



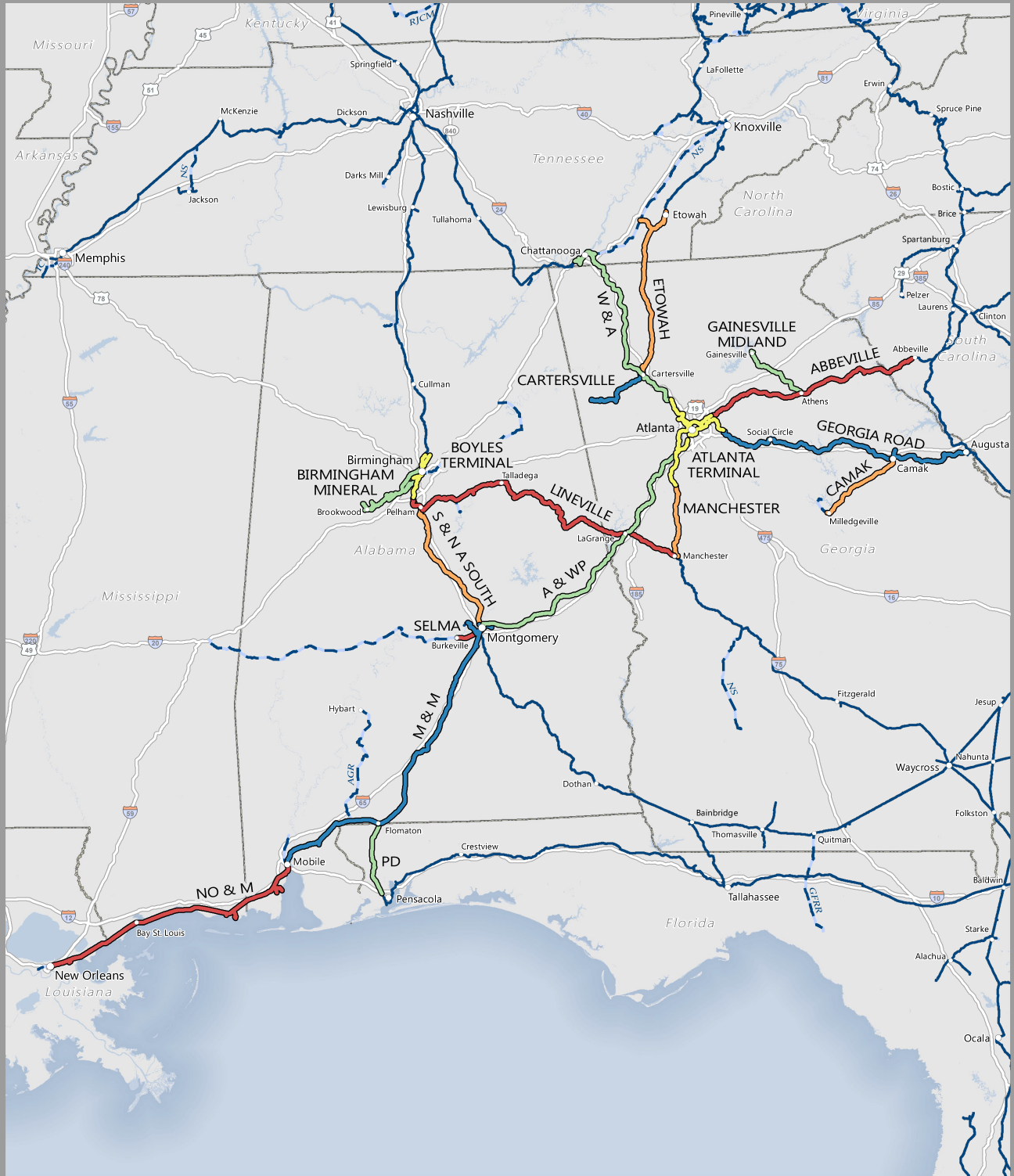
**ATLANTA DIVISION
TIMETABLE NO.1**

**EFFECTIVE
THURSDAY, OCTOBER 1, 2015
AT 0001 HOURS
CSX STANDARD TIME**

**M. McGee
Division Manager**

ATLANTA DIVISION

JULY
2015



- Atlanta Division
- CSX Network
- CSX City
- CSX Operating Agreement

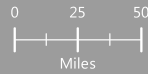


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SUBDIVISIONS

| NAME | CODE | DISP | PAGE |
|---------------------|------|------|------|
| A&WP | AW | AE | 1 |
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| ATLANTA TERMINAL | AA | AD | 19 |
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| S&NA SOUTH | SS | AB | 135 |
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| W&A | WA | AC | 143 |

DIVISION SPECIAL INSTRUCTIONS

| NAME | PAGE |
|---------|-------|
| ATLANTA | DSI 1 |

CONTACT NUMBERS

| | |
|---|---------------------------------------|
| EMERGENCY CONTACT VIA RADIO | |
| Using the Dispatcher Channel, press 9 on the DTMF Key Pad to initiate an emergency call into the Operations Center Office. (Former Conrail Territory will press 9-1-1 on the DTMF Key Pad) | |
| Network Operations | (RNX) 322-7551 (BELL) 904-359-7551 |
| Public Safety Coordination Center | |
| Police | |
| Fire Department | |
| Unsafe Motorist Reporting | |
| Company Hazardous Materials Hot Line | (BELL) 800-232-0144 |
| Employee Assistance Group | (BELL) 800-657-3366 |

ATLANTA DIVISION CONTACT NUMBERS

| | |
|------------------------------------|---------------------------------------|
| Safety Hot Line | (BELL) 800-579-2563 |
| Accident Hot Line | (BELL) 800-232-0144 |
| Hazardous Material Hot Line | (RNX) 377-2556 |
| Chief Train Dispatcher | (RNX) 377-2556 (BELL) 404-720-2556 |
| Director Train Operations | (RNX) 377-2558 (BELL) 404-720-2558 |

TIMETABLE LEGEND

STATION LISTING AND DIAGRAM PAGES

1 – HEADING

The subdivision is identified by name and by 2 character identifier.

2 – COLUMN HEADINGS AND LISTINGS

A. AUTHORIZED SPEED

The authorized speed permitted between mileposts listed may also include restrictions over road crossings or other defined locations. Where speeds differ between various classes of trains, they will be listed in separate columns.

Abbreviations used are (P) – Passenger, (F) – Freight, (I) – Intermodal, (U) – Unit. Where speeds differ in multiple track territory, the speeds for individual tracks will be listed. City Ordinance speeds will be shown in shaded blocks.

B. MILEPOST

The alpha-numeric reference point identifying a specific track location on a subdivision. At locations to check speed indicators the mileposts may be listed without alpha prefixes and will be shown with a wide border.

| |
|------|
| 28.0 |
| 29.0 |

C. STATION

A named reference point identifying a specific track location on a subdivision.

D. TRACK DIAGRAM

The timetable assigned direction from the first listing to the last is defined above the track diagram by arrows and direction.

E. AUTH FOR MOVE (AUTHORITY FOR MOVEMENT)

The authority for movement rules applicable to the subdivision are listed below this box.

F. NOTES

Where station page information may need to be further defined, a number will refer to "STATION PAGE NOTES" listed at the end of the diagram.

3 – SYMBOLS USED

A. TRACK

| | | | |
|-------------------------|------------------|-----------------------|-----------------|
| N – North | S – South | E – East | W – West |
| YL – Yard Limits | | | |
| NB – Northbound | | NE - North End | |
| SB – Southbound | | SE - South End | |
| EB – Eastbound | | EE - East End | |
| WB – Westbound | | WE - West End | |

B. SPEED REFERENCES

SP – Refer to Speed Tables

Where a speed is shown in the Authorized Speed Column of the Station Listing and Diagram pages or the Additional Speed Table, the speed shown is the maximum speed and does not supersede any additional requirements that may be imposed by Rules, System Bulletins, Division Bulletins, Dispatcher messages or form EC-1.

C. ABBREVIATIONS SHOWN BELOW ARE ALSO FOUND IN SPECIAL INSTRUCTION PAGES

| | |
|-------|--------------------------------------|
| ABS | Automatic Block Signal Rules |
| CONN | Connection Track |
| Cont | Continuous |
| CPS | Control Point Signal Rules |
| CSDG | Controlled Siding |
| DB | Drawbridge |
| DD | Defect Detector |
| FP | Facing Point |
| HE | Head End Only |
| HP | Hold Point |
| HIWI | Clearance Detector |
| IND | Industry Track |
| OTMT | Other Than Main Track |
| (P) | Passenger Station |
| PAS | Power Assisted Switch |
| PM | Passenger Main |
| RCS | Remote Control Switch |
| RRX | Railroad Crossing at Grade |
| SDF | Slide Detector Fence |
| SDS | Slide Detector Signal |
| SG | Single |
| SR | Self Restoring Power Operated Switch |
| ss | Spring Switch |
| STG | Storage |
| SSDG | Signaled Siding |
| TO | Turnout |
| WID | Wheel Impact Detector |
| XOVER | Crossover |
| YD | Yard |

D. ROAD CROSSINGS

Crossing Types:

FQ – Four Quadrant Gates
 LO – Location
 PB – Public Crossing
 PC – Private Crossing
 PD – Pedestrian Crossing
 PS – Passenger Station

Types of Activation:

C – Conventional Track Circuits
 M – Motion Sensor
 P – Speed Predictor

E. DEFECT AND CLEARANCE DETECTORS

HBD – Hot Box Detector
 DED – Dragging Equipment Detector
 HIWI – High or Wide Clearance Detector

F. COMMUNICATIONS TEXT BOXES

Communications text boxes show Dispatcher, Operator, Yardmaster or other station. AAR channel, call-in tone and where used, the number of "clicks" to call the station. If there is a separate road channel it will be shown as "RD –".

| |
|------------------------------|
| CM DISP 094-7 RD - 008 |
|------------------------------|

LEGEND - SAMPLE SUBDIVISION - SS

| AUTHORIZED SPEED - REFER TO SPEED TABLES | | | | MILE POST | STATION | TRACK DIAGRAM | | AUTH FOR MOVE | NOTES |
|--|----|----|----|-----------------|-------------------|---------------|---|---------------|-----------|
| | | | | | | WEST | | | |
| 1 | | 2 | | | | | | | |
| P | F | P | F | | | | | | |
| 60 | 50 | 60 | 50 | CPQ 0.0 | KENASTON | | 1 | 2 | TC |
| 60 | 50 | 60 | 50 | CPQ 9.2 | | 13.8 | | | TC |
| 79 | 55 | 79 | 55 | | | | | | TC |
| | | 79 | 55 | CPQ 13.8 | NORTH EAST | | | | CP |
| | | | | 17.0 | | | | | TC |
| | | | | 18.0 | | | | | TC |
| | | | | CPQ 20.0 | EAST KENT | | | | CP |
| 79 | | | | CPQ 20.3 | | 2.0 | | | TC |
| 65 | | | | | | | | | TC |
| | | | | CPQ 22.0 | WEST KENT | | | | CP |
| 65 | 55 | | | CPQ 22.8 | | | | | TC |
| 55 | 50 | | | | | | | | TC |
| 55 | 50 | | | CPQ 23.5 | | | | | TC |
| 50 | 40 | | | CPQ 24.4 | EAST LAUREL | 24.8 SDF | | | TWC-D |
| | | | | CPQ 26.1 | WEST LAUREL | 1.7 | | | TWC-D |
| 40 | 40 | | | CPQ 26.4 | WEST LAUREL | | | | TWC-D |
| | | | | CPQ 26.5 | | | | | TWC-D |
| | | | | CPQ 28.2 | MOHAWK JUNCTION | 2.1 | | | TWC-D |
| 50 | 40 | 50 | 40 | CPQ 29.2 | | | | | TWC-D |
| 40 | 30 | 40 | 30 | CPQ 29.5 | | | | | TWC-D |
| | | | | CPQ 29.8 | | | | | TWC-D |
| 50 | 45 | 50 | 45 | | | | | | TWC-D |
| 50 | 45 | 50 | 45 | CPQ 30.6 | ALEXANDRIA | | | | TWC-D |
| 30.6 MILES KENASTON TO ALEXANDRIA | | | | | | | | | |

Speed Indicator Check

Speed Change MP

CP controlled by a different location

Dead-end turnouts represent industry spurs, team tracks, etc

Miles between stations

SEE SPEED TABLES

Yard channel for yarding instructions shown in a text box

This shaded and bordered box represents the limits of a Controlled Point

1. Instructions for this location.

Slide Detector Fence

Special Instructions Indication - refer to note column

Defect detector

Spring Switches

Foreign Connecting Track CSX has operating rights

Connecting RR or OTMT shown with dashed lines.

Total miles on a sub-division are shown on the bottom of the diagram.

Atlanta
1590 Marietta Blvd, N.W.
Atlanta, GA 30318

M. McGee
Division Manager

| Division Phone Numbers | | |
|---|------------|--------------|
| | RNX | BELL |
| Division Manager | 377-5075 | 404-350-5075 |
| Assistant Division Manager | 377-5147 | 404-350-5147 |
| Manager of Safety and Operating Practices | 377-5340 | 404-350-5340 |
| Superintendent Train Operations | 377-2559 | 404-720-2559 |
| Senior Road Foreman of Engines | 377-5066 | 404-350-5066 |
| Division Engineer | 377-5074 | 404-350-5074 |
| Division Signal Engineer | 377-5380 | 404-350-5380 |
| Mechanical Superintendent | 377-5312 | 404-350-5312 |
| Engineer Track - Atlanta North | 377-5288 | 404-350-5288 |
| Engineer Track - Atlanta East | 377-5393 | 404-350-5393 |
| Engineer Track - Birmingham | 296-2491 | 205-849-2491 |
| Engineer Track - Mobile | 299-1409 | 251-434-1409 |
| Staff Engineer | 377-5274 | 404-350-5274 |
| Assistant Division Engineer, Structures | 377-5151 | 404-350-5151 |

| Tilford Yard 1590 Marietta Blvd Atlanta, GA 30318-3699 | | |
|---|-------------------|---------------------------|
| <u>TITLE</u> | <u>RNX</u> | <u>BELL</u> |
| Terminal Superintendent | 377-5270 | 404-350-5270 |
| Assistant Terminal Superintendent | 377-5335 | 404-350-5335 |
| Terminal Trainmaster | 377-5313 | 404-350-5313 |
| Trainmaster | 377-5045 | 404-350-5045/850-324-6228 |

| Mobile 2000 Industrial Canal Rd Mobile, AL 36602 | | |
|---|-------------------|--------------------|
| <u>TITLE</u> | <u>RNX</u> | <u>BELL</u> |
| Terminal Manager | 299-1300 | 251-434-1300 |
| Terminal Trainmaster | 299-1390 | 251-434-1390 |

**New Orleans
6701 Almonaster
New Orleans, LA 70126**

| <u>TITLE</u> | <u>RNX</u> | <u>BELL</u> |
|----------------------|-------------------|--------------------|
| Terminal Manager | 295-7816 | 504-243-7816 |
| Terminal Trainmaster | 295-4340 | 504-244-4340 |

**Etowah
P.O. Box 331
Etowah, TN 37331**

| <u>TITLE</u> | <u>BELL</u> |
|---------------------|--------------------|
| Trainmaster | 423-263-7991 |

**Fairburn
CSX Intermodal - Fairburn Terminal
Fairburn, GA 30213**

| <u>TITLE</u> | <u>BELL</u> |
|---------------------|--------------------|
| Trainmaster | 770-964-6420 |

**Athens
900 East College Street
Athens, GA 30601**

| <u>TITLE</u> | <u>BELL</u> |
|---------------------|--------------------|
| Trainmaster | 800-241-3657 |

**Calera
7907 Hwy 31 P.O. Box 153
Calera, AL 35040**

| <u>TITLE</u> | <u>BELL</u> |
|---------------------|--------------------|
| Trainmaster | 205-668-4117 |

**Birmingham
2800 Seaboard Rd
Birmingham, AL 35217**

| <u>TITLE</u> | <u>RNX</u> | <u>BELL</u> |
|-----------------------------------|-------------------|--------------------|
| Terminal Superintendent | 296-2503 | 205-849-2503 |
| Assistant Terminal Superintendent | 296-2402 | 205-849-2402 |
| Terminal Trainmaster | 296-2588 | 205-849-2588 |

**Bessemer
571 Powder Plant Rd
Bessemer, AL 35022**

| <u>TITLE</u> | <u>RNX</u> | <u>BELL</u> |
|--------------|------------|--------------|
| Trainmaster | 292-6950 | 205-417-6950 |
| Trainmaster | 292-6912 | 205-417-6912 |

**Montgomery
1250 Louisville St
Montgomery, AL 36104**

| <u>TITLE</u> | <u>RNX</u> | <u>BELL</u> |
|----------------------|-------------------|---------------------------|
| Terminal Manager | 284-9297 | 334-241-9297 |
| Terminal Trainmaster | 284-9230/284-9231 | 334-241-9230/334-241-9231 |

**Manchester
110 Depot St
Manchester, GA 31816**

| <u>TITLE</u> | <u>RNX</u> | <u>BELL</u> |
|--------------|------------|--------------|
| Trainmaster | 354-0238 | 706-846-0238 |

**Social Circle
200 South Dogwood Ave
Social Circle, GA 30025-9688**

| <u>TITLE</u> | <u>BELL</u> |
|--------------|--------------|
| Trainmaster | 770-464-2877 |

**Pascagoula
5404 Denny Ave
Pascagoula, MS 39581**

| <u>TITLE</u> | <u>BELL</u> |
|--------------|--------------|
| Trainmaster | 228-762-2355 |

**Greenwood
203 Burnett Rd
Greenwood, SC 29646**

| <u>TITLE</u> | <u>BELL</u> |
|--------------|--------------|
| Trainmaster | 864-227-9489 |

**Cartersville
150 West Porter Street
Cartersville, GA 30120**

TITLE

Trainmaster

BELL

770-607-0779

Line of Road Trainmasters

| <u>OFFICE LOCATION</u> | <u>SUBDIVISION(S)</u> | <u>RNX</u> | <u>BELL</u> |
|-------------------------------|------------------------------|-------------------|--------------------|
| Athens, GA | AV | 354-6517 | 706-543-6517 |
| Bessemer, AL | YB | 292-6950 | 205-417-6950 |
| Calera, AL | SS | | 502-954-2944 |
| Cartersville, GA | WA | | 770-607-0779 |
| Etowah, TN | ET, ZA | | 423-263-7883 |
| Social Circle, GA | GA | | 770-482-5123 |
| Manchester, GA | LN, MS | 354-0223 | 706-846-0223 |
| Mobile, AL | MM, PD | | 251-296-5178 |
| Mobile, AL | NM | | 251-296-2612 |
| Montgomery, AL | AW, SA | 284-9202 | 334-241-9202 |
| Pascagoula, MS | NM | | 228-762-2355 |
| Social Circle, GA | CA, GA | | 707-464-2877 |
| Talladega, AL | LN | | 256-362-0198 |
| Tucker, GA | GM | 294-2280 | 678-985-2280 |

Road Foreman of Engines

| <u>OFFICE LOCATION</u> | <u>SUBDIVISION(S)</u> | <u>RNX</u> | <u>BELL</u> |
|-------------------------------|------------------------------|-------------------|--------------------|
| Dacula, GA | AV, GM | | 678-985-3618 |
| Birmingham, AL | BU, SS, YB | 296-2529 | 205-849-2529 |
| Cartersville, GA | AA, WA | | 770-607-0779 |
| Etowah, TN | ET, ZA | 354-7991 | 423-623-7991 |
| Social Circle, GA | CA, GA | | 770-464-0452 |
| Mobile, AL | NM | 299-1389 | 251-434-1389 |
| Montgomery, AL | MM, PD | 284-9203 | 334-241-9203 |
| Montgomery, AL | AW, SA | 284-9282 | 334-241-9282 |
| Manchester, GA | AW, LN, MS | 354-0238 | 706-846-0238 |

Roadmasters

| <u>OFFICE LOCATION</u> | <u>RNX</u> | <u>BELL</u> |
|-------------------------------|-------------------|--------------------|
| Bay St. Louis | | 228-467-4232 |
| Mont. MM | 284-9238 | 334-241-9238 |
| Flomaton | 356-3602 | 251-296-3602 |
| Mobile | 299-1307 | 251-434-1307 |
| Talladega | 354-0196 | 256-362-0196 |
| Birmingham (Boyles) | 296-2499 | 205-849-2411 |
| Mont. AW | 284-9275 | 334-705-4997 |
| Social Circle | | 770-464-4570 |
| Camak | | 706-465-3554 |
| Atlanta / Tilford | 377-5336 | 404-350-5336 |
| Athens | | 706-369-9052 |
| Cartersville | 352-5329 | 770-386-3096 |
| Etowah | 354-1475 | 423-263-1475 |
| Union City | 391-4987 | 770-306-4987 |
| Lagrange | 354-0823 | 706-884-0823 |
| Birmingham SS/YB | 296-2411 | 205-849-2411 |

Mechanical Department

| <u>OFFICE LOCATION</u> | <u>BELL</u> |
|-------------------------------|---|
| Atlanta | 404-350-5233 / 404-350-5213 / 404-350-5302 |
| Birmingham | 205-849-2424 / 205-849-2597 / 205-849-2527 |
| Montgomery | 334-241-9254 |
| Mobile | 251-434-1445 |
| New Orleans | 504-244-4367 |

Train Dispatching Operations

**1590 Marietta Blvd, N.W.
Atlanta, GA 30318**

**Director Train Operations
377-2558(Rnx)
404-720-2558(Bell)**

**Chief Train Dispatcher
377-2556(Rnx)
404-720-2556(Bell)**

| TITLE | RNX | BELL | FAX |
|---|----------------------|--|------------|
| AA Dispatcher M&M, NO&M, PD | 377-2550 377-2663 | 404-720-2550 404-720-2663 800-628-4729 | |
| AB Dispatcher Boyles Terminal, S&NA South, Birmingham Mineral, Selma | 377-2551 377-2664 | 404-720-2551 404-720-2664 800-445-5506 | |
| AC Dispatcher Cartersville, Etowah, W&A | 377-2552 377-2566 | 404-720-2552 404-720-2566 800-445-5517 | |
| AD Dispatcher Atlanta Terminal, Manchester | 377-2553 377-2567 | 404-720-2553 404-720-2567 800-854-5697 | |
| AE Dispatcher A&WP, Lineville | 377-2554 377-2568 | 404-720-2554 404-720-2568 800-445-5512 | |
| AF Dispatcher Abbeville, Camak, Gainesville Midland, Georgia | 377-2555 377-2569 | 404-720-2555 404-720-2569 800-628-4704 | |

Notes

NO&M SUBDIVISION - NM

| AUTHORIZED SPEED - REFER TO SPEED TABLES | | | | MILE POST | STATION | TRACK DIAGRAM | | AUTH FOR MOVE | NOTES |
|--|----|----|----|-----------------------------|---------------------|-------------------------------------|---------------------------------------|---------------|-------|
| | | | | | | SOUTH | | | |
| 1 SINGLE | | 2 | | | | M&M SD | | | |
| P | F | P | F | | | | | | |
| 30 | 30 | 30 | 30 | 000 665.2 | SIBERT | AA DISP 094 - 3 RD 084 | | CP | |
| | | | | | 0.2 | TASD | SSDG 7,100 FT SP TASD YD | TC | |
| | | | | 000 665.4 | ALABAMA STATE DOCKS | | | CP | |
| 30 | 30 | 30 | 30 | 000 666.0 | | 1 | 2 | TC | |
| 45 | 45 | 30 | 30 | 000 667.0 | CHOCTAW | | | CP | |
| | | | | | 1.4 | | CHOCTAW YD TASD MCDUFFIE ISLAND | TC | |
| | | | | 000 668.4 | IC INTERLOCKING | CNIC | | CP | |
| | | | | | 1.3 | 000 668.5 | MCDUFFIE ISLAND (BAYSIDE) CNIC | TC | |
| | | | | 000 669.7 | NE BROOKLEY | | | CP | |
| 45 | 45 | | | 000 670.0 | | | BROOKLEY IND PARK | TC | |
| 75 | 60 | | | 000 671.5 | | SSDG 10,395 FT SP | | TC | |
| 79 | | | | 000 671.8 | SE BROOKLEY | | | CP | |
| | | | | 672.0 673.0 000 674.9 | | DD SEA-PAK | 000 675.7 | TC | |
| | | | | | 13.8 | 000 679.2 | THEODORE IND PARK | TC | |
| | | | | 000 683.5 | | DD | | TC | |
| | | | | 000 685.6 | NE SAINT ELMO | | | CP | |
| | | | | | 1.7 | HOUSE TRK CSDG 8,800 FT SP | | TC | |
| | | | | 000 687.3 | SE SAINT ELMO | | | CP | |
| 79 | 60 | | | | | | | TC | |

NO&M SUBDIVISION - NM

| AUTHORIZED SPEED - REFER TO SPEED TABLES | | | | MILE POST | STATION | TRACK DIAGRAM | | AUTH FOR MOVE | NOTES |
|--|----|---|---|------------------|-------------------------|---------------|--------------------------------|-----------------|-----------|
| | | | | | | SOUTH | | | |
| 1 SINGLE | | 2 | | | | | | | |
| P | F | P | F | | | | | | |
| 79 | 60 | | | 000 696.5 | | | DD | | TC |
| | 60 | | | 000 698.9 | 12.0 | | | | |
| | | | | 000 699.3 | NE ORANGE GROVE | | | | CP |
| | | | | | 1.9 | | CSDG 8,910 FT SP | | TC |
| | | | | 000 701.2 | SE ORANGE GROVE | | | | CP |
| | | | | 000 703.0 | | | 000 702.3 | TOTE TRK | TC |
| | 60 | | | | | | | INDUSTRIAL PARK | |
| | 50 | | | | 5.3 | | BAYOU CASSOTTE YD 000 704.0 | | |
| | | | | 000 704.8 | | | 000 704.3 | | |
| 60 | 50 | | | | | | MSE | 000 706.0 | TC |
| 45 | 45 | | | | | | | | |
| | | | | 000 706.5 | NORTH PASCAGOULA | | | | CP |
| | | | | | | | NAVY TRK | | |
| 45 | 45 | | | 000 706.8 | 0.5 | | DB | | TC |
| 30 | 25 | | | 000 706.9 | | | | | |
| | | | | 000 707.0 | SOUTH PASCAGOULA | | SP | | CP |
| | | | | 000 707.2 | | | | WATTS YD | TC |
| 79 | 50 | | | 000 709.3 | 2.8 | | | | |
| | | | | 000 709.8 | NE GAUTIER | | DD | | CP |
| | | | | | 1.7 | | CSDG 7,760 FT SP | | TC |
| | | | | 000 711.5 | SE GAUTIER | | | | CP |
| | | | | | | | GAUTIER ROCK | 000 712.0 | TC |
| 79 | 60 | | | | | | | 000 712.3 | |

NO&M SUBDIVISION - NM

| AUTHORIZED SPEED - REFER TO SPEED TABLES | | | | MILE POST | STATION | TRACK DIAGRAM | | AUTH FOR MOVE | NOTES |
|--|----|---|---|------------------|-------------------------|--|------------------------|---------------|-------|
| | | | | | | SOUTH | | | |
| 1 SINGLE | | 2 | | | | | | | |
| P | F | P | F | | | | | | |
| 79 | 60 | | | 000 718.3 | 10.8 | DD | | TC | |
| | 50 | | | 000 719.3 | | | | | |
| 79 | | | | 000 720.0 | | | | | |
| 45 | 45 | | | 000 722.3 | NE OCEAN SPRINGS | | | CP | |
| 60 | 50 | | | 000 722.4 | 0.8 | CSDG 3,000 FT SP COASTAL STG 5 CARS | | TC | |
| | | | | 000 723.0 | | | | | |
| 60 | 50 | | | 000 723.1 | SE OCEAN SPRINGS | | | CP | |
| 60 | 50 | | | 000 724.3 | 7.1 | DB | | TC | |
| 30 | 25 | | | 000 724.4 | | | | | |
| 60 | 60 | | | 000 725.4 | | | | | |
| 45 | 45 | | | 000 728.0 | | | | TC | |
| 45 | 45 | | | 000 728.0 | | | | TC | |
| 60 | 50 | | | 000 730.2 | NE BEAUVOIR | | | CP | |
| | | | | | 1.7 | CSDG 7,930 FT SP | | TC | |
| | | | | 000 731.9 | SE BEAUVOIR | | | CP | |
| 60 | 50 | | | 000 734.5 | 13.1 | DD | | TC | |
| 45 | 45 | | | 000 735.8 | | | | | |
| | | | | 000 739.3 | | | | | |
| | | | | 000 739.4 | | | | | |
| 45 | 45 | | | 000 744.4 | | | | TC | |
| 60 | 50 | | | 000 745.0 | NE HARBIN | | | CP | |
| | | | | | 1.9 | HARRISON COUNTY SPUR 000 746.3 | CSDG 8,880 FT SP | TC | |
| | | | | 000 746.9 | SE HARBIN | | | CP | |
| 60 | 50 | | | 000 748.5 | | | | TC | |
| 45 | 45 | | | | | | | TC | |

NO&M SUBDIVISION - NM

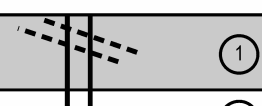
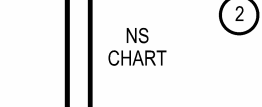
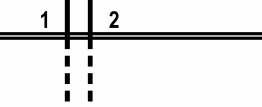
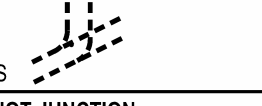
| AUTHORIZED SPEED - REFER TO SPEED TABLES | | | | MILE POST | STATION | TRACK DIAGRAM | | AUTH FOR MOVE | NOTES |
|--|----|---|---|------------------|-------------------------|------------------------|------------------------------|---------------|-------|
| | | | | | | SOUTH | | | |
| 1 SINGLE | | 2 | | | | | | | |
| P | F | P | F | | | | | | |
| 45 | 45 | | | 000 749.7 | | DD | | TC | |
| 60 | 60 | | | 000 750.2 | | | | | |
| 30 | 25 | | | 000 752.5 | 7.7 | DB | | | |
| 60 | 60 | | | 000 752.7 | | | | | |
| 45 | 45 | | | 000 754.0 | | | | | |
| | | | | 000 754.5 | | BAY ST LOUIS HOUSE TRK | | TC | |
| | | | | 000 754.6 | NE NICHOLSON AVE | | | CP | |
| 45 | 45 | | | 000 755.1 | 1.8 | CSDG 8,580 FT SP | | TC | |
| 60 | 50 | | | 000 756.4 | SE NICHOLSON AVE | | | CP | |
| 60 | | | | 000 756.9 | | WAVELAND HOUSE TRK | 000 758.1 | TC | |
| 79 | | | | 000 758.5 | 9.8 | | | | |
| | 50 | | | 000 761.7 | | DD | | | |
| | 60 | | | 000 764.1 | | PBVR | | TC | |
| | | | | 000 766.2 | NE CLAIBORNE | | | CP | |
| | | | | | 1.9 | SSDG 9,000 FT SP | | TC | |
| | | | | 000 768.1 | SE CLAIBORNE | | | CP | |
| 79 | 60 | | | 000 768.6 | | | | TC | |
| 30 | 25 | | | 000 768.8 | | DB | | | |
| 79 | 60 | | | 000 768.9 | | DD | | | |
| | | | | 000 770.9 | | | | | |
| 79 | 60 | | | 000 774.5 | | 000 773.5 | NORTHSIDE STG TRK 45 CARS | | |
| 60 | 45 | | | 000 775.3 | 12.1 | | | | |
| 30 | 25 | | | 000 775.4 | | DB | | | |
| 79 | 60 | | | 000 775.6 | | | | | |
| 79 | 60 | | | | | | | TC | |

NO&M SUBDIVISION - NM

| AUTHORIZED SPEED - REFER TO SPEED TABLES | | | | MILE POST | STATION | TRACK DIAGRAM | | AUTH FOR MOVE | NOTES |
|--|----|----|----|-----------|--------------------------|----------------------|------------------------|---------------|-------|
| | | | | | | SOUTH | | | |
| 1 SINGLE | | 2 | | | | | | | |
| P | F | P | F | | | | | | |
| 79 | 60 | | | 000 776.3 | | | RIGOLETS HOUSE TRK | TC | |
| | | | | 000 780.2 | NE LAKE CATHERINE | | | CP | |
| | | | | | 1.7 | | SSDG 7,400 FT SP | TC | |
| | | | | 000 781.9 | SE LAKE CATHERINE | DD | | CP | |
| 79 | 60 | | | 000 787.1 | | CHEF HOUSE TRK DD | | TC | |
| 30 | 25 | | | 000 787.2 | | DB | | | |
| 60 | 60 | | | 000 787.3 | | | | | |
| 79 | | | | 000 787.7 | 11.2 | | | | |
| | | | | 789.0 | | | | | |
| | | | | 790.0 | | | | | |
| | | | | 000 791.8 | | DD | | TC | |
| 79 | 60 | | | 000 793.1 | MICHOUD | 1 | 2 | CP | |
| 60 | 60 | 40 | 40 | | | | MICHOUD IND SPUR | | |
| | | | | | 2.8 | 000 793.3 | MICHOUD STG 30 CARS | TC | |
| | | | | | | 000 793.9 | | | |
| | | | | 000 795.9 | PARIS ROAD | | | CP | |
| | | | | | 3.3 | 1 | 2 | TC | |
| 60 | 60 | 40 | 40 | 000 799.2 | NORTH GENTILLY | SP | | CP | |
| 40 | 20 | | | | | 000 799.3 | | | |
| | | | | | 2.2 | 000 800.0 | GENTILLY YD | TC (YL-S) | |
| | | | | | | 000 800.5 | | | |
| | | | | | | CSX TRANSFLO | | | |
| | | | | 000 801.2 | INDUSTRIAL CANAL NOPB | NOPB | NOPB | CP | |
| | | | | 000 801.3 | | 1 | 2 | | |
| | | | | 000 801.4 | | DB | | | |
| | | 20 | 20 | 000 801.5 | | SP | NOPB | | |
| | | | | | 1.3 | | | 1 | |
| 40 | 20 | 20 | 20 | | | 1 | 2 | TC (YL-S) | |
| | | | | | | | | 2 | |
| | | | | | | | | COT (YL-S) | |

1. Between 000 799.2 North Gently and 000 802.7 (NE Tower) EC-1E authority will be obtained by contacting the Gently Yardmaster.

NO&M SUBDIVISION - NM

| AUTHORIZED SPEED - REFER TO SPEED TABLES | | | | MILE POST | STATION | TRACK DIAGRAM | | AUTH FOR MOVE | | NOTES |
|--|----|----|----|-----------|--|--|--|---------------|------------|---|
| | | | | | | SOUTH | | | | |
| 1 SINGLE | | 2 | | | | | | | | |
| P | F | P | F | | | | | | | |
| 40 | 20 | 20 | 20 | 000 802.7 | NO&NE TOWER INTERLOCKING (NS CONTROLLED) |  | | 1 | 2 | 2. Between 000 802.7 (NE Tower) and 000 803.7 (NOT Junction) on track authority will be obtained by contacting NS Dispatcher and receiving T-A-1.1 track authority by calling 205-451-4742. |
| 40 | 20 | 20 | 20 | 000 803.5 | 1.0 |  | | TC (YL-S) | COT (YL-S) | |
| 15 | 15 | 15 | 15 | 000 803.7 | NOT JUNCTION |  | | | | |
| | | | | | |  | | | | |
| 138.5 MILES SIBERT TO NOT JUNCTION | | | | | | | | | | |

NO&M SUBDIVISION - NM BACK BELT - NS

| AUTHORIZED SPEED - REFER TO SPEED TABLES | | MILE POST | STATION | TRACK DIAGRAM | | AUTH FOR MOVE | NOTES |
|--|-------------|-----------|--|-------------------------|--------------------|---|-------|
| SOUTH BOUND | NORTH BOUND | | | NS | SP | | |
| 30 | 30 | | CSX ST ROCH | NS | | NS RULES 1. Between Carrolton Road NS Milepost 2.4A and Labar Road NS Milepost 0.8A, do not use the engine horn or bell except in emergency. 2. CNIC Dispatcher Radio Channel is 054-054. | |
| | | 7.0 | ELYSIAN FIELDS (NS CONTROLLED) | NS 08 - 08 RD 056 | SP | | |
| | | | 0.3 | | | | |
| | | 6.7 | FRENCHMAN ST (NS CONTROLLED) | | SP | | |
| | | | 0.8 | | | | |
| | | 5.9 | PARIS (NS CONTROLLED) | | | | |
| | | 5.3 | DENTAL SCHOOL | SOUTHWARD | | | |
| | | 4.2 | MARCONI DR | | NORTHWARD | | |
| | | 3.7 | EAST CITY JCT | SP | EAST CITY JCT | | |
| | | 3.5A | EAST CITY (NS CONTROLLED) | | UPT | | |
| | | | 0.8 | | | | |
| 30 | 30 | 2.7A | 17TH ST CANAL | SP | ① | | |
| RESTRICTED SPEED | | 2.2A | METARIE RD (NS CONTROLLED) | | | | |
| | | | 1.6 | | KCS | | |
| | | 0.6A | SHREWSBURY (NS CONTROLLED) | | | | |
| | | 0.0A | IC CONNECTION IC MAYS YD (NS CONTROLLED) | CNIC CNIC | KCS NOPB W MAIN | | |
| | | UP | TO HUEY | NOPB E MAIN | ② | | |
| | | AVONDALE | P LONG | | NS RULES | | |

NO&M SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS -- NO&M

| Trk | MP/Location | P | F |
|------|-------------------|----|----|
| Both | 000 665.2 - 666.0 | 30 | 30 |
| 1 | 000 666.0 - 667.0 | 45 | 45 |
| 2 | 000 666.0 - 667.0 | 30 | 30 |
| SG | 000 667.0 - 670.0 | 45 | 45 |
| SG | 000 670.0 - 671.5 | 75 | |
| SG | 000 671.5 - 698.9 | 79 | 60 |
| SG | 000 698.9 - 703.0 | | |
| SG | 000 703.0 - 704.8 | 60 | 50 |
| SG | 000 704.8 - 706.8 | 45 | 45 |
| SG | 000 706.8 - 706.9 | 30 | 25 |
| SG | 000 706.9 - 707.2 | 60 | 45 |
| SG | 000 707.2 - 709.3 | 79 | |
| SG | 000 709.3 - 709.8 | 60 | 50 |
| SG | 000 709.8 - 718.3 | | |
| SG | 000 718.3 - 720.0 | 79 | 60 |
| SG | 000 720.0 - 722.4 | 45 | 45 |
| SG | 000 722.4 - 724.3 | 60 | 50 |
| SG | 000 724.3 - 724.4 | 30 | 25 |
| SG | 000 724.4 - 725.4 | 60 | 60 |
| SG | 000 725.4 - 728.0 | 45 | 45 |
| SG | 000 728.0 - 735.8 | 60 | 50 |
| SG | 000 735.8 - 744.4 | 45 | 45 |
| SG | 000 744.4 - 748.5 | 60 | 50 |
| SG | 000 748.5 - 750.2 | 45 | 45 |
| SG | 000 750.2 - 752.5 | 60 | 60 |
| SG | 000 752.5 - 752.7 | 30 | 25 |
| SG | 000 752.7 - 754.0 | 60 | 60 |
| SG | 000 754.0 - 755.1 | 45 | 45 |
| SG | 000 755.1 - 756.9 | 60 | |
| SG | 000 756.9 - 758.5 | | 50 |
| SG | 000 758.5 - 768.6 | 79 | 60 |
| SG | 000 768.6 - 768.8 | 30 | 25 |
| SG | 000 768.8 - 774.5 | 79 | 60 |
| SG | 000 774.5 - 775.3 | 60 | 45 |
| SG | 000 775.3 - 775.6 | 30 | 25 |
| SG | 000 775.6 - 787.2 | 79 | 60 |
| SG | 000 787.2 - 787.3 | 30 | 25 |
| SG | 000 787.3 - 787.7 | 60 | |
| SG | 000 787.7 - 793.1 | 79 | 60 |
| 1 | 000 793.1 - 799.2 | 60 | |
| 2 | 000 793.1 - 799.2 | | 40 |
| SG | 000 799.2 - 801.4 | 40 | |
| 1 | 000 801.4 - 803.5 | | 20 |
| 2 | 000 801.4 - 803.5 | 20 | |
| Both | 000 803.5 - 803.7 | 15 | 15 |

AUTHORIZED SPEEDS -- BACK BELT - NS

| Trk | MP/Location | F |
|------|-------------------|----|
| Both | 7.0 - 2.2 -- (NB) | 30 |
| Both | 7.0 - 2.2 -- (SB) | |

ADDITIONAL SPEEDS (SP) -- NO&M

| Location | Track Type | F |
|-------------------|------------|----|
| 000 665.2 - 665.4 | SSDG | 30 |
| 000 669.7 - 671.8 | | |
| 000 685.6 - 687.3 | | |
| 000 699.3 - 701.2 | CSDG | 25 |
| 000 707.0 - 707.0 | TO | 10 |
| 000 709.8 - 711.5 | CSDG | 25 |
| 000 722.3 - 723.1 | | 10 |
| 000 730.2 - 731.9 | | |
| 000 745.0 - 746.9 | | 25 |
| 000 754.6 - 756.4 | | |
| 000 766.2 - 768.1 | SSDG | 30 |
| 000 780.2 - 781.9 | | |
| 000 799.2 - 799.2 | XOVER | 10 |
| 000 801.5 - 801.5 | | |

ADDITIONAL SPEEDS (SP) -- BACK BELT - NS

| Location | Track Type | F |
|-----------|------------|----|
| 7.0 - 7.0 | XOVER | 15 |
| 6.7 - 6.7 | | |
| 3.7 - 3.7 | | |
| 2.7 - 2.7 | TO | 20 |

302.1 LOCATIONS THAT MUST BE APPROACHED PREPARED TO STOP

| MP | Location | Hours Attended |
|-----------|------------------|----------------|
| 000 706.8 | Pascagoula River | Cont |
| 000 724.3 | Biloxi Bay | |
| 000 752.5 | Bay St Louis | |
| 000 768.9 | Pearl River | 0600-2200 |
| 000 775.4 | Rigolets | Cont |
| 000 787.2 | Chef Menteur | |
| 000 801.4 | Ind Canal | |

When controlled block signal indicates Stop, in addition to securing permission of train dispatcher to pass such signal, no part of train may be moved on the bridge until proceed signal 12 C is received from the drawbridge tender with green flag by day and yellow light by night or verbal permission is received from drawbridge tender that bridge is in safe condition for movement.

When a bridge tender is not on duty and the bridge is lined for rail movement and permission has been received from the Train Dispatcher to pass such signal as prescribed by Rule 606.1, a member of the crew must ascertain that the draw span and lift rails are in proper position before movement is allowed to proceed.

311 RAILROAD CROSSINGS AT GRADE

| MP | Location | RR | Type | Rule |
|-----------|-------------------|------|---------------------|--------|
| 000 668.4 | IC Interlocking | CNIC | Automatic* | 504.25 |
| 000 739.4 | Gulfport | KCS | Automatic | |
| 000 801.5 | NOPB Interlocking | NOPB | Remotely Controlled | 504.24 |

| MP | Location | RR | Type | Rule |
|-----------|----------------------|----|---------------------|--------|
| 000 802.7 | NO & NE Interlocking | NS | Remotely Controlled | 504.24 |

*See instructions in box.

312 HIGHWAY-RAIL CROSSINGS AT GRADE

| MP | Location | Instruction |
|------------|--|---|
| 000 706.40 | Pascagoula St While operating on OTMT & auxiliary trks | Crews must approach crossings prepared to stop & not foul the xing until warning devices are functioning or flag protection is provided |
| 000 722.70 | Ocean Springs While operating on CSDG & auxiliary trks | |

312.2 HIGHWAY-RAIL CROSSINGS AT GRADE

| MP | Location | Instruction |
|------------|---------------------|--|
| 000 672.60 | Mobile, AL Navco Rd | Crews will coordinate mvmts with dispatcher & yardmaster at Sibert Yd to avoid blocking xing |
| 000 746.35 | Espy Ave Harbin, MS | Crews will coordinate mvmts with dispatcher & other crews to avoid blocking xing |

405 SWITCHING EQUIPMENT

| MP | Location | Instruction |
|-----------|----------------------|---|
| 000 746.3 | Harrison County Spur | When making a pick up at this location & the cars have not been shoved to the Main Trk, proceed down the spur to pick up cars. If you are making a setoff, cars must be shoved to clear yellow crosstie approx 45 car lengths from mainline |

409 SECUREMENT OF CARS

The following exceptions apply:

| MP | Location | Minimum Tested Hand Brakes Required |
|-----------------------|---------------------|---|
| 000 665.2 - 000 799.2 | Entire SD | 2 on all trains or cars left unattended |
| 000 680.0 | Theodore Rock | 1 when picking up or setting off at this location on cars left standing on mainline or OTMT |
| 000 703.0 | Bayou Cassotte Yard | |
| 000 712.0 | Gautier Rock | |
| 000 740.0 | Gulfport | 3 on any count of cars left unattended in the KCS Yard |

| MP | Location | Minimum Tested Hand Brakes Required |
|-----------|----------------------|---|
| 000 746.3 | Harrison County Spur | 1 when picking up or setting off at this location on cars left standing on mainline or OTMT |
| 000 801.0 | Gentilly Yard | 1 on equip left standing when switching in North or South Yards |

902.1 REMOTE CONTROL ZONES

| Yard Name | Zone Name | Description of Zone |
|----------------------|-------------------------|---|
| Sibert | North | Begins at a point 20 Ft north of the Kimberly Clark Switch on the Drill Trk to the clearance point in Trk S15, 150 Ft south of Switch 14B |
| New Orleans Terminal | North End of South Yard | Southward into Passing Trk, 5- Ft south of the switch giving access to the passing trk at the north end crossovers to, but not including the Middle Xover |
| | North End of North Yard | Southward into Passing Trk, 50 Ft south of northward dwarf signal on Passing Trk at North Gentilly to, but not including the North End Xover |
| | South End of North Yard | Northward into Trk S25, 50 Ft north of switch giving access to Storage Trks to, but not including the Ready Trk Switch |

Sign and radio channel information for defined Remote Control Zones:

| Yard | Zone | Sign Locations | Sign Display | Radio Channel |
|----------------------|-------------------------|---|--------------|---------------|
| Sibert | North | 20 Ft north of the Kimberly Clark Switch on the Drill Trk & at a point adjacent to 14B Switch, includes the Drill Trk & up to the yellow tie in Trks A1A, S1B & S01 - S15 | Cont | 018 |
| New Orleans Terminal | North End of South Yard | Southward into Passing Trk, 5- Ft south of the switch giving access to the passing trk at the north end crossovers to, but not including the Middle Xover | | |

| Yard | Zone | Sign Locations | Sign Display | Radio Channel |
|----------------------|-------------------------|--|--------------|---------------|
| New Orleans Terminal | North End of North Yard | Southward into Passing Trk, 50 Ft south of northward dwarf signal on Passing Trk at North Gentilly to, but not including the North End Xover | Cont | 018 |
| | South End of North Yard | Northward into Trk S25, 50 Ft north of switch giving access to Storage Trks to, but not including the Ready Trk Switch | | |

902.5 INSTRUCTIONS FOR TRAINS, ENGINES, AND ON-TRACK EQUIPMENT

Movements Arriving or Departing Mobile Terminal - Trains, engines or on-track equipment arriving Mobile Terminal will not proceed past Aladocks (000 663.0) without contacting the yardmaster to determine if the remote control zone is activated.

Movements Arriving New Orleans Terminal – Movements into New Orleans Terminal will not pass the following locations without contacting the Yardmaster at Gentilly Yard:

- A. Southward from the NO&M SD - south Absolute Signal North Gentilly
- B. Northward from the NO&M SD - north Absolute Signal Industrial Canal drawbridge.

All movements will approach the middle crossovers and north end crossovers expecting to find switches locked with a green lock indicating that a remote control zone (RCZ) is activated. If switches are found locked in this manner, contact the remote control operator foreman (RCOF) to obtain permission to enter his zone. No entry into the RCZ will be allowed until authorized by the RCOF.

903 POSITIVE STOP PROTECTION

Positive Stop Protection (PSP) is installed on the North Zone Tracks Drill Tracks

Locomotive - PSP equipment is installed on the following Mobile Terminal locomotives: CSXT 1144, CSXT 1149, CSXT 2545, CSXT 8212 and CSXT 8214. When PSP locomotives are used in a consist, the PSP equipped locomotive must be the north unit. The First Puck is located at 000 664.3 and the Stop Puck is located at 000 663.5.

1003.6 GENERAL RADIO RULES

| MP | Location | Hours | Channels Assigned | Type Station |
|-----------|----------|-------|----------------------|--------------|
| 000 664.3 | Mobile | Cont | 018, 066, 084, 094-3 | Terminal |

| MP | Location | Hours | Channels Assigned | Type Station |
|-----------|---------------------------|-------|-------------------|--------------|
| 000 665.0 | Mobile T ASD | Cont | 066 | Terminal |
| | Theodore | | 084, 094-3 | Wayside |
| 000 679.0 | Theodore Ind Park | Cont | 018 | Terminal |
| | St. Elmo | | 084, 094-3 | Wayside |
| 000 686.0 | Pascagoula Ind Lead | Cont | 018 | Terminal |
| 000 703.0 | Bayou Cassotte Yard | | | |
| 000 704.0 | Pascagoula - MSE | Cont | 074 | Terminal |
| | Watts Yard | | 018 | |
| 000 707.0 | Fountainbleau | Cont | 084, 094-3 | Wayside |
| 000 716.4 | KCS | | 029 | Terminal |
| 000 739.0 | Gulfport | Cont | 084, 094-3 | Wayside |
| 000 739.3 | PBVR | | 039 | Terminal |
| 000 760.4 | Ansley | Cont | 084, 094-3 | Wayside |
| 000 764.2 | Gentilly | | 018, 051 | Terminal |
| 000 799.0 | Gentilly North Yard | Cont | 051 | |
| | Gentilly South Yard | | 018 | |
| | Gentilly "RD' & "B" Yards | | 084 | |
| | Gentilly | | 094, 056 | |
| 000 800.0 | New Orleans | Cont | 084, 094-3 | Wayside |
| | New Orleans - NS | | 008, 056 | Terminal |
| 000 801.0 | New Orleans - CNIC | Cont | 054 | |

2. INSTRUCTIONS RELATING TO SAFETY RULES

GS-13 RIDING EQUIPMENT

Employees are prohibited from riding the side of equipment at the locations listed in the table below. It is permissible to ride on the platforms of locomotives. It is permissible to ride on the end of a car when conditions meet and are in compliance with Rule GS-13.

| MP | Location |
|-----------|---|
| 000 665.2 | Sibert Yard - Do not ride on side of cars in Trks S16 thru S23 |
| 000 801.0 | Gentilly - South Yard - Employees are prohibited from riding sides of rolling equipment on all trks |

3. INSTRUCTIONS RELATING TO HAZARDOUS MATERIALS

HIGH THREAT URBAN AREA LIMITS LISTED IN TABLE BELOW:

| MP | Instruction |
|-----------------------|------------------------|
| 000 764.8 - 000 803.7 | In Effect - All Tracks |

LOCATIONS WHERE TIMETABLE AUTHORIZED SPEED EXCEEDS 40 MPH WITHIN THE LIMITS OF A HIGH THREAT URBAN AREA.

Any train identified as restricted to 40 MPH within the limits of a High Threat Urban Area when required by train documents or rule must not exceed 40 MPH at these locations.

| From MP | From [TYPE] | To MP | To [TYPE] |
|-----------|-------------|-----------|------------------------|
| 000 764.1 | [MilePost] | 000 799.2 | [CP] North Gentilly |

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

4300 DEFECT DETECTORS AND CLEARANCE DETECTORS

| MP | Location | Type | Note |
|-----------|-----------------|------|------|
| 000 674.9 | George | 1 | None |
| 000 683.5 | Speedway | | |
| 000 696.5 | Pecan | | HIWI |
| 000 709.8 | Gautier | | None |
| 000 719.3 | Ocean Springs | | |
| 000 734.5 | Beauvoir | | |
| 000 749.7 | Pass Christian | | |
| 000 761.7 | Lake Shore | | |
| 000 770.9 | English Lookout | | |
| 000 781.9 | Lake Catherine | | |
| 000 787.1 | Chef Menteur | | |
| 000 791.8 | Recovery | | |

4305 AFTER PASSING CLEARANCE DETECTOR

000 696.5 Pecan Defect Detector is also a clearance detector. Refer to 4305 and 4306 for instructions.

4400 THRU TRUSS BRIDGES

Thru Truss Bridges are at the following locations:

| MP | Location |
|-----------|------------------|
| 000 706.8 | Pascagoula MS |
| 000 724.3 | Biloxi Bay |
| 000 752.5 | Bay St Louis MS |
| 000 768.9 | Pearl River LA |
| 000 775.4 | Rigolets LA |
| 000 787.2 | Chef Menteur LA |
| 000 801.4 | Industrial Canal |

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

5557 SWITCHING

When switching cars, the following tonnage/car counts must be adhered to. When this tonnage/car count is exceeded, the minimum cars with air cut-in must be used.

| Locomotive | Tonnage | Minimum Cars with Air |
|----------------------------------|-----------------|-----------------------|
| Single & two or more locomotives | Less than 8,000 | 0 |
| | More than 8,000 | 5 |

Exceptions:

Mobile

- 1 to 40 cars - 0 cars required with air
- 41 to 64 cars - 3 cars required with air
- More than 65 cars - 5 cars required with air

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

| MP | Location | Equipment | Restriction |
|-----------|-------------------------|--------------------|-------------|
| 000 670.0 | Brookley Ind Trks | 6-Axle Locomotives | Prohibited |
| 000 671.6 | Atlas Cold Stg | | |
| 000 675.6 | Sea-Pac | | |
| 000 703.0 | Jackson County Spur | | |
| | Mississippi Phosphate | | |
| | Port of Pascagoula | | |
| | Ammonia Trk | | |
| 000 793.1 | Chevron, 1,2 and 3 Trks | | |
| | Michoud Ind Spur | | |

7. CLOSE CLEARANCE

| MP | Location | Remarks |
|-----------|------------------------------------|--|
| 000 670.0 | Spill Tech | Unloading spot |
| 000 670.0 | Ampac | Dock |
| 000 670.0 | Recycle Fibers | All |
| 000 670.0 | Mobile Moving & Stg | |
| 000 670.0 | Jenkins Brick | Dock |
| 000 670.0 | Ind Water Service | All |
| 000 670.0 | Premdor Corp | |
| 000 670.0 | McEwan Lumber Co | Dock |
| 000 670.0 | Bender Ship Bldg | |
| 000 671.6 | Atlas Cold Stg | All |
| 000 675.7 | SEA-PAK | Spot |
| 000 680.0 | Norden Paper | |
| 000 703.0 | Mississippi Phosphate | Fence gate |
| 000 703.0 | First Chemical | Fence gate to shove thru & spot inside structure |
| 000 703.0 | Chevron | Fence gate |
| 000 707.3 | Port of Pascagoula | Fence gate to shove thru & spot inside structure |
| 000 707.3 | Port of Pascagoula (2nd Warehouse) | Spot |
| 000 741.7 | Lumber Yard | Fence gate |
| 000 746.3 | Harrison County Spur | Rock Pit |
| 000 746.3 | | Bridge 30 cars from switch - no walkway |
| 000 800.5 | Transflo | Fence Gate |

8. MISCELLANEOUS

EXCEPTED TRACK

| MP | Location | Track |
|-----------|---------------------------|------------------------------------|
| 000 671.0 | Brookley Ind Park | All |
| 000 707.3 | S Pascagoula - Watts Yard | Empty Trks 1-6 Grain Yard Trks 1-9 |

GENERAL MISCELLANEOUS

000 680.0 Theodore – Yelvington Rock Trains into Theodore must use the Mainline for all movements.

000 665.0 Mobile Switching Instructions – Automatic Switch Board

When switching cars on the north end of Sibert Yard, crews will comply with the following instructions:

1. The automatic switch board signals will not be relied upon to determine if cars are in the clear of tracks.
2. No more than 3 loaded cars or 5 empty cars will be cut off at one time.
3. During RCO operations, cuts will not exceed 50 cars when pulling out onto Three Mile Bridge.
4. Cuts of cars exceeding 40 total cars will have 3 cars of air.
5. Point protection must be provided if crews override or alter the Positive Stop Protection system at any time.
6. Do not cut a car off until the route is seen to be clear and the route is lined.
7. Do not change a route for a car after it is rolling under its own momentum except in an emergency.
8. If you encounter switch trouble with the automatic switches, report it to the yardmaster at the time of occurrence.
9. Yardmaster will call C&S Support desk RNX 388-2194.
10. Car inspectors will request permission from yardmaster before locking out class tracks S05 - S15 including 14B. Yardmaster will notify switching crew of request and document occurrence on prescribed form. After completion of lock out the car inspector will report clear and place the power back to the automatic switch, and yardmaster will document on prescribed form.

000 801.0 Gentilly Yard

Shove Lights Instructions - The RD Yard is equipped with shove signal indicators located on the south end of Tracks R1A, RD2, RD3, RD4, RD5, and RD6. The shove light controlling each track is located on the west side approximately 20 feet from the switch. The shove light is equipped with a dual indicator light that can be viewed from either direction (north or south). Shove indicator lights remain in the illuminated position until the track circuit on the north end is occupied. Once the shove light is extinguished (dark), the cut of cars must be stopped prior to shoving 6 car lengths of 300 feet without fouling the clearance point on the

north end of the track being shoved.

The employee providing protection at the shove light is responsible for the movement. This employee must keep in constant communication with the person controlling the locomotive. This person must inform the person controlling the locomotive that the light is still illuminated, and this must be done every five car lengths. If you start to shove a track and the light is extinguished (dark) the employee must comply with Rule 406. Under no circumstances will a track with a dark shove light be shoved without the required protection being provided.

TASD Railroad Mobile, AL - including the following:

1. McDuffie Island
2. TASD Interchange
3. West Coal Tracks

When a CSX Crew is operating on the TASD property they are to contact the TASD Yardmaster via radio on Channel 066. At this time the crew will notify the TASD where they are and the location they are going. After getting permission from the TASD Yardmaster to proceed and make your moves, the TASD Yardmaster will notify any TASD crew what you are doing and stop any movement on adjacent track when you are switching or coupling tracks.

At McDuffie, when doubling a coal train out, the TASD Yardmaster will notify all concerned at this location that a CSX Crew is pulling empties or placing a train at the island. Movement will stop until you report in the clear or your move has been completed.

Movements on McDuffie Island will not exceed 5 MPH.

When you have cleared the TASD property you must notify the TASD Yardmaster via radio that you are clear of the TASD property. When you do this you must give the train or yard ID and engine number.

The following relates to the Terminal Railway Alabama State Docks:

All train movements will be governed by the yardmaster on duty. Unless otherwise provided, employees of foreign lines will be governed by TASD operating rules and special instructions while performing service on TASD Tracks.

Unless otherwise provided, TASD employees will be governed by timetables, rules and special instructions of foreign lines while performing service on foreign line tracks. Before a TASD crew occupies CSX Property they are to contact the CSX Sibert Yardmaster via radio on Channel 084. At this time the crew will notify the CSX Sibert Yardmaster where they are and at what location they are going to. While on CSX Property TASD must monitor Channel 084-084.

Foreign railroads given permission by the control station to deliver or pull tracks on property must do so within thirty minutes of granted permission. Failure to deliver or pull tracks within this thirty minutes will require foreign railroads to again receive permission from the control station to deliver or pull track on property.

Road Crossing:

When coal trains are pulling south through Choctaw Yard to place train on McDuffie Terminal, T&E crews are to leave road crossing located on north end of Ratcliff Yard open while yarding the head end of the train and returning with engines to the rear portion of train. This will allow vehicle access to local industries while Virginia Street is blocked.

TASD Interchange, Yard and McDuffie Tracks

TASD Yardmaster must be contacted by Foreign Line carriers for permission before pulling, delivering or performing work on or about any TASD tracks;

1. Foreign Line crews must promptly advise the TASD Yardmaster if any cars are not pulled from their receiving track before leaving TASD property and give reason for cars not being pulled.
2. Foreign Line crews must provide the TASD Yardmaster with a list (including Hazmat Information) of any cars being delivered to the TASD or other carriers.
3. Foreign Line Mechanical personnel must contact the TASD Yardmaster before installing locks and blue flags to any TASD tracks and also must advise the TASD Yardmaster when locks and flags are removed.
4. Foreign Line MOW EIC must contact the TASD Yardmaster for permission before placing flags and derails on any TASD tracks and also must report to the TASD Yardmaster when removed. The TASD Yardmaster must arrange for a TASD EIC to assist the Foreign Line EIS when their protection involves TASD tracks.

9. HIGHWAY ROAD CROSSINGS

203.2 LOCOMOTIVE BELL AND HORN

The following locomotive bell and horn requirements apply when approaching and passing through the highway-rail crossings identified in this table

The locomotive bell and horn must be operated, as prescribed by applicable Operating Rules, when any of the following conditions are encountered

- In cases of an emergency, or
- When Roadway Workers are present, or
- When people are present, or
- When notified of a highway-rail crossing malfunction.

| MP / Location | Xing Type | DOT# | Horn | Bell | Hours |
|-----------------------------|-----------|---------|------|------|-------|
| 000 666.00 / Adams St | PB | None | No | Yes | Cont |
| 000 666.20 / St. Anthony St | | | | | |
| 000 666.40 / Dauphin St | | 877474J | | | |
| 000 666.60 / Government St | | 351419D | | | |
| 000 666.80 / Monroe St | | 922883Y | | | |
| 000 666.90 / Eslava St | | 351420X | | | |
| 000 751.72 / 3rd Ave | | 340289D | | | |

ROAD CROSSINGS AT GRADE EQUIPPED WITH AUTOMATIC WARNING DEVICES

| MP | Location | DOT# | Type |
|------------|---------------------|---------|------|
| 000 666.42 | Dauphin St | 877474J | P |
| 000 666.57 | Government St | 351419D | |
| 000 666.80 | Monroe St | 922883Y | |
| 000 666.89 | Eslava St | 351420X | |
| 000 666.98 | Madison St | 351421E | M |
| 000 667.08 | Canal St | 351422L | |
| 000 667.18 | Palmetto St | 351423T | P |
| 000 667.56 | Elmira St | 351426N | M |
| 000 668.03 | Virginia St | 351427V | |
| 000 668.14 | Conception St | 351428C | |
| 000 668.35 | Pillans St | 351429J | |
| 000 668.42 | Lawrence | 351430D | P |
| 000 669.72 | Hurtel/ Duval | 351433Y | |
| 000 672.60 | Navco Rd | 351437B | |
| 000 673.85 | Old Bay Shore Rd | 351440J | |
| 000 674.00 | Wooley Rd | 351441R | M |
| 000 674.28 | Lipscomb Landing Rd | 351453K | |
| 000 674.97 | Rivere Du Chien | 351454S | |
| 000 676.21 | Higgins Rd | 351456F | |
| 000 677.67 | Kooiman Rd | 351457M | P |
| 000 678.46 | Jackson La | 351458U | |
| 000 679.20 | Range Line Rd S | 351476S | |
| 000 679.23 | Hamilton Blvd | 351459B | |
| 000 679.67 | Cary Hamilton Rd | 351460V | M |
| 000 679.89 | Belingrath Rd | 351461C | |
| 000 682.30 | Padget Switch | 351462J | |
| 000 684.50 | Irvington Blvd Hwy | 351463R | |
| 000 685.74 | Argyle Rd | 351465E | P |
| 000 687.98 | Fernland Rd | 351467T | |
| 000 689.28 | Ramsey Rd | 351469G | |
| 000 690.95 | 188 SR | 351470B | |
| 000 691.26 | Potter Track Rd | 351471H | M |
| 000 692.31 | Saeger Rd | 351472P | |
| 000 693.00 | Paul Warden Rd | 351473W | |
| 000 696.70 | Pecan Rd | 340100S | |
| 000 698.99 | Haley Circle | 340101Y | P |
| 000 699.35 | Orange Grove Rd | 340102F | |
| 000 701.77 | Chevron Rd | 340103M | |
| 000 704.26 | Chicot Rd | 340138N | |
| 000 704.96 | Hospital St | 340139V | M |
| 000 705.28 | 14th St | 340140P | |
| 000 705.91 | Market | 340141W | |
| 000 706.40 | Pascagoula St | 340142D | |
| 000 706.53 | Magnolia St | 340144S | P |
| 000 706.66 | Frederic St | 340150V | |
| 000 707.18 | Grain Elevator Rd | 340156L | |
| 000 709.89 | Graveline Rd | 340160B | |
| 000 711.93 | Ladnier | 340161H | M |
| 000 712.74 | Dolphin Dr | 340162P | |
| 000 716.46 | Fountainbleau | 340164D | |
| 000 718.69 | Henshaw Rd | 340165K | |
| 000 720.41 | Ocean Springs Rd | 340166S | P |
| 000 720.99 | Hanley Rd | 340167Y | |
| 000 721.62 | Bechtel Blvd | 340168F | |
| 000 721.71 | Thorn Ave | 340169M | |

| MP | Location | DOT# | Type |
|------------|----------------|---------|------|
| 000 721.88 | Holcomb Blvd | 877531V | M |
| 000 722.40 | M.L. King Jr | 340170G | |
| 000 722.94 | Washington Ave | 340171N | |
| 000 723.00 | Church St | 340172V | |
| 000 723.07 | Cox Ave | 340173C | P |
| 000 725.52 | Oak St | 340177E | |
| 000 725.69 | Crawford St | 340178L | |
| 000 725.97 | Dorries St | 340179T | |
| 000 726.17 | Keller Ave | 340181U | M |
| 000 726.25 | Lee St | 340182B | P |
| 000 726.61 | Main St | 340185W | |
| 000 726.70 | Lameuse St | 340186D | |
| 000 726.89 | Reynoir St | 340190T | |
| 000 727.01 | Caillavet St | 340191A | M |
| 000 727.11 | Bohn St | 340193N | |
| 000 727.19 | Hopkins Rd | 340194V | P |
| 000 727.48 | Benachi St | 340197R | |
| 000 727.58 | Porter Ave | 340199E | M |
| 000 727.69 | Gill Ave | 340200W | |
| 000 728.14 | White Ave | 340202K | P |
| 000 729.53 | Iberville Dr | 340204Y | M |
| 000 729.78 | Rodenberg Ave | 340205F | P |
| 000 730.19 | McDonnel Ave | 340206M | |
| 000 730.29 | Veterans Ave | 340207U | M |
| 000 730.83 | Iris St | 340208B | P |
| 000 731.85 | Beauvoir Rd | 340209H | M |
| 000 733.02 | Eisenhower Dr | 340210C | P |
| 000 733.54 | Debuys Rd | 340211J | |
| 000 734.62 | Anniston Ave | 340213X | |
| 000 735.15 | Cowan Rd | 340214E | |
| 000 735.68 | Teagarden Rd | 340215L | M |
| 000 736.03 | Walston Ave | 340216T | |
| 000 736.21 | Courthouse Rd | 340217A | P |
| 000 736.40 | Texas Ave | 340218G | |
| 000 737.20 | Hewes Ave | 340221P | M |
| 000 737.51 | Gulf Ave | 340223D | |
| 000 738.00 | Kelly Ave | 340225S | |
| 000 738.30 | Thornton Ave | 340226Y | |
| 000 738.50 | Pratt Ave | 340227F | P |
| 000 738.90 | 20th Ave | 340230N | |
| 000 739.00 | 22nd Ave | 340232C | M |
| 000 739.10 | 23rd Ave | 340233J | |
| 000 739.20 | 24th Ave | 340234R | |
| 000 739.30 | 25th Ave | 340235X | |
| 000 739.60 | 30th Ave | 340238T | P |
| 000 739.80 | 33rd Ave | 340241B | |
| 000 740.20 | 38th Ave | 340243P | |
| 000 740.40 | 42nd St | 340247S | |
| 000 740.70 | Broad St | 340249F | |
| 000 740.74 | Camp Ave | 340250A | |
| 000 740.99 | Fournier Ave | 340252N | |
| 000 741.42 | Lewis Ave | 340257X | |
| 000 741.80 | Richard Ave | 340259L | |
| 000 742.10 | Beach Park Ave | 340260F | |
| 000 742.50 | Nicholson Ave | 340261M | |
| 000 742.70 | Cleveland Ave | 340262U | |
| 000 743.00 | Jeff Davis Ave | 340263B | |
| 000 743.40 | Girard Ave | 340264H | |

| MP | Location | DOT# | Type |
|------------|------------------|---------|------|
| 000 743.70 | Trautman Ave | 340265P | M |
| 000 744.00 | Island View Ave | 340266W | |
| 000 745.10 | White Harbor Rd | 340269S | P |
| 000 746.35 | Espy Ave | 340270L | |
| 000 747.20 | Menge Ave | 340271T | |
| 000 748.30 | Oak Park Dr | 340274N | |
| 000 748.70 | Fleitas Ave | 340276C | M |
| 000 748.90 | Davis Ave | 340277J | |
| 000 749.22 | Market St | 340279X | P |
| 000 749.30 | Clark Ave | 340280S | M |
| 000 749.67 | Church St | 340282F | P |
| 000 749.80 | Henderson Ave | 340283M | |
| 000 749.90 | Clarence Ave | 340284U | |
| 000 750.16 | Magnolia Ave | 340285B | |
| 000 750.70 | Cedar Ave | 340286H | M |
| 000 751.70 | 3rd Ave | 340289D | |
| 000 754.00 | Beach Blvd | 340075L | P |
| 000 754.20 | S Second St | 340076T | |
| 000 754.50 | Bookter Ave | 340079N | M |
| 000 754.70 | Sycamore St | 340080H | |
| 000 754.80 | Washington St | 340081P | P |
| 000 755.10 | St Charles St | 340084K | |
| 000 755.62 | Webb St | 340086Y | M |
| 000 756.50 | Nicholson Ave | 340087F | |
| 000 757.20 | Coleman Ave | 340088M | P |
| 000 758.20 | Waveland Ave | 340090N | |
| 000 760.20 | Clermont Rd | 340092C | M |
| 000 761.70 | Lakeshore Rd | 340093J | |
| 000 792.00 | Recovery Dr | 341040N | P |
| 000 793.30 | Industrial Pkwy | 341041V | |
| 000 793.90 | Gentilly | 341059F | |
| 000 795.20 | Michoud Blvd | 341062N | |
| 000 796.10 | I-510 On Ramp | 928654A | |
| 000 796.11 | West Frontage Rd | 877319E | |
| 000 797.80 | Read Rd | 352562S | |
| 000 798.60 | Old Hwy 90 | 341064C | |
| 000 801.50 | Almonaster Blvd | 341070F | |
| 000 801.60 | France | 341069L | |
| 000 802.00 | Louisa | 341072U | |

10. TERMINAL INSTRUCTIONS

TERMINAL AND YARD INSTRUCTIONS

000 665.0 Mobile Terminal

1. Southward trains will not leave Aladocks and northward trains will not leave Brookley without contacting the yardmaster.

2. Road Crossing – When coal trains are pulling south through Choctaw Yard to place train on McDuffie Terminal, T&E crews are to leave road crossing located on north end of Radcliff Yard open while yarding the head end of train and returning with engines to the rear portion of train. This will allow vehicle access to local industries while Virginia Street is blocked.

3. Derails are located on the north end of west coal No 3 and on the crossover from the north end of west lead to west

coal No 2. The derail in west coal No 3 is located 164 feet south of west coal No 3 switch; the derail on the crossover from the west lead to west coal No 3 is located 104 feet south of the west coal No 3 switch.

4. Sibert Yard - The designated locomotive servicing tracks at Mobile are as follows and will be protected by shop locks and derails when workmen are on or moving locomotives in this area:

Tracks: RS1, RS2, RS3, Diesel Shop Lead, Tony Lead.

5. Work Instructions in Mobile Terminal

Road trains enroute Mobile arriving "AKKA" or "Brookley" will contact the yardmaster for instructions pertaining to the operation of their train within the terminal. Trains that have instructions to set out or pickup cars within the terminal will stop at the yard track switch governing the move for a setout/pickup and contact the yardmaster for an updated job briefing before occupying any yard track.

Road trains and locals that originate within Mobile terminal will receive instructions from the yardmaster prior to leaving their on duty point and will also stop and have an updated job briefing with yardmaster prior to occupying any yard track to couple locomotives to their train.

6. Sibert Yard Securement Procedures – Crews will be responsible for checking securement in tracks S16-S23 (The Backside) before switching cars into these tracks. Crews working on the north end of Sibert will check with crews on the south end of Sibert for securement prior to switching cars into S05 through S15. In the absence of a crew in position on the south end, the crew on the north end will be entirely responsible. Proper securement for these tracks will be 2 hand brakes on the South End at least 3 car lengths north of the yellow tie (clearance point).

7. Sibert Yard - When lining the switch on the north end of the pocket track for use, the switch on the south end of track 14-B must be lined for movement to 14-B.

8. Sibert Yard - Any switch with a red target must be lined for straight away movement when not in use.

9. Sibert Yard - When switching cars on the north end, crews will comply with the following instructions:

- A. The automatic switch board signals will not be relied upon to determine if cars are in the clear of tracks.
- B. No more than 3 loaded cars or 5 empty cars will be cut off at one time.
- C. During RCO operations, cuts will not exceed 50 cars when pulling out onto Three Mile Bridge.
- D. Cuts of cars exceeding 40 total cars will have 3 cars of air.
- E. Do not cut a car off until the route is seen to be clear and the route is lined.
- F. Do not change a route for a car after it is rolling under its own momentum except in an emergency.
- G. If you encounter switch trouble with the automatic switches, report it to the yardmaster at the time of occurrence, and provide as much details as possible.
- H. Yardmaster will log defects on the prescribed form.
- I. Mechanical Department will secure permission from the yardmaster before locking S05 - S15 including 14B. Yardmaster will notify switching crews and log request on

prescribed form. After the Mechanical Department reports clear and power is restored to the automatic switches, yardmaster will update the log.

000 801.0 New Orleans Terminal

1. All southward trains will contact Gentilly Yardmaster when going by the coffee house at Michoud, notifying them of train location and if any engine problems are noted. All outbound train crews going on duty at Gentilly will notify yardmaster they are on duty and ask for instructions.

2. All movements on Main Track(s) between North Gentilly and Not Junction are authorized by the yardmaster at Gentilly and such movements are governed by Rule 507.

3. Interlocking Rules govern movements within the NOPB Junction, NO&NE and Not Junction Interlockings.

4. Southward and northward movements against the current of traffic between south switch siding Gentilly and Not Junction will be made on verbal instruction and protection of the NS South End Train Dispatcher.

5. Movements between Not Junction and New Orleans Union Passenger Station will be governed by the rules and special instruction of the NS and the New Orleans Union Passenger Terminal Co.

11. LOADED UNIT CRUDE OIL TRAINS

NONE

Notes
