE —3.4—					
			443.5				FRELLSEN JCT. —0.7—	
			444.2	ORLEANS JCT.	CTC			



MPH  
MAXIMUM SPEED ..... 40

**SPEED RESTRICTIONS** **MPH**

MP 9.7 to MP 9.2 .....20  
 MP 9.2 to MP 8.2 .....10  
 MP 8.2 to MP 366 .....20  
 MP 366 to MP 367 .....10  
 MP 367 to MP 370 .....20  
 MP 388.2 - through turnout .....25  
 MP 429.9 to MP 431.7 - bridge .....10  
 MP 443.5 to MP 444.2 .....25  
 MP 443.8 to Martin Jct. ....10

**OPERATING CHARACTERISTICS**

**DOB LIMITS -**

New Orleans/Baton Rouge Terminal DOB

McComb Sub between MP 898 and MP 908.8

Hammond Sub between MP 9 and MP 0.0

Baton Rouge Sub between MP 9.7 and MP 444.2

**YARD LIMITS - in effect between** **Controlled by**

MP 366.7 - MP 407.3 (Signal 4073) .....Geismar Yardmaster

MP 407.3 - MP 443.5 (CTC Frellsen Jct.) .....Mays Yardmaster

**SIGNAL RULES - in effect**

Rules 803-816

**ABS - in effect between**

MP 366.7 and Frellsen Jct.

**CTC - in effect between**

**Controlled by**

Frellsen Jct. and Orleans Jct. ....Desk 5 RTC

**Rule 520** - Trackage north of MP 366.7 extending to MP 9.7 is designated Track other than Main Track, named Zee Industrial Lead. Contact Baton Rouge Yardmaster before occupying this track.

**RAILROAD CROSSINGS AT GRADE**

**Controlled by**

Maryland (MP 1.48, Exxon-Mobil BRPO Lead) .....KCS Crossing .....Automatic\*

MP 361.2 (Zee Industrial Lead) .....KCS Crossing .....Automatic

\*After occupying approach circuit, CN crews must enter 123# on DTMF radio to receive signal and open the gate. Once the train has cleared the interlocking, the gate will close automatically. If the gate is opened, and no train passes through the interlocking, the gate will close automatically after 20 minutes.

For equipment that does not shunt the track, pressing 456# will open or close the gate. If the gate is opened by pressing 456#, and is not subsequently closed, it will automatically close after 20 minutes.

In case of a power failure, the cover on the motor control, located next to the gate, will need to be lifted off. There is a handle on the northwest corner of the motor control that can be used to release the drive mechanism so the gate can be pushed by hand. Once power is restored, the mechanism will need to be re-engaged in order to resume automatic operation.

On-Track Safety	MP 361.2	Maryland
Foul Time		
Track & Time		
Planned Work		
Watchman/Lookout	X	X
Lone Worker	X	X
Lock-out Box		
Signal Maintainer	X	X
Inaccessible Track		

**BULLETIN BOARDS**

Baton Rouge Jct. . . . .T&E Locker Room  
 Old Geismar . . . . .Depot  
 Geismar . . . . .T&E Locker Room  
 Reserve . . . . .T&E Locker Room  
 Destrehan . . . . .Yard Office

**MEASURED MILES - between**

MP 375 and MP 376  
 MP 441 and MP 442

**SPECIAL CONDITIONS**

**Bridge Flash Flood Warning** - When a flash flood warning is issued:

MP 358 . . . . .Do not pass until bridge is inspected.  
 MP 362.3 . . . . .Do not exceed 10 MPH over bridge until bridge is inspected.

**DTMF Switches** - South leg of the wye and Outbound Lead switches are controlled by DTMF radio signals on Channel (54 54). An automated verbal confirmation of the switch position will be given once the switch has been lined. In the case of power outage, each switch is equipped for manual hand control operation. The switches are at the following locations:

**MP 364.8, Baton Rouge Subdivision, (South Leg Wye)**

- 1) To toggle the switch tone **#202**.
- 2) **GREEN** position light indicates switch is lined for "Industrial Lead" movement.
- 3) **YELLOW** position light indicates switch is lined for "South leg" movement.
- 4) **RED** position light indicates switch is out of correspondence and must be lined manually.

**MP 365.9, Baton Rouge Subdivision, (Outbound Lead)**

- 1) To toggle the switch tone **#303**.
- 2) **GREEN** position light indicates switch lined for "Industrial Lead" movement.
- 3) **YELLOW** position light indicates switch lined for "Outbound Lead" movement.
- 4) **RED** position light indicates switch is out of correspondence and must be lined manually.

**Baton Rouge** - Rule 602 is modified in Baton Rouge Yard. Minimum requirements for application of hand brakes applies on Tracks 1-16:

Number of Cars in Track	Number of Handbrakes Required
1 Car	1 Handbrake
2-10 Cars	2 Handbrakes
11-20 Cars	3 Handbrakes
21-30 Cars	4 Handbrakes
More than 30 Cars	5 Handbrakes

In all cases, a handbrake must be applied to the south cars in every track when switching is complete.

**Baton Rouge** - The fourth paragraph of Rule 707 is modified as follows:

Zee Industrial Lead crossover located at MP 364.4 to Track 1A

Zee Industrial Lead crossover to the Aluminum Lead at the north end on B Yard

During switching operations, movements may be made on either lead/track without lining both switches of the crossover under the following conditions:

- The switches are under the control of a crew member doing the switching.
- Permission is received from the Baton Rouge Yardmaster
- The way is seen or known to be clear.

**Baton Rouge** - When operating to the Kansas City Southern Yard, be governed as follows: Baton Rouge has been established as a Remote Control Operating Area.

Remote Control Zone (RCZ) Zone 1 is established on the north end of Baton Rouge Yard on the Work Lead between 24 Switch and 1 Switch northward to the Chippewa Street underpass (MP 787.29). All instructions and rules pertaining to the gated interlocking at MP 787.4 remain in effect.

Remote Control Zone (RCZ) Zone 2 is established on the south end of Baton Rouge Yard on the Work Lead between 24 Switch and 1 Switch southward to Gayosa Street (MP 788.46).

Contact the Baton Rouge Yardmaster before entering the KCS Yard to determine if the remote control zones are active. If the zone is not active, movement may enter the zone and will be governed by applicable operating rules. If the zone is active, tracks within the zone must not be fouled, occupied, or switches operated without permission from the remote control operator. The remote control operator will issue permission and instructions for use of the zone. If the remote control operator of an active zone cannot be contacted, movement must not be made into an active zone. Upon clearing an RCZ, employees must notify the remote control operator.

When another movement is authorized by the remote control operator to enter the RCZ, the zone must be considered deactivated, yard supervisor notified, and all movements protected as prescribed by applicable operating rules.

**Geismar**- Ashland Road crossing at MP 389.2 may be blocked with engines or cars for up to 45 minutes except between the hours of 0645 and 0730 and between 1545 and 1630 daily. During those hours, the crossing may not be blocked for coupling or switching movements. If the crossing has been blocked for 45 minutes, it must be cleared to allow vehicular traffic that is waiting to cross.

**Zee Industrial Lead** - At KCS Crossing MP 361.2, there is no release box. When signal displays Stop indication, CN trains and engines must stop. If signal does not clear at the expiration of 9 minutes, and no train or engine is seen or heard approaching on conflicting route, movement may proceed at restricted speed.

**Zee Industrial Lead** - Engines operating on the Zee Industrial Lead must have current DOB in their possession before occupying the track.

### LOCATIONS NOT SHOWN AS STATIONS

NAME	LOCATION	LENGTH	CONNECTION
Exxon-Mobil BRPO Industrial Lead . . . . .	359.5 . . . . .	Industry . . . . .	West
LBC . . . . .	377.2 . . . . .	Industry . . . . .	South
Evergreen Ind Park . . . . .	381.1 . . . . .	3959 . . . . .	North
Pioneer Lead . . . . .	382.5 . . . . .	Industry . . . . .	South

Bruns	383.3	Lead	Both
Honeywell	384.8	Industry	South
Rhodia	384.9	Industry	384.9
Shell Oil	385.5	2087	South
E. I. DuPont	395.6	4075	South
Motiva	397.1	Industry	South
Railcar Cleaning	398.9	Industry	South
Helvetia	400.0	Lead	Both
Occidental Chemical	403.0	Industry	South
Rail Marine Facility	403.2	Industry	Both
IMC - Agrico Chemical	403.5	Industry	North
Nalco Chemical	417.6	4467	South
E. I. duPont	423.8	Industry	North
Bayou Steel	428.9	Industry	South
LA Power & Light	429.5	Industry	North
Delta Petroleum	442.4	Industry	South



TRACK CHART & SIDINGS		SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	STATIONS ↓ W ↑ E	METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNELS CALL IN'S	
TO END TO BOGALUSA 82.4 TO JACKSON TO NEW ORLEANS				53.6	SILVER CREEK 5.1	Rule 520	94.5	(72 72)	
				58.7	FERGUSON 3.5				RTC 5
				62.2	WANILLA 8.7	TWC		Diesel Doctor 8-1-8	
				70.9	WOOLWORTH 11.4				
				82.3	BROOKHAVEN 5.9	YL			
				88.2	ZETUS 17.6	TWC		(54 54)	
				105.8	EDDICETON 4.1				RTC 5
				109.9	BUDE 14.4				Diesel Doctor 8-1-8
				124.3	ROXIE 19.4				
				143.7	JOHNSVILLE 4.3	Rule 520			
				148.0	NATCHEZ				

**MAXIMUM SPEED** ..... **MPH** ..... **.40**

**SPEED RESTRICTIONS** ..... **MPH**

MP 59.5 to MP 62.5 ..... .20

Vanilla - Bogalusa Subdivision Crossing ..... .25

MP 60.7 - bridge 5 MPH until all powered axles clear steel span, then ..... .10

MP 82.5 - power switches ..... .10

MP 93.3 - bridge ..... .10

MP 104.9 - bridge ..... .10

MP 114.8 - bridge ..... .10

MP 119.3 - bridge ..... .10

MP 143.5 to MP 148 ..... .20

**OPERATING CHARACTERISTICS**

**DOB LIMITS -**

Ferguson Terminal DOB Central Sub between MP 53.6 and MP 62.5  
 Bogalusa Sub between MP 138 and MP 136

**YARD LIMITS - in effect between**

MP 79.5 and MP 85 - Non Controlled Track

**TWC - in effect between**

MP 62.5 and MP 79.5  
 MP 85 and MP 143.5

**Rule 520** - Trackage east of MP 62.5 and west of MP 143.5 is designated Track other than Main Track.

**RAILROAD CROSSINGS AT GRADE****Controlled by**

Wanilla .....Bogalusa Subdivision Crossing .....Rule 513

On-Track Safety	Wanilla
Foul Time	
Track & Time	
Planned Work	
Watchman/Lookout	X
Lone Worker	X
Lock-out Box	
Signal Maintainer	
Inaccessible Track	X

**BULLETIN BOARDS**

Ferguson .....Yard Office

Brookhaven .....Yard Office

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**FRA EXCEPTED TRACK**

MP 57.1 to MP 58

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**MEASURED MILES - between**

MP 132 and MP 133

MP 63 and MP 64

\_\_\_\_\_

**SPECIAL CONDITIONS****Bridge Flash Flood Warning** - When a flash flood warning is issued:

MP 90 .....Do not pass until bridge is inspected.

MP 93.3 .....Do not pass until bridge is inspected.

MP 97.5 .....Do not pass until bridge is inspected.

MP 99.46 .....Do not pass until concrete box is inspected.

MP 99.98 .....Do not pass until concrete box is inspected.

MP 101.5 .....Do not pass until concrete box is inspected.

MP 104.9 .....Do not pass until bridge is inspected.

MP 114.2 .....Do not pass until concrete box is inspected.

MP 114.8 .....Do not pass until bridge is inspected.

MP 117.07 .....Do not pass until concrete box is inspected.

MP 119.3 .....Do not pass until bridge is inspected.

MP 123.8 .....Do not pass until concrete box is inspected.

MP 143.5 .....Do not pass until concrete box is inspected.

MP146.1 .....Do not pass until concrete box is inspected.

MP 146.4 .....Do not pass until culvert is inspected.

**Wanilla** - When not in use, all switches connected to the Central Subdivision must be left lined for the Central Subdivision.



**Ferguson Remote Control Zone** - Remote Control Zone as prescribed by USOR Rule 1202 is located at Ferguson, between MP 58.1 (New Hebron/Ferguson Mill Road) and MP 59.5, including East Ladder Tracks on both sides of the former Main track. The zone will be activated/deactivated by the Remote Control Crew. The RCL Crew will notify the Jackson Transportation Center Clerk (601) 592-1880 when activating the zone before beginning each shift and will again notify the Clerk when the RCZ is deactivated when going off duty. At other times the zone may be activated/deactivated without contacting the Jackson Transportation Center Clerk.

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**LOCATIONS NOT SHOWN AS STATIONS**

<i>NAME</i>	<i>LOCATION</i>	<i>LENGTH</i>	<i>CONNECTION</i>
Cobbs .....	.91.6 .....	.1164 .....	.West
Lucien .....	.98.2 .....	.400 .....	.West
Georgia Pacific .....	.124.6 .....	.600 .....	.West
Storage Conn Track .....	.125.4 .....	.1296 .....	.West
Fenwick .....	.135.9 .....	.900 .....	.West





TRACK CHART & SIDINGS	SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	STATIONS		METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNELS CALL IN		
				← W ↓	↑ EAST					
			43.7	HAMMOND		TWC	17.2	(72 72)		
				7.4						
			36.3	ALBANY						RTC
				9.2						5
			27.1	DOYLE						Diesel Doctor
	5,800	20.7 19.5	20.5	CORBIN				8-1-8		
			14.0	DENHAM SPRINGS			Rule 520	(54 54)		
			7.9	SHARP					RTC 5	
		0.0	BATON ROUGE JCT.					Diesel Doctor		
				7.9			8-1-8			

**MAXIMUM SPEED** ..... **49** **MPH**

**SPEED RESTRICTIONS** **MPH**

MP 43.7 to MP 42.4 ..... 10

MP 12.9 - Amite River Bridge ..... 25

MP 11.8 - Comite River Bridge ..... 25

MP 9 to MP 1.7 (HER) ..... 20

MP 1.7 to MP 0 (HER) ..... 10

**OPERATING CHARACTERISTICS**

**DOB LIMITS -**

- New Orleans/Baton Rouge Terminal DOB
- McComb Sub between MP 898 and MP 908.8
- Hammond Sub between MP 9 and MP 0.0
- Baton Rouge Sub between MP 9.7 and MP 444.2

**TWC - in effect between**

Hammond and MP 9

**Rule 520** - Trackage between MP 9 and MP 0 is designated Track other than Main Track. Baton Rouge Yardmaster must be contacted before occupying this track.

**RAILROAD CROSSINGS AT GRADE**

**Controlled by**

Baton Rouge Jct. ....KCS Crossing .....Gates to be left in position last used

On-Track Safety	Baton Rouge Jct.
Foul Time	
Track & Time	
Planned Work	
Watchman/Lookout	X
Lone Worker	X
Lock-out Box	
Signal Maintainer	
Inaccessible Track	X



**BULLETIN BOARDS**

Baton Rouge Jct. . . . .T&E Locker Room

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**MEASURED MILES- between**

MP 16 and MP 17  
MP 40 and MP 41

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**SPECIAL CONDITIONS**

**Bridge Flash Flood Warning** - When a flash flood warning is issued:

- MP 12.9 . . . . .10 MPH over bridge until inspected.
- MP 17.5 . . . . .25 MPH over bridge until inspected.
- MP 20.9 . . . . .25 MPH over bridge until inspected.
- MP 28.4 . . . . .25 MPH over bridge until inspected.
- MP 35.1 . . . . .10 MPH over bridge until inspected.
- MP 40.9 . . . . .10 MPH over bridge until inspected.

**DTMF Switches** - East End Wye switch MP 0.2 is controlled by DTMF radio signals on Channel (54 54). An automated verbal confirmation of the switch position will be given once the switch has been lined. In the case of power outage, each switch is equipped for manual hand control operation.

- 1) To toggle the switch tone **#101**.
  - 2) **GREEN** position light indicates switch is lined for "North leg" movement.
  - 3) **YELLOW** position light indicates switch is lined for "South leg" movement.
  - 4) **RED** position light indicates switch is out of correspondence and must be lined manually.
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**LOCATIONS NOT SHOWN AS STATIONS**

<i>NAME</i>	<i>LOCATION</i>	<i>LENGTH</i>	<i>CONNECTION</i>
Crown Zellerbach . . . . .	.33.1 . . . . .	.2627 . . . . .	.East
Sunland Service . . . . .	.21.5 . . . . .	.200 . . . . .	.West
Adel Steel . . . . .	.15.9 . . . . .	.545 . . . . .	.West
Vulcan Foundry . . . . .	.14.9 . . . . .	.619 . . . . .	.West



# BEAUMONT SUBDIVISION

**75**

TRACK CHART & SIDINGS	SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	STATIONS <div style="display: flex; justify-content: space-between; align-items: center;"> <span>↓ H-COS ↑</span> <span>↑ H-ROZ ↓</span> </div>	METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNELS CALLS	
<b>McCOMB SUB</b>  <div style="text-align: center;">TO TAYLORSVILLE</div>			185.0	<b>SWICHTENDER</b> 0.6	YL		(72 72) RTC 6 Diesel Doctor 8-2-8	
			184.4	<b>GULF YARD</b> 16.7				
			167.7	<b>STAR</b> 6.4				
		9,310	161.2 159.5	161.3	<b>BRAXTON</b> 7.8	TWC	143.0	(72 72) RTC 6 Diesel Doctor 8-2-8
				153.5	<b>MENDENHALL</b> 10.4			
				143.1	<b>MAGEE</b> 6.7			
		7,268	138.0 136.6	136.4	<b>SARATOGA</b> 13.0			
				123.4	<b>COLLINS</b> 19.8			
		4,445	104.1 103.2	103.6	<b>MAYBANK</b> 8.4	YL		(72 72) RTC 6 Diesel Doctor 8-2-8
	95.0	NS		95.2	<b>HATTIESBURG</b> 1.4			
<b>KCS</b>	92.5		93.8	<b>BELL YARD</b> 15.3	YL		(72 72) RTC 6 Diesel Doctor 8-2-8	
			78.5	<b>OLD AUGUSTA</b> 9.4				
			69.1	<b>BEAUMONT</b> 20.5	TWC	60.2	(72 72) RTC 6 Diesel Doctor 8-2-8	
	6,900	49.4 48.0	48.6	<b>CLOY</b> 8.9				
			39.7	<b>LUCEDALE</b> 1.9				
			37.8	<b>EVANSTON</b> 21.4				
			16.4	<b>SEMMES</b> 9.7				
<b>MSE</b>	37.9		6.7	<b>BELT JCT.</b> 6.7	YL		(72 72) RTC 6 Diesel Doctor 8-2-8	
		0.5	NS	0.0	<b>MOBILE</b>	Rule 520		

**MPH**

**MAXIMUM SPEED** .....                      **49**

**MPH**

**SPEED RESTRICTIONS**

MP 184.25 to MP 183.9 (Note B) ..... 10

MP 169.2 to MP 166.8 ..... 35

Star - Lead Track to Shell Sulfur Plant ..... 25

Star - Wye ..... 10

MP 153 to MP 147 - curves ..... 40

MP 147 to MP 133.9 - curves ..... 35



Saratoga - Both legs of wye .....10  
 MP 136.3 - road crossing (Note B) .....20  
 MP 100 to MP 97 .....35  
 MP 95.8 to MP 94.9 - road crossings (Note B) .....10  
 MP 87.5 to MP 85 - curves .....35  
 MP 85 to MP 82.5 - curves .....25  
 MP 72 to MP 67.9 - curves .....35  
 MP 50.2 - bridge .....25  
 MP 39.5 - curve .....40  
 MP 25.9 to MP 25 - curves .....40  
 MP 25 to MP 21 - curves .....35  
 MP 6.7 to MP 6.5 .....10  
 Between Belt Jct. (MP 6.3) and CSX Crossing (MP 1.1)  
 on the Frascati Lead. ....20

SIDING SPEEDS	<i>Turnouts</i>	<i>Siding</i>
	MPH	MPH
Braxton .....	.20	20
Saratoga .....	.20	20
Maybank .....	.10	10
Cloy .....	.20	20

**OPERATING CHARACTERISTICS**

**DOB LIMITS -**

- Jackson Terminal DOB Grenada Sub between MP 724.9 and MP 727.2  
     Yazoo Sub between MP 211 and MP 218.6  
     McComb Sub between MP 727.2 and MP 737  
     Beaumont Sub between MP 181.6 and MP 185
- Hattiesburg Terminal DOB between MP 98 and MP 89.6
- Mobile Terminal DOB between MP 8 and MP 0

**YARD LIMITS - in effect between**

**Controlled by**

- MP 185 and MP 181.6 ..... Jackson Yardmaster
- MP 97 and MP 90.9 ..... Non Controlled Track
- MP 6.7 and MP 2 ..... Non Controlled Track

**TWC - in effect between**

- MP 181.6 and MP 6.7

**Rule 520 -** Trackage south of MP 2 is designated Track other than Main Track.

**RAILROAD CROSSINGS AT GRADE**

**Controlled by**

- Hattiesburg ..... NS Crossing ..... Key Release\*
- Frascati Lead ..... CSX Crossing ..... Automatic\*\*
- Mobile ..... NS Crossing ..... Rule 513

\* CN crews are governed by these instructions:

Employee at the crossing will notify the engineer of the color of the light at the key release. Red light or no light indicates NS train in approach to interlocking, wait six minutes. Then if no movement is evident on conflicting routes, operate key release. Within six minutes signal should clear and remain clear for 5 minutes.

Green light indicates no NS train in approach to interlocking, Insert key in key release. Turn key as far to the right as possible, hold 5 seconds and remove key. Signal will clear and remain clear for 5 minutes.

If signal does not clear after operating release, movement over crossing may be made if no conflicting movement is evident by a signal being given by trainman standing at the crossing. Trainman must remain at crossing until engine or leading car reaches the crossing.

\*\* CN crews are governed by these instructions:

Trains departing McDuffie Terminal - stop at Stop indication. If no conflicting movement is evident, press the button at the signal, causing signal to clear. If signal does not clear, contact CSX Dispatcher on phone at the signal shanty for further instructions. Trains enroute McDuffie Terminal - Signal should clear as train approaches unless CSX train is in the block. If it does not clear, contact CSX Dispatcher for further instructions.

**BULLETIN BOARDS**

Saratoga ..... Yard Office  
 Bell Yard ..... Yard Office  
 Mobile ..... Yard Office

**MEASURED MILES- between**

MP 180 and MP 181  
 MP 9 and MP 10

**SPECIAL CONDITIONS**

**Bridge Flash Flood Warning** - When a flash flood warning is issued:

MP 28.1 ..... .25 MPH over bridge until inspected.  
 MP 31.2 ..... .25 MPH over bridge until inspected.  
 MP 34.5 ..... .25 MPH over bridge until inspected.  
 MP 43 ..... .25 MPH over bridge until inspected.  
 MP 50.2 ..... .10 MPH over bridge until inspected.  
 MP 84.2 ..... .25 MPH over bridge until inspected.  
 MP 88.2 ..... .10 MPH over bridge until inspected.  
 MP 89.1 ..... .10 MPH over bridge until inspected.  
 MP 102.2 ..... .25 MPH over bridge until inspected.  
 MP 114.2 ..... .25 MPH over bridge until inspected.  
 MP 115.5 ..... .10 MPH over bridge until inspected.  
 MP 173.4 ..... .25 MPH over bridge until inspected.

**MP 146.7** - Southward trains exceeding 10 MPH at MP 146.7, where trailing tonnage is greater than 9,000 tons, must reduce to Throttle 6 in accordance with ABTH Rule 305A. Wait until speed increases by 3 MPH before advancing throttle.

**Saratoga** - North leg of the wye must be left clear between 1800 and 0600.

**Hattiesburg** - Before southward trains pass the crossing north of Murray Envelope, and before northward trains depart Bell Yard, contact the Norfolk Southern on radio Channel (56 56) and call any NS trains in the Hattiesburg area. Do this to determine if CN train will have use of the NS crossing without delay. If no response, CN train may proceed to the crossing. If public crossings are blocked in Hattiesburg in excess of 5 minutes, contact TOC Center in Jackson. Notify them of the delay, the cause, and names of the streets blocked.

**Bell Yard** - When road switchers are on duty, trains arriving at Bell Yard must attempt to contact the road switcher on Channel 2 (54 54) before entering yard limits.

**Bell Yard** - Main track switches to the north and south yard leads and both switches to the Interchange Track may be left in the position last used.

**Scour Detectors** - Are located at MP 50.2 and MP 28.1.

Upon activation (scour condition), the detector will begin broadcasting an Emergency Alarm message via radio to notify train crews of the condition. The broadcast will be repeated until physically reset by bridge inspector at the site.

Detector Message: "EMERGENCY, EMERGENCY, EMERGENCY, SCOUR DETECTOR ACTIVATED AT MP xxx.xx, MCCOMB SUBDIVISION."

Alarm Procedure

Train Crew: Trains approaching site where alarm message is being transmitted must stop their train and notify the RTC. Train must not move until instructed to do so by bridge inspector.

RTC: Upon notification from a train crew that they heard the Scour Detector Emergency Message, notify the local Bridges and Structures supervisor, and S&C Call Desk.

**Evanston** - Before entering Mississippi Export yard at MP 37.9, attempt to communicate with MSE on Channel 26 92. The MSE dispatcher's station is open Monday through Friday 0600 until 1530. Outside of those times, the MSE trainmaster can be reached at (228) 475-8669. The MSE yard is 3 miles long, ending at MSE MP 39, and is identified by Yard Limit signs. While any part of the train is inside the yard, Yard Speed will govern. Yard Speed is defined as a "Speed that will permit stopping within one-half the range of vision, but not exceeding 20 MPH." Derails must be kept in the derailing position, and locked when equipped, except when placed in non-derailing position to permit movement.

Crew members must inform the CN RTC the time coal trains have been interchanged to Mississippi Export Railroad.

**Belt Jct.** - All three wye switches may be left in the position last used.

**Mobile** - RCZ is between MP 0.6 and MP 0.0, including South Ladder Lead to and including Number 10 Track (straight track), and is activated between 0600 and 1800 hours Monday through Saturday. The RCZ will be activated/deactivated by the Remote Control Crew. RCL crew will notify the Jackson Beaumont Subdivision Transportation Center when activating/deactivating the zone.

NS Crossing within RCZ: When the RCZ is activated, NS crews must stop and obtain permission from the Remote Control Crew on Channel 72 72 before fouling CN track. If unable to reach the RCL Crew, contact the Jackson Transportation Center on Channel 72 72, or by telephone at (601) 592-1881. The Remote Control Crew must notify the NS on Channel 56 56 when deactivating the zone at the end of the shift.

**Mobile** - When using the crossover connecting the South Lead to No. 10 Track, the North switch may be left lined for the crossover while switching into the Pocket Track. Rule 707 will not apply.

**Mobile Joint Operations** - CN operates on the trackage of the Terminal Railroad Alabama State Docks (TASD). CN US Operating Rules (USOR) are in effect, except as modified herein.

TERMINAL RAILROAD ALABAMA STATE DOCKS - All yard tracks at Terminal Railroad Alabama State Docks are designated FRA Excepted Track, USOR Rule 511 applies.

CN trains must obtain permission of the Yardmaster on duty before entering TASD Yard Limits at Frascati Yard. TASD Rule 93 is in effect:

*TASD 93. Within yard limits tracks may be used and all trains must move on tracks within yard limits prepared to stop within one-half the range of vision seen to be clear, but not exceeding 10 MPH.*

When operating to the Terminal Railroad Alabama State Docks Yard, after receiving permission to deliver or pull from the TASD, movement must be made within 30 minutes. If unable to make the move within 30 minutes, additional permission must be obtained from the TASD.

TASD Rule 95 is in effect when leaving TASD trackage:

*TASD 95. Foreign railroads operating on the property must report "clear" when they leave yard limits.*

*CSX Rule 46. Trains using other than main or signaled tracks must move at a speed that will permit stopping within one-half the range of vision, short of a train, a car, an obstruction, a derail or an improperly lined switch, on-track equipment or a stop signal.*

*Trains moving on sidings may expect switches connected to the siding to be lined for movement on the siding.*

*The following speeds must not be exceeded:*

1. Tracks
  - a. 25 MPH on non-signaled sidings
  - b. 10 MPH on other than main tracks, or signaled tracks, and
  - c. 5 MPH within an engine servicing area or car shop repair area.
2. Turnouts and crossovers
  - a. 15 MPH through hand-operated turnouts and crossovers to and from the main track, unless equipped with a signal, and
  - b. 10 MPH through hand-operated turnouts and crossovers, other than to and from the main track.

*CSX Rule 96. Trains may use tracks, other than main tracks, signaled tracks or sidings, without permission.*

**LOCATIONS NOT SHOWN AS STATIONS**

NAME	LOCATION	LENGTH	CONNECTION
Florence .....	.174.4 .....	.400 .....	North
Carbonics .....	.168.7 .....	.Industry .....	South
Tyson Foods .....	.141.4 .....	.1390 .....	North
CHS Grain Supplier .....	.129.3 .....	.Industry .....	North
Sanderson Farms .....	.127.1 .....	.Industry .....	North
C & E Equipment .....	.90.9 .....	.937 .....	South
USA Yeast .....	.90.8 .....	.720 .....	North
McCallum .....	.87.7 .....	.200 .....	South
McLain .....	.61.7 .....	.625 .....	South
Leaf .....	.55.9 .....	.300 .....	South
M & H Fertilizer .....	.23.5 .....	.500 .....	South

# 80 TAYLORSVILLE SUBDIVISION



TRACK CHART & SIDINGS	SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	STATIONS ↓ SOUTH ↑ NORTH	METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNELS CALLING				
<table border="0"> <tr> <td>To</td> <td>To</td> </tr> <tr> <td>Mobile</td> <td>Jackson</td> </tr> </table>	To	To	Mobile	Jackson			111.4	SARATOGA	YL		(72 72)
	To	To									
	Mobile	Jackson									
		121.6	MIZE	TWC		RTC 6					
		128.4	TAYLORSVILLE	Rule 520		Diesel Doctor 8-2-8					

**MAXIMUM SPEED** ..... **MPH** .25

**SPEED RESTRICTIONS** ..... **MPH**

Saratoga - Both Legs of Wye .....10  
 MP 121 to MP 121.1 .....10  
 MP 124.8 to MP 124.9 (curve) .....20  
 MP 127 to MP 128.4 .....20

**OPERATING CHARACTERISTICS**

**YARD LIMITS - in effect between**  
 MP 111.4 and MP 112.9 - Non Controlled Track

**TWC - in effect between**  
 MP 112.9 and MP 127

**Rule 520** - Trackage south of MP 127 is designated Track other than Main Track.





# BOGALUSA SUBDIVISION

81

TRACK CHART & SIDINGS	SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	STATIONS		METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNELS CALL IN'S
				↓ SOUTH	↑ NORTH			
To Brookhaven To Ferguson			137.5	WANILLA		Rule 520		(54 54) RTC 5
			131.2	MONTICELLO	6.3	TWC		
			114.5	WHITEBLUFF	16.7			
			103.5	FOXWORTH	11.0			
			97.8	CHERAW	5.7			
			89.4	SANDYHOOK	8.4			
			83.9	ANGIE	5.5			
			70.0	BOGALUSA	13.9	Rule 520		

**MPH**

**MAXIMUM SPEED** ..... .25

**MPH**

**SPEED RESTRICTIONS**

MP 137.5 to MP 136. .... .20

Wanilla - Central Subdivision Crossing ..... .10

MP 75 to MP 68.8 (Industrial Lead) ..... .20

MP 71.5 - road crossing (Note B) ..... .20

MP 71 - bridge ..... .10

### OPERATING CHARACTERISTICS

#### DOB LIMITS -

Ferguson DOB      Central Sub between MP 53.6 and MP 62.5  
                                  Bogalusa Sub between MP 138 and MP 136

Bogalusa DOB      Bogalusa Sub between MP 75 and MP 68.8

#### TWC - in effect between

MP 136 and MP 75

**Rule 520** - Trackage between MP 136 and end of track at MP 138.7 is designated Track other than Main Track.

Trackage south of MP 75 is designated Track other than Main Track.

#### RAILROAD CROSSINGS AT GRADE

**Controlled by**

Wanilla .....Central Subdivision Crossing .....Rule 513



On-Track Safety	Vanilla
Foul Time	
Track & Time	
Planned Work	
Watchman/Lookout	X
Lone Worker	X
Lock-out Box	
Signal Maintainer	
Inaccessible Track	X

**BULLETIN BOARDS**

Bogalusa ..... Yard Office

**MEASURED MILES - between**

MP 81 and MP 82

**SPECIAL CONDITIONS**

**Bridge Flash Flood Warning** - When a flash flood warning is issued:

- MP 70.9 ..... Do not pass until bridge is inspected.
- MP 78.2 ..... Do not pass until bridge is inspected.
- MP 104.3 ..... Do not pass until bridge is inspected.
- MP 129.5 ..... Do not pass until bridge is inspected.
- MP 137.2 ..... Do not pass until bridge is inspected.

**Bogalusa Remote Control Zone** - Remote Control Zone as prescribed by USOR Rule 1202 is located between MP 70 and the south end of the Industrial Lead (Old Main Track near MP 69). This includes the South End Ladder Track switches on both sides of the former main track and all switches connected to the Industrial Lead. The zone will be activated/deactivated by the Remote Control Crew. The RCL Crew will notify the Jackson Transportation Center Clerk when activating the zone before beginning each shift and will again notify the Clerk when the RCZ is deactivated when going off duty. At other times the zone may be activated/deactivated without contacting the Jackson Transportation Center Clerk.

**Bogalusa** - Yard operations are to use radio channel 3.

**LOCATIONS NOT SHOWN AS STATIONS**

<i>NAME</i>	<i>LOCATION</i>	<i>LENGTH</i>	<i>CONNECTION</i>
Rosella .....	135.2 .....	1313 .....	Both