

CN

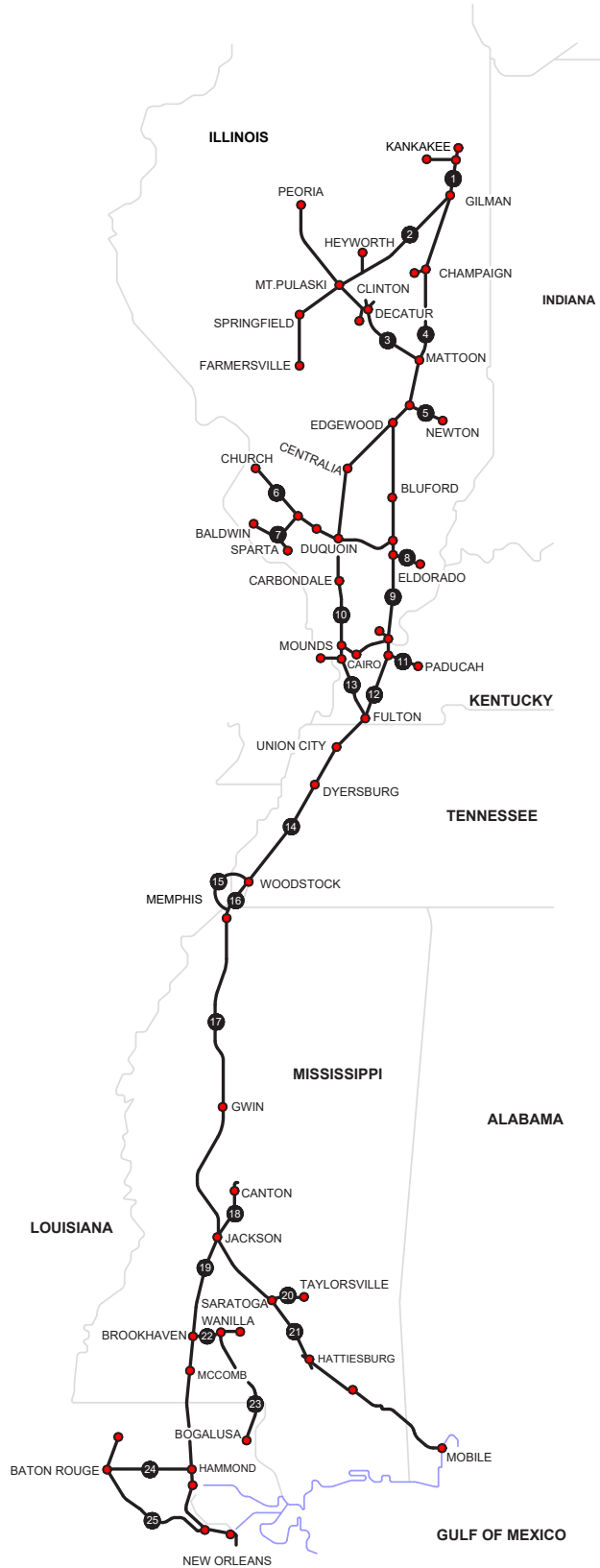
GULF DIVISION



TIMETABLE NO. 9

EFFECTIVE 0001
January 1, 2025

Updated as of 5/21/2025
Southern Region (US)



- 00 Subdivision**
- 1 Chicago
 - 2 Gilman
 - 3 Peoria
 - 4 Champaign
 - 5 Effingham
 - 6 St. Louis
 - 7 Sparta
 - 8 Eldorado
 - 9 Bluford
 - 10 Centralia
 - 11 P&I Railroad
 - 12 Chiles
 - 13 Cairo
 - 14 Fulton
 - 15 Memphis
 - 16 Shelby
 - 17 Yazoo
 - 18 Canton
 - 19 Mccomb
 - 20 Meador
 - 21 Beaumont
 - 22 Central
 - 23 Bogalusa
 - 24 Hammond
 - 25 Baton Rouge

Baton Rouge Subdivision	MP 358.1 and Frellsen Jct..	75
Beaumont Subdivision	Switchtender and Mobile	68
Bluford Subdivision	Edgewood Jct. and Metropolis	23
Bogalusa Subdivision	Wanilla and Bogalusa.	84
Cairo Subdivision	Illinois and Fulton	39
Canton Subdivision	MP 706.3 and Jackson	58
Central Subdivision	Ferguson and MP 86.	74
Centralia Subdivision	Sandoval Jct. and Illinois	27
Champaign Subdivision	Leverett Jct. and Sandoval Jct.	10
Chicago Subdivision	Rane and Leverett Jct.	8
Chiles Subdivision	Chiles Jct. and Fulton	25
Effingham Subdivision	INRD Jct. and Effingham	22
Eldorado Subdivision	Eldorado Jct. and Eldorado	35
Fulton Subdivision	Fulton and Leewood	41
Gilman Subdivision	Gilman and Farmersville	16
Hammond Subdivision	Hammond and Baton Rouge Jct.	82
McComb Subdivision	Jackson and Lampert	60
Meador Subdivision	Saratoga and Taylorsville	73
Memphis Subdivision	Woodstock and MP 403	50
P & I Railroad	Burlington Jct. and P & I Jct.	37
Peoria Subdivision	IC Jct. and Mattoon	19
Shelby Subdivision	Leewood and Lakeview	45
Sparta Subdivision	Baldwin and Percy	33
St. Louis Subdivision	Church and Duquoin	30
Yazoo Subdivision	Lakeview and Jackson	54

Below is a List of designated AAR Channels for use only at the following Zone Terminals/Yards.

Note: For Base Radios, channels listed below are the ONLY authorized channels to be used for communication.

TERMINAL/YARD	FUNCTION/TASK	AAR CHANNEL/YARD CALL IN CODE
Champaign	Yardmaster	(072 072)/*5884#
	Switching Operations	(054 054)
	“A” Yard	(090 090)
	“C” Yard	(078 078)
Centralia	Yard Shop/MO	(072 072)
	Yard Operations	(078 078)
	BNSF Interchange	(082 082)
Effingham	Yard Operations	(090 090)
Decatur	Yardmaster	(072 072)
	Switching Operations	(090 090)
Cairo	Switching Operations	(090 090)
	Switching Operations	(072 072)
Fulton	Yardmaster	(072 072)/*5849#
Dyersburg	Switching Operations	(072 072)/*5851#
Lambert	Switching Operations	(072 072)/*5857#
Greenwood	Cagy	(008 008)
	Switching Operations	(072 072)/*5859#
Yazoo City	Switching Operations	(072 072)/*5817#
Memphis - Harrison Yard	Roundhouse	(012 012)
	Trim	(015 015)
	L558, R908	(034 034)
	Trim	(036 036)
	Extra Trim	(038 038)
	President's Island	(042 042)
	President's Island Transfer Job	(066 066)
	Hump Yardmaster	(045 045)
	S&C Test Frequency	(050 050)
	General Yardmaster	(054 054)
	CN Jct. Derailment Detector	(060 060)
	Interchange Channel	(076 076)
	Mechanical	(078 032)
	Intermodal	(086 086)
	Car Shop	(090 090)
Memphis - Harrison Yard Foreign Interchange Operations (Used by Yardmaster, Trainmaster, & Hump Coordinator)	UP	(020 020)
	UP	(024 024)
	UP	(027 027)
	BNSF Yale Yard	(028 028)
	NS Forrest Yard	(056 056)
	CSX Leewood Yardmaster	(084 084)
	CSX Dispatcher	(094 094)
Memphis - President's Island, Trains must notify Rail Serve - 2 hours in advance of moving	South of Wharf Street	(042 042)
	Harrison General Yardmaster	(054 054)/*5855#
	Transfer Job	(066 066)
Woodstock	Switching Operations	(072 072)/ *5853#
Saratoga	Switching Operations	(072 072)/*5833#
Hattiesburg/Bell Yard	NS Interchange Operations	(056 056)
	Switching Operations	(072 072)*5835#
Mobile	When notifying NS upon deactivation	
	Remote Control Zone	(056 056)
	Switching Operations	(072 072)/*5839#

TERMINAL/YARD	FUNCTION/OPERATION	AAR CHANNEL/YARD CALL IN CODE
Jackson	Switching (Canton, McComb Sub)	(054 054)
		Canton-*5815#/McComb *5825#
	Yardmaster	(064 064)/*5819#
	Yard Operations	(058 058)
	Yard Operations	(064 064)
	Yard Operations	(066 066)
	Yard Operations	(068 068)
	Switching (Yazoo Sub)	(072 072)
	Roundhouse/Car Department	(078 078)
	North Switching Lead	(090 090)
	KCS Main Track Operations	(029 029)
	KCS Yard Operations	(065 065)
	KCS Dispatcher	(097 029)
McComb	Switching Operations - South	(072 072)*5825#
Bogalusa	Switching (Bogalusa Sub)	(054 054)*5845#
	Yard Operations	(090 090)
Evanston	MSE Dispatcher	(092 092)
	Switching Operations	(072 072)/ *5837#
Ferguson	Switching Operations	(054 054)*5843#
Reserve	Switching Operations	(054 054)*5841#
	Local R966	(058 058)
	ADM, Cargill Elevators	(065 065)
	Road Trains within Yard Limits	(054 054)
	Local R944	(078 078)
Brookhaven	Switching Operations	(054 054)*5823#
	Switching Operations	(072 072)
Baton Rouge	Yardmaster	(054 054)*5829#
	RBR01 and L524; L584 when switching	(058 058) CH 5 (Y3)
	L568	(064 064)
	Branch L584, M301	(072 072)
	L523 or recrews	(078 078)
	R960, R963 and RBR03	(090 090) CH 3 (Y1)
Geismar	Car Department	(032 032)
	Yardmaster/Main Track	(054 054)*5827#
	R978	(058 058)
	R974 and R977	(064 064)
	RCL-979	(065 065)
	North Hump Day/Night	(066 066)
	L519	(068 068)
	Switching Operation	(072 072)
	L573	(078 078)
Destrehan	Road Trains within Yard Limits	(054 054)
	ADM and Bunge	(065 065)
	L595 (Bayou, Shell, & Valero)	(078 078)
	North End Lead Job, L571 and R970	(090 090)
New Orleans/Mays Yard	Switching (Baton Rouge Sub)	(054 054)*5812#
	South End Job	(065 065)
	North End Lead Job	(066 066)

SAFETY HOTLINE
SEE IT - REPORT IT! CALL
1.800.452.7332 EXT. 7233 ("S-A-F-E")



10 Life Critical Rules that account for most Transportation Accidents

1. Getting On/Off Equipment
2. Going Between Equipment
3. Shoving Cars
4. Leaving Equipment in Clear/Close Clearance
5. Riding Equipment - 3 Point contact
6. Separation (50ft) Between (25ft) Around
7. Securement of Unattended Equipment
8. Switches/Derails (Position and Operation)
9. Main Track Authorities
10. Locations Where Trains Must Stop

Illinois Zone- When spotting cars inside buildings at industries, 100% of the handbrakes must be applied on all cars left standing.

Applicable on all subdivisions

PTC Interoperability

Foreign crews operating trains destined to CN lines, contact CN NOC Support Desk via radio or telephone (877-406-3150) option 4 for CN initialization or TGBO issues.

If unable to contact CN NOC Support Desk, contact the Help Desk of the crew's employing railroad and be governed by their instructions.

Train must successfully initialize PTC with CN before entering CN PTC territory.

Kicking Cars

Kicking cars is prohibited unless within the confines of a classification yard where normal switching operations occur.

All other switch moves must be performed by shoving the equipment to a stop, specified spot location or coupling. When shoving movement is complete and prior to uncoupling from the equipment confirm the following:

- Coupling is made when coupling to other equipment;
- Required number of handbrakes are applied;
- Handbrake test performed; and
- Clear of adjacent tracks.

Applicable on the following subdivision(s)

PEORIA

Baton Rouge, Beaumont, Bogalusa, Canton, Central, Hammond, McComb, Meador

When operating on these subdivisions the following instructions apply:

- Facing point movements are not allowed over hydro power switches displaying either a dark or red signal aspect.
- When switching in yards where kicking cars is allowed, the maximum number of cars that can be cut off in motion at one time is 5 unless further restricted.
- The only locations on the Delta Zone that allows free-rolling stock (kicking cars) are Jackson, Hattiesburg, McComb, Ferguson, Baton Rouge, Geismar, Destrehan, and Mays.

Trains operating with PTC initialized, on PTC tracks designated in the timetable, the requirement of USOR 1000 MANDATORY DIRECTIVES (MD) and USOR 1001 ALL EMPLOYEES ISSUING, COPYING, AND REPEATING MANDATORY DIRECTIVES is amended for the following:

- GBO
- Track Authority

The above Authorities/MD's will be transmitted to the train via the PTC on-board system and the following will apply:

- PTC read of Authorities/MD to the train crew, will not be required. Once an authority/MD is created, it will automatically be sent to PTC trains operating on the subdivision and will immediately protect.
- When received on the CDU, crewmembers will review, discuss, and acknowledge Authority/MD.
- When contacted by the RTC to ensure Authority/MD “is present” or “accuracy” on the CDU, RTC and crewmembers will only confirm the Authority/MD number displayed on the CDU. (Read back of all lines on the Authority/MD is no longer required).
- The RTC will verify that the Authority/MD number is accurate.

If a discrepancy is present, or the Authority/MD is incorrect, the Authority/MD is to be verbally issued to the train and immediately reported to the NOC Support Desk.

When an Authority/MD is voided by the RTC, active PTC trains will no longer display the Authority/MD. Train crew may consider the Authority/MD no longer in effect. RTC will contact the train crew to ensure the Authority/MD has been removed from the CDU. No CDU prompt will be displayed for voided Authorities/MDs.

If any PTC enroute failure, or PTC CDU display fails enroute, the following will apply:

- If no Authorities/MD(s) have been delivered electronically while enroute, the train may continue operating by observing GBO(s) included in the trains TGBO and operate at maximum authorized speed.

If Authorities/ MD(s) have been electronically delivered while enroute, stop the train, consistent with good train handling, contact the RTC to verbally receive the Authority/MD information.

If crew is unsure if Authorities/MD(s) have been electronically delivered, or of the location of such Authorities/MD(s) restrictions, stop the train, consistent with good train handling, and contact the RTC.

When the RTC has been contacted due to PTC enroute failure, the RTC and crewmembers will job brief to determine if any Authorities/MD(s) are needed by the train. If Authorities/MD(s) are required, the RTC will verbally deliver all details of the Authorities/ MD(s). Once the RTC has delivered the necessary Authorities/MD(s), the train may proceed.

Train crews are responsible for complying with electronically transmitted Authorities/ MD(s) when notified by the prompt on the CDU. This includes when operating in Restricted Mode and/or Disengaged State.



TRACK CHART & SIDINGS	SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	STATIONS		METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNELS CALL INS
				↓ SOUTH	↑ NORTH			
			61.6	RANE		CTC	68.7	(072 072) RTC *2# or *5010# Diesel Doc *3# MS Rep *8# PTC *5# TSC *9# Emergency *0#
			64.3	CHEBANSE				
			69.1	CLIFTON				
	11,025	70.6 72.9	73.1	ASHKUM				
			78.0	N. GILMAN				
			81.1	GILMAN				
			87.3	DELREY				
	14,518	100.7 103.6	102.8	PAXTON				
	14,208	113.0 115.8	113.8	RANTOUL				
			124.1	LEVERETT JCT.				

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

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

PTC Limits - Rane to Leverett Jct.

	<i>Passenger</i>	<i>Freight</i>
	MPH	MPH
SPEED RESTRICTIONS		
Gilman - TP&W Crossing	60	--
Gilman - through turnout North end Main 2	40	40
Delrey - through turnout South end Main 2	40	40
MP 92 to MP 95	65	--
MP 113 to MP 114	60	--

	<i>Turnouts</i>	<i>Siding</i>
	MPH	MPH
SIDING SPEEDS		
Ashkum	40	40
Paxton	40	40
Rantoul - Freight Trains	40	40
Rantoul - Passenger Trains	40	60

FREIGHT CAR WEIGHT RESTRICTIONS

Heaviest 4 axle car permitted - 286,000 lbs.
 Loaded 24 ft. Ore cars must not be operated without special clearance.

OPERATING CHARACTERISTICS

DOB LIMITS

Champaign DOB Chicago Sub between MP 122 and MP 124.1
 Champaign Sub between MP 124.1 and MP 130.0

SIGNAL RULES - in effect between

Rule 803-816

CTC - in effect between

Rane and Leverett Jct. Homewood RTC

Controlled by**Rule 901 - Switches where trains must not clear the main track:**

Chebanse - North Switch MP 62.5
 Chebanse - South Switch MP 64.2
 Ashkum - South Elevator MP 73.4
 Gilman - North Cargill Switch (Main 2) MP 81.4
 Onarga - Malins Switch (Main 1) MP 84.3
 Popel Ag Center MP 99.9
 Paxton - Ludlow CO-OP MP 101.9
 Paxton - Hill Switch MP 102.25
 Ludlow - South Switch MP 108.6
 Leverett MP 122.4

RAILROAD CROSSINGS AT GRADE

Gilman TP&W Crossing Homewood RTC

Controlled by

On-Track Safety	Gilman
Verbal Protection	X
Train Approach Warning	X

MEASURED MILES - between

MP 120 and MP 121

SPECIAL CONDITIONS**Engine Restrictions - Prohibited 6 Axle Locomotive Locations:**

Paxton - on East End of Elevator Track located at MP 101.9

HPTA Exceptions - HPTA Throttle Notch limitations may be exceeded while any portion of the train is within the following specified mileage and direction:

MP 92.0 to MP 100.0 - Southward

LOCATIONS NOT SHOWN AS STATIONS

<i>NAME</i>	<i>LOCATION</i>	<i>LENGTH</i>	<i>CONNECTION</i>
Danforth	77.4	1730	Both
Heritage FS	83.1	2000	North
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
	15,928	124.2 127.4	124.1	LEVERETT JCT. 3.7	CTC	135.1	(072 072) RTC *2# or *5600# Diesel Doc *3# MS Rep *8# PTC *5# TSC *9# Emergency *0#
			127.8	CHAMPAIGN 1.8			
			129.6	HILLCREST 7.5			
	10,250	137.1 139.3	137.1	TOLONO 4.8			
			141.9	PESOTUM 6.4			
			148.3	NORTH TUSCOLA 1.5			
			149.8	TUSCOLA 2.8			
			152.6	SOUTH TUSCOLA 5.3			
			157.9	ARCOLA 5.7			
	11,193	161.2 163.5	163.6	HUMBOLDT 7.2			
			170.8	NORTH MATTOON 2.0			
			172.8	MATTOON 1.8			
			174.6	SOUTH MATTOON 9.7			
	11,246	184.4 186.7	184.3	NEOGA 12.5			
			196.8	N. EFFINGHAM 2.4			
17,793		199.5	199.2	EFFINGHAM 2.61			
			201.81	GRIFFIN 1.29			
		203.1	203.1	S. EFFINGHAM 11.7			
19,166		214.8	214.8	EDGEWOOD JCT. 3.8			
		218.6	218.6	LACLEDE 4.5			
			223.1	FARINA 6.3			
			229.4	KINMUNDY 9.6			
15,470	234.9 238.0	239.0	239.0	TONTI 5.2			
			244.2	ODIN 3.11			
			247.31	SANDOVAL JCT.			

MAXIMUM SPEED

Passenger MPH 79
Freight MPH 60



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.....	Homewood RTC
Tolono*.....	NS Crossing.....	Homewood RTC
Tuscola**.....	UP-CSX Crossing.....	Automatic
Effingham*.....	CSX Crossing.....	Homewood RTC
Kinmundy*.....	UP Crossing.....	Automatic

*When stopped at absolute signal displaying Stop indication, contact Homewood RTC for permission to operate release box. Instructions in release box MUST be followed prior to proceeding into Interlocking if signal displaying Stop Indication is displayed.

*Roadway Workers operating through or working within the limits of Railroad Crossings at Grade at Tolono and Effingham, after obtaining a Track Authority or Verbal Protection from the RTC, must operate as prescribed by OTS Rule 406C. At Tolono, after obtaining a Track Authority or Verbal Protection from the RTC, Roadway workers must notify the NS Railroad to establish protection on conflicting routes.

**Instruction for using Lock-out Box:

Contact RTC before keying Lock-out Box. If no conflicting movement is evident, place key in release and turn clockwise. When M of W light illuminates, movement may be made over crossing. When all equipment is clear of the crossing, remove key from release.

CAUTION: THIS RELEASE IS EFFECTIVE ONLY WHILE KEY IS IN RELEASE AND TURNED COUNTER CLOCKWISE.

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

“ON-TRACK SAFETY CHART” FOR TUSCOLA AND EFFINGHAM MAINTENANCE OF WAY (MOW) LOCK-OUT BOX:

On-Track Safety	Champaign	Tolono	Tuscola**	Effingham	Kinmundy
Verbal Protection	X	X		X	
Track Authority	X	X			
Train Approach Warning	X	X	X	X	X
Lone Worker					
Lock-out Box			X***	X***	X**
Signal Maintainer			X		X

**** Instructions for use of the Interlocking Trainman’s Emergency Release Pushbuttons**

Note: CN employees must contact the RTC for authorization and instructions prior to use of the Trainman’s Emergency Release Pushbutton.

A stuck trap circuit will be indicated on the RTC’s Dispatch System screen by the presence of the word “CN TRAP” for the specified location. A track circuit within the interlocking will indicate occupied.

In the event of a stuck trap circuit at the Interlocking, proceed as follows:

1. The CN employee shall observe the status of the interlocking. Look at the tracks between the interlocking signals for the presence of locomotives or cars, obstructions, broken rail, or other abnormal situations. If the tracks are clear, contact the RTC for authorization to use the Emergency Release Pushbuttons.
2. Upon receipt of the report from the CN employee that the tracks are clear, the RTC should click on the “CN TRAP” indication at Cedar Interlocking to initiate the trap release.
3. With authorization from the RTC, the CN employee can unlock the crew should activate the pushbutton for the appropriate track. The lamp should extinguish indicating that the trap has been released. The train crew will relock the Trainman’s Emergency Release Push Button box after use.
4. The RTC will observe that the “CN TRAP” indication disappears, and the track circuit within the interlocking clears. The interlocking is now reset.

If the lamp remains lit after activating a pushbutton, or the trap does not release, the RTC is to contact the S&C Help Desk.

***** Instructions for using MOW Lock-out Box:**

1. Contact Homewood RTC for permission to place operating switch in the MANUAL position.
2. If no conflicting movement is evident, first place the operating switch in the LAMP TEST position. Observe that both the White and Blue lamps illuminate. If both lamps do not illuminate, stop and contact a signal maintainer before proceeding to step 3. If both lamps illuminate, return the operating switch to the CENTER position.
3. To request a lock-out of the interlocking, place the operating switch in the MANUAL position. Observe both lamps:



- a. If the BLUE lamp illuminates, the interlocking is safe for roadway workers to work within the interlocking limits. Signals are at Stop and can not be cleared.
- b. If the WHITE lamp illuminates, the interlocking is NOT SAFE. Do not foul the tracks. The white lamp indicates that a route has been established through the interlocking and a train(s) is approaching. Contact the RTC for instructions.
- 4. To release the lock-out:
 - a. Place the operating switch in the CENTER position. Observe that both lamps are dark. Close and lock the box.
 - b. Contact the RTC to inform them the lock-out has been released.

MEASURED MILES - between

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

SPECIAL CONDITIONS

Rule 411 - Locomotive Whistle Quiet Zone - in effect

From Rickelman Ave., MP 196.88 to and including Jefferson Ave., MP 198.87 in effect 24/7.

Rule 527 - Automatic Warning Devices activated by a controlled signal:

- MP 199.39 - Clark Ave.
- MP 199.51 - Wabash Ave.

Engine Restrictions - 6 axle locomotives are prohibited on the following tracks:

- Seymour Industrial Line - (west end of spur ends at MP 4, red sign & derail applied)
- Kraft - MP 1.4
- Humko - MP 1.42
- Prairie Material - Plastipak - MP 3.5

Effingham

- Effingham Equity Grain Elevator - MP 198.5
- G&W Distribution, Inc. - MP 200.3

Champaign - Switch on siding at MP 127.17 is an electric lock switch controlled by the RTC.

Handbrake Requirements - Below is the minimum number of handbrakes required by location and track(s) when leaving equipment unattended:

<u>Location</u>	<u>Track(s)</u>	<u>Handbrakes</u>	
Champaign Yard	Field Track	4	
	CA01-CA15	2	
	CA21-CA25	2	
	CA41-CA42	2	
	CA51	2	
	CA54-CA57	2	
	CC01-CC11	2	
	CC26-CC30	2	
	CC40	2	
	Mattoon	MA01	2
		MA11-MA14	2
		MA21	2
		MA25	2
MA51-MA52		2	
Effingham	MA62	2	
	EF01-EF03	2	
	EF06	2	
	EF10-EF12	2	
	EF14-EF22	2	
	EF30	2	
	EF34-EF36	2	
	EF38	2	
EF50-EF51	2		

Tolono and Effingham - When taking the dual control switch in hand position at NSS Tolono (NS Crossing) and NSS Effingham (CSX Crossing), the following applies:

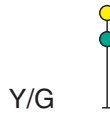
MOVEMENTS THAT LEAVE THE CONTROL POINT DURING THE TIME THE DUAL CONTROL SWITCH IS IN HAND POSITION, MUST OBTAIN PERMISSION FROM THE RTC BEFORE RE-ENTERING THE CONTROL POINT.

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 155.2. 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.

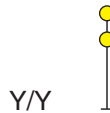
Effingham West Pass Track - All train and engine movements clearing or entering the West Pass Track via hand operated switch at MP 200.25 (CSXT) must line switch back for West Pass Track after movement has cleared the switch.

Edgewood Jct. - Intermediate Signal 2115 in approach to the Signal at Edgewood Signal Aspects:

When routed to the Bluford Main the intermediate signal 2115 will display the following:



When routed to the Mango or Laclede Siding(s) the intermediate signal 2115 will display the following:



*Southbound trains which are NOT operating in an PTC ACTIVE state, or not PTC equipped, must approach Edgewood Jct. not exceeding 25mph until route is known (Refer to Speed Restrictions/Siding Speeds)

Kinmundy - Signals at Kinmundy will line up when trains occupy the long approach (MP 223.1 for southward trains and MP 234.9 for northward trains), unless a conflicting movement on the UP occupies the circuit. Once past the long approach, signal will remain lined for 15 minutes. If a train is delayed longer than 15 minutes, proceed prepared to stop at the interlocking signal. If interlocking signal then indicates proceed, the train may resume speed.

Odin – Signals at Odin 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.).

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, all current UP Operating Bulletins, and these instructions from the UP timetable.

CN operates on the NS Railroad at Champaign between NS Railroad mile posts, MP UM32 and MP UM40. Track Authority is in effect between those limits, to obtain a Track Authority contact NS Dispatcher on AAR channel 069-069, tone 3-5-2, or (470) 463-1122. Crews must have a current copy of the NS Operating Rules and Timetable.

Salem Yarding Instructions - After receiving instructions to yard train in Salem Yard, the crew must attempt to contact the on duty Traveling Switch Engine (TSE) Footboard Yardmaster to ensure no conflicting movements before entering the yard.

UP MP	UP STATIONS	AUTHORITY	RADIO
242.7	Kinmundy		
	7.3		
250.0	CP 1 250	CTC	(020 020)
	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.			
While operating on UP, getting on/off moving equipment is prohibited on all tracks.			

HPTA Exceptions - HPTA Throttle Notch limitations may be exceeded while any portion of the train is within the following specified mileage and direction:
MP 175.5 to MP 182.0 - Northward



MP 190.0 to MP 197.2 - Northward
 MP 247.2 to MP 235.0 - Northward

Close Clearance- Locations where employees must not ride on the side of equipment

Champaign A Yard
 CA01- CA07 (When cars are on an adjacent track)

Champaign C Yard
 Track 1C

Kicking Cars - Kicking cars into Champaign A Yard track CA06 is prohibited.

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. Donnelley .....	.169.0	1500	Both
Sigel .....	.191.3 .....	.700	South
Alma .....	.233.9 .....	.521	South



TRACK CHART & SIDINGS		SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	STATIONS	METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNELS CALL INS
CHICAGO	SUB			81.1	GILMAN 10.1	CTC		
TPW		10,336	90.2 92.4	91.2	THAWVILLE 4.4	ABS TA	97.4	
				95.6	ROBERTS 4.6			
				100.2	MELVIN 9.8			
NS	NS	8,634	110.3 112.1	110.0	GIBSON CITY 11.8	CTC	115.57	
				121.8	BELLFLOWER 8.8			
		6,011	130.6 132.0	130.6	FARMER CITY 6.0	ABS TA	135.6	(072 072) RTC *2# or *5580#
				136.6	FULLERTON 11.9			
HEYWORTH SPUR	TO MP 772			148.5	CLINTON 8.2			
				156.7	KENNEY 10.0	ABS TA		Diesel Doc *3#
WEST PASS				166.7	N. MT. PULASKI 2.3			
PEORIA SUB	169.2			169.0	MT. PULASKI 4.2	YL		MS Rep *8# PTC *5# TSC *9#
				173.2	LAKE FORK 17.1	ABS TA		Emergency *0#
NS				190.3	STARNES 1.9			
IM				192.2	AVENUE 2.6	CTC TA		
TO I.C JCT				194.8	BRICK YARD 12.4			
	IM			207.2	CIMIC			

MAXIMUM SPEED MPH
25

SPEED RESTRICTIONS MPH
 Gilman - Both Legs of Wye 10
 MP 192 to MP 195 10
 MP 200 to MP 207.2 10

FREIGHT CAR WEIGHT RESTRICTIONS

Heaviest 4 axle car permitted - 286,000 lbs.
 Heyworth Spur - 263,000 lbs.
 Loaded 24 ft. Ore cars must not be operated without special clearance.

OPERATING CHARACTERISTICS

Yard Limits - in effect between

MP 166.58 and MP 168.98
 MP 169.11 and MP 170.79

Track Authority - in effect between

Gilman and MP 110.1
 MP 112.1 and MP 166.58
 MP 170.79 and MP 192.2
 MP 194.8 and CIMIC

SIGNAL RULES - in effect

Rules 803-816

ABS - in effect between

Gilman and MP 110.1
 MP 112.1 and MP 166.58
 MP 170.79 and MP 192.2

CTC - in effect between

MP 110.1 and MP 112.1	Controlled by
MP 168.98 and MP 169.11	Homewood RTC
MP 192.2 and MP 194.8	Homewood RTC

RAILROAD CROSSINGS AT GRADE

Gilman	TP&W Crossing	Controlled by
Gibson City	NS Crossing	Homewood RTC
Clinton	South Industry Line Crossing	Homewood RTC
Mt. Pulaski	Peoria Subdivision Crossing	Gates*
Starnes	NS Crossing	Homewood RTC
		NS Train Dispatcher
		(039 039) TONE 353

* 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
Verbal Protection	X	X		X
Track Authority		X		X
Train Approach Warning	X	X	X	X
Lone Worker			X	
Inaccessible Track			X	
Planned Work				X*

* Planned work may be used for protection, however USOR 1102 must be established on both subdivisions that intersect.

**** Instructions for use of the Interlocking Trainman's Emergency Release Pushbuttons**

Note: CN employees must contact the RTC for authorization and instructions prior to use of the Trainman's Emergency Release Pushbutton.

A stuck trap circuit will be indicated on the RTC's Dispatch System screen by the presence of the word "CN TRAP" for the specified location. A track circuit within the interlocking will indicate occupied.

In the event of a stuck trap circuit at the Interlocking, proceed as follows:

1. The CN employee shall observe the status of the interlocking. Look at the tracks between the interlocking signals for the presence of locomotives or cars, obstructions, broken rail, or other abnormal situations. If the tracks are clear, contact the RTC for authorization to use the Emergency Release Pushbuttons.
2. Upon receipt of the report from the CN employee that the tracks are clear, the RTC should click on the "CN TRAP" indication at Cedar Interlocking to initiate the trap release.
3. With authorization from the RTC, the CN employee can unlock the crew should activate the pushbutton for the appropriate track. The lamp should extinguish indicating that the trap has been released. The train crew will relock the Trainman's Emergency Release Pushbutton box after use.
4. The RTC will observe that the "CN TRAP" indication disappears, and the track circuit within the interlocking clears. The interlocking is now reset.

If the lamp remains lit after activating a pushbutton, or the trap does not release, the RTC is to contact the S&C Help Desk.

SPRING SWITCH LOCATIONS

Normal Position

(*) Thawville - both ends of siding Main Track

(*) Indicates Lunar light

MEASURED MILES - between

MP 87 and MP 88

MP 179 and MP 180

SPECIAL CONDITIONS

Clinton - Before operating the gates of the South Industry Line crossing with the Gilman Subdivision, ascertain from the RTC that no train movements are closely approaching.

Springfield - When making southward movement in I&M Yard at Springfield, do not exceed 5 MPH at Moffet Street. Approach to crossing is short.

Brick Yard to IC Jct. - Track extending from Brick Yard (MP 186) to IC Jct. (MP 187.6) is designated Non-Main Track, maximum speed 10 MPH. CTC is in effect, RTC will contact NS Dispatcher for block at IC Jct. before issuing Track Authority. 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 MP 192.4 and Cockrell Elevator, obtain permission to enter the track from the KCS Train Dispatcher.

Engine Restrictions - Locations where 6 Axle Locomotive are prohibited:
MP 194.80- outside track at Cockrell (off KCS Main)

Rule 530 - Infrequently Used Automatic Warning Devices:
MP 92.20 only on siding at Thawville

LOCATIONS NOT SHOWN AS STATIONS

NAME	LOCATION	LENGTH	CONNECTION
Weedman	127.4	1077	South
Illinois Power	141.3	290	North
Chestnut	162.9	2209	Both
Barclay	184.2	500	North



TRACK CHART & SIDINGS		SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	↓ SOUTH STATIONS ↑	METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNELS CALL INS	
UP	GILMAN SUB FORSYTH SPUR GREEN'S SW SPUR			9.2	IC JCT 0.1	TA	36.4	(072 072) RTC *2# or *5590# Diesel Doc *3# MS Rep *8# PTC *5# TSC *9# Emergency *0#	
				9.3	PEKIN 5.5				
				14.8	SOUTH PEKIN 11.4				
				26.2	DELAVAN 10.0				
				36.2	HARTSBURG 8.0				
				44.2	LINCOLN 11.2	YL	53.06		
				55.4	MT. PULASKI 7.0				
				62.4	LATHAM 14.1	TA	69.32		
				76.5	DECATUR 0.6	YL			
				77.1	WABIC 1.98	ABS YL	84.28		
				79.08	DECATUR JCT. 7.82				
				7,725	86.83	86.90	NORTH HERVEY CITY 1.5		97.5
					88.39	88.40	SOUTH HERVEY CITY 13.21		
						101.61	BERNER 1.59		CTC
				103.2	SULLIVAN 1.81				
				105.01	SYBIL 8.39				
				113.4	COLES 5.9				
				119.3	MATTOON				
103.8 UP									

MAXIMUM SPEED MPH .40

PTC LIMITS - Decatur to Mattoon

EDMD Territory – IC Jct. to Decatur Jct.



SPEED RESTRICTIONS

	MPH
IC Jct. to MP 9.7 (HER)	10
MP 9.7 to MP 11	25
MP 25 to MP 27 - curves	25
MP 43.9 to MP 46	20
Mt. Pulaski - Gilman Subdivision Crossing (HER)	10
MP 76 to MP 79.64	20
MP 103.3 to MP 104.8	25
MP 118 to MP 119 (HER)	20
MP 119 to MP 119.3 - curves	10

FREIGHT CAR WEIGHT RESTRICTIONS

Heaviest 4 axle car permitted - 286,000 lbs.
Loaded 24 ft. Ore cars must not be operated without special clearance.

OPERATING CHARACTERISTICS

DOB LIMITS

Decatur DOB Peoria Subdivision between MP 73 and MP 80

Yard Limits - in effect between

MP 54 and MP 55.32
MP 55.44 and MP 57.4
MP 73 and MP 79.08 - Contact Champaign Yardmaster (072 072), tone *5884#, for routing instructions before entering.

Track Authority - in effect between

IC Jct. and MP 54
MP 57.4 and MP 73

ABS - in effect between

MP 77.1 and MP 79.08

CTC - in effect at

Mt. Pulaski - MP 55.32 and MP 55.44	Controlled by Homewood RTC
Decatur Jct. and Mattoon	Homewood RTC

Rule 901- Switches where trains must not clear the Main Track.

N. Dalton City	MP 90.70
S. Dalton City	MP 90.95
Van Horn	MP 92.10

SIGNAL RULES - in effect

Rules 803-816

Lincoln MP 44.2 (UP Crossing at Grade) - In addition to Signal Rules 803 and 816 at Lincoln, MP 44.2, UP Crossing, movements may encounter a red/yellow aspect. When this aspect is encountered Signal Rule 831 applies.

RAILROAD CROSSINGS AT GRADE

	Controlled by
Lincoln	UP Crossing
	UP Train Dispatcher (078 078) TONE *14 (800) 726-1103
Mt. Pulaski	Gilman Sub Crossing
Wabic	NS Crossing
	NS Train Dispatcher (039 039) TONE 353
Sullivan	UP Crossing
	Automatic

On-Track Safety	Mt. Pulaski	Sullivan
Verbal Protection	X	
Track Authority	X	
Train Approach Warning	X	X
Lone Worker		X
Signal Maintainer		X
Planned Work	X*	

* Planned work may be used for protection, however USOR 1102 must be established on both subdivisions that intersect.

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 and TZPR Timetable are in effect.

SPECIAL CONDITIONS

Handbrakes Requirements - Below is the minimum number of handbrakes required by location and track(s) when leaving equipment unattended:

<u>Location</u>	<u>Track(s)</u>	<u>Handbrakes</u>
Decatur Yard	DG01-DG06	2
	DG08	2
	DG12	2
	DG19-DG31	2
	DG41	2
	DG46-DG48	2
	DG51-DG55	2
	DG57-DG58	2

Keen Transport- Exception to ABTH 502, when spotting and pulling the dock at Keen Transport cars may be moved with handbrakes applied provided the wheels are not sliding.

Engine Restrictions - Locations where 6 Axle Locomotive are prohibited:

- Delavan - Elevator Track
- Mount Zion
- ADM RCR Plant

Tate & Lyle Switching Lead Decatur - When approaching Faires Pkwy, 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 signalled by an employee at the crossing.

Tate & Lyle Plant - Do not exceed 5 MPH inside the plant.

HPTA Exceptions - HPTA Throttle Notch limitations may be exceeded while any portion of the train is within the following specified mileage and direction:
 MP 64.5 to MP 68.5 - Southward
 MP 78.5 to MP 80.5 - Southward

LOCATIONS NOT SHOWN AS STATIONS

<i>NAME</i>	<i>LOCATION</i>	<i>LENGTH</i>	<i>CONNECTION</i>
Emden	32.2	197	South
Bearsdale	71.8	2850	Both
Mount Zion	83.4	949	Both
Dalton City	90.8	1362	Both



TRACK CHART & SIDINGS	SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	STATIONS ↓ WEST EAST ↑	METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNELS CALL INS
			155.0	INRD JCT. 4.0	YL		(072 072) RTC *6# or *5610#
			159.0	LIS 7.6	TA		Diesel Doc *3#
			166.6	DIETERICH 10.3	YL		MS Rep *8# PTC *5#
			176.9	EFFINGHAM			TSC *9# Emergency *0#

MAXIMUM SPEED MPH
40

SPEED RESTRICTIONS MPH
Lis - Dynergy Lead 10

FREIGHT CAR WEIGHT RESTRICTIONS
 Heaviest 4 axle car permitted - 286,000 lbs.
 Loaded 24 ft. Ore cars must not be operated without special clearance.

OPERATING CHARACTERISTICS
Yard Limits - in effect between
 INRD Jct. and MP 160
 MP 176 and Effingham

Track Authority - in effect between
 MP 160 and MP 176

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 ↓ SOUTH ↑ NORTH	METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNELS CALL INS
CHAMPAIGN SUBDIVISION Siding → Main ← ELDORADO SUBDIVISION Pond Creek Mine Lead P & I RR	11,932	0.0	0.0	EDGEWOOD JCT. — 2.4 —	CTC		(072 072) RTC *2# or *5650#
		2.4	2.4	MANGO — 16.9 —		2.9	Diesel Doc *3#
	13,916	17.2 20.1	19.3	GREENDALE — 20.7 —		15.0	MS Rep *8#
	20,811	40.0	40.0	N. BLUFORD — 2.17 —		28.3	PTC *5#
			42.17	BLUFORD — 2.13 —		38.53	TSC *9#
	9,890	55.2 57.3	56.3	S. BLUFORD — 12.0 —		49.2	Emergency *0#
			61.4	DIANA — 5.1 —		58.9	
			62.1	NORTH SUGAR CAMP — 0.7 —			
			62.9	SOUTH SUGAR CAMP — 0.8 —			
			62.9	AKIN JCT. — 0.4 —			
			63.3	RUST JCT. — 5.7 —		67.66	(054 054) RTC *6# or *5650#
	9,402	68.0	69.0	KEGLEY — 1.0 —		Diesel Doc *3#	MS Rep *8#
		69.9	70.0	FERBER — 3.9 —		78.5	PTC *5#
			73.9	DIAL — 4.1 —		91.3	TSC *9#
		78.0	BRUSHY CREEK — 9.4 —	101.4	Emergency *0#		
10,402	86.4 88.4	87.4	SALINE — 13.9 —	113.5	118.0**		
		101.3	ROBBS — 9.2 —				
11,620	108.2 110.5	110.5	REEVESVILLE — 9.1 —				
10,314	118.1 120.1	119.6	SEDGWICK — 3.3 —				
		122.88	METROPOLIS JCT.				

VIA P&I RR Page 36

** Derailment Detector will only transmit information via radio upon an alarm for train defects such as broken wheels, dragging equipment, derailed and/or dragging wheel sets. Upon a defect detected, be governed by radio messages and Dragging Equipment inspections as outlined under System Special Instructions Item 3.

MAXIMUM SPEED 60 **MPH**

PTC LIMITS - Edgewood Jct. and Metropolis Jct.



SPEED RESTRICTIONS

	MPH
Edgewood Jct. to MP 0.4 - curve	55
S. Bluford - through turnout DCS	40
Akin Jct. - both legs of the Wye	10
Ferber - both legs of the Wye	10
MP 93.9 to MP 95.6 - Tunnel 1*	40
MP 95.6 to MP 96.9 - Tunnel 2*	25
MP 104 to MP 104.5 - Tunnel 3*	40

*DISTRIBUTED POWER (DP) TRAINS OPERATING TRIP OPTIMIZER (TO) ARE TO PLACE TO IN MANUAL CONTROL BETWEEN MP 93.9 AND MP 104.5.

SIDING SPEEDS

	<i>Turnouts</i> MPH	<i>Siding</i> MPH
Mango	25	25
Greendale	20	20
N. Bluford	40	60
Except MP 42.9 to MP 43	--	40
S. Bluford	40	60
Diana	25	25
Kegley	25	25
Ferber (turnout to siding)	25	--
Except turnout to Eldorado Sub.	10	--
Saline	25	25
Reevesville	25	25
Sedgwick	--	40
North Siding Switch	25	--
South Siding Switch	40	--

FREIGHT CAR WEIGHT RESTRICTIONS

Heaviest 4 axle car permitted - 286,000 lbs.
Loaded 24 ft. Ore cars must not be operated without special clearance.

SIGNAL RULES - in effect

Rules 803-816

CTC - in effect between

Edgewood Jct. and Metropolis Jct. **Controlled by**
Homewood RTC

Rule 901 - Switches where trains must not clear the Main Track:

Greendale Elevator	MP 19.63
Shields	MP 31.47
Yard Office Switch	MP 41.64
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 101.2
Reevesville - house track	MP 109.87

MEASURED MILES - between

MP 37 and MP 38

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 in the vicinity of MP 95.6 and South Fence MP 97.0. When activated, signals will change to red, and radio will broadcast, "Alarm, Alarm, Alarm Slide Fence Detector Activated at MP ____." Trains receiving 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.

LOCATIONS NOT SHOWN AS STATIONS

NAME	LOCATION	LENGTH	CONNECTION
Dan Spur	10.6	250	South
Shields Spur	31.4	672	South
Odum Spur	58.8	375	North
Old Ben	70.9	600	North
Allenby	81.7	600	Both
Lewis Spur	91.4	619	North



TRACK CHART & SIDINGS	SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	STATIONS ↓ SOUTH ↑ NORTH	METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNELS CALL INS
VIA P&I RR Page 35							
			0.12	CHILES JCT. —2.08—	CTC	3.6	(054 054) RTC *6# or *5680#
			2.2	PAL CROSSING — 0.1 —			Diesel Doc *3#
			2.3	MAXON — 12.2 —			MS Rep *8#
	9,360	13.5 15.5	14.5	LOWES — 17.6 —			PTC *5#
	6,849	31.3 32.8	32.1	WATTS — 8.6 —			TSC *9#
			40.7	NORTH SIDING — 1.46 —			Emergency *0#
			42.16	FULTON			(072 072) RTC *1# or *5685#
				Diesel Doc *3#			
				MS Rep *8#			
				PTC *5#			
				TSC *9#			
				Emergency *0#			

MAXIMUM SPEED **MPH** .60

PTC LIMITS - Chiles Jct. to Fulton

SPEED RESTRICTIONS **MPH**

PAL Crossing - over diamond40

MP 2.58 - (HER) over crossing45

North Siding - through turnout DCS25

MP 40.7 and 42.1640

SIDING SPEEDS

	Turnouts MPH	Siding MPH
Lowes	.25	25
North Watts	.40	40
South Watts	.25	40

FREIGHT CAR WEIGHT RESTRICTIONS

Heaviest 4 axle car permitted - 286,000 lbs.

Loaded 24 ft Ore cars must not be operated without special clearance.

OPERATING CHARACTERISTICS

SIGNAL RULES - in effect
Rules 803-816

CTC - in effect between **Controlled by**
Chiles Jct. and Fulton Homewood RTC

Rule 901 - Switches where trains must not clear the main track:

Lowes House TrackMP 15.8

Fancy Farm House TrackMP 22.0



RAILROAD CROSSINGS AT GRADE

Controlled by

PAL Crossing PAL Crossing Automatic

On-Track Safety	PAL Crossing
Train Approach Warning	X
Lone Worker	X
Signal Maintainer	X
Lock-Out Box	X*

*Maintenance-of-Way Lock-Out

1. Obtain authorization from the RTC before placing the operating switch in the MANUAL position.
2. Place the operating switch in the LAMP TEST position. Observe that both the White and Blue lamps illuminate. If both lamps do not illuminate, stop and contact a signal maintainer before proceeding to the next step. If both lamps light, return the operating switch to the CENTER position.
3. To request a lock-out of the interlocking, place the operating switch in the MANUAL position. Observe both lamps:
 - a. If the BLUE lamp illuminates, the interlocking is safe for roadway workers to work within the interlocking limits. Signals are at Stop and can not be cleared.
 - b. If the WHITE lamp illuminates, the interlocking is NOT SAFE. Do not foul the tracks. The white lamp indicates that a route has been established through the interlocking and a train(s) is approaching. Contact the RTC for instructions.
4. To release the lock-out:
 - a. Place the operating switch in the CENTER position. Observe that both lamps are dark. Close and lock the box.
5. Contact the RTC to inform them the lock-out has been released.

JOINT OPERATION OF MAIN TRACK

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

LOCATIONS NOT SHOWN AS STATIONS

NAME	LOCATION	LENGTH	CONNECTION
Fancy Farm	22.0	930	South



TRACK CHART & SIDINGS		SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	STATIONS ↓ H-COS ↑ T-TOZ	METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNELS CALL INS
	Main 1 →			247.31	SANDOVAL JCT.	CTC	258.7	(072 072) RTC *6# or *5660#
	Main 2 ←			252.0	CENTRALIA			Diesel Doc *3#
				253.2	MILLER			MS Rep *8#
				254.2	31 SWITCH			PTC *5#
				257.1	F YARD LEAD			TSC *9#
				258.6	IRVINGTON			Emergency *0#
				266.3	ASHLEY			
		13,760	273.6 276.3	273.8	BOIS			273.5
	UP			279.8	TAMAROA			283.6
	ST. LOUIS SUB			285.5	ST JOHNS			
				287.5	DUQUOIN			
				288.8	ELDORADO JCT.			(072 072) RTC *2# or *5665#
	Main 1 →			290.4	SHAFER JCT.			Diesel Doc *3#
	Main 2 ←			305.7	N. CARBONDALE			293.4
	Main 1 →			308.8	S. CARBONDALE			302.3
	Main 2 ←			323.4	COBDEN			311.9
				325.8	ANNA			**320.87
		9,860	325.8 327.8	325.8	WETAUG			328.6
		12,408	340.9 343.5	340.9	VILLA RIDGE			340.2
				352.1	MOUNDS JCT.			352.0
			355.7	MOUNDS	**358.7			
			356.3	CAIRO				
			361.4	ILLINOIS				
Main 1 →			363.16					
Main 2 ←								

** Derailment Detector will only transmit information via radio upon an alarm for train defects such as broken wheels, dragging equipment, derailed and/or dragging wheel sets. Upon a defect detected, be governed by radio messages and Dragging Equipment inspections as outlined under System Special Instructions Item 3.



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

PTC LIMITS - Sandoval Jct. and Illinois

SPEED RESTRICTIONS

	<i>Passenger</i> MPH	<i>Freight</i> MPH
MP 249 to MP 252.2 (Mains 1 & 2)	50	50
MP 257.65 (Main 1) (HER over crossing) SWD Trains	50	50
MP 252.2 to MP 254.2 (Mains 1 & 2)	35	35
Irvington - through turnout DCS	40	40
Ashley - EVWRR Crossing	50	30
St. Johns - through turnout DCS	40	40
Duquoin - Both legs of the WYE	10	10
Duquoin - North Wye (Front Street) HER	5	5
Eldorado Jct.- Wye	10	10
Duquoin - through turnouts DCS	25	25
MP 287.1 to MP 288.7 (HER) (Mains 1 & 2)	60	60
Shafer Jct. - through turnout DCS	40	40
N. Carbondale - through turnout DCS	40	40
N. Carbondale to S. Carbondale (Main 1)	40	40
N. Carbondale to S. Carbondale (Main 2)	60	60
S. Carbondale - through turnout DCS	40	40
MP 311 to MP 316.1	45	40
MP 316.1 to MP 316.3	40	40
MP 316.3 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	--
MP 353.4 to MP 354.4 - curves	65	--
Mounds Jct. - through turnout DCS	40	40
Cairo to Illinois (Mains 1 & 2)	40	40
Illinois - through equilateral turnout	20	20

SIDING SPEEDS

	<i>Turnouts</i> MPH	<i>Siding</i> MPH
Bois	30	30
Anna	25	25
Wetaug	25	25

FREIGHT CAR WEIGHT RESTRICTIONS

Heaviest 4 axle car permitted - 286,000 lbs.
Loaded 24 ft. Ore cars must not be operated without special clearance.

Loaded BNSF Taconite Trains are cleared between Centralia and Illinois with either 35 ft. cars restricted to 263,000 lbs or 24 ft cars restricted to 180,000 lbs, with the following restrictions:
Maximum Speed 40 MPH
25 MPH over bridge at MP 315.0
25 MPH over bridge at MP 316.3
25 MPH over bridge at MP 358.0 (No train may occupy the bridge on the other main track at the same time).

OPERATING CHARACTERISTICS

SIGNAL RULES - in effect

Rules 803-816

CTC - in effect between

Sandoval Jct. and Illinois

Controlled by
Homewood RTC

Rule 901 - Switches where trains must not clear the main track:

General Contractors	MP 249.9
Maco Elevator	MP 251.1
Irvington House Track	MP 258.9
Radom House Track	MP 269.3
Bois House Track	MP 273.9
Tamaroa House Track	MP 279.8
Cabalex	MP 290.3
Hallidayboro - 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 328.9
North Dongola	MP 338.3
South Dongola	MP 338.7
N. Pulaski	MP 347.8
S. Pulaski	MP 348.0



N. Mounds - Main 1MP 356.2
 S. Mounds - Main 1MP 357.4

RAILROAD CROSSINGS AT GRADE

Controlled by

Centralia.....BNSF/NS Crossing.....Homewood RTC
 Ashley EVWRR Crossing Automatic

On-Track Safety	Centralia	Ashley
Verbal Protection	X	
Track Authority	X	
Train Approach Warning	X	X
Lone Worker		X
Lock-out Box		X*
Signal Maintainer		X

***Maintenance-of-Way Lock-Out**

1. Obtain authorization from the RTC before placing the operating switch in the MANUAL position.
2. Place the operating switch in the LAMP TEST position. Observe that both the White and Blue lamps illuminate. If both lamps do not illuminate, stop and contact a signal maintainer before proceeding to the next step. If both lamps light, return the operating switch to the CENTER position.
3. To request a lock-out of the interlocking, place the operating switch in the MANUAL position. Observe both lamps:
 - a. If the BLUE lamp illuminates, the interlocking is safe for roadway workers to work within the interlocking limits. Signals are at Stop and can not be cleared.
 - b. If the WHITE lamp illuminates, the interlocking is NOT SAFE. Do not foul the tracks. The white lamp indicates that a route has been established through the interlocking and a train(s) is approaching. Contact the RTC for instructions.
4. To release the lock-out:
 - a. Place the operating switch in the CENTER position. Observe that both lamps are dark. Close and lock the box.
5. Contact the RTC to inform them the lock-out has been released.

MEASURED MILES - between

MP 263 and MP 264
 MP 348 and MP 349

SPECIAL CONDITIONS

BNSF Yard Centralia - Before occupying BNSF trackage, you must have a copy of the BNSF General Track Bulletin, make contact with either the BNSF Centralia Yard Foreman on channels (082 082) (070-070) or (066-066), Monday thru Friday from 1000 to 1800 All other times, contact the Beardstown Bridge Tender on channel (066-066) for instructions Once yarding instructions are received from either the BNSF Centralia Yard Foreman or the Beardstown Bridge Tender, a Track Warrant must be received from the BNSF Beardstown Sub Dispatcher before passing CN CTC Centralia to insure crossings are not blocked for extended periods of time.

Tamaroa - Planned Work may be issued through the control point at Tamaroa, however it does not authorize occupancy of the main track between the opposing absolute signals.

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.

HPTA Exceptions - HPTA Throttle Notch limitations may be exceeded while any portion of the train is within the following specified mileage and direction:
 MP 316.0 and MP 325.0 - Southward
 MP 329.3 and MP 339.6 - Northward

LOCATIONS NOT SHOWN AS STATIONS

NAME	LOCATION	LENGTH	CONNECTION
Richview	262.8	250	South
Radom	269.3	350	North
Makanda	316.1	600	South
Dongola	338.4	3074	Both
Pulaski	347.9	490	Both



TRACK CHART & SIDING		SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	STATIONS	METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNELS CALL INS
	6.1			6.1	CHURCH	CTC	23.0	(054 054) RTC *6# or *5620# Diesel Doc *3# MS Rep *8# PTC *5# TSC *9# Emergency *0#
	8.8			8.8	BELLE			
	11,364	18.5 20.6	18.6	18.6	WILDERMAN			
			25.0	25.0	LEMENTON			
	10,890	29.0 31.5	28.6	28.6	NEW ATHENS			
			32.9	32.9	LENZBURG			
			40.0	40.0	PRAIRIE			
			44.1	44.1	LINGLE			
	11,446	46.8 49.1	46.5	46.5	COULTERVILLE			
	11,650	55.3 57.5	57.2	57.2	LAYFIELD			
			61.1	61.1	PINCKNEYVILLE			
			70.1	70.1	DUQUOIN			

MAXIMUM SPEED 60 MPH

PTC LIMITS - Lenzburg to Duquoin

EDMD Territory Limits- between Church and Lenzburg

SPEED RESTRICTIONS MPH

MP 6.2 to MP 15 25

Belle - through turnout DCS 25

MP 46.5 - (HER) 40

MP 57.5 to MP 58.0 50

Pinckneyville - UP Crossing 30

FREIGHT CAR WEIGHT RESTRICTIONS

Heaviest 4 axle car permitted - 286,000 lbs.

Loaded 24 ft. Ore cars must not be operated without special clearance.

OPERATING CHARACTERISTICS

SIGNAL RULES - in effect

Rules 803-816

CTC - in effect between Church and Duquoin Controlled by Homewood RTC



Rule 901 - Switches where trains must not clear the Main Track:

Old Northbound	MP 16.7
S. Lementon	MP 24.9
Lenzburg - House Track	MP 33.1
Crop Production	MP 40.9
Tilden - House Track	MP 41.8
Coulterville - House Track	MP 46.4
Pinckneyville - North Storage	MP 61.1
Pinckneyville - Wye Switch	MP 61.4
Pinckneyville - South Storage	MP 61.7
Goddard - North Switch	MP 68.5
Goddard - South Switch	MP 69.6

RAILROAD CROSSINGS AT GRADE

Controlled by

Pinckneyville	UP Crossing	Automatic
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On-Track Safety	Pinckneyville
Train Approach Warning	X
Lone Worker	X
Signal Maintainer	X
Lock-out Box	X*

***Maintenance-of-Way Lock-Out**

1. Obtain authorization from the RTC before placing the operating switch in the MANUAL position.
2. Place the operating switch in the LAMP TEST position. Observe that both the White and Blue lamps illuminate. If both lamps do not illuminate, stop and contact a signal maintainer before proceeding to the next step. If both lamps light, return the operating switch to the CENTER position.
3. To request a lock-out of the interlocking, place the operating switch in the MANUAL position. Observe both lamps:
 - a. If the BLUE lamp illuminates, the interlocking is safe for roadway workers to work within the interlocking limits. Signals are at Stop and can not be cleared.
 - b. If the WHITE lamp illuminates, the interlocking is NOT SAFE. Do not foul the tracks. The white lamp indicates that a route has been established through the interlocking and a train(s) is approaching. Contact the RTC for instructions.
4. To release the lock-out:
 - a. Place the operating switch in the CENTER position. Observe that both lamps are dark. Close and lock the box.
5. Contact the RTC to inform them the lock-out has been released.

MEASURED MILES - between

MP 18 and MP 19
MP 66 and MP 67

JOINT OPERATION OF MAIN TRACK

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

SPECIAL CONDITIONS

High Threat Urban Area - HTUA is in effect on all trackage north of MP 11.4.

Lenzburg Lead - All movements on the Lenzburg Lead must be made at Restricted Speed not to exceed 10 MPH. Operations on the lead are to be conducted on channel (054 054). Prior to occupying the Lenzburg Lead, CN crews must attempt to contact with other trains on the lead, regardless of where entry to the lead will be made. When not in use, all switches on the lead, except the switch to the St. Louis Subdivision at Lenzburg, must be left lined and locked for the lead.

Baldwin - All movements on Illinois Power Loop Tracks at Baldwin must be made at restricted speed not to exceed 5 MPH.

Church Industrial Lead - From Church to Valley Jct., UP Valley Chief Clerk controls trackage. All movements on this track must not exceed 10 MPH. Movements in A&S 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 A&S Yard are not required to have Union Pacific Track Bulletins in their possession.

Church Road MP 6.1 Trains are no longer tied down at Church Rd MP 6.1 on St. Louis Sub. Train crews must stop at MP 17.50 (Green Mount Rd) to contact the KCS prior to departing this location (MP 17.50) to ensure you have a route into TRRA.



HPTA Exceptions - HPTA Throttle Notch limitations may be exceeded while any portion of the train is within the following specified mileage and direction:

MP 6.1 to MP 9.6 - Southward
 MP 11.2 to MP 14.1 - Northward
 MP 58.3 to MP 62.1 - Northward

LOCATIONS NOT SHOWN AS STATIONS

<i>NAME</i>	<i>LOCATION</i>	<i>LENGTH</i>	<i>CONNECTION</i>
Old Northbound	16.7	3168	South
Crop Production	40.9	300	South
Tilden	41.8	1488	North



TRACK CHART & SIDINGS		SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	STATIONS ↓ SOUTH ↑ NORTH	METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNELS CALL INS
UP 591.1 UP	TO DYNEGY PLANT			599.6	BALDWIN	520		(054 054) RTC *6# or *5630#
	UP 590.5			591.0	8.6 SPARTA	TA		Diesel Doc *3# MS Rep *8# PTC *5# TSC *9# Emergency *0#
				581.4	9.6 PERCY	520		

MAXIMUM SPEED MPH
25

SPEED RESTRICTIONS MPH
Percy - UP Crossing (HER) 20
Percy Wye 5

FREIGHT CAR WEIGHT RESTRICTIONS
Heaviest 4 axle car permitted - 286,000 lbs.
Loaded 24 ft. Ore cars must not be operated without special clearance.

OPERATING CHARACTERISTICS
Track Authority - in effect between
MP 598 and MP 582

Rule 520 - Trackage north of MP 598 and South of MP 582 is designated as non-main Track.

RAILROAD CROSSINGS AT GRADE **Controlled by**
Percy UP Crossing Automatic

On-Track Safety	Percy
Train Approach Warning	X
Lone Worker	X
Signal Maintainer	X

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	
MP	STATION
48.7	Coulterville
	8.5
56.1	North Jct.
MAXIMUM SPEED	MPH 25
SPEED RESTRICTIONS	MPH
MP 48.7 to MP 49.3	10
MP 54.7 to MP 56.1	10
TYPE OF OPERATION	
Track Warrant Control between MP 48.7 and MP 56.1	

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

Midwest Trans-Load (Captain Yard) - Movements that occur between 0600 and 1800 hours, be governed by the following instructions: Before entering Midwest Trans-Load at MP 581.4, trains and engines will announce they are entering Captain Yard on Channel (054 054) prior to occupying the Captain Lead. After making the radio announcement, trains and engines must contact Captain Yard on channel (054 054) prior to passing the CN/UP connection switch. In the event Captain Yard cannot be reached after several attempts, inbound trains or engines may enter the yard and proceed as prescribed per USOR 520. Outbound paperwork will be placed in railroad mail tube by the main entrance.

Rule 530 - Infrequently Used Automatic Warning Devices:
All crossings south of MP 590.5



TRACK CHART & SIDING	SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	STATIONS ↓ SOUTH ↑ NORTH	METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNELS CALL INS	
			70.94	ELDORADO JCT. —11.0—	ABS TA	85.1	(054 054) RTC *6# or *5640#	
			82.0	CHRISTOPHER —7.7—	TA		Diesel Doc *3#	
			89.7	BENTON —9.3—			MS Rep *8#	
			99.0	BOOTHBY —1.0—	PTC *5#			
			100.0	AKIN JCT.	ABS TA		TSC *9#	
	Via Bluford Subdivision Page 22							
				101.4	FERBER —9.4—	ABS TA	85.1	(054 054) RTC *6# or *5640#
				110.8	GALATIA —1.1—	TA		Diesel Doc *3#
				111.9	AM JCT. —8.5—	Rule 520		MS Rep *8#
				120.4	ELDORADO			PTC *5#
							TSC *9#	
							Emergency *0#	

MAXIMUM SPEED **MPH** 40

SPEED RESTRICTIONS **MPH**

Eldorado Jct. - Wye 10

Christopher - BNSF Crossing 25

MP 82.1 to MP 82.4 25

MP 88 to Akin Jct 25

MP 90.0 - UP Crossing **10**

FREIGHT CAR WEIGHT RESTRICTIONS

Heaviest 4 axle car permitted - 286,000 lbs.

EXCEPTION: Between AM Jct. and Eldorado - 263,000 lbs.

Loaded 24 ft. Ore cars must not be operated without special clearance.

OPERATING CHARACTERISTICS

ABS - in effect between

Eldorado Jct. and MP 73.2

MP 98.3 and MP Akin Jct.

MP 101.4 (FERBER) and MP 104.27

SIGNAL RULES - in effect

Rules 803-816

Track Authority - in effect between

Eldorado Jct. and Akin Jct.

Ferber and Galatia

Rule 520 - Trackage south of Galatia is designated as non-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 Channel (054 054). Enter this

code after passing the “DTMF APPROACH” sign. Southward sign is at MP 88.6 and northward is at MP 91.1. DTMF requested signals and release box buttons may be used for trains only.

On-Track Safety	Christopher**	Benton*
Train Approach Warning	X	X
Lone Worker	X	
Signal Maintainer	X	

*Before occupying trackage between absolute signals, Roadway Workers must obtain Foul Time from the UP Train Dispatcher, and Track Authority from the CN RTC. Track Authority must include trackage on both sides of the crossing.

** Maintenance of Way Employee Key Controller Instructions

Warning the key controller does not provide authority to foul CN track and will not prevent CN signals from clearing.

1. If no conflicting move is evident, insert switch key into slot in key controller and turn to right as far as it will go.
2. Key must be left in this position until interlocking limits are clear of all men and equipment.

If MOW indicator lights up (indicating that foreign road signals are held at stop), men and equipment may occupy the interlocking limits.

IF MOW Indicator fails to light:

- Stop before passing the signal.
 - Move through the automatic interlocking only after determining that there are no conflicting movements. If necessary, an employee must go to the crossing and protect the movement.
3. If there is known to be a conflicting movement, men and equipment must not proceed until such movement has passed or has stopped, and an understanding has been reached between the crews.

SPECIAL CONDITIONS

Eldorado Jct. - East Wye Switch is to be left lined for the North Leg of the wye.

Rule 530 - Infrequently Used Automatic Warning Devices:

MP 71.24 - south leg of WYE

MP 78.4 (IL-14)

MP 108.5 - Harco Blacktop

Engine Restrictions - Prohibited 6 Axle Locomotive Locations:

Between MP 114.5 and MP 120.6



TRACK CHART & SIDINGS	SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	STATIONS ↓ SOUTH ↑ NORTH	METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNELS CALL INS	
			0.0	BURLINGTON JCT.	YL	6.5	(054 054) RTC *6# or *5670# Diesel Doc *3# MS Rep *8# PTC *5# TSC *9# Emergency *0#	
			0.86	METROPOLIS JCT.				
		5,520	2.9	2.9	BRIDGE JCT.			CTC
				3.2	FOUR RIVERS			
			4.1	4.1	CHILES JCT.			
		5,520	9.4	9.4	C.R. JCT.			
			10.6	10.6	CENTRAL AVE.			
				12.5	SOUTH YARD JCT.			
			14.0	P & I JCT.				

MAXIMUM SPEED **MPH** .40

PTC LIMITS - Burlington Jct. to P & I Jct.

SPEED RESTRICTIONS **MPH**

Metropolis Jct. - through turnout DCS 20

MP 1.2 to MP 2.2 - Ohio River Bridge 20

Chiles Jct. - through turnout Chiles Sub, junction switch 25

C.R. Jct. - through turnout PAL Maxon District, junction switch 25

South Yard Jct. - through turnout DCS 25

MP 13.6 to P&I Jct. - curve 10

SIDING SPEEDS
 All sidings and turnouts from the main track to the sidings are 25 MPH.

FREIGHT CAR WEIGHT RESTRICTIONS
 Heaviest 4 axle car permitted - 286,000 lbs.
 Loaded 24 ft. Ore cars must not be operated without special clearance.

OPERATING CHARACTERISTICS
Yard Limits - in effect between
 Burlington Jct. and Metropolis Jct.

SIGNAL RULES - in effect
 Rules 803-816

CTC - in effect between **Controlled by**
 Metropolis Jct. and P&I Jct. Homewood RTC

Rule 901 - Switches 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

JOINT OPERATION OF MAIN TRACK

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

SPECIAL CONDITIONS

Northbound Movements between Burlington Jct. and Metropolis Jct. - Before receiving a Track Warrant on the BNSF, crews that will be operating between Burlington Jct. and Metropolis Jct. MUST contact BNSF Beardstown Dispatcher at (817) 867-7141 before departing either Paducah or Chiles TVA to verify movements can be handled on BNSF Trackage.

Southbound Movements between Burlington Jct. and Metropolis Jct. - Crews that will be operating between Burlington Jct. and Metropolis Jct. MUST contact Homewood RTC before departing MP 220.0 on the BNSF to verify movements can be handled.

Southbound Movements into Paducah - Prior to departing Metropolis, all movements MUST contact Homewood RTC to verify acceptance of their train movement into Paducah.

Bridge Jct. - Do not exceed 5 MPH on all TVA trackage beginning at TVA switch off the siding. This switch may be left in the position last used.

Paducah & Louisville Railroad - PAL Operator or Paducah Dispatcher will direct movements on the PAL Railroad. All main tracks are Yard Limits, maximum speed is Restricted Speed not to exceed 10 MPH. CN crews should contact the PAL Dispatcher on channel (042 042) tone 20, or (270) 444-4306, when passing C.R. JCT. for instructions to enter Paducah Yard.

The following series of Locomotives must not be used when taking loaded coal trains into the PAL at Paducah, KY for unloading: CN 2098 - CN 2199.

Dynamic Braking - Dynamic braking must not be used between Metropolis Junction and Bridge Junction while the locomotives are on the Bridge.

Engine Restrictions - Prohibited 6 Axle Locomotive Locations
 MP 8.2 - On HB Fuller Spur Track

Cook Coal Terminal - All CN 3000 Series locomotives are prohibited on interchange coal trains destined for Cook Coal Terminal due to a clearance issue to the rotary dumper.

LOCATIONS NOT SHOWN AS STATIONS

<i>NAME</i>	<i>LOCATION</i>	<i>LENGTH</i>	<i>CONNECTION</i>
Tyler Mt. Water	2.8	1200	North
H.B. Fuller	8.2	2500	North
Clark Street	11.4	389	North



TRACK CHART & SIDINGS	SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	STATIONS	METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNELS CALL INS
			363.16	ILLINOIS — 5.4 —	CTC	**366.2 369.7 384.6 397.1	(054 054) RTC *6# or *5690#
	11,815	366.2 368.5	368.5	FILLMORE — 1.4 —			Diesel Doc *3#
			369.9	WICKLIFFE — 2.6 —			MS Rep *8#
			372.5	WESTVACO — 5.6 —			PTC *5#
	10,243	375.1 377.2	378.1	BARDWELL — 14.0 —			TSC *9#
	10,210	390.1 392.1	392.1	CLINTON — 10.5 —			Emergency *0#
			402.6	NORTH BUDA — 2.16 —			(072 072) RTC *1# or *5695#
			404.76	SOUTH BUDA — 0.29 —			Diesel Doc *3#
			405.05	FULTON			MS Rep *8#
							PTC *5#
				TSC *9#			
				Emergency *0#			

***Derailment Detector will only transmit information via radio upon an alarm for train defects such as broken wheels, dragging equipment, derailed and/or dragging wheel sets. Upon a defect detected, be governed by radio messages and Dragging Equipment inspections as outlined under System Special Instructions Item 3.*

	Passenger MPH	Freight MPH
MAXIMUM SPEED	79	60

PTC LIMITS - Illinois to Fulton

	Passenger MPH	Freight MPH
SPEED RESTRICTIONS		
Illinois - through equilateral turnout.....	20	20
Illinois to MP 364.5 - Bridge	20	20
MP 364.5 to MP 366.2	40	40
MP 366.2 to MP 371	70	--
MP 371 - curve	40	40
MP 371.3 - curve.....	70	--
MP 373 - curve	70	--
MP 378.5 - curve.....	70	--
MP 379.5 to MP 381.2 - curve	40	40
MP 381.7 - curve.....	70	--
MP 390.5 to MP 398.3 - curves.....	70	--
North Buda - through turnout DCS	40	40
South Buda to Fulton Sub. - Main 1	40	40
South Buda to Fulton Sub. - Main 2	30	30

	Turnouts MPH	Siding MPH
SIDING SPEEDS		
Fillmore	40	40
Bardwell	25	25
Clinton	25	25

FREIGHT CAR WEIGHT RESTRICTIONS
 Heaviest 4 axle car permitted - 286,000 lbs.
 Loaded 24 ft. Ore cars must not be operated without special clearance.



BNSF Taconite Trains are cleared with either 35 ft. cars restricted to 263,000 lbs or 24 ft. cars restricted to 180,000 lbs. with the following restrictions:
 Maximum Speed 40 MPH
 10 MPH over Ohio River Bridge MP 363.4
 10 MPH over bridge at MP 382.2
 25 MPH over bridge at MP 392.5

OPERATING CHARACTERISTICS

SIGNAL RULES - in effect

Rules 803-816

CTC - in effect between

Controlled by

MP 363.1 and North Buda Homewood RTC
 North Buda and Fulton Homewood RTC

Rule 901 - Switches where trains must not clear the main track:

Carbon Plant MP 371.5
 Tie Plant MP 399.3
 North Freight Main MP 403.9

MEASURED MILES - between

MP 375 and MP 376

SPECIAL CONDITIONS

Handbrake Requirements – Stella Jones: When leaving more than one car outside of the building of CL 97, a minimum of 2 handbrakes are required on the north end.

Engine Restrictions - Location where 6 axle locomotives are prohibited:

Tie Plant

HPTA Exceptions - HPTA Throttle Notch limitations may be exceeded while any portion of the train is within the following specified mileage and direction:

MP 361.8 and MP 365.0 - Northward
 MP 361.2 and MP 365.0 - Southward

LOCATIONS NOT SHOWN AS STATIONS

<i>NAME</i>	<i>LOCATION</i>	<i>LENGTH</i>	<i>CONNECTION</i>
Tie Plant	399.3 . . . . .	.2,320	South



TRACK CHART & SIDINGS	SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	H-STATIONS ↓ H-COS ↑	I-HROZ ↑	METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNELS CALL INS
			269.01	FULTON				
				1.79				
			270.8	OAKS	2.0			
			272.8	S. OAKS	10.7		276.9	
	15,308	282.6 285.7	283.5	RIVES	14.5		289.7	
	11,794	298.1 300.49	298.0	TRIMBLE	7.2		303.7	
			305.2	NEWBERN	4.8			(072 072) RTC *1# or *5700#
			310.0	NORTH DYERSBURG	4.2		311.6	
			314.2	DYERSBURG	0.6		322.5	Diesel Doc *3#
			314.8	SOUTH DYERSBURG	15.5			MS Rep *8#
	10,973	330.0 332.2	330.3	CURVE	7.2		333.7	
			337.5	RIPLEY	10.0		341.3	PTC *5#
	10,815	347.6 349.8	347.5	RIALTO	4.8	CTC		TSC *9#
			352.3	COVINGTON	14.8			Emergency *0#
	9,915	365.1 367.2	367.1	TIPTON	6.9		354.6 364.0	
			374.0	MILLINGTON	4.6		376.6	
			378.6	LUCY JCT.	1.8			
			380.4	WOODSTOCK	3.44		**383.73	
			383.84	DENIE	2.76			
			386.6	WOLF RIVER	0.8			
		387.4	HOLLYWOOD YARD	0.5		**387.8		
		387.9	LEEWOOD					

**Derailment Detector will only transmit information via radio upon an alarm for train defects such as broken wheels, dragging equipment, derailed and/or dragging wheel sets. Upon a defect detected, be governed by radio messages and Dragging Equipment inspections as outlined under System Special Instructions Item 3.

	Passenger MPH	Freight MPH
MAXIMUM SPEED	79	60

PTC LIMITS - Fulton and Leewood

	Passenger MPH	Freight MPH
SPEED RESTRICTIONS		
Cairo Connection Track Main 1.	40	40
Cairo Connection Track Main 2.	30	30
MP 269.01 to MP 270.7	40	40
Scale Track- through crossovers	20	20
Oaks- through crossovers	30	30
S.Oaks - through turnout DCS	40	40
N. Rives to MP 284.1- curves	70	--
MP 294.3 - curve.	70	--
MP 297.6 - curve.	70	--
MP 299.8 - curve.	70	--
MP 303.1 - curve.	50	50
MP 304.4 - curve.	50	50
MP 305.6 - curve.	50	50
N. Dyersburg to S. Dyersburg (Mains 1 & 2)	40	40
North Dyersburg - through turnout DCS	40	40
South Dyersburg - through turnout DCS	40	40
MP 326.2 - curve.	70	--
MP 328.2 - curve.	50	50
MP 329.1 - curve.	40	40
MP 330.6 - curve.	70	--
MP 331.9 - curve.	70	--
MP 332.5 - curve.	40	40
MP 333.3 - curve.	70	--
MP 336 - curve	50	50
MP 337.1 to MP 338.8 - curves.	40	40
MP 339.5 - curve.	50	50
MP 340.2 - curve.	50	50
MP 343.4 - curve.	70	--
MP 347.5 to MP 346.6 - bridges and curve.	40	40
MP 347.8 - curve.	50	50
MP 349.6 - curve.	50	50
MP 349.9 to MP 350.8 - curves.	65	--
MP 352.5 - curve.	70	--
MP 353 - curve	70	--
MP 354.9 - curve.	50	50
MP 355.8 - curve.	70	--
MP 357.7 - curve.	70	--
MP 358.8 to MP 360.2 - curves.	40	40
MP 369.4 to MP 387.9 - Key/Key Crude Trains	--	35
MP 370.8 - curve.	70	--
Lucy Jct. - through turnout DCS	40	40
Lucy Jct. to Leewood	60	--
Woodstock- through turnout DCS (Main 1)	40	40
Woodstock- through turnout to Memphis Sub.	30	25
Denie - through crossovers	30	30

SIDING SPEEDS

	Turnouts MPH	Siding MPH
Rives	30	30
Trimble	25	25
Curve.	30	30
Rialto	30	30
Tipton	25	25

FREIGHT CAR WEIGHT RESTRICTIONS

Heaviest 4 axle car permitted - 286,000 lbs.

Loaded 24 ft. Ore cars must not be operated without special clearance.

All Ore Trains are cleared with either 35 ft. cars restricted to 263,000 lbs or 24ft. cars restricted to 180,000 lbs. with the following restrictions: Maximum Speed 40 MPH

25 MPH over bridge at MP 294.4

25 MPH over bridge at MP 314.9

25 MPH over bridge at MP 329.5

10 MPH over bridge at MP 347.0

10 MPH over bridge at MP 381.6 Main 1 & 2



OPERATING CHARACTERISTICS

DOB LIMITS -

Memphis Terminal DOB	Fulton Sub between MP 377 and MP 387.9
	Shelby Sub between MP 387.9 and MP 12.96
	Memphis Sub between MP 380.4 and MP 403
	Yazoo Sub between MP 12.96 and MP 18.5

SIGNAL RULES - in effect

Rules 803-816

CTC - in effect between

Fulton to Leewood	Controlled by Homewood RTC
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Rule 901 - Switches where trains must not clear the Main Track:

Obion House Track	MP 293.8
Newbern Industry Track	MP 304.6
Dyersburg GM&O	MP 314.2
Hutcherson	MP 323.5
Halls	MP 324.87
Charms	MP 351.4
West Storage	MP 351.9
TVA Tipton	MP 367.1

MEASURED MILES - between

MP 280 and MP 281
MP 376 and MP 377

SPECIAL CONDITIONS

High Threat Urban Area - HTUA is in effect on all trackage south of MP 369.4.

Fulton Yard Close Clearance - Employees are prohibited from riding the side of cars when equipment is on adjacent track. Employees are prohibited from riding equipment between State Line Bridge to FU14 adjacent to the south switching lead, on the south end of Fulton Yard

Fulton Yard Handbrake Requirements:

<u>Number of Cars in Track</u>	<u>Minimum Number of Handbrakes Required</u>
1 - 5 Cars	1 Handbrake per Car
6 or More Cars	6 Handbrakes

Handbrakes must be applied to the south cars of every track. That portion of USOR Rule 602 reading, "Release handbrakes before moving cars" does not apply on tracks in Fulton Yard. Employee must ensure that wheels are not sliding when moving cars with handbrakes applied.

Fulton Yard Mechanical Derails - The following derails may be left in non-derailing position when protection is not required and signs are not displayed.

<u>Track(s)</u>	<u>Location</u>
FU17	North of table
FU17	North end of track
FU17	South end of track

Fulton Yard South End Switching Operations - When actively switching cars on the south end, descending grade, at Fulton Yard, the following operating procedure is effective immediately:

- 0 - 2,000 Tons- air not required to be cut in on cars
- 2,000 - 10,000 Tons- cut in air on 1 car per 1000 tons

Example: a movement with 5500 Tons will have the air cut in on 6 cars

When switching in Fulton Yard prior to completion of duty or at the end of switching moves, all tracks used for or during switching operations, must be stretched and confirmed that all railcars are coupled together.

Note: Securement per Fulton Yard Handbrake Requirements applies when switching is completed prior to leaving cars unattended.

Fulton Yard Kicking Instructions - No more than 3 cars at a time, loaded or empty, can be kicked into a track at Fulton Yard. When releasing multiple movements to the same track, no more than a total of 3 cars, loaded or empty, can be rolling en route at the same time.

Fulton Yard - Fulton Yard - Trains, On-Track Equipment and Roadway Workers must contact Harrison Yard Coordinator on AAR channel (072 072) for routing instructions before entering Fulton Yard. To comply with USOR 600, when trains are required to perform work at Fulton Yard routing instructions must include identification and assigned



radio channel(s) of other movements working in the area.

Engine Restrictions - Location where 6 axle locomotives are prohibited:

Charms Lead

Koppers Lead

Dyersburg - If Roberts Street (1st crossing south of the depot) will be blocked longer than 10 minutes, notify the RTC, with this information including an approximate length of time the crossing will be blocked.

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

Hutcherson Scrap - CN employees are not permitted beyond the scale within Hutcherson Scrap.

Woodstock - Use only one unit and do not exceed 5 MPH while switching Osmose.

Woodstock Handbrake Requirements - Do not kick cars at Woodstock Yard.

Close Clearance - Do not ride the side of cars when equipment is on adjacent track account close clearance at the following location(s):

Hollywood Yard- tracks 1-3

HPTA Exceptions - HPTA Throttle Notch limitations may be exceeded while any portion of the train is within the following specified mileage and direction:

MP 329.1 and MP 332.9 - Southward

LOCATIONS NOT SHOWN AS STATIONS

<i>NAME</i>	<i>LOCATION</i>	<i>LENGTH</i>	<i>CONNECTION</i>
Green Plains	290.5	Industry	South
Obion.	293.8	2007	North
Hutcherson Scrap	323.5	1116	South
Halls	324.8	3050	South
Koppers - Main 2.	379.1	Industry	North



TRACK CHART & SIDINGS	SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	STATIONS		METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNELS CALL INS
				↓ SOUTH	↑ NORTH			
			387.9	LEEWOOD		CTC		(072 072) RTC *1# or *5720# Diesel Doc *3# MS Rep *8# PTC *5# TSC *9# Emergency *0#
				— 0.1 —				
			388.0	LEEWOOD YARD				
				— 2.0 —				
			390.0	AULON				
				— 2.25 —				
			392.25	LAMAR		YL	Rule 520	(054 054)
				— 1.15 —				
			393.4	KYLE				
				— 1.69 —				
			395.09	JARRETT CHORD				
				— 0.31 —				
		395.4	PROSPECT		YL	Rule 520	(054 054)	
			— 0.24 —					
		395.64	NONCONNAH					
			— 0.16 —					
		395.8	RIVIANNA					
			— 0.2 —					
		396.0	WAREHOUSE		YL	Rule 520	(054 054)	
			— 0.4 —					
		396.4	T FARE		YL	Rule 520	(054 054)	
			— 0.4 —					
		396.8	"A" YARD					

The following is for Main 1 - South of Harrison Yard

TRACK CHART & SIDINGS	SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	STATIONS		METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNELS CALL INS
				↓ SOUTH	↑ NORTH			
			5.5	WEST JCT.		CTC		(072 072) RTC *6# or *5725# Diesel Doc *3# MS Rep *8# PTC *5# TSC *9# Emergency *0# End to End (054 054)
				— 3.1 —				
			8.6	SHELBY				
				— 2.3 —				
			10.9	B. HALL				
			— 2.06 —					
		12.96	LAKEVIEW					



The following is for Main 2 - South of Harrison Yard

TRACK CHART & SIDINGS	SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	STATIONS ↓ SOUTH ↑ NORTH	METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNELS CALL INS
			5.5	WEST JCT. — 1.81 —	520		(072 072) RTC *6# or *5725#
			7.31	HULET — 5.65 —	CTC		Diesel Doc *3# MS Rep *8# PTC *5# TSC *9# Emergency *0# End to End (054 054)
			12.96	LAKEVIEW			

MAXIMUM SPEED 60 **MPH**

PTC LIMITS - Leewood to Lakeview

SPEED RESTRICTIONS	MPH
Leewood to "A" Yard (Main 1 & 2) - Key/Key Crude Trains	35
Leewood to Aulon-(Mains 1 & 2)	60
Aulon to Jarrett Chord- (Mains 1 & 2)	40
Jarrett Chord to Nonconnah (Main 1 & 2)	20
Nonconnah to "A" Yard (Main 1)	20
Leewood to Aulon (all turnouts)	10
Aulon Spur (Entire Spur)	10
Prospect - through crossovers	20
Nonconnah (Main 2)- through turnout to Nonconnah Thoroughfare	20
Nonconnah Thoroughfare	20
MP 396.9 (Main 1) - through turnout to Cypress Thoroughfare	20
Cypress Thoroughfare	20
Departure Tracks MD01, MD02, MD03, MD04, and North & South turnouts	20
MR01-MR08 Receiving Tracks	20
Receiving Tracks MR01- MR08 — North & South turnouts	20
Trim 1 & 2	15
Trim 1 & 2 - through crossover	15
Hump Lead to Receiving Lead - crossover	15
Hump Pullback	15
Receiving Lead	20
Inbound Lead	20
MP 4.8 to Lakeview (Mains 1 & 2) - Key/Key Crude Trains	35
MP 4.8 - through turnout Cypress to Y&MV	20
MP 5.3 - through turnout Main 1 to Y&MV	20
West Jct. - through turnout Main 1 to Y&MV Extension	20
West Jct. to MP 6 (Main 1)	30
Y&MV Extension - West Jct. to Hulet	20
Y&MV	20
MP 6.7 - through turnout Y&MV Ext. to Main 2	20
Hulet to Lakeview (Main 2)	40

FREIGHT CAR WEIGHT RESTRICTIONS

Heaviest 4 axle car permitted - 286,000 lbs.
Loaded 24 ft. Ore cars must not be operated without special clearance.

All Ore Trains are cleared with either 35 ft. cars restricted to 263,000 lbs or 24ft. cars restricted to 180,000 lbs. with the following restrictions:

- Maximum Speed 40 MPH
- 10 MPH over bridge at MP 392.9 - one train on bridge at a time.
- 10 MPH over bridge at MP 396.8 - other bridge must not have a train on it.



OPERATING CHARACTERISTICS

DOB LIMITS -

Memphis Terminal DOB Fulton Sub between MP 377 and MP 387.9
 Shelby Sub between MP 387.9 and MP 12.96
 Memphis Sub between MP 380.4 and MP 403
 Yazoo Sub between MP 12.96 and MP 18.5

Yard Limits- in effect between

Main 1 between Jarrett Chord and MP 396.8
Main 2 between Jarrett Chord and MP 395.64

SIGNAL RULES - in effect

Rules 803-816

ABS - in effect between

West Jct and Shelby (Main 1)
Hulet and Lakeview (Main 2)

CTC - in effect between

Leewood and Jarrett Chord **Controlled by** Homewood RTC
West Jct. and Lakeview (Main 1) Homewood RTC
Hulet and Lakeview (Main 2) Homewood RTC

Rule 520: Nonconnah T Fare and Hump Pullback Lead between Nonconnah and "A" Yard. Y&MV - Consists of trackage between West Junction (MP 5.5) on the Shelby Subdivision and Y&MV Jct. (MP 394.3) on the Memphis Subdivision. This track is designated as non-main Track.

RAILROAD CROSSINGS AT GRADE

Leewood. **Controlled by** CSX Crossing. Homewood RTC

On-Track Safety	Leewood*
Verbal Protection	X
Track Authority	X
Train Approach Warning	X

* **Instructions for use of the Interlocking Trainman’s Emergency Release Pushbuttons** - Train Crews must contact the RTC for authorization and instructions prior to use of the Trainman’s Emergency Release Pushbuttons.

A stuck trap circuit will be indicated on the RTC screen by the presence of the word "TRAP" above the interlocking diagram. A track circuit within the interlocking will indicate occupied.

In the event of a stuck trap circuit at the Leewood Interlocking, proceed as follows:
The train crew shall observe the status of the interlocking. Look at the tracks between the interlocking signals for the presence of locomotives or cars, obstructions, broken rail, or other abnormal situations. If the tracks are clear, contact the RTC for authorization to use the Emergency Release Pushbuttons.

Upon receipt of the report from the train crew that the tracks are clear, the RTC should click on the "TRAP" indication at Leewood Interlocking to initiate the trap release.

With authorization from the RTC, the train crew can unlock the Trainman’s Emergency Release Pushbutton box. Inside the box are a lamp and a pushbutton. The lamp will light when the RTC initiates the trap release. With the lamp lit, the train crew should push the pushbutton for at least 3 seconds. The lamp should extinguish indicating that the trap has been released. The train crew should lock the Trainman’s Emergency Release Pushbutton box.

The RTC should observe that the "TRAP" indication disappears, and the track circuit within the interlocking clears. The interlocking is now reset.

If the lamp remains lit after activating a pushbutton, or the trap does not release, the RTC shall contact the signal maintainer.

SPECIAL CONDITIONS

High Threat Urban Area - HTUA is in effect on the entire subdivision.

Close Clearance - Locations where employees must not ride on the side of equipment

- E Yard - Tracks 1-3..... (when cars are on adjacent track)
- C Yard - Track 4..... (when cars are on adjacent track)
- Buckeye Lead - south of 5 switch Valero Lead..... (east side of cars along fence)
- Valero Lead
- Stellar - All tracks..... (when cars are on adjacent track)
- MP 396.42, Main 1, north side..... (Steel Span Bridge Pillar)

Memphis Switch Position - All switches between MP 395.2 and MP 396.8 may be left in the position last used, or as directed by Harrison General Yardmaster.

DTMF Switch Locations - DTMF Switches, as prescribed by USOR Rule 717, are located at Prospect (MP 395.4) for both north and south crossovers.

When trains are within 2 miles of DTMF switch, select the DTMF code for the correct position of the switch for both north and south crossovers.

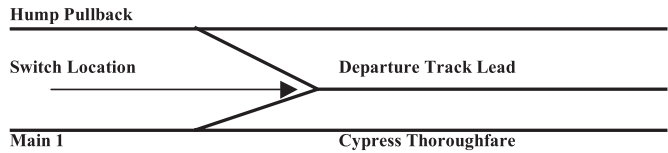
North Prospect Crossover: 3-9-5-4-0-1 to be lined for main track.
 3-9-5-4-0-2 to be lined for crossover movement.

South Prospect Crossover: 3-9-5-4-1-1 to be lined for main track.
 3-9-5-4-1-2 to be lined for crossover movement.

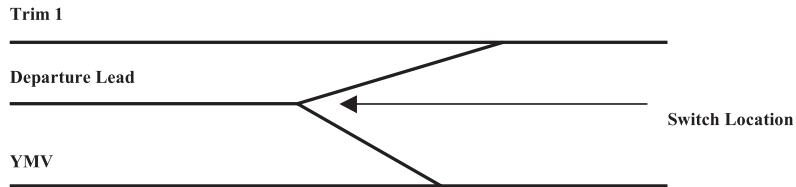
Hulet, MP 6.99 (Main 2) 6-9-9-1 to be lined normal (Inbound Lead) (Green Aspect)
 6-9-9-2 to be lined reverse (YMV Extension) (Yellow Aspect)

Departure Track - The switch at the north end of the Departure Track leading to the connections to Main 1 and Main 2, and the switch at the south end of the Departure Track leading to the connections to Trim 1 and the Y&MV, may be left in the position last used or as instructed by the Harrison General Yardmaster.

“ A ” Yard



Trim Yard



DTMF

Third Street Crossover:

Channel (054 054)

- #131 Normal Position..... Lined for Hump Pullback (Green Aspect)
- #332 Reverse Position..... Lined for Receiving Lead (Yellow Aspect)

South Crossover - Hump Lead to Receiving Lead:

Channel (045 045)

- #133 Normal Position..... Lined for Hump Lead (Green Aspect)
- #333 Reverse Position..... Lined for Receiving Lead (Yellow Aspect)

DTMF Y&MV/ Cypress Thoroughfare

Channel (072 072)

- 04851 Normal Position..... Lined for Cypress Thoroughfare (Green Aspect)
- 04852 Reverse Position..... Lined for Y&MV (Yellow Aspect)

Y&MV - All GBO items that pertain to the Y&MV will be placed under the Shelby Subdivision section of the TGBO.

Harrison Yard Remote Control Zone (RCZ) - Harrison Yard Remote Control Zone (RCZ) is in effect 24 hours a day, 7 days a week; the zone is activated and deactivated by the controlling RCO, if no RCO operating contact the General Yardmaster for routing instructions before fouling the zone. Crews not part of RCZ must not foul the zone until they determine if the zone is activated or deactivated by contacting the controlling RCO crew or the General Yardmaster at Harrison Yard. All DTMF switches must be taken off power and secured before activating the zone.

Remote Control Zone 1 (RCZ1) - Remote Control Zone 1 (RCZ1) as prescribed by USOR Rule 1202 is located on Hump Pull Back track at Harrison Yard, assigned radio channel (045 045). The zone limits are from the north Hump to receiving crossover and extend northward to the trailing clearance point of the Nonconnah switch, MP 395.6 on Main 2, both North and South limits of the zone are displayed with signs.

Joint Movements within a RCZ- Jointly occupied movements within a RCZ must be protected under USOR Rule 518 on Main Tracks and USOR Rule 520 on Non-Main Tracks until the zone is no longer jointly occupied. The last jointly occupying crew must directly communicate, i.e., not through a third party, to a remote control crewmember that they are clear of the zone and all switches are lined back. This will meet the requirements for track is clear and visual determination by RCO is not required.

RCL Hand Throw Switch Locks- All the hand throw switches that give access to the Remote-Control Hump Lead at A-Yard and the Nonconnah switch at Prospect have high security locks on them. Do not operate any switch into the RCZ without permission from the Yard Coordinator and RCL operator in charge of the active zone.

Harrison Yard Hump - Maximum Speed through North end retarders is 4mph with rail cars.

Do not kick cars on North end of short receiving.

Harrison Yard Hump Lead and Bowl Tracks - Light Locomotives operating on the Hump Lead and Bowl tracks must not exceed 7 mph.

Harrison Yard Trim - Movements pulling out of the bowl on the trim end, are not to exceed a speed of 10 mph unless otherwise instructed by the appropriate party. All trim jobs must pull all cars past the scanner before shoving to the departure yard.

Harrison Yard Hump Position of Switches - Normal position for all switches are to be lined for the Hump Pull Back Track. The Hump Pullback Track extends from the Crest of the Hump to and not including the Nonconnah switch, MP 395.6, immediately after using, the position of these switches are to be communicated directly to a RCO crewmember or to the Yardmaster when no RCO is on duty.

Handbrake Requirements - One (1) handbrake is required on the following tracks when leaving equipment unattended:

Harrison Yard

MC01 - MC08

MC90

MR00 - MR14

MD00 - MD04

Exception - Inert retarders will be used instead of handbrakes on South end of Hump tracks M001 - M045.

Memphis Intermodal Gateway

MX01 - MX05

South Lead

Memphis Intermodal Gateway - Employees are prohibited from riding the side of equipment on the paved portion of intermodal tracks MX01 thru MX05, where containers, chassis, trucks, and/or other equipment may foul the clearance zone of the track(s). To reduce delay to your assignment coordinate with Transportation Manager, Terminal Coordinator, or the Mechanical Department to expedite the need for a ride..

Inbound CSX Intermodal Trains - To safely coordinate movements in and out of CN Intermodal ramp, inbound CSX Intermodal trains must notify CN Intermodal Ramp on AAR channel 6 (090-090) prior to departing Harrison Yard.



SIGNAL RULES - in effect
Rules 803-816

ABS - in effect between
MP 380.6 and MP 391.6

CTC - in effect at Woodstock **Controlled by** Homewood RTC

Track Authority - in effect between
MP 380.6 and MP 391

Rule 520 - Cotton Belt Ramp Lead - Consists of trackage between MP 3.58 on the Y&MV (just south of Mallory Avenue) and MP 396.8 on Memphis Subdivision (just south of Industrial Avenue). This track is designated as non-main Track.

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
Train Approach Warning	X
Lone Worker	X
Signal Maintainer	X

FRA EXCEPTED TRACK
Driving Park Lead

JOINT OPERATION OF MAIN TRACK
Trains and engines operating on BNSF between CN Jct. and BNSF Tennessee Yard are governed by the General Code of Operating Rules, BNSF System Special Instructions and Springfield Division Timetable. These are available from the Harrison General 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, except as modified here.

All trains and engines must receive permission to enter NS trackage from the Sheffield Yardmaster, radio channel (056 056) tone 829 or phone contact (256) 386-8932. NS main track is double track non-signaled, 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. These 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 Sheffield Yardmaster.

For movement from the BNSF to NS, CN crew will contact both BNSF dispatcher and NS Sheffield yardmaster to occupy the NS east main. When permission is granted from the NS Sheffield yardmaster, BNSF dispatcher will take the control point out of automatic mode, and line for crossover movement onto the NS east main.

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
High Threat Urban Area - HTUA is in effect on the entire subdivision.

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 861 - Between MP 380.6 and MP 391.6 a crew member must open a switch and wait two minutes at the switch to establish block signal protection when entering the main track.

MATA - Trolley operations on adjacent tracks between MP 389.9 and MP 391.8 (Central Station), 1 hour notification of any unscheduled trains or on-track equipment is required by contacting Harrison Yard General Yardmaster.

CN Contacts:
General Yardmaster
Radio Channel (054 054)
Telephone (901) 786- 5714

MATA Contacts:
(901) 278-3082 or
(901) 722- 7129

Rule 530 - Infrequently used Automatic Warning Devices:
Pennsylvania Ave. - MP 397.0 (Cotton Belt Ramp Lead)
Driving Park Lead - MP 388.08
Corrine Street
North Second at Cargill Grain Elevator

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. - Trains operating on either the East or West Wye at CN Jct. will monitor radio channel (060 060). Trains stopped at Stop indication must contact BNSF train dispatcher for instructions and comply with instructions in the release box.

Cotton Belt Ramp Lead - All GBO items that pertain to the Cotton Belt Ramp Lead will be placed under the Memphis Subdivision section of the TGBO.

Derailment Detectors - Derailment Detectors at MP 392.5 and MP 392.7, instructions in System Special Instructions Item 4 are modified as follows:

Alarm Procedure

Train Crew: Trains approaching site where alarm message is being transmitted must stop their train and notify Harrison Yard General Yardmaster. Trains must not move until visual inspection of train reveals it is safe to do so or instructed by S&C maintainer at the location.

General Yardmaster: Upon notification from a train crew that heard the Derailment Detector emergency message, immediately notify the BNSF Dispatcher and S&C Call Desk.

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

Switch Position - All switches between MP 394 and Grenada Wye may be left in the position last used or as directed by Harrison General Yardmaster.

President's Island - Trains and engines operating on President's Island must notify Rail Serve (Via Radio Channel (042 042) or telephone Rail Serve (901) 496-4609, 2 hours in advance of moving south of Wharf Street. President's Island New Yard Tracks 1 through 5 are leased by Rail Serve, maximum speed 5 MPH.

President Island Transfer - Transfer movements going to Presidents Island must ensure all large blocks of loaded grain cars are marshaled directly behind the engine to reduce severe buff forces initiated by undesired emergency brake applications and/or improper train handling.

Woodstock Yard - Do not kick cars at Woodstock Yard.

Handbrake Requirements - One (1) handbrake is required on the following tracks when leaving equipment unattended:
Presidents Island

- MP01-MP04
- MP31 at the Old Yard between Port St. and Dock St. Crossings.

Close Clearance - Do not ride the side of cars when equipment is on adjacent track account close clearance at the following locations:

Woodstock Yard

- Tracks 1 and 2
- House Tracks 4 & 5
- Lead off Memphis Sub to House Tracks 4 & 5

Valero Lead, MP 396.4

Presidents Island

- Back Lead, when equipment is on adjacent track, MP 83

Sugar Services

- Between tracks 8 & 9



LOCATIONS NOT SHOWN AS STATIONS

<i>NAME</i>	<i>LOCATION</i>	<i>LENGTH</i>	<i>CONNECTION</i>
International Harvester Lead	386.5	Industry	South
Kimberly Clark Runaround	387.5	1000	Both
Driving Park Lead	387.6	Industry	South
Quebecor	401.9	726	North



TRACK CHART & SIDINGS		SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	↓ H-T-C-O-S STATIONS ↑	METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNELS CALL INS
MAIN 1 →	← MAIN 2			12.96	LAKEVIEW	CTC		
		9,984	18.3 20.4	20.5	LAKE CORMORANT		15.2	
		10,108	29.8 31.8	30.2	RIALS		26.0	
		9,693	46.8 48.7	48.8	CRENSHAW		34.2 44.4	
		9,998	60.4 62.4	62.4	DARLING		52.4 58.1	
				66.4	MARKS			
		9,400	71.1 73.1	71.2	LAMBERT		69.2	
		10,134	81.3 83.3	83.3	BRAZIL		78.6	
		10,306	92.7 94.3	93.7	SWAN LAKE		88.6	
				105.0	PHILIPP		95.7	(072 072)
		9,330	112.3 114.2	112.8	MONEY		**103.2	RTC *1#
				120.6	HUNTER		107.2	or *5730#
				121.9	YALOBUSHA		116.6	Diesel Doctor *3#
				122.7	GREENWOOD		**121.9	PTC *5#
				125.1	SOUTH GREENWOOD			TSC *9#
		10,070	128.8 130.9	131.0	SIDON		126.4	Emergency *0#
		11,223	136.9 139.2	137.8	CRUGER			
		9,408	148.0 149.9	148.3	GWIN		140.8 152.0	
		10,588	167.7 169.9	169.2	DELTA		163.3	
				175.2	YAZOO CITY			
		11,700	180.1 182.5	180.2	VALLEY	177.6		
		8,940	189.9 191.8	189.7	ANDING	185.0		
				197.6	RAGIN	192.7		
		12,000	203.81 206.27	205.0	FERRYMAN	**193.8		
		8,740	211.0 212.8	211.3	CYNTHIA	**198.95		
				217.23	NORTH JACKSON	201.0		
				218.0	GLENN	209.3		
				218.59	JACKSON			
							(072 072) RTC *2# or *5735# Diesel Doctor *3# PTC *5# TSC *9# Emergency *0#	

**Derailment Detector will only transmit information via radio upon an alarm for train defects such as broken wheels, dragging equipment, derailed and/or dragging wheel sets. Upon a defect detected, be governed by radio messages and Dragging Equipment inspections as outlined under System Special Instructions Item 3.

<i>Passenger</i>	<i>Freight</i>
MPH	MPH
79	60

MAXIMUM SPEED 79 60

PTC LIMITS - Lakeview to Jackson

SPEED RESTRICTIONS

	<i>Passenger</i> MPH	<i>Freight</i> MPH
Lakeview to MP 24.2 - Key/Key Crude Trains	--	35
Lakeview - through turnout DCS	40	40
MP 15.9 to MP 16.1 - curves	70	--
MP 20.3 to MP 21.1 - curve	60	--
MP 38.5 to MP 40 - curves	70	--
MP 43 to MP 45.6 - curves	40	40
MP 45.6 to MP 46.6 - curves	70	--
MP 51.1 to 51.7 - curve	70	--
MP 59 to MP 59.5 - curve	70	--
MP 63.3 to MP 64.4 - curves	70	--
MP 64.6 to MP 64.8	60	--
MP 67.0 to MP 68.5	60	--
MP 71 to MP 72.3 - curves	60	--
MP 81.2 to MP 82.1 - curve	70	--
MP 90.1 to MP 91.7 - curves	70	--
MP 94.5 to MP 96.4 - curve	55	50
MP 96.4 to MP 97.2 - curves	40	40
MP 97.2 to MP 97.8 - curve	70	--
MP 100.3 to MP 100.8	70	--
MP 101.9 to MP 102.3	70	--
MP 102.3 to MP 102.6	60	40
MP 102.6 to MP 103	70	--
MP 104 to MP 105 - curves	25	25
MP 107.55 to MP 108 - curve	70	--
MP 111.4 to MP 111.9 - curve	70	--
MP 114.5 to MP 115.4 - curves	70	--
MP 120.4 to MP 121.7 - curves	60	--
MP 121.7 to MP 124.4	40	40
MP 125.7 to MP 127.1	70	--
MP 135.5 to MP 136.9 - curve	70	--
MP 143 to MP 143.6 - curves	70	--
MP 143.6 to MP 144.2 - curves	50	50
MP 147.3 to MP 148.1 - curve	60	--
MP 152.7 to MP 153.2 - curve	70	--
MP 154.1 to MP 154.8 - curve	70	--
MP 159.6 to MP 160.4 - bridge	70	--
MP 163.5 to MP 164 - curve	70	--
MP 168 to MP 168.4 - curve	70	--
MP 173.3 to MP 176.3 - curves	40	40
MP 176.3 to MP 177 - curves	60	--
MP 178 to MP 182.4 - curves	70	--
MP 182.4 to MP 185.1 - curves	40	40
MP 185.1 to MP 189.9 - curves	50	40
MP 195.5 to MP 196 - curve	60	50
MP 201.4 to MP 201.7 - curve	70	--
MP 205 to MP 205.5 - curves	65	--
MP 205.5 to MP 211 - curves	70	--
MP 213 to MP 218.59 - Key/Key Crude Trains	--	35
MP 214 to MP 215 - curve	60	--
MP 215.0 to MP 217.2 - curves	40	40
North Jackson - through turnout DCS	20	20
North Jackson to Jackson (Mains 1 & 2)	40	40

SIDING SPEEDS

	<i>Turnouts</i> MPH	<i>Siding</i> MPH
Lake Cormorant	40	40
Rials	40	40
Crenshaw	25	25
Darling	40	40
Lambert	25	25
Brazil	40	40
Swan Lake	40	40
Money	40	40
Sidon	25	25
Cruger	25	25
Gwin	25	25
Delta	25	25
Valley	25	25
Anding	25	25
Ferryman	25	25
Cynthia	25	25

FREIGHT CAR WEIGHT RESTRICTIONS

Heaviest 4 axle car permitted - 286,000 lbs.
Loaded 24 ft. Ore cars must not be operated without special clearance.

OPERATING CHARACTERISTICS

DOB LIMITS -

Memphis Terminal DOB	Fulton Sub between MP 377 and MP 387.9 Shelby Sub between MP 387.9 and MP 12.96 Memphis Sub between MP 380.4 and MP 403 Yazoo Sub between MP 12.96 and MP 18.5
Jackson Terminal DOB	Canton Sub between MP 724.9 and MP 727.1 Yazoo Sub between MP 210.0 and MP 218.59 McComb Sub between MP 727.2 and MP 737 Beaumont Sub between MP 184.9 and MP 181.6

SIGNAL RULES - in effect

Rules 803-816

CTC - in effect between

Lakeview and Jackson	Controlled by Homewood RTC
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Rule 901 - Switches where trains must not clear the Main Track:

Lake Cormorant House Track	MP 20.4
Prichard House Track	MP 34.7
Crenshaw House Track	MP 48.9
KT Clay North Track	MP 52.1
Sledge - North Storage Track	MP 54.4
Sledge - South Storage Track	MP 54.8
Brazil House Track	MP 83.3
North Phillips	MP 104.5
South Phillips	MP 105.1
Money House Track	MP 112.7
Yalobusha Track	MP 120.9
Greenwood - South Switch Yalobusha Track	MP 121.8
Yazoo City - North Switch Old Siding	MP 175.6
Anding - House Track	MP 190.1
North Ragin	MP 197.1
South Ragin	MP 197.8
Mosinee	MP 213.9

MEASURED MILES - between

MP 17 and MP 18
MP 206 and MP 207

SPECIAL CONDITIONS

All Trains entering Jackson Yard- The crossover from Main 1 to Jackson Lead (JX23) is equipped with both a hand operated switch on the south end, Jackson Lead (JX23), and the north end switch is a power switch, (Main 1), controlled by Homewood RTC. All trains entering Jackson Yard at Jackson CP must verify the south hand throw switch of the crossover from Main 1/ Jackson Lead (JX23) is lined for the movement prior to entering the crossover.

Crews Departing Jackson Yard- The following switches/ switch names need to be used when getting permission from the RTC to depart out of the yard at Jackson MS:

North Jackson, Hand Throw Switch, MP 217.32

Coal Chute, Hand Throw Switch, MP 218.30

Control Point Jackson, Power Switch, MP 218.56

High Threat Urban Area - HTUA is in effect on all trackage north of MP 24.2.

Delta Cotton Feed - Do not ride on side of cars on East Track at Delta Cotton Feed (MP 48.8) account close clearance.

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.

Swan Lake - When meeting or passing trains, the main Post Office crossing at Swan Lake must not be blocked. Also, crossings between South Swan Lake and Glendora must not be blocked for extended periods of time. Southward trains arriving first for a meet should hold back north of the Post Office crossing if they will not clear it.

Northward trains arriving first for a meet that will not fit at Swan Lake without blocking the Post Office crossing and the crossings south to Glendora, must hold back south of the south crossing at Glendora, MS. Communication with train to be met will govern when trains pull into Swan Lake.

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.

HPTA Exceptions - HPTA Throttle Notch limitations may be exceeded while any portion of the train is within the following specified mileage and direction:
 MP 183.0 and MP 190.0 - Southward

LOCATIONS NOT SHOWN AS STATIONS

<i>NAME</i>	<i>LOCATION</i>	<i>LENGTH</i>	<i>CONNECTION</i>
Prichard.....	34.7	923	South
KT Clay	52.1	1033	North
Graeber Brothers	53.4	857	South
Sledge.....	54.3	3142	Both
Lambert North Storage	70.8	RRM ONLY	North
New Track.....	171.0	6250	Both
Yazoo Industrial	176.8	Industry	South
Mosinee.....	213.9	1034	South



TRACK CHART & SIDINGS		SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	STATIONS ↓ SOUTH ↑ NORTH	METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNELS CALL IN'S
Yazoo Sub				706.3	END OF CN TRACK*	ABS TA	720.1	(054 054) RTC *2# or *5740# Diesel Doctor *3# PTC *5# TSC *9# Emergency *0#
				727.1	20.8 JACKSON	ABS YL		(072 072)

*All trackage north of MP 706.3 is controlled and operated by the GRYR

MPH
25

MAXIMUM SPEED

FREIGHT CAR WEIGHT RESTRICTIONS

Heaviest 4 axle car permitted - 286,000 lbs.
Loaded 24 ft. Ore cars must not be operated without special clearance.

OPERATING CHARACTERISTICS

DOB LIMITS -

Jackson Terminal DOB Canton Sub between MP 724.9 and MP 727.1
Yazoo Sub between MP 210.0 and MP 218.59
McComb Sub between MP 727.2 and MP 737
Beaumont Sub between MP 184.9 and MP 181.6

Yard Limits - in effect between

MP 725.2 and MP 727.1

Track Authority - in effect between

MP 706.3 and MP 725.2

SIGNAL RULES - in effect

Rules 803-816

ABS - in effect between

MP 706.3 and MP 727.1

SPECIAL CONDITIONS

Jackson Yard Limits - That part of USOR Rule 510 reading, "All trains and engines entering or moving within Yard Limits must move at restricted speed unless operating under a block signal indication that is move favorable than Approach," is modified in Yard Limits on the Canton Subdivision. All movements must be made at Restricted Speed regardless of signal indication.

Georgia Gulf - While working Georgia Gulf in Gluckstadt, MS track 731, the max speed is 5 MPH due to the 12 degree curve.

Jackson- Prior to entering Jackson yard tracks, movements must contact Baton Rouge Yard Coordinator for routing information on channel (064 064), tone *5829#.

Nissan Automobile Plant - We have placed a John Deere Utility Gator vehicle at Nissan for use when spotting and pulling the plant. The Gator is to be parked beside the job box near the south end gate after each use with the handbrake fully applied and the key placed inside the Job box which will have a key tray inside. The Job box should be locked before departing Nissan. The following rules apply to the use of this utility vehicle:

- Do not operate autorack handbrakes while sitting in the vehicle
- You must exit the vehicle before protecting a shove movement
- Only two persons may ride in the vehicle and must be seated in the factory seats
- Do not drive the vehicle in the new vehicle staging areas, it is only for use around tracks 1-8
- The handbrake must be fully applied each time you exit the vehicle
- The vehicle cannot leave Nissan property, it is not for use outside of the fenced area
- If the vehicle is found with damage or damaged during your use it must be immediately reported to the On Duty Transportation Manager

All crews spotting Nissan MUST advise the Memphis Transportation clerk of the exact placement of all auto racks spotted. Tone the clerks via radio while traveling back to Jackson to avoid any delays. The tone for the clerks is *9# on channel 054-054.

When crews spot empty auto racks at Nissan in Canton, MS, you must use the designated spot stick, made of PVC pipe, to measure the proper distance between cars. They must be spotted between 36 inches and no more than 48 inches (marked on the spot stick by the colored tape).

Nissan Automobile Facility at Canton, MS will lock all gates allowing access to the Nissan Loading facility. The procedure to gain access within the plant will be as follows: Fifteen (15) minutes prior to arriving at the facility, Nissan Security will have to be contacted at phone number (601) 855-6099 or alternate number (601) 238-1609. This includes all crews bringing empty trains to the facility that need a van ride to the hotel. If a telephone is not available, radio contact will have to be made to the Jackson Transportation Manager or Dispatcher to make the call. The contact numbers will also be posted at the gates.

Spot cars must be coupled to another car. If it cannot be coupled to another car, it must be brought back to the storage tracks.

The scrap track crossing gates and lights at Nissan in Canton are not functioning. You must flag the crossing in accordance with 529A until further notice.

Rule 530 - Infrequently Used Automatic Warning Devices:
MP 706.3 (West Dinkins St.)

Westlake Industries- While working Westlake Industries, track 731, the max speed is 5 mph due to the 12 degree curve.

LOCATIONS NOT SHOWN AS STATIONS

<i>NAME</i>	<i>LOCATION</i>	<i>LENGTH</i>	<i>CONNECTION</i>
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



		SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	↓ H-T-C-O-S ↑	↑ T-C-O-S ↓	METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNELS CALL INS
YAZOO SUB	CANTON SUB			727.2	JACKSON				
Yard Lead	Passenger Main			728.75	OWENS				
KCS				729.2	SWITCHTENDER				
	KCS			731.8	MCDOWELL			(054 054)	
	BEAUMONT SUB			736.0	ELTON JCT.			RTC *2#	
Main 1 →	Main 2 ←			738.3	17.4			or *5750#	
		13,842	753.5	753.4	CRYSTAL SPRINGS		738.3	Diesel Doctor *3#	
			756.3	757.6	HAZLEHURST		748.1	PTC *5#	
				762.5	J. PAUL			TSC *9#	
Main 1 →	Main 2 ←			763.6	WESSON JCT.		772.6	Emergency *6#	
				775.4	MONTGOMERY				
				778.7	CENTRAL JCT.				
				782.2	BROOKHAVEN				
TO MP 86	CENTRAL SUB			783.1	10.2				
Main 1 →	Main 2 ←			783.9	BOGUE CHITTO				
				793.3	8.4				
				801.7	SUMMIT JCT.				
				805.8	4.1				
				806.9	KYZAR				
				808.7	1.1				
				812.1	McCOMB			(072 072)	
				820.0	1.8			RTC *2#	
				823.9	SOUTH YARD			or *5750#	
				828.9	3.4	CTC	811.35	Diesel Doctor *3#	
		9,290	823.5	823.9	FERNWOOD JCT.			PTC *5#	
			825.5	833.4	11.8			TSC *9#	
				840.0	KENTWOOD			Emergency *6#	
		13,046	837.4	840.0	16.3				
			840.0	844.2	ARCOLA				
				855.2	2.7				
		12,240	856.3	856.3	NATALBANY				
				867.5	HAMMOND				
			858.8	875.2	16.2				
Hammond Sub				877.2	MANCHAC			**872.7	
				887.3	12.4			**877.0	
Main 1 →	Main 2 ←			887.6	FRENIER			879.5	
				889.6	11.0			**887.3	
				892.5	SKIP			**895.6	
Main 3 ↓				898.6	1.37				
				899.97	FRELLSEN JCT.				
				900.78	0.81				(054 054)
				903.5	ORLEANS JCT.			RTC *2#	
				904.1	2.72			or *5750#	
				904.4	NORTH MAYS			Diesel Doctor *3#	
				906.4	0.6			PTC *5#	
				907.28	HICKORY ST.			TSC *9#	
				908.6	0.3			Emergency *6#	
				921.24	MAYS YARD				
				904.4	2.0				
				906.4	EAST BRIDGE JCT.				
				907.28	0.88	Man. Int/kg			
				908.6	LONG CROSSOVER				
				921.24	1.32				
				908.6	SOUTHPORT JCT.				
				921.24	0.38	CTC			
				921.24	LAMPERT				

MAXIMUM SPEEDS	<i>Passenger</i> MPH	<i>Freight</i> MPH
Jackson to Skip . . . . .	.79	60
Skip to Southport Jct. . . . .	.60	40
Southport Jct. to Lampert	--	10

PTC Limits - Jackson to MP 904.5

SPEED RESTRICTIONS	<i>Passenger</i> MPH	<i>Freight</i> MPH
Jackson to Switchtender . . . . .	.40	40
MP 728.75 to MP 729.59- Passenger Main . . . . .	.30	30
Switchtender - (Mains 1 & 2) . . . . .	.30	30
Main 1 to KCS Siding- turnout. . . . .	.30	30
KCS Siding to KCS North Main- turnout . . . . .	.30	30
Passenger Main to KCS South Main- turnout . . . . .	.30	30
Switchtender - crossovers . . . . .	.30	30
McDowell - through crossovers . . . . .	.25	25
Elton Jct. - through turnout DCS (Main 1) . . . . .	.55	55
Long Crossover to Southport - (HER) . . . . .	.30	N/A
Jackson to MP 735 Key/Key Crude Trains	--	35
MP 748.2 to MP 750.3 . . . . .	.75	--
MP 765.5 to MP 767.6 - curve . . . . .	.75	--
Wesson Jct. - through turnout DCS . . . . .	.40	40
Montgomery - through crossovers . . . . .	.40	40
Central Jct. - Main 1/Main 2 turnout DCS . . . . .	.40	40
Central Jct - Natchez turnout DCS . . . . .	.10	10
MP 782.41 and MP 783.01 . . . . .	.60	--
Summit Jct. - through turnout DCS . . . . .	.40	40
Fernwood Jct. - through turnout DCS . . . . .	.25	25
Hammond - through turnout DCS to Hammond Sub	--	10
MP 858.2 to MP 859.5 (HER) . . . . .	.40	40
MP 863.9 - Pine Street (HER) . . . . .	.60	--
Manchac Bridge - MP 874.6 (Movable Span Only) . . . . .	.40	40
Skip - through turnout DCS . . . . .	.40	40
Orleans Jct. - North WYE Switch to James Switch . . . . .	.10	10
Frellsen Jct. to Orleans Jct. - South Wye	--	25
Frellsen Jct. through turnout to KCS	--	25
Orleans Jct. - South WYE Switch to MP 443.35 . . . . .	.25	25
Orleans Jct. - Martin crossover (MP 900.3) . . . . .	.10	10
Orleans Jct. - Orleans crossover (MP 900.8) . . . . .	.25	25
Track A1 - Mays Yard . . . . .	.10	10
Track A2	--	10
NOPB Main . . . . .	.10	10
Southport Jct. - KCS Crossing . . . . .	.50	--
MP 898.4 to MP 908.8 Key/Key Crude Trains	--	35

SIDING SPEEDS	<i>Turnouts</i> MPH	<i>Siding</i> MPH
Crystal Springs	25	25
Osyka	30	30
Arcola	30	30
Natalbany	30	30
Hammond	30	30
Manchac	30	30
Frenier	25	25

FREIGHT CAR WEIGHT RESTRICTIONS

Heaviest 4 axle car permitted - 286,000 lbs.

Loaded 24 ft. Ore cars must not be operated without special clearance.

OPERATING CHARACTERISTICS**DOB LIMITS**

Jackson Terminal DOB Canton Sub between MP 724.9 and MP 727.1
 Yazoo Sub between MP 210.0 and MP 218.59
 McComb Sub between MP 727.2 and MP 737
 Beaumont Sub between MP 181.6 and MP 184.9

New Orleans/Baton Rouge
 Terminal DOB

McComb Sub between MP 898 and MP 921.24
 Hammond Sub between MP 9 and MP 0.0
 Baton Rouge Sub between MP 358.1 and MP 443.35

SIGNAL RULES - in effect

Rules 803-816

CTC - in effect between

Controlled by



Jackson and Switchtender - (Mains 1, 2 & Passenger Main)	Homewood RTC
Jackson and East Bridge Jct.	Homewood RTC
Frellsen and Orleans Jct.	Homewood RTC
A2 between East Bridge Jct and Southport	Homewood RTC
Long Crossover and Lampert.	Homewood RTC

Rule 520 - Track A1 begins at crossover, MP 904.05 and continues south to East Bridge Jct., MP 906.4. This is designated as Non-Main Track.

Rule 901 - Switches where trains must not clear the Main Track:

Apac - Main 2	MP 731.9
Griffin Industries	MP 739.6
North Hazelhurst SO Track	MP 761.9
South Hazelhurst SO Track	MP 762.2
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
Dixie Packaging	MP 799.7
Desert Plastics	MP 803.1
Summit Plastics	MP 804.3
Weyerhaeuser	MP 812.6
Agro	MP 813.8
Southeast RR Service	MP 814.2
North Magnolia	MP 814.5
South Magnolia	MP 815.4
North Osyka Intermediate	MP 823.68
South Osyka Intermediate	MP 824.09
Kentwood Co-op - North	MP 828.7
North Kentwood	MP 830.1
South Kentwood	MP 831.1
Fluker House Track	MP 837.0
Arcola Feed Mill	MP 839.9
Smitty's Industries	MP 840.2
Amite House Track	MP 843.2
Dykes Spur	MP 844.5
Coal Chute - S. End	MP 858.6
Ross Wallace	MP 859.9
Ponchatoula Feed	MP 863.16

RAILROAD CROSSINGS AT GRADE

East Bridge Jct.	NS/UP Crossing	Controlled by UP Dispatcher (040 040) Tone *54
Southport Jct.	KCS Crossing	Homewood RTC

On-Track Safety	East Bridge Jct.	Southport Jct
Verbal Protection	X	X
Track Authority		X
Train Approach Warning	X	X

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 KCS trackage between CN MP 729.14 and KCS High Oaks Yard. Crews must have KCS Timetable in their possession between these points and the following applies: CTC is in effect between Switchtender (MP 95.2) and CP East Jackson (MP 90.2), There is also a CTC Control Point CP92 (MP 92.3).

Before arriving at CP Switchtender, contact KCS dispatcher (Channel 097 029) for permission to enter CTC. Dispatcher will need entire mark-up of the train.

KCS Main Tracks are numbered Main 1 (on the left going toward their yard) and Main 2 on the right. Main 1 is CTC through High Oak Yard. Main 2 is CTC from CP West Jackson to CP92, and Yard Limits from CP92 to CP East Jackson. Speed on both main tracks is 30 MPH.

Movements to and from Avery Lead must contact KCS dispatcher for permission to operate electric lock switch.

Trains and engines operating on Union Pacific at East Bridge Jct., MP 906.4 are governed by CN US Operating Rules, except as modified below (in grey).

6.32.2 Automatic Warning Devices and Crossings That Require Additional Precautions

Under any of the following conditions, a movement must not foul a crossing equipped with automatic warning devices until the device has been operating long enough to provide warning and the crossing gates, if equipped, are fully lowered:

Train, engine, and other such movements consisting of 12 physical axles or less.

However, Self Propelled Engineering Department Track Geometry cars will be governed by Engineering Department instructions.

Movement has stopped within 3,000 feet of the crossing.

Movement is within 3,000 feet of the crossing and speed has increased by more than 5 MPH.

Movement is closely following another movement.

Movement is on other than the main track or siding.

Movement enters a main track or siding within 3,000 feet of the crossing.

Employees must observe all automatic warning devices and report any that are malfunctioning by the first available means of communication to the:

Train dispatcher or Grade Crossing Safety Hot Line (800-848-8715).

Notify all affected trains as soon as possible.

If equipped, when the white power-on light on the exterior of the signal house is not lit or when a strobe light on the exterior of the signal house is flashing, immediately notify the train dispatcher or Grade Crossing Safety Hot Line.

A. Automatic Warning Devices Malfunctioning

Procedure XH:

Unless otherwise instructed by signal employee in charge, train must approach crossing prepared to stop before entering crossing. If automatic warning devices are not working, a crew member must be on the ground at the crossing to warn highway traffic. The train may proceed over the crossing as directed by that crew member. When leading end of movement completely occupies the crossing, proceed at maximum authorized speed. If one flagger is present, train may proceed through the crossing not exceeding 15 miles per hour until the leading end of movement completely occupies the crossing, then proceed at maximum authorized speed. If a flagger is verified to be present for each direction of traffic, the train may proceed at maximum authorized speed.

Note: Crossing with broken gate(s) is considered as having working devices when the balance of the automatic warning devices are seen to be working.

Procedure XC or XI:

The train may proceed over the crossing not exceeding 15 MPH. When the leading end of movement completely occupies the crossing, proceed at maximum authorized speed.

Flagger:

A flagger is a person other than a crew member who is equipped with a vest, shirt, or jacket of a high visibility color appropriate for daytime flagging such as orange, yellow, strong yellow green or fluorescent versions of these colors. At night, similar outside garments must be retro reflective. The flagger must have a red flag by day and a light at night. If crossing warning devices are present and providing necessary warning they will be considered flaggers.

Note: When a crew is notified (e.g. from another train crew) that a crossing has an activation failure or a malfunction, the appropriate procedure must be followed.

B. Whistle for Crossing

When notified that automatic warning devices are malfunctioning, sound whistle signal 5.8.2(7) regardless of any prohibition.

Application:

“STOP” Sign and Crossing Warning Device Malfunction Sign

Where a STOP sign or Crossing Warning Device Malfunction Sign (SSI Item 22) is located next to a road crossing, movement must stop at the STOP sign. Movement may proceed only after automatic crossing warning devices have been operating long enough to provide warning and crossing gates, if equipped, are fully lowered. If automatic crossing warning devices fail to operate, a crew member must be on the ground at the crossing to warn highway traffic. The train may proceed over the crossing as directed by that crew member. When leading end of movement completely occupies the crossing, proceed at maximum authorized speed.

XH - Automatic Crossing not working properly, has an activation failure or is disabled.

XC - Cars have been left closer than the required distance from the crossing.

XI - Due to broken crossbuck, stop sign, vegetation, etc.

SPECIAL CONDITIONS

High Threat Urban Area - HTUA is in effect on all trackage south of MP 898.4.

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

MP 737.9	25 MPH over bridge until inspected.
MP 741	25 MPH over bridge until inspected.
MP 759.2	10 MPH over bridge until inspected.
MP 792 to MP 793	25 MPH until bridges are 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.

All locomotives left unattended in Jackson Yard must have the front and rear doors locked. This includes all yard tracks except the locomotive servicing tracks in the roundhouse area. This also applies to the mainline at all locations. If a

locomotive is not equipped with a padlock on the front door or the ability to secure the rear door, please notify the on duty Transportation Manager and the Diesel Doc.

East or West Roundhouse tracks must secure the locomotives north of the derails in each track. Equipment is not to be left south of the derails between derail and mainline switch.

All gates in Jackson Yard must be locked when not in use. Do not discard any high security or switch locks that are utilized for security.

Utility employees assigned to Jackson Yard- Utility Employees working in Jackson Yard, are to have their radio ON, and on their person at all times unless you are on lunch break. The radio should remain on channel 64 64, unless attached to a train or yard assignment and working on another channel designated by the Yard Coordinator. When detached, return to channel 64 64.

All Trains entering Jackson Yard- The crossover from Main 1 to Jackson Lead (JX23) is equipped with both a hand operated switch on the south end, Jackson Lead (JX23), and the north end switch is a power switch, (Main 1), controlled by Homewood RTC. All trains entering Jackson Yard at Jackson CP must verify the south hand throw switch of the crossover from Main 1/ Jackson Lead (JX23) is lined for the movement prior to entering the crossover.

Directions for southbound trains entering Jackson yard to perform work- When traversing southbound on non-main track through Jackson Yard, it is of the utmost importance to control your train accordingly as Jackson is a predominantly downhill grade ranging from 0.28% - 0.55% from North Jackson (MP2187.3 Yazoo Sub) to Monument St., (MP728.3 McComb Sub) for a total distance of approximately 2.6 miles. Below are the recommended methods to utilize to assist in safe train handling:

All movements in the yard tracks must operate under USOR 520. This means all movements MUST be able to stop within half the range of vision. This is the FIRST thing to plan for when coming into Jackson.

Engineers must be cognizant of their train make up – eg; where your loads and empties are located...EOCC cushioned draw bars on head end with emphasis on empty EOCC, Long empty cars such as empty lumber or pipe flats, etc. This will help in your planning for your movements.

Make every effort to bring your train in in a bunched state. Do not 'drift or float' as this creates mixed slack action throughout the train.

If possible, use dynamic brakes to control your train and keep the slack bunched. Try not to exceed 55klb or 800 amps and if more braking is needed, supplement with air using the split reduction method. Avoid heavy use of DB and heavy independent braking in turnouts and tight curves to prevent jackknifing. Heavy independent brake is the most severe form of braking causing extreme forces.

Job brief before moves so you know how far you will be moving before you have to stop again so you can create a plan to stop with good train handling.

If stopped prior to reaching the point of where you will begin to perform your work, plan to re-start maintaining a slack bunched state by releasing the automatic brake but leaving the independent brake applied.

As train brakes release, do not apply power but allow the train weight to start pushing against the locomotives & slowly release the independent brake enough to allow the train to roll & keep resistance to the train by retaining 15-20 lbs brake cylinder pressure

To maintain this bunched state, continue with the independent brake holding the train back with enough pressure to hold but not high enough to slide wheels or, alternatively, utilize DB.

The object is to prevent changes in slack condition & if unsure of switch positions or other instance that requires stopping unexpectedly, slack will be positioned properly to prevent severe run-in that causes wheel lift, rail roll, derailments etc, from the heavy forces in curves & turnouts.

There shouldn't be a circumstance (except in an emergency situation) where you have to use excessive and quick braking if you planned ahead and are operating properly under USOR 520.

If you come to a stop and feel a hard run-in and the train goes into emergency with a portion of your train that is in a turnout, curve or frog, do not proceed until the train has been inspected by a qualified employee.

Contact your local SLE for any questions regarding the intent of these instructions.

Jackson Yard- Crews operating in the Jackson area contact the Utility Employee or Transportation Manager on Duty on (064-064) for instructions, tone *5829#.

All locomotives left unattended in Jackson Yard must have the front and rear doors locked. This includes all yard tracks except the locomotive servicing tracks in the roundhouse area. This also applies to the mainline at all locations. If a locomotive is not equipped with a padlock on the front door or the ability to secure the rear door, please notify the on duty Transportation Manager and the Diesel Doc.

East or West Roundhouse tracks must secure the locomotives north of the derails in each track. Equipment is not to be left south of the derails between derail and mainline switch.

All gates in Jackson Yard must be locked when not in use. Do not discard any high security or switch locks that are utilized for security.

Utility employees assigned to Jackson Yard - Utility Employees working in Jackson Yard, are to have their radio ON, and on their person at all times unless you are on lunch break. The radio should remain on channel (064 064) unless attached to a train or yard assignment and working on another channel designated by the Yard Coordinator. When detached, return to channel (064 064).

Jackson Handbrakes - When securing unattended equipment in Jackson Yard on tracks 1-18 the following is required at a minimum:

<u>Number of Cars in Track</u>	<u>Minimum Number of Handbrakes Required</u>
1 Car	1 Handbrake
2 Cars	2 Hand Brakes
3 – 29 Cars	3 Hand Brakes
30 or More Cars	Comply with USOR 602

Note: While switching into tracks 1-18 at Jackson, crews must secure cars 10 car lengths north of the clearance point on the south end to prevent rollouts.

Jackson Intermodal Tracks- CN employees are prohibited from riding the side of equipment on KCS intermodal tracks in Jackson. To reduce delay to your assignment coordinate with Yardmaster, Transportation Manager, Terminal Coordinator, or the Mechanical Department to expedite the need for a ride.

KCS Jackson - While operating on the KCS Railroad prior to entering KCS High Oak Yard Tracks #1 thru #10, permission must be obtained from the Conductor on the KCS East Lead assignment on radio channel 07-07.

Effective immediately when going to the KCS at Jackson you must talk to the KCS Yardmaster and the KCS Dispatcher (097-029 tone 1) to gain permission.

Autoport - When crews spot empty auto racks at Autoport, you must use the designated spot stick, made of PVC pipe, to measure the proper distance between cars. They must be spotted between 36 inches and no more than 48 inches (marked on the spot stick by the colored tape).

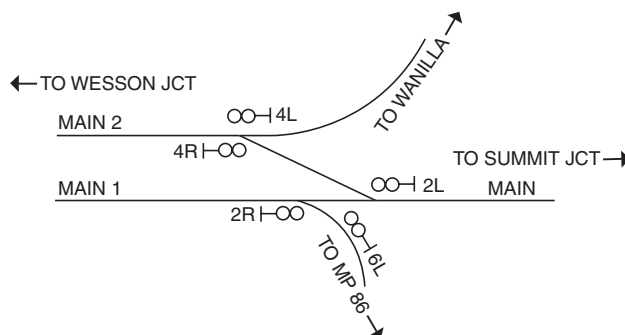
When working Autoport in Jackson, the gate must be closed and locked when not actively switching.

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.

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

EP Clays/Englehard- Do not leave cars north of the CN/EP Clays sign. All cars should be left inside their tracks, in the clear

Brookhaven Intermediate Track - The inside switch at the north end of the Intermediate Track at MP 781.35 must be lined and locked for movement to Main 1 when not in use.



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 Wanilla (Signals 4R-4L) or northward and southward from Main 1 to the Central Subdivision toward MP 86 (Signals 2R-6L).

Switching Mode is not enabled from the Main Track to Mains 1 or 2.

Scour Detector - Located at 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 the Scour Detector Emergency Message, notify the local Bridges and Structures supervisor, and S&C Call Desk.

Manchac Bridge Trains or Engines -

Trains and engines approaching Manchac Bridge are governed by signal indication. When absolute signals display a STOP indication further movement is governed by the Bridge-Locked indicator light, a white lunar "L" light.

- If Bridge-Locked indicator light is illuminated, movable span is fully lowered and locked. Train or engine crew must report to RTC Bridge-Locked light is illuminated. RTC will then authorize train or engine past Stop Indication.
- If Bridge-Locked indicator is not illuminated, a qualified S&C or B&S employee must perform a visual inspection and confirm to RTC bridge is fully seated and rails are properly aligned for movement which satisfies the requirements of USOR 857 (6). RTC will then authorize train or engine past Stop Indication.

Manchac Bridge – Roadway Workers and On-Track Equipment

To provide for movement of Roadway Workers or on-track equipment, MOW Operator Stations are located at movable span north and south approaches to manually operate movable span. Operate the bridge according to instructions posted inside the Operator Stations on both sides of the bridge.

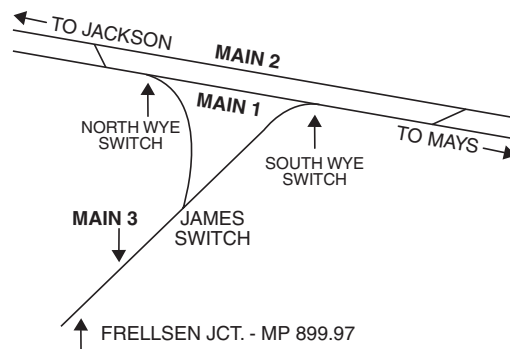
It is permissible to have RTC remotely lower and/or raise bridge. However, on-track equipment that does not shunt the track must follow MOW Operator Station instructions.

If bridge is lowered using manual operation, bridge must be raised using manual operation before departing. If RTC lowers bridge, RTC must raise bridge.

Manchac - That part of Rule 1003 reading, *Except at railroad crossings at grade, trains granted Track Authority 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 Authority is issued between the opposing absolute signals on Main 1 at Orleans Jct., trackage on both North and South Wyes and the control point at the James switch 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 Handbrakes - Except when entire track is known to be coupled or actively switching, employees must ensure a minimum of 1 handbrake to is applied to both ends of tracks 1-22 at Mays Yard.

Mays Yard Intermodal Tracks- Employees are prohibited from riding the side of equipment on tracks NX-01 and NX-02 at Mays Yard account potential foul of chassis. To reduce delay to your assignment coordinate with Yardmaster, Transportation Manager, Terminal Coordinator, or the Mechanical Department to expedite the need for a ride.

Close Clearance - Do not ride on the side of cars when equipment is on adjacent tracks account close clearance.

Yard	Tracks
North Jackson Yard.	JX 03 - JX 04
	JX 06
	JX 11& JX 12
	JX 18 &JX 19
	Shed 5
	Yard Lead

When operating crossover switch between tracks 2 &3 on north end employees must be vigilant of adjacent tracks account close clearance.

Autoport.	All Tracks
South Yard	12-14
Mays Yard.	9-14
Ponchatoula Industrial Park Track	MP 865.06

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

Southport Jct. to Lampert - Mile posts between the northward signal Southport, MP 921.68 and Lampert, MP 921.24, the distance between these two locations is 2000 feet.

Track Authority between East Bridge Jct. and Southport Jct. - On A2 and between East Bridge Jct. to Long Crossover on Main 2- Before issuing Track Authority between East Bridge and Southport, RTC must request block to be placed by UP Dispatcher.

UP Flagging Instructions- UP must contact Homewood RTC prior to giving flagging instructions for a movement onto CN controlled track at East Bridge.

Track Authority between Hickory Street and East Bridge Jct. - Before issuing Track Authority between Hickory Street and East Bridge, RTC must request block to be placed by UP Dispatcher.

South Mays Yard - When headroom is needed at East Bridge Jct. trains will request the signal at East Bridge Jct. by contacting Homewood RTC. Each time the signal is cleared a new signal request is required.

Engine Restrictions - 6 axle locomotives are prohibited on the following tracks:

Autoport - Jackson
Mays Yard - Shop 1 Track (NM51)

HPTA Exceptions - HPTA Throttle Notch limitations may be exceeded while any portion of the train is within the following specified mileage and direction:
MP 753.2 and MP 745.2- Southward

LOCATIONS NOT SHOWN AS STATIONS

NAME	LOCATION	LENGTH	CONNECTION
Griffin Industries	739.6	888	North
Jackson Industry Park.	740.1	Lead.	South
Terry Storage.	745	6674.	Both
North Crystal Springs Intermediate	753.65	RMM.	North
South Crystal Springs Intermediate.	754.64	RMM.	South
Gallman Storage	758.9	3300.	Both
Signature Works	763.5	444	North
Martinsville SO Track.	769.4	600	North
Dixie Packaging.	799.7	695	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
Fluker House Track	837	704	South
Smitty's Automotive.	840.2	800	South
Amite Team & SO Track	843.2	209	North
Dykes Spur	844.5	790	North
MKS Plastics	852.15	1370.	North
Regan-Massey	865.1	3247.	South
Port of Manchac	872.5.	Industry	North



TRACK CHART & SIDINGS		SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	STATIONS H-T-C-O-S I-R-O-Z	METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNELS CALL INS				
McCOMB SUB	MEADOR SUBDIVISION			184.9	SWICHTENDER 0.5	CTC	171.6					
				184.4	GULF YARD 13.89							
				170.51	STAR 9.23							
		8,900	161.28	161.28	NORTH BRAXTON 1.88							
			159.40	159.40	SOUTH BRAXTON 14.18							
				145.22	KELLY 7.22							
		6,900	138.0	138.0	NORTH SARATOGA 1.4							
			136.6	136.6	SOUTH SARATOGA 9.59							
				127.01	SANDERSON FARMS 9.91							
				117.10	SEMINARY 11.79							
				105.31	COWART 8.32							
				96.99	N. HATTIESBURG 1.79							
		95.0	NS		95.2				HATTIESBURG 2.16	YL		
		KCS	92.5						93.04	S. HATTIESBURG 14.86	CTC	79.3	(072 072) RTC *2# or *5770# Diesel Doc *3# MS Rep *8# PTC *5# TSC *9# Emergency *0#
				78.18	NEW AUGUSTA 9.92							
9,987	68.26			68.26	NORTH KING 1.92							
	66.34			66.34	SOUTH KING 6.06							
				60.28	MCLAIN 10.87							
6,865	49.41			49.41	NORTH CLOY 1.42							
	47.99			47.99	SOUTH CLOY 10.09							
				37.9	EVANSTON 9.12							
				28.86	TULLOS 9.17							
				19.61	SEMMES 12.8							
MSE	FRASCATI LEAD			6.81	FRANCIS 0.21	YL	15.2					
		0.5			6.6				BELT JCT. 6.6			
					0.0				MOBILE	Rule 520		



MAXIMUM SPEED	MPH 49
 SPEED RESTRICTIONS	
Switchtender to MP 183.3	MPH 25
MP 169.2 to MP 166.8	35
Star - Lead Track to Shell Sulfur Plant	10
Star - Wye	10
MP 158.3 to MP 147	40
MP 147 to MP 133.9	35
Saratoga - Both legs of wye	10
MP 128.9 to MP 128.1	40
MP 122.7 to MP 122.3	45
MP 121.4 to MP 120.9	40
MP 97.2 to N. Hattiesburg	35
N. Hattiesburg to MP 95.8	20
MP 95.8 to MP 94.9 - road crossings (HER)	10
MP 94.9 to MP 92.04	20
MP 87.5 to MP 85	35
MP 85 to MP 82.5	25
MP 72.1 to MP 67.9	35
MP 50.4 to MP 50.0 - bridge	25
MP 43.4 to MP 42.9	45
MP 39.7 to MP 33.8	45
MP 27.5 to MP 21	40
Francis to Belt Jct. - wye	10
Belt Jct. to MP 2.0	20
MP 1.2 - CSX Crossing on the Frascati Lead	10
MP 13 to MP 0.0 - Key/Key Crude Trains	35
Between Belt Jct. (MP 6.3) and CSX Crossing (MP 1.1) on the Frascati Lead	20
Pursue Lead - east of MP 2	Out of service

SIDING SPEEDS

All sidings and turnouts from the main track to the sidings are 20 MPH.

FREIGHT CAR WEIGHT RESTRICTIONS

Heaviest 4 axle car permitted - 286,000 lbs.
Loaded 24 ft. Ore cars must not be operated without special clearance.

OPERATING CHARACTERISTICS

DOB LIMITS

Jackson Terminal DOB	Canton Sub between MP 724.9 and MP 727.2 Yazoo Sub between MP 210.0 and MP 218.6 McComb Sub between MP 727.2 and MP 737 Beaumont Sub between MP 181.6 and MP 184.9
Hattiesburg Terminal DOB	Beaumont Sub between MP 98 and MP 89.6
Mobile Terminal DOB	Beaumont Sub between MP 9 and MP 6.81

Yard Limits - in effect between

N. Hattiesburg to S. Hattiesburg
Francis and MP 2

CTC - in effect between

Switchtender and N. Hattiesburg	Homewood RTC
S. Hattiesburg and Francis	Homewood RTC

Rule 520 - Trackage south of MP 2 is designated as non-main Track.

Rule 901- Switches where trains must not clear the Main Track

Gulf Yard - North	MP 184.56
Gulf Yard - South	MP 184.27
Florence House Track	MP 174.50
Mendenhall House Track	MP 153.3
Tyson	MP 141.40
North end of North Pass	MP 136.90
South End of North Pass	MP 136.58
North End of South Pass	MP 136.20
South End of South Pass	MP 135.90
Loresco	MP 90.92
US Yeast	MP 90.97
MaCallum	MP 87.70
North Beaumont House Track	MP 70.20
South Beaumont House Track	MP 69.90
North End Pass	MP 69.48
South End Pass	MP 69.20
McLain House Track	MP 61.40



Leaf	MP 55.90
Co-Op.	MP 39.70
Russel Spur	MP 28.80
M&H Freight.....	MP 23.42

RAILROAD CROSSINGS AT GRADE	Controlled by
Hattiesburg	NS Crossing
Frascati Lead	CSX Crossing.....
Mobile.....	NS Crossing
	Push Button*
	Automatic**
	Rule 513

*CN crew members are governed by these instructions:

A time release Push Button for the CN interlocking route is located in the Control Box located at the diamond for both Northbound and Southbound Movements, secured with CN locks.

To operate the signals for TRAIN MOVEMENTS, the following procedure must be followed: Open the Control Box and observe the Indicator light lamp. Employee at the crossing will notify the engineer of Indicator light position. IF INDICATOR LIGHT IS LIT: There is no NS train on the approach to the interlocking.

Immediately operate push button and hold for 3 seconds. If signal does not change to a favorable indication after waiting 6 minutes and indicator light remains lit, train or engine may proceed on hand signal. Close and secure push-button box prior to leaving.

IF INDICATOR LIGHT IS NOT LIT: NS train is on the approach to the interlocking. Wait 8 minutes and if no conflicting movement is seen or heard, operate push button and hold for 3 seconds. If signal does not change to a favorable indication, wait an additional 6 minutes. Then train or engine may pull by the signal twenty feet, stopping clear of any conflicting route. Then after waiting an additional 6 minutes, movement may proceed on hand signal.

In either case, a member of the crew must ascertain by sight and hearing that no immediate conflicting movements are evident before proceeding through the interlocking. When movement is seen or heard on conflicting route, movement must not be made until such movement is stopped, and contact is made with the conflicting move to ensure full understanding of moves to be made.

** 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.

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 50.2	10 MPH over bridge until inspected.
MP 88.2	10 MPH over bridge until inspected.
MP 102.2	25 MPH over bridge until inspected.
MP 173.4	25 MPH over bridge until inspected.

MP 146.7 - Southward trains exceeding 10 MPH and handling more than 9,000 trailing tons must reduce to Throttle 6 until the speed increases by 3 MPH, before advancing throttle. This does not apply to Distributed Power equipped trains.

Close Clearance - Do not ride on the side of cars when equipment is on adjacent tracks account close clearance.

<u>Yard</u>	<u>Tracks</u>
Bell Yard	3-5

Braxton Siding - Southward trains staged at Braxton Siding, on the Beaumont Subdivision must secure engines and train, north of the southward whistle post for Gum Springs Road, at the south end of Braxton Siding. All crew swapping at Braxton will be done at the north end in order to avoid blocking crossings on the south end.

Saratoga - No cars are to be left in the siding at Saratoga. If cars do not fit in the yard, they are to be shoved out on the Meador Sub.

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 (056 056) 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 TSC Center in Geismar. Notify them of the delay, the cause, and names of the streets blocked.

Hattiesburg Yard Handbrake Requirements - When securing unattended equipment in Hattiesburg Yard the following is required at a minimum, excluding Main and Interchange tracks.

Number of Cars in Track	Minimum Number of Handbrakes Required
1 Car	1 Handbrake
2 or More Cars	2 Handbrakes

Trains arriving at Hattiesburg Yard - CN trains or foreign Railroads will attempt to contact any trains in the area on Channel 1, (072 072) or Channel 2, (054 054) for coordinating movements before passing MP 98, southward, and MP 89.6, northward. If no response is received after 3 attempts of each channel, movement may proceed into yard limits complying with USOR 518, Restricted Speed. Contact CN Clerical on (072 072) tone *9# for yarding instructions. Interchange paperwork can be found in the box mounted on a utility pole at the North end of the switching lead.

Hattiesburg 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 Detector - Located at 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, XX SUBDIVISION."

Alarm Procedure

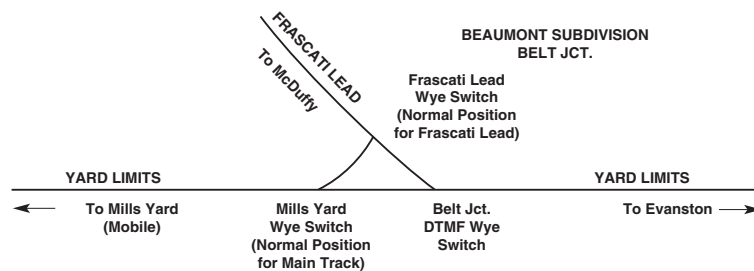
Train Crew: Trains approaching site where alarm message is being transmitted must stop their train and notify the RTC. Train must not move until instructed to do so by bridge inspector.

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

Evanston - Before entering the Mississippi Export Railroad (MSE) yard at MP 37.9, contact the MSE dispatcher at (802) 527-8731 and have them fax the MSE DOB to the MSE Depot for pickup. After picking up the MSE DOB, communicate with the MSE dispatcher on Channel (026-092) and announce when movement is entering the MSE Yard. The MSE dispatcher station is open 24 hours a day, 7 days a week. If the MSE dispatcher cannot be contacted, 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 placing 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. - Both Frascati Lead Wye and Mills Yard Wye Switches must be lined and locked in the normal position when not in use as illustration below:



DTMF Switch Locations – DTMF Switches, as prescribed by USOR Rule 717. When trains are within 2 miles of DTMF switch, select the DTMF code for the correct position of the switch on AAR (072 072).

BELT JCT.

- 6-6-2-1 to be lined for Mills Yard
- 6-6-2-2 to be lined for McDuffy

CN/ALE Mobile Interchange - CN/ALE Mobile Interchange - CN trains arriving and departing Mobile will be interchanged with the ALE. All CN trains arriving to Belt Jct. will notify ALE on channel (050 050) of train information. If unable to contact ALE on channel (050 050) contact CN Transportation Services to assist in contacting by telephone, after both attempts no contact is made secure the train at Belt Jct., MP 6.6. Below are specific instructions for both South and Northward trains. Southward manifest trains at Belt Jct. must line DTMF Wye switch for Mills Yard and interchange point is Moffett Rd. /Hwy 65 Overpass, designated by sign.

Southward Coal Trains at Belt Jct. must line DTMF Wye switch for Frascati Lead and receive instructions for yarding the train. If a crew is available, the interchange point is Moffett Rd. / Hwy 65 Overpass, designated by sign.

Northward manifest trains delivered by ALE to CN will be staged at Odell, MP 6.4 on the Mills Lead.



Northward coal trains delivered by ALE to CN will be staged at Durant Street, MP 6.1 on the Frascati Lead.

Prior to occupying CN main track north of MP 6.6, ALE crews must contact CN Desk 5 RTC on (072 072) tone 0-0-5.

The following applies when operating on both the Beauregard and Frascati Leads:

1. Mills Lead begins at MP 6.6 (Belt Junction) and extends south to MP 0.
 - a. Track Warrant Control on the Mills Lead between MP 5.3 (Neely) and MP 2.6 (Prichard).
 - b. Yard Limits on the Mills Lead between MP 6.6 and MP 5.3 (Neely), Restricted Speed not to exceed 10 MPH applies.
- c. South MP 2.6 (Prichard) on Mills Lead is other than main track.
2. Frascati Lead begins at MP 6.6 (Belt Junction) and extends south to the CSXT interlocking at MP 1.1.
 - a. Track Warrant Control on the Frascati Lead between MP 4.6 (Carlen) and MP 1.2 (Oakdale)
 - b. Yard Limits on the Frascati Lead between MP 6.6 and MP 4.6 (Carlen) and between MP 1.2 (Oakdale) and MP 1.1. Restricted Speed not to exceed 10 MPH applies.

HPTA Exceptions - HPTA Throttle Notch limitations may be exceeded while any portion of the train is within the following specified mileage and direction:

- MP 180.2 and MP 177.8 - Southward
- MP 169.9 and MP 166.9 - Southward
- MP 153.0 and MP 146.4 - Southward
- MP 167.0 and MP 161.5 - Northward
- MP 143.3 and MP 141.0 - Northward
- MP 29.0 and MP 24.0 - Southward
- MP 24.2 and MP 21.0 - Northward
- MP 10.9 and MP 6.7 - Northward

LOCATIONS NOT SHOWN AS STATIONS

<i>NAME</i>	<i>LOCATION</i>	<i>LENGTH</i>	<i>CONNECTION</i>
Florence House Track	174.5	RMM.	South
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
Inland Runaround	97.5	RMM.	Both
C & E Equipment	90.9	937	South
USA Yeast	90.8	720	North
McCallum Storage Track	87.7	RMM.	North
McCallum	87.7	200	South
McLain	61.7	625	South
McLain Storage Track	61.4	RMM.	North
Leaf	55.9	300	South
Leaf House Track	56.0	RMM.	North
Russel Spur House Track	28.9	RMM.	North
M & H Fertilizer	23.5	500	South



TRACK CHART & SIDINGS	SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	SOUTH STATIONS NORTH	METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNEL CALL INS
			111.4	SARATOGA	YL		(072 072) RTC *2# or *5760#
			121.6	MIZE	TA		Diesel Doc *3#
			128.4	TAYLORSVILLE	Rule 520		MS Rep *8# PTC *5# TSC *9# Emergency *0#

MAXIMUM SPEED MPH
25

SPEED RESTRICTIONS MPH
 Saratoga - Both Legs of Wye 10
 MP 124.8 to MP 124.9 - curve 20
 MP 127 to MP 128.4 20

FREIGHT CAR WEIGHT RESTRICTIONS
 Heaviest 4 axle car permitted - 263,000 lbs.
 Loaded 24 ft. Ore cars must not be operated without special clearance.

OPERATING CHARACTERISTICS
Yard Limits - in effect between
 MP 111.4 and MP 112.9
Track Authority - in effect between
 MP 112.9 and MP 127

Rule 520 - Trackage south of MP 127 is designated as non-main Track.

LOCATIONS NOT SHOWN AS STATIONS

NAME	LOCATION	LENGTH	CONNECTION
Mize Wood Yard	121.6	RMM	Both



TRACK CHART & SIDINGS		SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	STATIONS ↓ WEST ↑ EAST	METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNELS CALL INS
				58.7	FERGUSON 3.5	Rule 520		(054 054) RTC *2# or *5780# Diesel Doc *3# MS Rep *8# PTC *5# TSC *9# Emergency *0#
				62.2	WANILLA 8.7			
	BOGALUSA SUBDIVISION			70.9	WOOLWORTH 11.4	TA		
	82.4			82.3	CENTRAL JCT. (McComb Sub) 3.7	YL		
	MCCOMB SUBDIVISION			86.0	MP 86.0			

Note: Central Jct. is a dispatched control point on the McComb Subdivision.

MAXIMUM SPEED 40 **MPH**

SPEED RESTRICTIONS **MPH**
 MP 59.5 to MP 62.5 (HER) 20
 Wanilla - Bogalusa Subdivision Crossing 25
 MP 60.7 - Bridge 5
 MP 82.0 to MP 82.5 10

FREIGHT CAR WEIGHT RESTRICTIONS
 Heaviest 4 axle car permitted - 286,000 lbs.
 Loaded 24 ft. Ore cars must not be operated without special clearance.

OPERATING CHARACTERISTICS

DOB LIMITS
 Ferguson DOB Central Sub between MP 57.9 and MP 62.5
 Bogalusa Sub between MP 138 and MP 136

Yard Limits - in effect between
 MP 79.5 and MP 86

Track Authority - in effect between
 MP 62.5 and MP 79.5

Rule 520 - Trackage between MP 62.5 and MP 57.9 is designated as non-main Track.

RAILROAD CROSSINGS AT GRADE **Controlled by**
 Wanilla Bogalusa Subdivision Crossing Rule 513

On-Track Safety	Wanilla
Train Approach Warning	X
Lone Worker	X
Inaccessible Track	X

MEASURED MILES - between
 MP 63 and MP 64

SPECIAL CONDITIONS

Rule 530 - Infrequently Used Automatic Warning Devices
 Ferguson Mill Rd MP 58.19

Georgia Pacific and G.E.O Specialty Chemical Plants – Ferguson, Mississippi - Spotting cars within fifteen (15) feet of a bumping post, wheel stops or end of the track is prohibited. Coupling to cars that are within the fifteen (15) feet restriction is prohibited.

This does not apply to the six (6) tracks within the loading shed, FE-84 through FE-89

HPTA Exceptions - HPTA Throttle Notch limitations may be exceeded while any portion of the train is within the following specified mileage and direction:

MP 71.7 to MP 74.2- Westward



TRACK CHART & SIDINGS		SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	STATIONS ↓ SOUTH ↑ NORTH	METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNELS CALL IN	
				358.1	END OF TRACK — 1.1 —	YL	374.9 385.0	(054 054) RTC *6# or *5810#	
				359.2	MARYLAND — 3.3 —				
				362.5	UP JCT. — 2.3 —				
				364.8	BATON ROUGE JCT. — 1.91 —				
				366.71	WOODROW — 13.82 —	CTC			
	4,450	379.55 380.53	380.53	ST. GABRIEL — 9.07 —					
				389.6	GEISMAR — 3.47 —	ABS YL			
				393.07	DARROW — 6.93 —				
	No Siding	399.87 400.15	400.0	HELVETIA — 3.03 —	CTC	401.9			Diesel Doc *3# MS Rep *8# PTC *5# TSC *9# Emergency *0#
	No Siding	403.07	403.03	RAIL MARINE — 2.45 —					
	No Siding	405.95	405.95	S. RAIL MARINE — 4.25 —					
	9,530	410.12 412.14	410.2	LIEPELT — 3.8 —					
				414.0	GRAMERCY — 2.2 —	YL			
	10,665	415.37 417.77	416.2	MT. AIRY — 2.04 —					
				418.24	ANDERSON — 2.41 —				
				420.65	MCGEE — 4.75 —	CTC	428.4		
	4,229	424.67 425.61	425.4	WALTER — 8.1 —					
	8,922	432.60 434.5	433.5	PROSPECT — 2.71 —	YL				
				436.21		N. DESTREHAN — 2.12 —			
				438.33	S. DESTREHAN — 1.77 —	CTC	440.7		
			440.1	ST. ROSE — 3.25 —					
			443.35	FRELLSEN JCT.					



SPECIAL CONDITIONS

High Threat Urban Area - HTUA is in effect on all trackage between MP 358.1 and MP 390, and on all trackage south of MP 441.4.

Baton Rouge Yard Switching Instructions - No more than 5 cars may be cut off in motion at one time in Baton Rouge Yard. Below are additional, specific, switching instructions that apply in Baton Rouge Yard:

North End of Baton Rouge Yard

- 1. Do not release more than three (3) loaded cars or five (5) empties at a time.
- 2. Loaded cars into tracks 11, 12, or 13 are not to be kicked before #7 switch.

South End of Baton Rouge Yard

- 1. Kicking cars or allowing cars to roll under its own momentum into tracks BR01 and BR02 is prohibited.

Earthen stops and south of MP 361.5 in C Yard – tracks 2, 3, 4, & 5 are out of service.

When assignment L568 is returning to Baton Rouge Yard with 20 or more industry releases, you must have a minimum of 10 cars with air.

Baton Rouge DTMF Switches - South leg of the wye and Outbound Lead switches are controlled by DTMF radio signals on Channel (054 054). 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:

Exxon Lube, Baton Rouge, LA - Beltpack equipped locomotives are NOT allowed to enter the tracks at the Exxon Lube Rack (BI-71 and BI-72).

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

- 1) Toggle 2 - 0 - 2 - 1 (Green position light indicates lined for the Industrial Lead)
 - 2) Toggle 2 - 0 - 2 - 2 (Yellow position light indicates line for the South Leg of Wye)
- 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 Main Track 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.

DTMF Switch Locations - DTMF Switches as prescribed by USOR Rule 717 are located at the Genesis Switch on the Exxon-Mobil BRPO Lead (Maryland), and is located at switch at MP 359.5 on the Baton Rouge Sub Main (Exxon-Mobil BRPO Lead Switch).

When trains are within 2 miles of DTMF Switch, select the DTMF code for the correct position of the switch on AAR 054-054.

Genesis Switch - Exxon-Mobil, BRPO, Lead:

- 1-0-8-1 to be lined normal (BRPO Industrial lead) (Green Aspect)
- 1-0-8-2 to be lined reverse (Genesis Industry) (Yellow Aspect)

Exxon-Mobil BRPO Industrial Lead Switch (MP 359.5 on Baton Rouge Main Track):

- 3-5-9-4-6-1 to be lined normal (Baton Rouge Sub Main) (Green Aspect)
- 3-5-9-4-6-2 to be lined reversed (BRPO Industrial Lead) (Yellow Aspect)

Note: Power switch point derail located at the DTMF Genesis switch works in conjunction with the main track switch. When the Genesis DTMF Switch is lined normal, the switch point derail will line for the derailing position. When the Genesis DTMF switch is requested reverse, the switch point derail will line for the non-derailing position allowing for access into the industry.

Baton Rouge Switch Position - Switches may be left in the position last used when directed by Baton Rouge Yardmaster between MP 358.5 and MP 366.7

Handbrake Requirements: Minimum requirement for the application of handbrakes by location.

Baton Rouge Yard -

<u>Tracks</u>	<u>Number of Cars in Track</u>	<u># of Handbrakes</u>
1-16	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, the minimum required handbrake(s) must be applied to the south cars in every track when switching is completed.

Geismar Yard

<u>Track(s)</u>	<u># of Handbrakes</u>
1.....	1
1a-1c.....	2
2-12.....	1

Destrehan Yard

<u>Track(s)</u>	<u># of Handbrakes</u>
1-12.....	1

Reserve Yard

<u>Track(s)</u>	<u># of Handbrakes</u>
RS04.....	1
RS08.....	1
RS09.....	1
RS12.....	3
RS13-RS16.....	1

The portion of USOR Rule 602 reading, "Release handbrakes before moving cars" does not apply on tracks in Baton Rouge and Geismar Yards. Employee must ensure that wheels are not sliding when moving cars with handbrakes applied.

Baton Rouge Roundhouse Derail - Roundhouse Mechanical Permanent Derail, MP 364.82, may be left in non-derailing position when protection is not required and signs are not displayed per USOR 712.

Baton Rouge Joint Operations - CN operates on trackage of the Kansas City Southern (KCS), CN US Operating Rules are in effect except as modified herein. KCS 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.

MP 361.2 - 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.

Geismar Yard Switching- Geismar Yard is exempt from the new instructions requiring PIH and TIH cars being shoved to rest. With Geismar Yard being equipped with the anti-cornering program it is considered the same as a humping operation.

Geismar Yardmaster - Trains and Roadway Workers must contact Geismar Yardmaster for routing instructions before entering Geismar Yard Limits. Roadway Workers when establishing working limits, follow the above procedure, and provide protection as prescribed by On-Track Safety Rules Section 5.

Geismar Yard Limits - The following switches may be left in the position last used or as directed by the Geismar Yardmaster:

- MP 381.1 - Evergreen Lead
- MP 382.6 - Pioneer Lead
- MP 385.7 - North Switch New Storage Track
- MP 386.3 - South Switch New Storage Track
- MP 388.2 - Main Track Crossover
- MP 388.3 - Main Track Crossover
- MP 391.2 - South Switching Lead

The normal position for the north end of GE12 switch is lined and locked for GE12. After working the RIP track (GE50), it must be restored to normal position.

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.

Close Clearance - Do not ride on the side of cars at the following locations/conditions:
Reserve - Long 1 and Long 2- when equipment on adjacent tracks

Reserve - Long 1 and Long 2 - when equipment is on adjacent tracks.

Convent Rail Marine - Do not ride ANY car or on the bottom step of locomotives inside of CMT due to close clearance with hydro-switches installed.

All crews entering CMT/Rail Marine must fold in the mirrors and pull down sun visore on the locomotives due to close clearance inside the new dumper.

Deltech Plant- Loading Racks- Signs are posted on the overhead racks and riding is prohibited beyond this point.

LSR Sugar, GR70 – Employees can only ride on the cars closest to the plant.

Cargill/Louisiana Sugar, GR72- between tracks 5 and 6.

Convent Rail Marine- Do not ride ANY car or on the bottom step of locomotives inside of CMT due to close clearance with hydro-switches installed. All crews entering CMT/Rail Marine must fold in the mirrors and pull-down sun visors on the outside of all locomotives due to close clearance inside the new dumper.

Trains operating on the inside or outside loop are allowed to verify switch position using power switch position indicator(s) if they are illuminating.

Rhodia – Baton Rouge, LA

Make certain all blue flags and derails are down or removed before coupling to tracks.

Shell Chemical - Geismar, LA

While working within the confines of Shell Chemical Plant at Geismar, LA trains or engines must not exceed a speed of five (5) MPH.

Univar - Geismar, LA

Track No. 5 will not be used for inbound unless all other tracks are full. When possible, place tank cars on tracks indicated when requested on the inbound list.

Flammable loads are not to be left under the 'pipe rack'. If necessary, walk back and make a cut under the pipe rack.

Room permitting, all caustic tanks should be placed on track numbers 11 and 12. When caustic cars are requested "Spotted" from inbound list, you may spot any caustic cars that are in the cut unless Univar requests a car by initial/number be spotted or not to be spotted.

Anyone entering their plant to be equipped with a hard hat, safety glasses, goggles and an escape respirator. All crew members are to wear hard hats. They are to pick up a respirator and splash goggles at the box located at the gate. Crew members are to keep respirator in their possession while inside plant and wear splash goggles in designated areas. Before leaving, respirator and goggles must be placed back in the box.

If it becomes necessary to deviate from these instructions, the conductor will make a notation on the inbound switch list indicating the reason. When an exception is noted on the inbound list, the clerk on duty will leave a copy in the Trainmaster's mailbox at Geismar.

Occidental Chemical - Romeville, LA

Occidental Chemical at Romeville has requested that cars not be "kicked" inside their plant property. "All" switching movements must be made by shoving cars to rest. Occidental also has a policy requiring hard hats and safety glasses be worn by crew members. Also, a respirator must be picked up from the box inside the gate and carried by crew members at all times while switching. Before leaving, respirator must be placed back in the box.

Total Petrochemical - Bruns, LA

Total Petrochemical has painted crossties yellow at the clearance points of hopper storage tracks numbers one (1) through six (6). All cars placed in these tracks must be placed behind the yellow crossties.

Crews are restricted to the rail storage area and are prohibited from entering other areas of the plant. Crews are reminded that Total Petrochemical has a no smoking policy. This includes the rail storage area.

Do not kick cars inside either facility. Speed must not exceed five (5) MPH.

Pinnacle Polymers - Garyville, LA

Train crews working Pinnacle Polymers, Garyville, LA must not exceed five (5) MPH in the Pinnacle facility and must call control room at least 30 minutes prior to entering plant.

Cargill Elevator - Reserve, LA

When spotting Cargill Elevator at Reserve, LA, crews will not put locomotives past the clearing point of B Yard. When pulling empties from Cargill B Yard, crews must not put locomotives in #1 Track. Crews will pull tracks #2 or #3 first and double cars to #1 track.

When working the oilseed side of Cargill and you encounter a track protected by blue signal, contact transportation manager on duty who will notify Cargill of the blue signal so it can be removed.

Deltech Plant - Maryland, LA

Spot positions are numbered to the right of the track by each location. Do not leave cars fouling the crossing(s) inside the gate. A thirty (30) minute advance notice is needed for security personnel to open the gate prior to arriving and can be obtained by calling Deltech security at (225) 775-0150.

Veolia - Burnside, LA

The Mailbox, located inside the plant, will be checked Monday through Saturday for the switch list. If there is not a switch list in the mailbox use the telephone located at the gate to call the Control Room for a list. The phone number is (225) 473-5986.

Coker Terminal – Baton Rouge, LA

Every shove move must be protected by a crew member in advance of the movement within the Coker facility. Riding shoves in the plant is prohibited.

LSR Sugar - Gramercy, LA

A derail has been installed at LSR Sugar in Gramercy, MP 414 on the Baton Rouge Subdivision. A second derail has been installed directly behind our derail.

All trains entering or departing CMT at North Rail Marine must ensure the derail, and the inside switch from the lead to the outside loop are restored and locked with a CN high security lock.

There are two non-main tracks called Rail Marine #1 which is adjacent to the main track and Rail Marine #2 is adjacent to Rail Marine #1. RTC will line trains for their intended route to depart or arrive into either track.

All trains must stop short of the Mosaic crossing, MP 404.3, when staging train on the north end of Rail Marine #1 or Rail Marine #2. The Transportation Manager is the only one authorized to give permission to travel further than north of the Mosaic crossing. At this location all crews must only enter and exit through the side gate at the road crossing which has a chain and CN lock. The main gate powered gate is a secured access entrance for Mosaic employees only. Do not enter through the main powered gate even if it is open. Do not attempt to enter the plant facility.

All moves are restricted to 3 MPH, in either direction, while any portion of the train is inside the dumper. These restrictions apply to the inside loop only.

Destrehan Switch Position - Switches may be left in the position last used when directed by the Mays Yard Coordinator between North Destrehan and South Destrehan.

Destrehan Yard Limits - Trains and Roadway Workers must contact Mays Yard Coordinator, channel (054 054) for routing instructions before entering Destrehan Yard Limits. Roadway Workers when establishing working limits, follow the above procedure, and provide protection as prescribed by On-Track Safety Rules section 5.

Destrehan Yard Switching - Kicking cars into DE19 at Destrehan Yard is prohibited.

IMTT – St. Rose, La

When working in IMTT, St. Rose, you must be coupled to cars in that track before any cars can be released.

Garyville- When spotting GV70, Stockhausen Superabsorber only place 7 cars inside the gate.

Reserve- Contact the Mays Yard Coordinator for routing instructions before entering tracks at Reserve.

Mays Yard Limits - Trains and Roadway Workers must contact Geismar Yard Coordinator, channel (054 054), for routing instructions before entering Mays Yard Limits. Roadway Workers when establishing working limits, follow the above procedure, and provide protection as prescribed by On-Track Safety Rules Section 5.

Engine Restrictions - Prohibited 6 Axle Locomotive Locations

MP 395.6 - Beyond Gate at DuPont

MP 423.8 - Beyond Gate at DuPont

MP 431.45 - Beyond Gate at Momentive Specialty Chemicals

MP 432.75 - Beyond Gate at Motiva Enterprises

MP 438.3 - Beyond Gate at Bunge Elevator

LOCATIONS NOT SHOWN AS STATIONS

<i>NAME</i>	<i>LOCATION</i>	<i>LENGTH</i>	<i>CONNECTION</i>
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
DuPont	.395.6	4075	South
Motiva	.397.1	Industry	South
Railcar Cleaning	.398.9	Industry	South
Occidental Chemical	.403.0	Industry	South
IMC - Agrico Chemical	.403.5	Industry	North
Nalco Chemical	.417.6	.4467	South
DuPont	.423.8	Industry	North
Bayou Steel	.428.9	Industry	South
LA Power & Light	.429.5	Industry	North



TRACK CHART & SIDINGS	SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	STATIONS WEST ↑ EAST ↓	METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNELS CALL INS	
			43.61	HAMMOND — 6.04 —	CTC	31.2	(072 072) RTC *6# or *5800#	
			37.66	ALBANY — 4.35 —				
			33.31	SYKES — 10.42 —				
	11,000	22.89 25.17	22.8	LIVINGSTON — 2.3 —			17.2	PTC *5# TSC *9#
	6,000	20.89 19.62	20.5	CORBIN — 11.03 —				
			9.47	FLANNERY — 8.44 —				
			1.03	PLANK — 1.03 —				
	0.8		0.0	BATON ROUGE JCT.	Rule 520	Emergency *0#		

MPH

MAXIMUM SPEED 40

PTC LIMITS - Hammond to Baton Rouge Jct.

SPEED RESTRICTIONS

MP 43.61 to MP 42.4 **MPH** .10
 MP 9 to MP 120
 MP 1 to MP 010

SIDING SPEED

Livingston *Turnouts* **MPH** 25 *Siding* **MPH** 25

FREIGHT CAR WEIGHT RESTRICTIONS

Heaviest 4 axle car permitted - 286,000 lbs.
 Loaded 24 ft. Ore cars must not be operated without special clearance.

OPERATING CHARACTERISTICS

DOB LIMITS -

New Orleans/Baton Rouge Terminal DOB McComb Sub between MP 898 and MP 921.24
 Hammond Sub between MP 9 and MP 0.0
 Baton Rouge Sub between MP 358.1 and MP 443.35

CTC - in effect between

Hammond and Plank. Homewood RTC

Rule 520 - Trackage between Plank and Baton Rouge Jct. is designated as non-main Track.

Rule 901 - Switches where trains must not clear the Main Track.

Stirling MP 32.40
 B & B MP 27.52
 Sunland MP 21.57
 Aydell MP 15.87
 84 Lumber MP 5.48
 Interior Exterior MP 4.53



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.
Train Approach Warning	X
Lone Worker	X
Inaccessible Track	X

MEASURED MILES- between

MP 40 and MP 41
MP 16 and MP 17

SPECIAL CONDITIONS

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

MP 20.9 25 MPH over bridge until inspected.

DTMF Switches - East End Wye switch MP 0.2 is controlled by DTMF radio signals on Channel (054 054). 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.

LOCATIONS NOT SHOWN AS STATIONS

NAME	LOCATION	LENGTH	CONNECTION
Weyerhaeuser	33.1 . . . . .	.2627	East
Sunland Service	21.5	200	West
Adel Steel	15.9	545	West



TRACK CHART & SIDINGS	SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	STATIONS		METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNELS CALL INS
				↓ SOUTH	↑ NORTH			
			137.5	WANILLA		Rule 520		(054 054) RTC *2# or *5790# Diesel Doc *3# MS Rep *8# PTC *5# TSC *9# Emergency *0#
			114.5	WHITEBLUFF	23.0	TA		
			103.5	FOXWORTH	11.0			
			97.8	CHERAW	5.7			
			89.0	SANDY HOOK	8.8			
			70.0	BOGALUSA	19.0	Rule 520		

MAXIMUM SPEED 25 **MPH**

SPEED RESTRICTIONS **MPH**

MP 137.56 to MP 96.9 10

MP 96.9 to MP 86.7 20

MP 75 to MP 71 20

MP 71 - bridge 10

FREIGHT CAR WEIGHT RESTRICTIONS

Heaviest 4 axle car permitted - 263,000 lbs.

Loaded 24 ft. Ore cars must not be operated without special clearance.

OPERATING CHARACTERISTICS

DOB LIMITS

Ferguson DOB Central Sub between MP 57.9 and MP 62.5
 Bogalusa Sub between MP 138 and MP 136

Bogalusa DOB Bogalusa Sub between MP 75 and MP 68.8

Track Authority - in effect between
 MP 136 and MP 75

Rule 520 - Trackage north of MP 136 and south of MP 75 is designated as Non-Main Track.

RAILROAD CROSSINGS AT GRADE **Controlled by**

Vanilla Central Subdivision Crossing Rule 513

On-Track Safety	Vanilla
Train Approach Warning	X
Lone Worker	X
Inaccessible Track	X

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.

LOCATIONS NOT SHOWN AS STATIONS

NAME	LOCATION	LENGTH	CONNECTION
Rosella	135.2	.890	North
Monticello Tie & Timber	131.3	.550	South
Cheraw	97.8	.490	North
Angie	83.9	.470	South