



**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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## DIVISION SPECIAL INSTRUCTIONS

NAME	PAGE
ATLANTA	DSI 1

## CONTACT NUMBERS

<b>EMERGENCY CONTACT VIA RADIO</b>	
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)	
<b>Network Operations</b>	(RNX) 322-7551 (BELL) 904-359-7551
<b>Public Safety Coordination Center</b>	
Police	
Fire Department	
Unsafe Motorist Reporting	
Company Hazardous Materials Hot Line	(BELL) 800-232-0144
<b>Employee Assistance Group</b>	(BELL) 800-657-3366

## ATLANTA DIVISION CONTACT NUMBERS

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

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

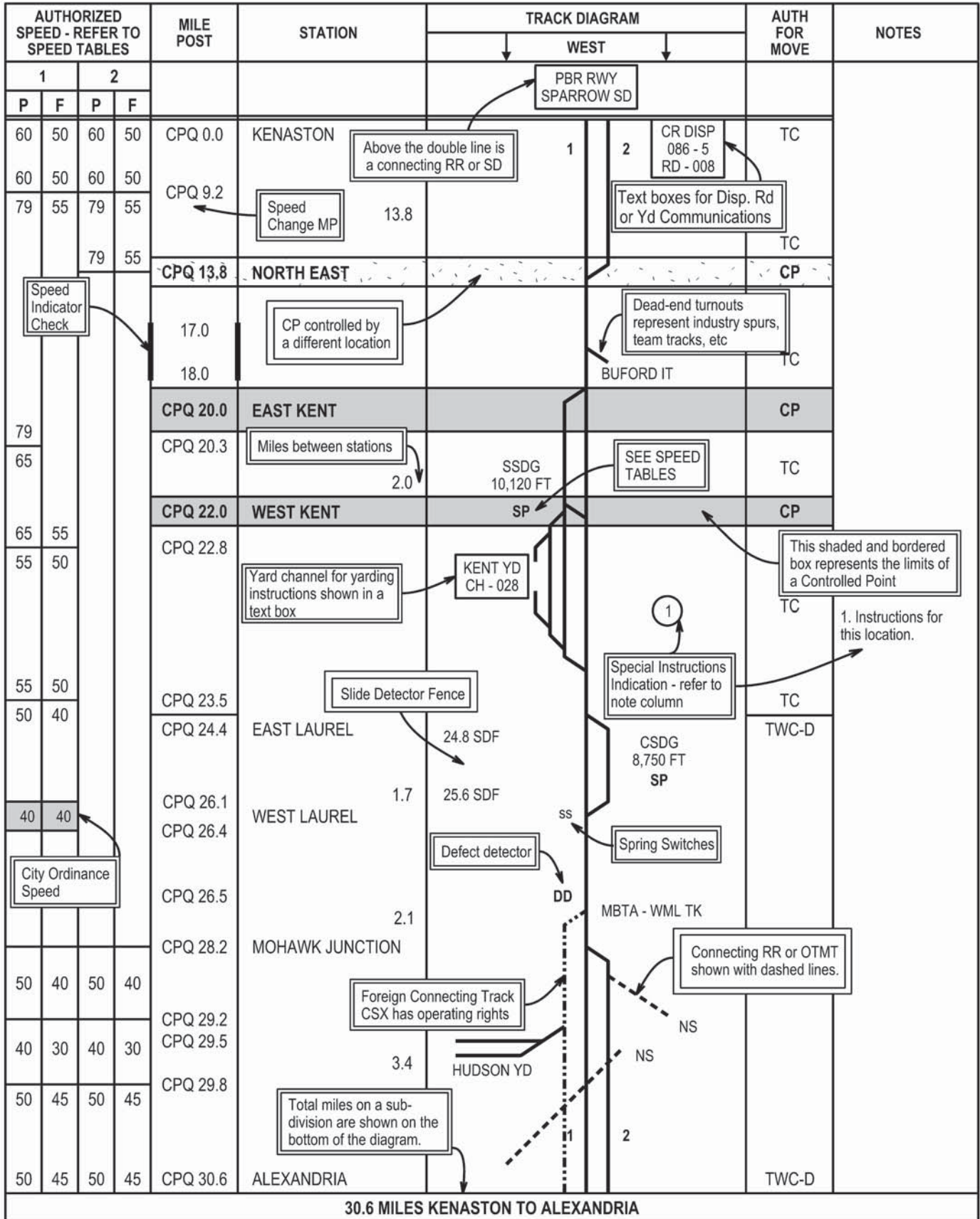
HBD – Hot Box Detector  
 DED – Dragging Equipment Detector  
 HIWI – High or Wide Clearance Detector

#### 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
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# LEGEND - SAMPLE SUBDIVISION - SS



# 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	000 668.2	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 000 679.5	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	<b>NE ORANGE GROVE</b>				CP
					1.9		CSDG 8,910 FT SP		TC
				000 701.2	<b>SE ORANGE GROVE</b>				CP
							000 702.3	TOTE TRK	TC
	60			000 703.0				INDUSTRIAL PARK	
	50								
					5.3		BAYOU CASSOTTE YD 000 704.0		
							000 704.3		
60	50			000 704.8					
45	45						MSE	000 706.0	TC
				000 706.5	<b>NORTH PASCAGOULA</b>				CP
							NAVY TRK		
45	45			000 706.8	0.5		DB		TC
30	25			000 706.9					
				000 707.0	<b>SOUTH PASCAGOULA</b>		SP		CP
				000 707.2				WATTS YD	TC
79	50			000 709.3	2.8				
				000 709.8	<b>NE GAUTIER</b>		DD		CP
							CSDG 7,760 FT SP		TC
					1.7				
				000 711.5	<b>SE GAUTIER</b>				CP
								000 712.0	
79	60						GAUTIER ROCK	000 712.3	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			000 718.3	10.8	DD		TC	
	50			000 719.3					
79				000 720.0					
45	45			000 722.3	<b>NE OCEAN SPRINGS</b>			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	<b>SE OCEAN SPRINGS</b>			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	<b>NE BEAUVOIR</b>			CP	
					1.7	CSDG 7,930 FT SP		TC	
				000 731.9	<b>SE BEAUVOIR</b>			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	<b>NE HARBIN</b>			CP	
					1.9	HARRISON COUNTY SPUR 000 746.3	CSDG 8,880 FT SP	TC	
				000 746.9	<b>SE HARBIN</b>			CP	
60	50			000 748.5				TC	
45	45							TC	



# NO&M SUBDIVISION - NM


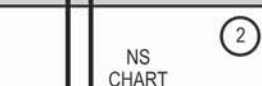
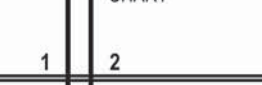

AUTHORIZED SPEED - REFER TO SPEED TABLES				MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	NOTES
						SOUTH			
1 SINGLE		2							
P	F	P	F						
45	45			000 749.7		DD		TC	
60	60			000 750.2					
30	25			000 752.5	7.7	DB			
60	60			000 752.7					
45	45			000 754.0					
				000 754.6	<b>NE NICHOLSON AVE</b>			<b>CP</b>	
45	45			000 755.1	1.8	CSDG 8,580 FT SP		TC	
60	50			000 756.4				<b>CP</b>	
60				000 756.9		WAVELAND HOUSE TRK	000 758.1	TC	
79				000 758.5	9.8				
	50			000 761.7					
	60			000 764.1					
				000 766.2		PBVR		TC	
				000 766.2	<b>NE CLAIBORNE</b>			<b>CP</b>	
					1.9	SSDG 9,000 FT SP		TC	
				000 768.1				<b>CP</b>	
79	60			000 768.6				TC	
30	25			000 768.8					
79	60			000 768.9		DB			
				000 770.9		DD			
79	60			000 774.5	12.1		000 773.5	NORTHSIDE STG TRK 45 CARS	
60	45			000 775.3					
30	25			000 775.4					
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		TC	
30	25			000 787.2		DD			
60	60			000 787.3		DB			
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		MICHOUD STG 30 CARS	TC	
				000 795.9	PARIS ROAD			CP	
					3.3	1	2	TC	
60	60	40	40	000 799.2	NORTH GENTILLY	SP		CP	
40	20								
					2.2		000 799.3 000 800.0 000 800.5 CSX TRANSFLO	TC (YL-S)	
				000 801.2		NOPB			
				000 801.3					
				000 801.4	INDUSTRIAL CANAL NOPB	1 DB	2	CP	
		20	20	000 801.5		SP			
					1.3			1 TC (YL-S)	
40	20	20	20			1	2	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	SP	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 E BRIDGE TOWER	KCS NOPB W MAIN (2)		
	UP AVONDALE		TO HUEY P LONG	NOPB E MAIN			
					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		
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 Yatd		018	
000 800.0	Gentilly "RD' & "B" Yards	Cont	084	Terminal
	Gentilly		094, 056	
000 801.0	New Orleans	Cont	084, 094-3	Wayside
	New Orleans - NS		008, 056	Terminal
	New Orleans - CNIC		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		
	Chevron, 1,2 and 3 Trks		
000 793.1	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	P
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	M
000 678.46	Jackson La	351458U	
000 679.20	Range Line Rd S	351476S	P
000 679.23	Hamilton Blvd	351459B	P
000 679.67	Cary Hamilton Rd	351460V	
000 679.89	Belingrath Rd	351461C	M
000 682.30	Padget Switch	351462J	
000 684.50	Irvington Blvd Hwy	351463R	P
000 685.74	Argyle Rd	351465E	M
000 687.98	Ferland Rd	351467T	
000 689.28	Ramsey Rd	351469G	P
000 690.95	188 SR	351470B	M
000 691.26	Potter Track Rd	351471H	
000 692.31	Saeger Rd	351472P	P
000 693.00	Paul Warden Rd	351473W	
000 696.70	Pecan Rd	340100S	M
000 698.99	Haley Circle	340101Y	
000 699.35	Orange Grove Rd	340102F	P
000 701.77	Chevron Rd	340103M	
000 704.26	Chicot Rd	340138N	
000 704.96	Hospital St	340139V	
000 705.28	14th St	340140P	M
000 705.91	Market	340141W	
000 706.40	Pascagoula St	340142D	P
000 706.53	Magnolia St	340144S	
000 706.66	Frederic St	340150V	M
000 707.18	Grain Elevator Rd	340156L	
000 709.89	Graveline Rd	340160B	P
000 711.93	Ladnier	340161H	
000 712.74	Dolphin Dr	340162P	M
000 716.46	Fountainbleau	340164D	
000 718.69	Henshaw Rd	340165K	M
000 720.41	Ocean Springs Rd	340166S	
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	P
000 723.07	Cox Ave	340173C	
000 725.52	Oak St	340177E	
000 725.69	Crawford St	340178L	M
000 725.97	Dorries St	340179T	
000 726.17	Keller Ave	340181U	
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	M
000 727.01	Caillavet St	340191A	
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	
000 727.69	Gill Ave	340200W	M
000 728.14	White Ave	340202K	
000 729.53	Iberville Dr	340204Y	
000 729.78	Rodenberg Ave	340205F	P
000 730.19	McDonnel Ave	340206M	
000 730.29	Veterans Ave	340207U	
000 730.83	Iris St	340208B	M
000 731.85	Beauvoir Rd	340209H	
000 733.02	Eisenhower Dr	340210C	
000 733.54	Debuys Rd	340211J	P
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	
000 736.40	Texas Ave	340218G	P
000 737.20	Hewes Ave	340221P	
000 737.51	Gulf Ave	340223D	
000 738.00	Kelly Ave	340225S	M
000 738.30	Thornton Ave	340226Y	
000 738.50	Pratt Ave	340227F	
000 738.90	20th Ave	340230N	P
000 739.00	22nd Ave	340232C	
000 739.10	23rd Ave	340233J	
000 739.20	24th Ave	340234R	M
000 739.30	25th Ave	340235X	
000 739.60	30th Ave	340238T	
000 739.80	33rd Ave	340241B	P
000 740.20	38th Ave	340243P	
000 740.40	42nd St	340247S	
000 740.70	Broad St	340249F	M
000 740.74	Camp Ave	340250A	
000 740.99	Fournier Ave	340252N	
000 741.42	Lewis Ave	340257X	P
000 741.80	Richard Ave	340259L	
000 742.10	Beach Park Ave	340260F	
000 742.50	Nicholson Ave	340261M	M
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	
000 746.35	Espy Ave	340270L	P
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	
000 749.30	Clark Ave	340280S	P
000 749.67	Church St	340282F	
000 749.80	Henderson Ave	340283M	
000 749.90	Clarence Ave	340284U	M
000 750.16	Magnolia Ave	340285B	
000 750.70	Cedar Ave	340286H	
000 751.70	3rd Ave	340289D	P
000 754.00	Beach Blvd	340075L	
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	
000 755.10	St Charles St	340084K	P
000 755.62	Webb St	340086Y	
000 756.50	Nicholson Ave	340087F	
000 757.20	Coleman Ave	340088M	M
000 758.20	Waveland Ave	340090N	
000 760.20	Clermont Rd	340092C	
000 761.70	Lakeshore Rd	340093J	P
000 792.00	Recovery Dr	341040N	
000 793.30	Industrial Pkwy	341041V	
000 793.90	Gentilly	341059F	M
000 795.20	Michoud Blvd	341062N	
000 796.10	I-510 On Ramp	928654A	
000 796.11	West Frontage Rd	877319E	P
000 797.80	Read Rd	352562S	
000 798.60	Old Hwy 90	341064C	
000 801.50	Almonaster Blvd	341070F	M
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

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