

Updated through General Order #116  
Effective July 21, 2012

# SYSTEM TIMETABLE NO. 9

EFFECTIVE 0001 HOURS  
MONDAY, NOVEMBER 1, 2010



**M.R. HAVERTY**  
EXECUTIVE CHAIRMAN

**D.L. STARLING**  
PRESIDENT & CHIEF EXECUTIVE OFFICER

**D.R. EBBRECHT**  
SENIOR VICE PRESIDENT OPERATIONS

**J.S. JACOBSEN**  
VICE PRESIDENT & CHIEF ENGINEER

**M.A. REDD**  
VICE PRESIDENT TRANSPORTATION

**YOU HAVE THE RIGHT AND  
OBLIGATION TO WORK SAFELY**

**FOR THE INFORMATION AND  
GOVERNMENT OF EMPLOYEES ONLY**



## **Our Vision . . .**

**To be a strong, independent transportation company that consistently delivers exceptional service to our customers, challenging careers to our employees and increasing value to our customers.**

## **Our Values . . .**

### **Safety:**

**We recognize that Safety is our first priority. Every employee is responsible for their own safety and the safety of others and is empowered to take the actions necessary to accomplish this goal.**

### **Customer Focus:**

**We are focused on satisfying our customers by consistently meeting or exceeding their service expectations. This is accomplished by promising only what we can deliver and always delivering what we promise.**

### **Financial Results:**

**We are committed to providing a financially strong company for our customers, employees, and shareholders by reliably executing our service commitments, effectively managing our company resources, and strategically investing for growth.**

### **Accountability:**

**We recognize that individual efforts contribute to the success of our company and employees are given ownership of the processes they control and the responsibility for the outcome of their effort.**

### **Communications:**

**We support an environment of honest, open communications where dialogue and information sharing are valued and individual contributions are encouraged and respected.**

### **Quality Principles:**

**We operate our company by focusing on the customer and meeting their needs through effective planning and control, teamwork and fact-based decision making, and relentless emphasis on continuous process improvement.**

### **KCS Legacy:**

**We honor and carry on the unique legacy of KCS - its ambitious, entrepreneurial spirit and can-do attitude. We continue our tradition of being committed to family and being responsible citizens in the communities where we live and work.**

---

**Table of Contents**

<b>East St. Louis Terminal Subdivision .....</b>	<b>6</b>
<b>Gateway Eastern Branch .....</b>	<b>10</b>
<b>Godfrey Subdivision.....</b>	<b>12</b>
<b>Roodhouse Subdivision .....</b>	<b>14</b>
<b>Mexico Subdivision .....</b>	<b>17</b>
<b>Springfield Subdivision .....</b>	<b>21</b>
<b>Jacksonville Subdivision.....</b>	<b>23</b>
<b>Pittsburg Subdivision.....</b>	<b>24</b>
<b>Heavener Subdivision .....</b>	<b>29</b>
<b>Fort Smith Branch .....</b>	<b>37</b>
<b>Shreveport Subdivision .....</b>	<b>38</b>
<b>Alexandria Subdivision.....</b>	<b>45</b>
<b>New Orleans Subdivision .....</b>	<b>48</b>
<b>Alliance Subdivision.....</b>	<b>55</b>
<b>Dallas Subdivision.....</b>	<b>59</b>
<b>White Rock Branch.....</b>	<b>61</b>
<b>Greenville Subdivision .....</b>	<b>63</b>
<b>Shreveport Terminal Subdivision .....</b>	<b>70</b>
<b>Beaumont Subdivision.....</b>	<b>78</b>
<b>Lake Charles Subdivision.....</b>	<b>85</b>
<b>Hope Subdivision .....</b>	<b>87</b>
<b>Hodge Subdivision .....</b>	<b>88</b>
<b>Vicksburg Subdivision.....</b>	<b>89</b>
<b>Redwood Branch .....</b>	<b>95</b>
<b>Meridian Subdivision.....</b>	<b>96</b>
<b>Gulfport Subdivision .....</b>	<b>102</b>
<b>Artesia Subdivision .....</b>	<b>104</b>
<b>Aberdeen Branch.....</b>	<b>109</b>
<b>Counce Branch .....</b>	<b>110</b>
<b>Yellow Creek Branch.....</b>	<b>111</b>
<b>Louisville Subdivision.....</b>	<b>112</b>
<b>Bay Springs Branch .....</b>	<b>115</b>
<b>Tuscaloosa Subdivision .....</b>	<b>116</b>
<b>Rosenberg Subdivision .....</b>	<b>118</b>
<b>Laredo Subdivision .....</b>	<b>121</b>
<b>System Track Charts.....</b>	<b>129</b>
<b>Tonnage Rating Instructions.....</b>	<b>166</b>
<b>Internal Control Plan .....</b>	<b>172</b>
<b>Speed Table.....</b>	<b>173</b>
<b>Distance Conversion Table .....</b>	<b>173</b>
<b>Horn Start Point Table.....</b>	<b>173</b>
<b>Fuel Reading Conversion Table.....</b>	<b>173</b>

# SYSTEM TIMETABLE

---

## **Security Awareness**

### **All Employees are Part of the KCSR Security Team**

Employees are responsible for their own safety and security, as well as for that of their co-workers and the communities we serve. We must be aware of our surroundings, diligently watch for danger and report or protect any situation that presents a security concern. To report unusual or suspicious activity call:

- **Critical Incident Desk at 800-892-6295 or 877-527-9464**
- **At corporate headquarters, 816-983-1444**

Be prepared to describe specifically what happened, giving attention to time, location, witnesses and suspects (including their appearance), license plate numbers, etc.

### **Awareness to Action**

**Ask questions** We all know the routines and people we see every day in our office, yard or shop. If you see an unfamiliar face or questionable situation, ask questions if it seems safe to do so. Check credentials from those who say they work for a government agency, such as the Federal Railroad Administration. Peacefully confront strangers or visitors on company property. Determine if they have a business need to be there. If they do not, ask them to leave or arrange to have them escorted off the property. As always, use good judgment, and do not place yourself at risk by confronting a stranger you sense might do you harm. In these cases, notify police.

**Watch and listen** Be aware of personal conversations related to the railroad, whether on or off the property. Unusual interest in technical details should heighten your suspicion and should be reported. Do not speak openly about detailed information regarding trains, direction of movement, schedules and consists, including hazardous materials, Southern Belle and military movements.

**Always secure buildings and equipment** Make sure doors and gates to restricted areas are always locked or secured. Verify all vehicles and movable equipment are secured against movement and locked down. Close and lock your office doors if you will be gone for an extended period, or let a co-worker know your absence. Always secure your computer when it is left unattended. Do not leave sensitive documents lying on your desk or in common areas. Review your local emergency preparedness plan. Ensure security lights near the building, parking areas and material storage areas are operational.

**Report concerns** Immediately report suspicious persons, activities or objects to the Critical Incident Desk. Always report equipment that is missing or has been tampered with, providing as much detail as possible about where and when the incident occurred, who was involved, other witnesses and suspect descriptions.

**Speak up** All employees are part of the security team. You know who belongs in your office, on your train, on the right of way and in or around restricted areas. If improperly parked or abandoned vehicles are apparent, if someone or something looks out of place, or if strange or suspicious behavior attracts your attention, contact the Critical Incident Desk. Since our special agents cannot be everywhere, they must count on you. Make sure special agents have the information they need to keep the railroad secure.

### **Special Situations**

**Suspicious mail and packages** Be aware of packages with no return address, misspellings or incomplete information, or that are torn, wrinkled, stained or from an unknown source. If you have concerns about a package, do not open it. Isolate the package, call local authorities immediately and then notify the railroad police department.

**Bomb threat** If you receive a phone call with a bomb threat, stay calm and focused. Keep the caller on the phone and try to alert a co-worker and the police while continuing the call. If possible, write down the exact wording of the threat, and get as much information as possible, including the bomb's location, its appearance, when it's

# SYSTEM TIMETABLE

---

going to explode, reasons for placing the bomb and the caller's name. When the call is over, contact the local authorities immediately for advice on next steps, and then notify the railroad police department. If a bomb is discovered, do not approach it. Note the location and get out of the way. Notify local authorities immediately.

**National or industry security alert** Additional security protocols take effect when the rail industry is under a heightened state of security. When necessary, security alerts with additional instructions will be issued via email, voicemail, supervisors or track bulletin. Four alert levels have been established for the railroad industry:

- **Alert Level 1:** Normal day to day operations. A general threat of possible terrorist activity exists but warrants only a routine security posture.
- **Alert Level 2:** There is a non-specific threat of possible terrorist activity involving railroad personnel and facilities. This level is stated as "Heightened Security Awareness."
- **Alert Level 3:** Applies when an increased, credible and more specific threat of terrorist activity exists. This level is stated as "A Credible Threat of an Attack on the U.S. or Railroad Industry".
- **Alert Level 4:** Applies when a confirmed threat against the railroad industry exists, an actual attack against the railroad, an attack in the U.S. causing mass casualties has occurred, or other imminent actions create grave concern about the safety of operations. Alert level 4 is stated as "A Confirmed Threat of Attack against the U.S. Railroad Industry or Actual Attack in the U.S."

## Where You Work

### Trains and Yards

- Watch for trespassers, and report them to your supervisor, yardmaster or the Critical Incident Desk.
- Ensure derrails are in place and main track switches are locked when work is done. Verify vehicles and equipment are secured against movement and locked down.
- Ensure security lights near building, parking lots and storage areas are operational.
- Include security reminders as part of daily safety briefings.

### Maintenance Vehicles and Buildings

- Secure and limit access to company owned hazardous materials.
- In vehicles, ensure hazardous materials are in a locked container or chained and locked to the vehicle.
- Ensure all signal housings, bungalows, cases and containers are locked.

### Train Inspections

- Increase scrutiny of railcars and equipment, especially hazardous material and military shipments.
- Look for unusual items mounted on or under cars.
- Report unusual conditions, including missing or incorrectly applied seals, to your supervisor or the Critical Incident Desk.

# SYSTEM TIMETABLE

---

## **Offices**

- Always secure your computer when unattended. Never share your logon ID and password or allow others to use your computer while you are logged on. You are responsible and will be held accountable for any activity that occurs under your ID.
- Do not leave sensitive documents on your desk or file area. Shred copies of sensitive documents when you are done with them.
- Report strangers who attempt to enter secured areas without a security badge.

## **Intermodal Yards and Transload Facilities**

- Ensure doors and gates to restricted areas are always locked or secured.

## **Emergency Call Procedures**

**To use the radio emergency call procedures the radio must be on the dispatcher channel.**

Spectra radio with touchtone pad and other radios equipped with touchtone microphone:

- Select Dispatcher radio channel
- Key radio and dial 911
- Release transmit button
- Listen for answer tone or dispatcher response

MCX 100 radio:

- Select Dispatcher radio channel
- Select tone 9
- Push and release dispatcher call button 3 times
- Listen for answer tone or dispatcher response

## **Critical Incident Desk (CID)**

Emergency:           1-877-527-9464  
                              1-800-892-6295

Non-Emergency:    1-816-983-1892

## **CALL Reporting**

Report unsafe driver behavior or trespasser violations to the train dispatcher or call the CID at 1-877-527-9464.

Please include:

- Location / Date / Time
- Vehicle / Trespasser Description
- Vehicle license plate number, if possible
- Direction of travel

## **Transportation CSC Toll Free Numbers**

CSC Toll Free (external) .....1-800-468-6527  
CSC Toll Free (internal) .....1-800-468-6740  
**FAX:** Shreveport Customer Service Center.....1-800-954-3303  
International Customer Service.....1-866-551-0129

**Time Service:**  
1-318-676-6640,  
1-800-468-6740 ext. 6640  
or  
KCS System 823-6640

# SYSTEM TIMETABLE

---

## Explanation of Characters

- A** – Automatic Interlocking
- B** – General Orders/Circulars
- C** – Radio Communication
- E** – Electric Lock
- g** – Gate, normal position against conflicting route
- G** – Gate, normal position against this subdivision
- M** – Manual Interlocking
- S** – RRX protected by permanent stop sign
- T** – Turning Facility
- !** – Signals governing entrance to siding capable of displaying indication more favorable than restricting

## Explanation of Abbreviations

- |  |  |
|--|--|
| <b>Aux</b> – Auxiliary Track   | <b>#MT</b> – Multiple Main Track<br>(Note: Facing NWD or WWD, track to right is No. 1 MT, other main track(s) is number consecutively (i.e. No. 2-No.3)) |
| <b>ABS</b> – Automatic Block System  | <b>NWD</b> – Northward   |
| <b>ATC</b> – Automatic Train Control   | <b>OOS</b> – Out of Service  |
| <b>Br</b> – Bridge   | <b>PAS</b> – Power Assisted Switch   |
| <b>BRT</b> – Block Register Territory  | <b>RL</b> – Restricted Limits  |
| <b>BLT</b> – Branch Line Territory   | <b>RRX</b> – Railroad Crossing   |
| <b>CONN</b> – Connection   | <b>Sdg</b> – Siding  |
| <b>MTC</b> – Empty Coal Trains   | <b>SS</b> – Spring Switch  |
| <b>CTC</b> – Centralized Traffic Control   | <b>SWD</b> – Southward   |
| <b>Cv</b> – Curve  | <b>Sw</b> – Switch   |
| <b>D</b> – Dual Control Switch   | <b>Tnl</b> – Tunnel  |
| <b>DOE</b> – Direction of Entry  | <b>Trk</b> – Track   |
| <b>DTC</b> – Direct Traffic Control  | <b>TWC</b> – Track Warrant Control   |
| <b>EOL</b> – End of Line   |  |
| <b>EWD</b> – Eastward  | <b>WWD</b> – Westward  |
| <b>FRT</b> – Freight   | <b>Xing</b> – Street or Highway Crossing   |
| <b>Gr</b> – Grade  | <b>XO</b> – Crossover  |
| <b>IMT</b> – Trains consisting entirely of Intermodal equipment and/or automotive business | <b>YL</b> – Yard Limits  |
| <b>IND</b> – Industry  |  |
| <b>MT</b> – Main Track   |  |

# East St. Louis Terminal Subdivision

EWD ▲	<b>East St. Louis Terminal Subdivision</b>				WWD ▼	
Station No.	Siding Feet	Stations	Meth. Of Oper.	Mile Post		
22512		GODFREY 10.0	M	CTC UP 1 MT	252.1	
22640		WANN 0.8	M		262.1	
22650		WOOD RIVER (NS 22-22) 6.8	M	TWC (ABS) NO 1 MT UP NO 2 MT KCS	262.9	
		LENOX (UP 90-90) 5.8	XO M		269.7	
22750		WR TOWER (TRRA 26-26 Merchants Disp.) 2.5	XO M	CTC UP 2 MT	275.5	
22790		VENICE 3.0	C B		278.0	
		Q TOWER (TRRA 26-26 w. Belt Disp.) 0.7	XO MT		281.0	
		HOLE IN THE WALL 0.1		YL NO 1 MT TRRA	281.7	
		M & O JCT (NO1 MT) (TRRA 26-26 w. Belt Disp.) 1.8	XO		YL NO 2 TRRA	281.8
		VALLEY JCT (TRRA 26-26 w. Belt Disp.) 1.4	M		TWC NO. 2 MT UP	283.6
22810		EAST ST LOUIS YARD 2.2	C B		YL NO 2 UP	285.0
		CHURCH			287.2	
35.1						

<b>RADIO COMMUNICATION</b>			
<b>East St. Louis Terminal Subdivision</b>			
TRAIN	TX	RX	DTMF
Road	90	90	
Disp.	90	90	1
Critical Incident Desk	90	90	3
MOBILE	Channel		DTMF
Road	2		
Disp.	2		1

Channel	Location
90 – 90	KCS Gateway Road – State of Illinois
60 – 60	ESTL Yard, GWWE Willows Tower & KCS Mechanical Dept.
79 – 79	KCS Gateway East St. Louis
76 – 76	NS Yard
72 – 72	CN
64 – 64	CSXT Rose Lake Yard
60 – 60	GWWE Willows Tower
60 – 60	KCS GWWR Assistant Trainmaster E. STL Yard
44 – 44	ALS
41 – 41	KCS Gateway East St. Louis Yard
30 – 30	UP Disp
26 – 26	TRRA
22 – 22	NS Road



## East St. Louis Terminal Subdivision

METHOD OF OPERATION		
Method		Mileposts
CTC	UP	252.1 - 262.1
<b>NO 1 MT (Current of traffic – WWD movement)</b>		
Method		Mileposts
TWC / ABS	UP	262.1 - 275.8
CTC	UP	275.8 - 281.0
YL	TRRA	281.0 - 281.1
YL	KCS	281.1 - 287.2
<b>NO 2 MT</b>		
Method		Mileposts
TWC / ABS	KCS	262.1 - 275.8
CTC	UP	275.8 - 281.0
YL	TRRA	281.0 - 281.4
TWC	UP	281.4 - 283.4
INDUSTRIAL LEAD (Rule 6.28)	UP	283.4 - 287.2

SPEED REGULATIONS					
NO 1 MT Maximum Speed Between:				FRT MPH	PSGR MPH
MP 262.1	and	MP 275.5	#	50	79
MP 275.5	and	MP 275.8		25	25
MP 281.0	and	MP 287.2		10	10
# - Maximum speed against current of traffic FRT 49, PSGR 59					
NO 2 MT Maximum Speed Between:				FRT MPH	PSGR MPH
MP 262.1	and	MP 269.5		50	79
MP 269.5	and	MP 275.2		30	30
MP 275.2	and	MP 275.8		25	25

SPEED RESTRICTIONS				
	Mileposts		NO 1 MT MPH	NO 2 MT MPH
RRX	263.5	Wood River	40	-
RRX	262.9 - 263.2	Wood River	-	25
RRX	269.4 - 269.9	Lenox	30	30
Sw	269.7	Over Puzzle Sw	-	10
RRX	274.9	WR Tower	25	-

Speed Restrictions for Switches and Sidings		
Maximum speed permitted through turnout of switches and sidings, 10 MPH, except as shown below.		
Station or MP	Location	MPH
Lenox	Via diverging route through puzzle sw	5
Wann MP 262.1	Over power switch off NO 2 MT to East Alton main	10
Wann MP 262.1	NO 2 MT through facing point crossover switch	Fr. 10 Psg. 15

CONTROL POINTS	
Name	Milepost
Godfrey	252.1
Wann	262.1
Wood River	263.5
Lenox	269.5
WR Tower	275.5
Venice	278.0
Q Tower	281.0
Valley Junction	283.6
Church	287.2

# East St. Louis Terminal Subdivision

TRACKSIDE WARNING DETECTORS	
Type	Milepost
Hot Journal / Dragging Equipment (UP)	255.6
Hot Journal / Dragging Equipment (UP)	272.7

BUSINESS TRACKS		
Name	DOE	Milepost
Cargill	E	281.7
G.S. Robbins	W	281.8
Cahokia Marine (via Tolson Main)	W	281.8
Big River Zinc	W	282.7
Afton Chemical Coop	W	282.8

## Special Instructions

### AUTOMATIC WARNING DEVICES USED INFREQUENTLY:

MP 1.1 – Route 11A on Swamp Lead Roxana  
MP 1.2 – Route 111 on Swamp Lead Roxana  
MP 1.0 – St. Louis Avenue on Old Conrail Main

**FRA EXCEPTED TRACK:** All locomotive facility tracks, East St. Louis Yard.

**TOLSON MAIN:** Tolson Main between M&O JCT and STOP sign governing movement over TRRA RRX is Yard Limits. Permission must be secured from KCS Assistant Trainmaster, East St. Louis before occupying track between these points.

**Q CONNECTION:** Q Connection between Bridge JCT and Q Tower is governed by yard limits. Permission must be secured from KCS Assistant Trainmaster, East St. Louis, to occupy the Q Connection.  
Phone No.: 618-482-3961

**GATEWAY EASTERN BRANCH TO WILLOWS TOWER:** is governed by yard limits. Permission must be obtained from the control operator at Willows Tower before entering these limits.

**K CONNECTION:** K Connection between Q Tower and K Crossing is governed by yard limits. Permission must be secured from GWWE Control Operator, Willows Tower, to occupy the K Connection.

EWD trains proceeding from the K Connection to the Q Connection must not pass the absolute signal at Q Tower unless:

1. Permission has been secured to enter the CTC (UP Springfield District).
- or
2. After proceeding, train will clear Q Tower Interlocking without entering CTC.

**CSXT CONNECTION - K CROSSING-CONE YARD:** Crossing of K Connection and GWWE at K Crossing protected by STOP signs.

**BRIDGE JCT TO MADISON VIA NS:** Train crews must contact NS operator at Luther (22-22) for permission to operate over:

1. A&E Main between UPRR yard Madison and Bridge JCT.
2. NS yard Brooklyn – NO. 3 siding or New Yard Madison.

If unable to contact Luther operator (22-22) after several attempts, use NS yard channel 76-76.

**SWAMP INDUSTRIAL LEAD:** MP 265.01 all movement by Rule 6.28 not to exceed 10 MPH. Permission must be obtained from Track Supervisor before entering these limits.

**EAST ALTON INDUSTRIAL LEAD:** Between Wann (MP 2.3) and East Alton (Olin Brass - MP 0.91) is governed by Rule 6.28 - Other than Main Track not to exceed 10 MPH. Permission must be obtained from GWWR Control Operator Willows Tower and Track Supervisor before entering these limits.

**WILLOWS TOWER INTERLOCKING:** Willows Tower Interlocking equipped with Position Light Signal as follows:

# East St. Louis Terminal Subdivision

---



INDICATION:  
Proceed at prescribed speed within interlocking limits or through turnout or turnouts, prepared to stop at next signal, until it can be plainly seen that indication of next signal allows train to proceed.

SLOW APPROACH

---



INDICATION:  
Proceed at prescribed speed.

RESTRICTED PROCEED

---

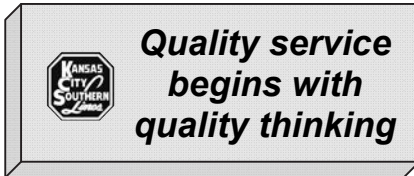


INDICATION:  
Stop.

STOP

---

- = Dark
- = Lunar



# Gateway Eastern Branch

<b>WWD</b> ▲		<b>Gateway Eastern Branch</b>			<b>EWD</b> ▼	
Station No.	Siding Feet	Stations	Meth. Of Oper.		Mile Post	
		Q TOWER (TRRA 26-26) 0.2	XO MT	YL	238.6	
		K DIAMOND 1.3	S		238.4	
		WILLOWS TOWER 0.1	M		237.1	
		CSXT ROSELAKE YARD 1.6			237.0	

<b>RADIO COMMUNICATION</b>			
<b>Gateway Eastern Branch</b>			
TRAIN	TX	RX	DTMF
Road	60	60	
Disp.	90	90	1
Critical Incident Desk	90	90	3
MOBILE	Channel		DTMF
Road	2		
Disp.	2		1

<b>METHOD OF OPERATION</b>	
Method	Mileposts
YL	238.6 - 237.0

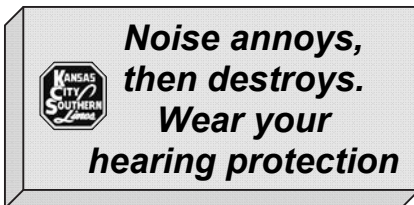
<b>SPEED REGULATIONS</b>				
Maximum Speed Between:			FRT MPH	IMT MPH
MP 238.6	and	MP 237.0	20*	20*
* Restricted Speed				

<b>SPEED RESTRICTIONS</b>		
	Mileposts	MPH
RRX	MP 238.4	5

<b>SPEED RESTRICTIONS FOR SWITCHES &amp; SIDINGS</b>
Maximum speed permitted through turnout of switches and sidings, 10 MPH.

<b>CONTROL POINTS</b>	
Name	Milepost
Q Tower	238.6

<b>BUSINESS TRACKS</b>		
Name	DOE	Milepost
O'Neal Lumber	E	238.0



# Gateway Eastern Branch

## Special Instructions

**Q CONNECTION:** Q Connection between Bridge JCT and Q Tower is governed by Yard Limits. Permission must be secured from KCS Assistant Trainmaster, East St. Louis, to occupy the Q Connection.  
Phone No.: 618-482-3961

**K CONNECTION:** K Connection between Q Tower and K Crossing is governed by Yard Limits. Permission must be secured from GWWE Control Operator, Willows Tower, to occupy the K Connection.

EWD trains proceeding from the K Connection to the Q Connection must not pass the absolute signal at Q Tower unless:

1. Permission has been secured to enter the CTC (UP Springfield District).
- or
2. After proceeding, train will clear Q Tower Interlocking without entering CTC.

**CSXT CONNECTION - K CROSSING-CONE YARD:** Crossing of K Connection and GWWE at K Crossing protected by STOP signs.

**WILLOWS TOWER INTERLOCKING:** Willows Tower Interlocking equipped with Position Light Signal as follows:



SLOW APPROACH

**INDICATION:**

Proceed at prescribed speed within interlocking limits or through turnout or turnouts, prepared to stop at next signal, until it can be plainly seen that indication of next signal allows train to proceed.



RESTRICTED PROCEED

**INDICATION:**

Proceed at prescribed speed.



STOP

**INDICATION:**

Stop.

● = Dark

○ = Lunar



# Godfrey Subdivision

NWD ▲		<b>Godfrey Subdivision</b>			SWD ▼	
Station No.	Siding Feet	Stations	Meth. Of Oper.	Mile Post		
12370		ROODHOUSE (West Wye Switch) <span style="float: right;">C B T</span> 3.6	YL	237.2 68.2		
42420		WHITE HALL 9.4	TWC	64.6		
42510		CARROLLTON 8.2		55.2		
42590		KANE 5.3		47.0		
42640		JERSEYVILLE 4.0		41.7		
42680	7,523	SHERMAN 2.0		37.7		
42710		DELHI 7.7		35.7		
22520		GODFREY <span style="float: right;">M</span> 40.2		28.0		

<b>RADIO COMMUNICATION</b>			
Godfrey Subdivision			
TRAIN	TX	RX	DTMF
Road	90	90	
Disp.	90	90	1
Critical Incident Desk	90	90	3
MOBILE	Channel	DTMF	
Road	2		
Disp.	2	1	

<b>METHOD OF OPERATION</b>	
Method	Mileposts
YL	68.2 - 67.5
TWC	67.5 - 28.0

<b>SPEED REGULATIONS</b>				
Maximum Speed Between:			FRT MPH	IMT MPH
MP 68.2 (South Leg of Wye)	and	MP 67.9	10	10
MP 67.9	and	MP 67.0	40	40
MP 67.0	and	MP 56.0	49	49
MP 56.0	and	MP 28.0	40	40
MP 28.9 (SWD Only)			25	25

<b>SPEED RESTRICTIONS</b>		
	Mileposts	MPH
SW	MP 28.0 (Interlocking)	10
+ Indicates Engines Only		

<b>SPEED RESTRICTIONS FOR SWITCHES &amp; SIDINGS</b>			
Maximum speed permitted through turnout of switches and sidings, except main track switches listed below, 10 MPH. Maximum speed permitted on all industry tracks and their turnouts, 10 MPH.			
Station or MP	Location	MPH	
Sherman	SS/S-PAS/N Both Ends & Sidings	25	
SS/S = Spring Switch South End (Equipped with switch point indicator and associated distant signal).			
PAS/N = Power Assisted Switch North End of Siding			

## Godfrey Subdivision

POWER ASSISTED SWITCHES				
Station or MP	Location	Radio Channel	Normal DTMF	Reverse DTMF
Sherman	North Sherman	90-90	#038311	#038322

CONTROL POINTS	
Name	Milepost
Godfrey	28.0
South Sherman SS	36.6
North Sherman PAS	38.3
South Roodhouse	67.5
SS – Indicates Spring Switch	
PAS – Indicates Power Assisted Switch	

TRACKSIDE WARNING DETECTORS	
Type	Milepost
Hot Journal / Dragging Equipment (Type B)	58.3
Hot Journal / Dragging Equipment (Type B)	35.7

BUSINESS TRACKS		
Name	DOE	Milepost
Envelope Co.	N	67.5
Greene County Farm Service	S	67.1
White Hall Co-op	S	64.8
Illinois Valley Supply	N	55.2
Carrollton Farmers Elevator	N	54.9
US Can	S	41.3
Jersey County Farm Service	N	40.9
Mead	S	28.3

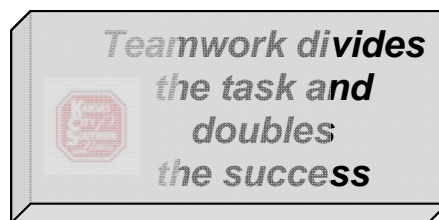
### Special Instructions

**SHERMAN:** Trains stopped on main track or siding, for the purpose of meeting or passing of other trains, and does not occupy crossing MP 37.8, must remain 880 feet from crossing, length of train permitting. When length of train does not permit and crossing is not occupied by standing train, crew member must be positioned on the ground at the crossing to warn highway traffic.

**MOTIVE POWER RESTRICTIONS:** Only four (4) axle units may be used on Industry Tracks.

**ROODHOUSE:** South wye switch must be left lined and locked for movement around the wye.

Southward trains approaching 13 degree curve at MP 67.9 and operating with excess of 7,000 trailing tons must have ten (10) loads (cars weighing over 50 tons) on the head end or be operated with distributed power or helper locomotives.



# Roodhouse Subdivision

EWD ▲	<b>Roodhouse Subdivision</b>				WWD ▼	
Station No.	Siding Feet	Stations	Meth. Of Oper.	Mile Post		
12370		ROODHOUSE (West Wye Switch) 5.5	C B T	YL	237.2	
52420		DRAKE 3.9		TWC	242.7	
52460		HILLVIEW 3.9			246.6	
52510		PEARL (Illinois River Bridge) 15.1	A		250.5	
52660	8,306	PLEASANT HILL 8.8			265.6	
		LOUISIANA (Mississippi River Bridge) 0.3	A		274.4	
52750		LOUISIANA (BNSF RRX) 12.8	A		274.7	
52870	8,271	BOWLING GREEN 5.8			287.5	
52940		CURRYVILLE 9.0			293.3	
53020		VANDALIA 8.9			302.3	
53110	8,095	LADDONIA 5.5			311.2	
53160		RUSH HILL 6.2			316.7	
52220		ARTHUR 2.8			322.9	
53260		MEXICO DEPOT 88.5	C B		YL	325.7

<b>RADIO COMMUNICATION</b>			
Louisiana to Roodhouse			
TRAIN	TX	RX	DTMF
Road	90	90	
Disp.	90	90	1
Critical Incident Desk	90	90	3
MOBILE	Channel		DTMF
Road	2		
Disp.	2		1
Mexico to Louisiana			
TRAIN	TX	RX	DTMF
Road	78	78	
Disp.	78	78	1
Critical Incident Desk	78	78	3
MOBILE	Channel		DTMF
Road	1		
Disp.	1		1

Channel	Location
78 - 78	KCS Mill Street Yard - MO Road CH

<b>METHOD OF OPERATION</b>	
Method	Mileposts
YL	237.2 - 237.5
TWC	237.5 - 325.0
YL	325.0 - 328.0

<b>SPEED REGULATIONS</b>				
Maximum Speed Between:			FRT MPH	IMT MPH
MP 237.2	and	MP 241.0	40	40
MP 241.0	and	MP 273.8	49	49
MP 273.8	and	MP 275.1	20	20
MP 275.1	and	MP 325.7	40	40

<b>SPEED RESTRICTIONS</b>		
	Mileposts	MPH
Br	250.5 (Illinois River)	30
"D" Signal	251.44 (EWD movement only)	25
Br	252.4	40
Cv	273.8	25
Br	274.4 (Mississippi River)	20
A	274.7 (BNSF Crossing)	10

"D" - Indicates distant signal



## Roodhouse Subdivision

<b>SPEED RESTRICTIONS FOR SWITCHES &amp; SIDINGS</b>			
Maximum speed permitted through turnout of switches and sidings, except main track switches listed below, 10 MPH. Maximum speed permitted on all industry tracks and their turnouts, 10 MPH.			
Station or MP		Location	MPH
Pleasant Hill	SS W/E	Both Ends & Sidings	25
SS W/E - Indicates spring switch west end siding (equipped with switch point indicator and associated distant signal).			

<b>CONTROL POINTS</b>	
Name	Milepost
West Roodhouse	237.5
East Hillview	246.0
West Hillview	247.0
East Pleasant Hill	264.1
West Pleasant Hill	265.8
East Bowling Green	286.7
West Bowling Green	288.3
East Laddonia	310.1
West Laddonia	311.8
East Arthur	322.4
West Arthur	323.1
East Mexico	325.0

<b>TRACKSIDE WARNING DETECTORS</b>	
Type	Milepost
Hot Journal / Oversize Load / Dragging Equipment (C) (W)	242.6
Hot Journal / Oversize Load / Dragging Equipment (C) (E) & (W)	260.8
Hot Journal / Dragging Equipment (C) (E) & (W)	267.9
Hot Journal / Oversize Load / Dragging Equipment (C) (E)	281.2
Hot Journal / Dragging Equipment	293.8
Hot Journal / Dragging Equipment	307.6

<b>BUSINESS TRACKS</b>			
Name		DOE	Milepost
Hillview	+	E & W	246.6
Richter Fertilizer	+	E	265.8
BN Transfer Track		E	275.1
Louisiana Plastic		E	276.5
Stock Track		E	276.7
Service Supply		E	302.18
Service Supply		W	302.5
Missouri Farmers Association		E	303.0
Harbison-Walker Refractories	+	W	303.0
Missouri Farmers Association		W	311.5
Arthur (OZRR)		E & W	322.9
National Refractories (OZRR)	+	W	323.9
ADM Grain Elevator		W	325.5
+ Connected to siding			

<b>HEAVY GRADE</b>		
Avg. Grade	Between	Descending
1.22%	MP 282.9 and MP 286.7	EWD

### Special Instructions

**AUTOMATIC INTERLOCKING APPROACH LOCATION:**

(Main Track and Siding, if applicable)

Pearl at MP 250.5

WWD Approach: MP 247.82; EWD Approach: MP 253.8

**ROODHOUSE:** FRA excepted tracks:

- No 12 track North Yard
- No 15 track North Yard

West Wye Switch must be left lined and locked for movement around the wye.

**MURRAYVILLE:** Main Track Switch may be left lined and locked as last used

# Roodhouse Subdivision

---

**DRAW BRIDGE - PEARL, IL:** Draw bridge at Pearl, IL, is an automatic interlocking. West end of bridge equipped with dual control derails. The following instructions apply. When encountering a stop indication at the bridge:

Trains encountering a stop indication, after stopping, must communicate with the bridge tender to ascertain if the bridge is lined for their movement.

- If the bridge tender indicated that the bridge is not lined for train movement, the movement must not proceed until notified that the bridge is lined for their movement or a proceed indication is displayed.
- If bridge tender advises bridge is lined for train movement and the signal governing movement over bridge fails to display a proceed indication:

## **EASTBOUND TRAINS**

Eastbound Trains place dual control derail in hand position and line for rail traffic. Proceed over dual control derail on proper signal from crew member. Dual control derail will be left lined and locked in power off position when necessary to operate by hand. Notify bridge tender and train dispatcher when left in power off position. Proceed at restricted speed until the leading wheels have passed the opposing absolute signal governing movement over the bridge.

## **WESTBOUND TRAINS**

Westbound Trains proceed at restricted speed to the derail on west side of bridge stop short of derail. Place dual control derail in hand position and line for rail traffic. Proceed over dual control derail on proper signal from crew member. Dual control derail will be left lined and locked in power off position when necessary to operate by hand. Notify bridge tender and train dispatcher when left in power off position. Proceed at restricted speed until the leading wheels have passed the opposing absolute signal governing movement over the bridge.

**PLEASANT HILL:** Train stopped on main track or siding, for the purpose of meeting or passing of other trains, and does not occupy crossing MP 265.4 must remain 880 feet from crossing, length of train permitting. When length of train does not permit and crossing is not occupied by standing train, crew member must be positioned on the ground at the crossing to warn highway traffic.

**DRAW BRIDGE/BNSF RRX - LOUISIANA, MO:** Draw bridge at Louisiana, MO, and the BNSF RRX are automatic interlockings. Trains encountering a STOP indication at the east end of the bridge, after stopping, must communicate with the bridge tender to ascertain if the bridge is lined for their movement. If the bridge is lined for train movement and the signal governing movement over the bridge fails to display a proceed indication, after stopping and contacting the bridge tender, the train may then proceed at restricted speed until the leading wheels have passed the opposing absolute signal governing movement over the bridge. The train must also follow proper operating procedures for the BNSF RRX interlocking west of the bridge.

Trains encountering a stop indication west of the BNSF RRX, after stopping, must communicate with the bridge tender to ascertain if the bridge is lined for their movement then follow the instructions in the release box for the BNSF RRX interlocking. The train may proceed at restricted speed until, the leading wheels have passed the opposing absolute signal governing movement over the bridge. If train is delayed at the BNSF RRX interlocking, the train must contact bridge tender again before proceeding to ascertain that the bridge is lined for their movement because bridge could have been turned during the delay.

**ARTHUR:** West and East end of siding equipped with derails.

**FRA EXCEPTED TRACK:** Kaiser Lead.

**MEXICO:** East end of "Lower – 4" track equipped with derail.

**MOTIVE POWER RESTRICTIONS:** Only four (4) axle units may be used on industry tracks.

# Mexico Subdivision

EWD ▲	<b>Mexico Subdivision</b>				WWD ▼
Station No.	Siding Feet	Stations	Meth. Of Oper.	Mile Post	
53260		MEXICO DEPOT 1.1	C B	YL	325.7
53270	6,208	WEST SIDING (Includes Hill Trk) 4.6			326.8
53310		THOMPSON 8.6		TWC	331.4
53440		CENTRALIA 11.2			340.0
53520	7,850	CLARK 0.6			351.2
		NS RRX 9.8	A		351.8
53610		HIGBEE 4.9			361.6
53660	5,861	YATES 5.9			366.5
53720		ARMSTRONG 9.1			372.4
53810		GLASGOW 2.0			381.5
53830	7,727	HARMONY 7.0			383.5
53900		GILLIAM 3.1			390.5
53930	4,700	SLATER 10.9	C B		393.6
54050		MARSHALL 16.6			404.5
54210	5,066	BLACKBURN 3.0			421.1
54240		ALMA 5.1			424.1
54290		CORDER 4.7			429.2
54340		HIGGINSVILLE 6.1			433.9
54410		MAYVIEW 7.6			440.0
54480	5,735	ODESSA 7.7			447.6
54550		BATES CITY 3.5			455.3
54590		OAK GROVE 4.3			458.8
54630	7,060	GRAIN VALLEY 4.5		463.1	
54670		BLUE SPRINGS 11.0		467.6	
54780	3,120	INDEPENDENCE 3.4		478.6	
		ROCK CREEK JCT. M		482.0	
156.3					

<b>RADIO COMMUNICATION</b>			
Mexico Subdivision			
TRAIN	TX	RX	DTMF
Road	78	78	
Disp.	78	78	1
Critical Incident Desk	78	78	3
MOBILE	Channel	DTMF	
Road	1		
Disp.	1	1	

Channel	Location
78 – 78	KCS Mill Street Yard – MO Road CH
60 – 60	KCT

<b>METHOD OF OPERATION</b>	
Method	Mileposts
YL	325.0 - 328.0
TWC	328.0 - 482.0

## Mexico Subdivision

SPEED REGULATIONS				
Maximum Speed Between:			FRT MPH	IMT MPH
MP 325.7	and	MP 476.0	40	40
MP 476.0	and	MP 482.0	30	30

SPEED RESTRICTIONS		
	Mileposts	MPH
Br	MP 381.5 (Missouri River)	30
Xing	MP 404.0 to MP 405.3	30+
+ Indicates Engines Only		

SPEED RESTRICTIONS FOR SWITCHES & SIDINGS			
Maximum speed permitted through turnout of switches and sidings, except main track switches listed below, 10 MPH. Maximum speed permitted on all industry tracks and their turnouts, 10 MPH.			
Station or MP		Location	MPH
Clark		SS/W Both End & Siding	10
Grain Valley		SS/E-PAS/W Both End & Siding	10
SS/W – Spring Switch West End (Equipped with switch point indicator and associated distant signal).			
SS/E – Spring Switch East End (Equipped with switch point indicator and associated distant signal).			
PAS/W – Power Assisted Switch West End Siding.			

POWER ASSISTED SWITCHES				
Station or MP	Location	Radio Channel	Normal DTMF	Reverse DTMF
Grain Valley	West Grain Valley	78-78	#464011	#464022

CONTROL POINTS		
Name		Milepost
West Mexico		328.0
Centralia		340.0
East Clark		350.1
West Clark	SS	351.9
East Yates		365.9
West Yates		367.1
East Glasgow		381.1
West Glasgow		381.4
East Harmony		382.9
West Harmony		384.3
East Gilliam		390.5
West Gilliam		391.0
East Slater		393.0
West Slater		394.1
East Marshall		404.1
West Marshall		404.8
East Blackburn		420.4
West Blackburn		421.5
East Higginsville		433.9
West Higginsville		434.5
East Odessa		447.1
West Odessa		448.6
East Grain Valley	SS	462.5
West Grain Valley	PAS	464.0
East Independence		478.5
West Independence		478.9
Rock Creek Jct.		482.0
SS – Indicates Spring Switch		
PAS – Indicates Power Assisted Switch		

TRACKSIDE WARNING DETECTORS	
Type	Milepost
Hot Journal / Dragging Equipment	330.8
Hot Journal / Oversize Load / Dragging Equipment (C) (W)	364.9
Hot Journal / Oversize Load / Dragging Equipment (C) (E)	385.9
Hot Journal / Dragging Equipment	408.1
Hot Journal / Dragging Equipment	429.2
Hot Journal / Dragging Equipment	460.5

## Mexico Subdivision

HEAVY GRADE				
Avg. Grade	Between			Descending
1.02%	MP 467.9	and	MP 471.3	WWD
1.11%	MP 473.1	and	MP 476.8	EWD
1.06%	MP 478.7	and	MP 481.8	WWD

BUSINESS TRACKS				
Name	DOE	Milepost	Station	
Hill Track	E	326.8	Mexico	
Audrain Co-Op	W	331.3	Thompson	
Missouri Farmers Association	W	339.5	Centralia	
Glasgow Co-Op	W	371.9	Armstrong	
MFA Fertilizer	W	380.5		
Glasgow Co-Op	W	381.1	Glasgow	
Slater Co-Op	E&W	393.6	Slater	
Farmers Grain Terminal	+ W	394.0	Slater	
Farmers Grain Terminal	E	395.0	Slater	
Hann & Phillips	+ E	404.1	Marshall	
Fletcher Grain	W	404.1	Marshall	
Fletcher Grain	E	404.7	Marshall	
Missouri Farmers Association	E	404.9	Marshall	
Kent Foods	W	406.5	Marshall	
United Refrigeration	E	407.2	Marshall	
Excel	E	407.2	Marshall	
Central MO AG Services	+ E	420.7		
Alma Co-Op	E	424.2	Alma	
Heimsoth Fertilizer	W	429.0	Corder	
Missouri Farmers Association	+ E&W	434.4	Higginsville	
Super Sweet	W	434.9	Higginsville	
Missouri Farmers Association	W	435.2	Higginsville	
Fertilizer Track	E	441.4	Mayview	
Central Co-Op	W	448.4	Odessa	
Missouri Farmers Association	W	449.6	Odessa	
Action Products	W	449.6	Odessa	
Stone Container	E	466.8	Blue Springs	
Complete Building Supply	E&W	467.3	Blue Springs	

+ Connected to siding

### Special Instructions

**AUTOMATIC INTERLOCKING APPROACH LOCATION:**

(Main Track and Siding, if applicable)

NS RRX at MP 351.8

WWD Approach: MP 349.82; EWD Approach: MP 354.3

**WEST SIDING:** West end equipped with derail.

**CLARK:** WWD Trains holding main track at Clark to meet EWD trains must stop east of posted point East of MP 351.5 until EWD train clear of main track.

**GLASGOW:** River Lead, west of Old Highway 87, restricted to two (2), four (4) axle engines to 705 switch.

**ROCK CREEK JCT:** Trains exceeding 3,700 feet do not foul crossing Independence Ave. MP 480.95 until instructed by KCT Traffic Control Operator Kansas City to proceed to Rock Creek JCT.

**KANSAS CITY:** While operating on trackage of foreign lines in the Kansas City area, all employees will be governed by the current edition of the Greater Kansas City Area Operating Rules and Special Instructions.

**KANSAS CITY TERMINAL:** Trains operating on the Greater Kansas City Terminal use channel 60-60 to communicate with KCT Train Dispatcher.

# Mexico Subdivision

---

**OAK GROVE: QUIET ZONE LOCATION:** Do not sound locomotive horn while approaching public or private crossings on location except to provide warning to Roadway Workers (GCOR rule 5.8.2(8)), or if horn is needed to provide warning in an emergency, or when automatic crossing devices are malfunctioning or temporarily out of service during inspection, maintenance, or testing of the system.

Effective date: June 22, 2009 at 00:01 hours

Location: MP 459.64, Robinson Road

Hours Quiet Zone is in effect: **All hours**

**MOTIVE POWER RESTRICTIONS:** Only four (4) axle engines may be used on industry tracks.

**OZARK VALLEY RAILROAD:** MP 326.1 - All movement governed by GCOR Rule 6.28, not to exceed 10 MPH. Maximum speed permitted on all industry tracks and turnouts, 10 MPH.

The Ozark Valley Railroad begins operations at MP 0.0 to MP 24.8 (end of track) on the former Mexico Industrial Lead (Fulton Branch).

## **INSTRUCTIONS FOR CROSSING NS RR AT MEXICO, MO, TO ENTER OZARK VALLEY RAILROAD:**

Contact NS Dispatcher, Decatur on frequency 22-22 to receive permission to crossover.

Trainman must then come to bunker and open box marked "GWWR" and follow these instructions:

1. Communicate with NS Dispatcher, Decatur, for authority to line KCS Route. In the event of communication failure where dispatcher cannot be contacted, start with Instruction No. 2.
2. Be sure that no other trains are on or closely approaching the crossing from other directions.
3. Operate manual push button for desired signal. Hold depressed for two (2) seconds before releasing.
  - a. If NS approaches are clear, reverse switch indicator lamp will light indicating switches can be lined for KCS Route. After switches have been lined, the signal required should display proceed indication.
  - b. If NS approaches are occupied, reverse signal indicator lamp will not light until twelve (12) minute time interval. When reverse signal indicator lamp lights, switches can be lined for KCS Route and the signal required should display proceed indication.
4. Return switches to normal position after movement has been made through interlocking. Normal switch indicator lamp will be lit, indicating switches can be returned to normal position.
5. If the required signal is not displayed for the desired route after switches have been lined for KCS movement:
  - a. Make sure correct signal push button was operated.
  - b. If the correct signal push button was operated and if no conflicting movement is evident, train may proceed at restricted speed. Notify NS Dispatcher, Decatur.
6. Be sure to lock box when leaving.

# Springfield Subdivision

Springfield Subdivision				EWD ▲	▼ WWD
Station No.	Siding Feet	Stations	Meth. Of Oper.	Mile Post	
11910		COCKRELL 10.1	TWC	193.4	
12030		PROUTY 6.7		203.5	
12100		YEOMANS 2.5		210.2	
12120		REES 3.4		212.7	
12160		CLEMENTS 5.6		216.1	
12270		MURRAYVILLE 15.5		221.7	
12370		ROODHOUSE (West Wye Switch)	C B T	237.2	YL
43.8					

RADIO COMMUNICATION Springfield Subdivision			
TRAIN	TX	RX	DTMF
Road	90	90	
Disp.	90	90	1
Critical Incident Desk	90	90	3
MOBILE	Channel		DTMF
Road	2		
Disp.	2		1

Channel	Location
56 – 56 Tone 4	IM

METHOD OF OPERATION	
Method	Mileposts
TWC	193.4 - 234.5
YL (South Leg of Wye)	234.5 - 67.5
YL (North Leg of Wye)	234.5 - 237.5

SPEED REGULATIONS	
Maximum Speed Between:	FRT MPH
MP 193.4 and MP 234.5	40

SPEED RESTRICTIONS		
	Mileposts	MPH
Xing	MP 226.8 - MP 227.1	35+
Trk	MP 237.2 - MP 234.5	10
+ Indicates Engines Only		

SPEED RESTRICTIONS FOR SWITCHES & SIDINGS
Maximum speed permitted through turnout of switches and sidings, 10 MPH.
Maximum speed permitted on all industry, yard tracks and their turnouts, 10 MPH.
Old Main Track and New Main Track North Yard Roodhouse, 10 MPH.

CONTROL POINTS	
Name	Milepost
SP Jct.	192.4
East Prouty	203.4
West Prouty	204.0
East Yeomans	209.8
West Yeomans	210.5
Murrayville	221.7
East Roodhouse	234.5

# Springfield Subdivision

<b>BUSINESS TRACKS</b>			
Name	DOE	Milepost	Station
Curran Elevator	W	193.2	Curran
Prouty Elevator	W	203.3	Prouty
Prouty Elevator	E	204.0	Prouty
Murrayville Elevator	E	228.2	Murrayville
+ Indicates connected to siding			

## Special Instructions

**AUTOMATIC WARNING DEVICES USED INFREQUENTLY:**

- MP 194.4 – FAS 1619 – Curran & Auburn
- MP 198.6 – FAS 623 – Loami Road, Springfield
- MP 203.2 – FAS 621 – PP & New Berlin Street
- MP 205.0 – Huffaker Road
- MP 206.0 – County Line Road
- MP 209.8 – FAS 614
- MP 215.8 – County Line Road

**COCKRELL - SPRINGFIELD:** M.P. 192.4 to KC JCT is under the jurisdiction and control of the UP Train Dispatcher.

KC JCT to CN Connection and ILES is under the jurisdiction and control of the NS Train Dispatcher.

CN Connection to Avenue is under the jurisdiction and control of the CN Train Dispatcher.

ILES to Ridgely Yard is under the jurisdiction and control of the UP Train Dispatcher.

Ridgely to Avenue via the IM is under the jurisdiction and control of the IM Train Dispatcher.

NOTE - NS Bulletins and Notices posted at the East St. Louis and Roodhouse Terminals. Train crews must contact NS Train Dispatcher before departing initial terminal and request Dispatchers Bulletins and provide NS Train Dispatcher with train information. Train crews must then contact the CN Train Dispatcher for the highest Number General Order in effect and provide CN Train Dispatcher with train information. Train crews must also contact UP Train Dispatcher and request Track Warrant and provide UP Train Dispatcher with train information.

Eastward Crews should contact NS Train Dispatcher (22-22) in the area of Prouty - Westward Crews contact NS Train Dispatcher when departing Springfield to advise NS Train Dispatcher of their approach.

Eastward Crews contact UP Train Dispatcher from the Prouty area and Westward Crews should contact the UP Train Dispatcher (30-30) when leaving the Springfield area.

Eastward Crews contact the CN Train Dispatcher before leaving Air Line Industrial Lead at KC JCT. Westward Crews contact the CN Train Dispatcher before leaving the IM property to request permission to enter CN track.

Train crews contact IM Train Dispatcher (56-56, tone 04) after arriving on CN property or prior to leaving UP Ridgely for permission to enter IM track.

**CURRAN:** Cars exceeding 66 feet are not permitted in Consolidated Grain. Six axle engines are not permitted in Consolidated Grain.

**MURRAYVILLE:** Milepost equalization - There is one mile between MP 221 and MP 227.

**ROODHOUSE:** Wye switches may be left lined and locked as last used.



# Jacksonville Subdivision

<b>NWD</b> ▲	<b>Jacksonville Subdivision</b>			<b>SWD</b> ▼
Station No.	Siding Feet	Stations	Meth. Of Oper.	Mile Post
32380		JACKSONVILLE 7.1	TWC	216.3
23200		WOODSON 3.5		223.4
12270		MURRAYVILLE		226.9
10.6				

<b>RADIO COMMUNICATION</b>			
Jacksonville Subdivision			
TRAIN	TX	RX	DTMF
Road	90	90	
Disp.	90	90	1
Critical Incident Desk	90	90	3
MOBILE	Channel	DTMF	
Road	2		
Disp.	2	1	

<b>METHOD OF OPERATION</b>	
Method	Mileposts
TWC	216.3 - 226.9

<b>SPEED REGULATIONS</b>				
Maximum Speed Between:			FRT MPH	IMT MPH
MP 226.9	and	MP 216.3	10	10

<b>SPEED RESTRICTIONS FOR SWITCHES &amp; SIDINGS</b>
Maximum speed permitted through turnout of switches and sidings, 10 MPH.
Maximum speed permitted on all industry tracks and their turnouts, 10 MPH.

<b>CONTROL POINTS</b>	
Name	Milepost
Jacksonville	216.3
North Woodson	223.2
South Woodson	223.9
Murrayville	226.9

<b>BUSINESS TRACKS</b>			
Name	DOE	Milepost	Station
Waterworks Track	S	216.8	Jacksonville
BNSF Interchange		217.3	Jacksonville
PACTIV (Mobil)	N & S	217.3	Jacksonville
Woodson	N & S	223.4	Woodson

## Special Instructions

**AUTOMATIC WARNING DEVICES USED INFREQUENTLY:**  
MP 217.8 – Vandalia Street

FRA expected track. All main yard and industry tracks.

## Pittsburg Subdivision

NWD ▲		<b>Pittsburg Subdivision</b>			SWD ▼		
Station No.	Siding Feet	Stations	Meth. Of Oper.	Mile Post			
0004		KANSAS CITY (2 MT) 1.4	B C T	YL	3.7		
		AIRLINE JCT 0.3		CTC (KCT)	5.1		
		UP RRX 0.1	A		5.4		
		MALONE JCT 0.4			5.5		
		KCS JCT - SIGNAL 84R 0.2			5.9		
		KCS RRX (2) 0.2	M		6.1		
		KCS JCT - SIGNAL 98L 1.8			6.3		
0009	8,455	BLUE VALLEY 15.4	!		CTC	8.1	
0023	9,114	GRANDVIEW 4.9		23.5			
0027		INT. FREIGHT GATEWAY 4.3		28.4			
0033	8,583	JAUDON 20.4		32.7			
0053	11,244	DREXEL 9.3		53.1			
0062	6,792	AMSTERDAM 18.3	T	62.4			
0081	7,541	HUME 18.2		80.7			
0099	10,214	EVE 15.7		98.9			
		BNSF RRX 3.5	A	114.6			
0118	12,331	MULBERRY 10.1		118.1			
		PITTSBURG (2 MT) 124.5	B C T	YL		128.2	
124.5							

<b>RADIO COMMUNICATION</b>				
Pittsburg Subdivision				
TRAIN	TX	RX	DTMF	
Road	10	10		
Yard	10	10		
Disp.	16	10	1	
Critical Incident Desk	16	10	3	
MOBILE	Channel		DTMF	
Road	1			
Disp.	2		1	

Channel	Location
36 - 36	BNSF Kansas City

<b>METHOD OF OPERATION</b>		
Method	Mileposts	
YL (2 MT)	1.0	- 5.0
CTC (KC Terminal)	5.0	- 6.3
CTC	6.3	- 126.8
YL	126.8	- 128.9

## Pittsburg Subdivision

<b>SPEED REGULATIONS</b>				
<b>Maximum Speed Between:</b>			<b>FRT MPH</b>	<b>IMT MPH</b>
MP 1.0	and	MP 6.1	10	10
MP 6.1	and	MP 19.0	45	55
MP 19.0	and	MP 126.8	55	55
MP 126.8	and	MP 128.9 #1 MT	20	20
MP 126.8	and	MP 128.9 #2 MT	55	55

<b>SPEED RESTRICTIONS</b>				
	<b>Mileposts</b>			<b>MPH</b>
Trk	MP 6.1	-	MP 8.1	40
Cv	MP 19.0	-	MP 23.5	45
Cv	MP 37.3	-	MP 42.2	45
Cv	MP 56.8	-	MP 57.2	50
Br-Cv	MP 72.1	-	MP 73.4	45
Cv	MP 91.4	-	MP 92.0	50
RRX	MP 114.6			40
Trk	MP 126.8	-	MP 128.9 #2 MT	20+

+ Indicates engines only

<b>SPEED RESTRICTIONS FOR SWITCHES &amp; SIDINGS</b>			
Maximum speed permitted through turnout of switches and sidings, except main track switches listed below, 10 MPH.			
<b>Station or MP</b>		<b>Location</b>	<b>MPH</b>
Blue Valley	D	Both Ends & Sidings	40
Grandview	D	Both Ends & Sidings	20
South IFG	D	Switch & Siding	20
Jaudon	D	Both Ends & Sidings	20
Drexel	D	Both Ends & Sidings	20
Amsterdam	D	Both Ends & Sidings	20
Hume	D	Both Ends & Sidings	20
Eve	D	Both Ends & Sidings	20
Mulberry	D	Both Ends & Sidings	20

D – Indicates Dual Control Switch

## Pittsburg Subdivision

<b>CONTROL POINTS</b>	
<b>Name</b>	<b>Milepost</b>
West Wye	5.0*
Airline JCT	5.3*
UPRRX & Malone JCT	5.4*
KCS JCT – Signal 84R	5.9*
KCS JCT – Signal 98L	6.3*
North Blue Valley	8.1
South Blue Valley	9.8
North Grandview	23.3
South Grandview	25.2
South IFG	28.8
North Jaudon	32.5
South Jaudon	34.2
North Drexel	50.9
South Drexel	53.1
North Amsterdam	61.2
Amsterdam Wye (North Leg Wye in Siding)	61.6
South Amsterdam	62.7
North Hume	79.9
South Hume	81.5
North Eve	97.9
South Eve	99.9
North Mulberry	116.0
South Mulberry	118.4
North Pittsburg	126.8
* Indicates controlled by KCT Control Operator	

<b>TRACKSIDE WARNING DETECTORS</b>	
<b>Type</b>	<b>Milepost</b>
Dragging Equipment	12.1
Hot Journal / Oversize Load / Dragging Equipment	15.1
Hot Journal / Dragging Equipment	27.0
Hot Journal / Dragging Equipment	36.9
Hot Journal / Oversize Load / Dragging Equipment	46.1
Hot Journal / Dragging Equipment	58.4
Hot Journal / Dragging Equipment (C) (S)	68.8
Hot Journal / Dragging Equipment (C) (N) & (S)	77.6
Dragging Equipment	86.8
Dragging Equipment	89.4
Hot Journal / Oversize Load / Dragging Equipment (C) (N) & (S)	95.2
Hot Journal / Oversize Load / Dragging Equipment (C) (N)	110.4
Hot Journal / Oversize Load / Dragging Equipment	124.9



## Pittsburg Subdivision

<b>BUSINESS TRACKS</b>				
<b>Name</b>		<b>DOE</b>	<b>MP</b>	<b>Footage</b>
12 <sup>th</sup> Street		N & S	7.5	2,500
Cave Switch	E	S	8.6	4,918
Midwest Locomotive		S	10.0	1,500
BN Connection	E	N	23.1	1,500
Grandview Team Track	+	N	23.9	1,722
Grandview Pocket	+	N	23.9	597
American Ingredients		N	24.8	1,525
Grandview South Ind. Lead	+	S	25.1	3,100
North Intermodal Lead	D	S	25.2	
North Ramp Switch	+	S	25.8	
North IFG Switch	E	S	27.7	4,422
South IFG Switch	D	N	28.8	4,422
Cleveland		N	39.0	800
Team Track – Drexel	+	S	53.0	1,471
N.L. KCPL – Amsterdam	+	S	61.6	838
S.L. KCPL – Amsterdam	+	N	61.9	842
Team Track – Amsterdam	+	S	62.2	1,541
Team Track – Amsterdam	+	N	62.6	1,541
Team Track – Hume	+	S	80.6	2,766
Team Track – Hume	+	N	81.3	2,766
Richards		S	93.3	800
Team Track – Eve	+	S	98.3	1,170
Team Track – Eve	+	N	98.6	665
Team Track – Mulberry	+	N	118.2	580
D – Indicates Dual Switch E – Indicates Electrical Locked Switch + Indicates connected to siding				

### Special Instructions

#### **AUTOMATIC INTERLOCKING APPROACH LOCATIONS:**

(Main Track and Siding, if applicable)

UP RRX at MP 5.4

NWD Approach: MP 6.01; SWD Approach: MP 5.27

BNSF RRX at MP 114.6

NWD Approach: MP 117.61; SWD Approach: MP 111.71

**TRAINS DEPARTING KANSAS CITY:** KCS southward trains will contact the yardmaster for permission to depart. Once permission from yardmaster is granted, train will then contact KCS dispatcher for permission to enter KCS dispatched mainline at KCS JCT. Once permission is received from KCS dispatcher, the train is to contact KCT East dispatcher and report the following: Train ID; Locomotive number; total number of cars; tonnage; footage (including locomotives); from location (e.g. 902) and to location (e.g. KCS mainline).

#### **TRAINS DEPARTING KANSAS CITY OFF THE KCT MAINLINE:**

KCS southward trains departing off the KCT mainline (aka bridge 19 meets) after reporting to KCT that crew is on train. Crew will contact KCS dispatcher for permission to enter KCS mainline at KCS Jct. If unable to contact either KCS or KCT dispatcher call KCS Yardmaster and report situation.

**TRAINS ARRIVING KANSAS CITY:** Before passing signal at North Blue Valley NWD movements must comply with the following.

- Trains must report locomotive/train ID and total cars in train to KCS yardmaster and receive instructions.
- The crew must contact KCT East dispatcher to enter KCT track. The crew will inform the KCT East dispatcher of the following: Train ID; Locomotive number; total number of cars; tonnage; footage (including locomotives); from location (e.g. Blue Valley) and to location (e.g. Knoche, BNSF Murray yard, etc.)

All trains and engines entering East Kansas City yard (MP 5.1) must operate on radio channel 63-63 (Yard channel). Remain on this radio channel until you are ready to enter the locomotive service facility. Prior to entering East Kansas City yard you must contact the Yardmaster for instructions and the West Wye yard job to ascertain route is clear. Do not foul the west end of any track at

## Pittsburg Subdivision

East Kansas City yard until receiving permission from the Yardmaster.

KCS crews operating on Kansas City Terminal trackage will use KCT Channel 60-60.

While operating on trackage of foreign lines in the Kansas City area, all employees will be governed by the current edition of the Greater Kansas City Operating Rules and Special Instructions.

When operating solid over-the-road trains from the KCS to BNSF, the following will govern:

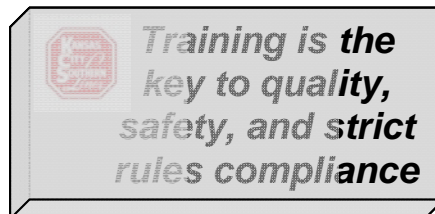
1. When a train is routed via the Kansas City Terminal Railway, notify the Kansas City Tower of the arriving and departure time at KCS junction.
2. Notify the Kansas City Tower when arriving Airline Junction to obtain a route and clearance to the BNSF.
3. Notify the Kansas City Tower when arriving on the KCT Bluff Track, and again when departing the KCT Bluff Track.
4. When arriving Harlem Street or Ustic Tower, call the Kansas City Tower to request transportation from the BNSF yard and advise the delivery time.
5. Show on the timeslip the time the engine arrives at the first set of puzzle switches after passing Harlem Street or Ustic Tower. This is the entrance to BNSF Murray Yard.
6. Any delay in excess of fifteen minutes en route to the BNSF must be reported at once to the Kansas City Yardmaster. If delay continues, a status report must be made every fifteen minutes to permit supervisors to handle.

Maintenance of Way employees desiring to perform track work on the main track between MP 5.0 and MP 6.3 must obtain permission from the KCT Operator.

**DREXEL:** When possible, southward trains stop at least 720 feet north of Pine Street, MP 53.0, when leaving train unattended, waiting for signal indication or waiting to meet opposing train.

**PITTSBURG YARD LIMITS:** Within Yard Limits at Pittsburg, permission must be obtained from the Train Dispatcher to enter the No. 1 and No. 2 Main Tracks. Upon clearing these main tracks, they must be released back to the Train Dispatcher.

**IFG:** Permission must be granted by KCS Console 1 Dispatcher prior to occupying Business Track (602) at IFG. KCS Console 1 Dispatcher must be informed once movement is clear of Business Track (602) at IFG.



## Heavener Subdivision

NWD ▲		<u>Heavener Subdivision</u>			SWD ▼
Station No.	Siding Feet	Stations	Meth. Of Oper.	Mile Post	
0128		PITTSBURG (2 MT) 1.5	YL 2 MT	128.2	
		SEK JCT 4.2	CTC	129.7	
0134	Coal Loop	EMPIRE 6.5		133.9	
0140	9,724	ASBURY ! 13.9		140.4	
0155	7,930	JOPLIN ! 0.5		154.3	
		MNA RRX <b>A g</b> 0.3		154.8	
		MNA CONN 4.9		155.1	
0160		SAGINAW 10.1		160.0	
0170	8,900	DALBY 2.6		170.1	
		BNSF RRX <b>A</b> 1.4		172.7	
0174		NEOSHO <b>B C</b> 6.7		174.1	
0181	17,642	McELHANY <b>XO !</b> 19.9		180.8	
0201	8,513	NOEL 13.5		200.7	
0215	8,580	DORSEY ! 2.8		214.2	
0217		DECATUR 5.5		217.0	
0222	7,831	GENTRY 1.2		222.5	
0224	Coal Loop	FLINT CREEK 5.6		223.7	
0229	8,063	SILOAM SPRINGS <b>B C</b> 6.7		229.3	
0236	11,500	WATTS <b>B C</b> 8.4		236.0	
0244		WESTVILLE 13.8		244.4	
0258	7,794	STILWELL 10.7		258.2	
0268	8,620	CAVE SPRINGS ! 12.2		268.9	
0281	8,333	MARBLE CITY 9.3		281.1	
		UP RXX <b>A</b> 0.7		290.4	
0291		SALLISAW <b>B</b> 8.1		291.1	
0299	8,144	GANS 12.5		299.2	
0312	6,909	SPIRO 3.0		311.7	
0315	Coal Loop	BONANZA 5.3	314.7		
0320	7,661	SHADY POINT 6.4	320.0		
0326		POTEAU 7.4	326.4		
0333		HOWE (2 MT) <b>XO !</b> 4.2	CTC #2 MT (West)	CTC #1 MT (East)	333.8
0338		HEAVENER (2 MT) <b>XO CB T</b>	YL #2 MT (West)	YL #1 MT (East)	338.0
209.8					

# Heavener Subdivision

<b>RADIO COMMUNICATION</b>			
<b>Pittsburg to North Shady Point</b>			
<b>TRAIN</b>	<b>TX</b>	<b>RX</b>	<b>DTMF</b>
Road	10	10	
Yard	63	63	
Disp.	16	10	1
Critical Incident Desk	16	10	3
<b>MOBILE</b>	<b>Channel</b>		<b>DTMF</b>
Road	1		
Disp.	2		1
<b>RADIO COMMUNICATION</b>			
<b>North Shady Point to Heavener</b>			
<b>TRAIN</b>	<b>TX</b>	<b>RX</b>	<b>DTMF</b>
Road	80	80	
Yard	63	63	
Disp.	55	80	1
Critical Incident Desk	55	80	3
<b>MOBILE</b>	<b>Channel</b>		<b>DTMF</b>
Road	12		
Disp.	13		1

<b>METHOD OF OPERATION</b>	
<b>Method</b>	<b>Mileposts</b>
YL	126.8 - 128.9
CTC	128.9 - 333.1
CTC #1 MT (EAST)	333.1 - 336.7
YL #1 MT (EAST)	336.7 - 338.4
CTC #2 MT (WEST)	333.1 - 336.7
YL #2 MT (WEST)	336.7 - 338.4

<b>SPEED REGULATIONS</b>				
<b>Maximum Speed Between:</b>			<b>FRT MPH</b>	<b>IMT MPH</b>
MP 126.8	and	MP 128.9 #1 MT	20	20
MP 126.8	and	MP 128.9 #2 MT	55	55
MP 128.9	and	MP 145.5	55	55
MP 145.5	and	MP 166.0	50	50
MP 166.0	and	MP 301.0	40	40
MP 301.0	and	MP 331.7	55	55
MP 331.7	and	MP 338.4 #1 MT (East)	40	40
MP 331.7	and	MP 338.4 #2 MT (West)	40	40





## Heavener Subdivision

<b>SPEED RESTRICTIONS</b>		
	<b>Mileposts</b>	<b>MPH</b>
Trk	MP 126.8 - MP 128.9 (#2 MT)	20+
Xing	MP 128.9 - MP 129.3	40+
Cv	MP 147.3 - MP 158.0	40
Cv	MP 164.6 - MP 166.2	45
Cv	MP 166.2 - MP 168.5	30
Cv	MP 172.3 - MP 177.5	25
Cv	MP 185.9 - MP 186.2	30
Cv	MP 191.0 - MP 192.2	30
Cv	MP 194.4 - MP 194.8	30
Cv	MP 195.9 - MP 196.7	25
Cv	MP 196.7 - MP 210.0	30
Cv	MP 216.9 - MP 217.1	30
Cv	MP 224.1 - MP 226.1	30
Cv	MP 230.2 - MP 234.0	35
Cv	MP 239.5 - MP 240.0	30
Cv	MP 250.5 - MP 256.2	35
Cv	MP 262.6 - MP 263.8	30
Cv	MP 277.8 - MP 278.5	30
Cv	MP 285.4 - MP 285.6	30
RRX	MP 290.4	25
Trk	MP 301.0 - MP 306.8	55
Trk	MP 306.8 - MP 310.0	45
Trk	MP 310.0 - MP 325.6	55
Sw	MP 325.6	50
Trk	MP 325.7 - MP 331.7	55
Cv	MP 331.7 - MP 335.3 (ALL MT)	40
Trk	MP 336.3 - MP 338.4 (#1 MT)	20
Trk	MP 336.3 - MP 336.9 (#2 MT)	10
Trk	MP 336.9 - MP 338.4 (#2 MT)	20+

+ Indicates Engines Only

<b>SPEED RESTRICTIONS FOR SWITCHES &amp; SIDINGS</b>			
Maximum speed permitted through turnout of switches and sidings, 10 MPH, except main track switches listed below.			
<b>Station or MP</b>		<b>Location</b>	<b>MPH</b>
Pittsburg	D	North End	20
Pittsburg	D	South End	10
Asbury	D	Both Ends & Sidings	40
Joplin	D	Both Ends & Sidings	30
Dalby	D	Both Ends & Sidings	20
McElhany	D	Both Ends & Sidings	40
CP 181	D	MP 180.8 Xover	40
Noel	D	Both Ends & Sidings	20
Dorsey	D	Both Ends & Sidings	30
Gentry	D	Both Ends & Sidings	20
Siloam Springs	D	Both Ends & Sidings	20
Watts	D	Both Ends & Sidings	20
Stilwell	D	Both Ends & Sidings	20
Cave Springs	D	Both Ends & Sidings	30
Marble City	D	Both Ends & Sidings	20
Gans	D	Both Ends & Sidings	20
Spiro	D	Both Ends & Sidings	20
Shady Point	D	Both Ends & Sidings	20
North Howe	D	Switch	30
South Howe	D	All Switches	20
South Heavener	D	Switch	20

D – Indicates Dual Control Switch



## Heavener Subdivision

<b>TRACKSIDE WARNING DETECTORS</b>	
<b>Type</b>	<b>Milepost</b>
Dragging Equipment	142.4
Hot Journal / Oversize Load / Dragging Equipment (C) (N)	144.0
Hot Journal / Dragging Equipment (C) (S)	152.2
High Water	158.75
High Water	163.6
Hot Journal / Dragging Equipment (C) (N) & (S)	164.3
High Water	164.4
High Water	164.7
High Water	165.11
High Water	169.8
Hot Journal / Dragging Equipment (C) (N)	174.1
Hot Journal / Oversize Load / Dragging Equipment	183.8
High Water	190.1
Hot Journal / Dragging Equipment	195.5
Dragging Equipment	197.6
Hot Journal / Oversize Load / Dragging Equipment (C) (S)	205.6
Hot Journal / Dragging Equipment (C) (N)	218.4
Hot Journal / Dragging Equipment (C) (S)	226.7
Hot Journal / Dragging Equipment (C) (N)	238.0
Hot Journal / Oversize Load / Dragging Equipment (C) (S)	247.2
Hot Journal / Oversize Load / Dragging Equipment (C) (N)	262.1
Hot Journal / Dragging Equipment (C) (S)	275.1
Hot Journal / Oversize Load / Dragging Equipment (C) (N) & (S)	284.4
Hot Journal / Dragging Equipment (C) (N)	301.9
Dragging Equipment	305.3
Dragging Equipment	308.3
Hot Journal / Oversize Load / Dragging Equipment	315.7
Hot Journal / Oversize Load / Dragging Equipment (C) (S)	331.4



## Heavener Subdivision

<b>BUSINESS TRACKS</b>				
<b>Name</b>		<b>DOE</b>	<b>MP</b>	<b>Footage</b>
Kelso		N	129.5	370
SEK JCT	E	S	129.7	720
Empire District Electric	D	S	133.9	IND
Asbury Team Track	+	S	139.5	190
Joplin Team Track		N	154.4	1,000
MNA Connection	E/g	S	155.1	920
Long Bell American	E	S	157.5	3,750
Gulf States Paper	E	S	158.3	2,300
North Switch Saginaw	E	S	159.8	2,601
South Switch Saginaw	E	N	160.4	2,601
Dalby Team Track	+	S	170.7	1,000
Ozark Terminal Spur	E	S	172.2	1,000
BNSF Interchange		N	173.2	2,900
North Switch Neosho	E	S	173.8	1,850
South Switch Neosho	E	N	174.3	1,850
Linde Spur	E	N	177.1	5,599
North Switch Coach Track		S	178.3	1,700
South Switch Coach Track		N	178.7	1,700
North Ozark Wood Switch	+	S	180.7	2,366
Government Lead	E	N	180.7	Yard
South Ozark Wood Switch		N	181.2	2,366
Goodman Spur	E	S	184.5	600
North Switch Anderson	E	S	191.8	1,650
Lanagan		N	195.2	500
Noel Team (Gas Track)	E	N	200.9	744
Gravette East Team		N	210.1	500
Petterson Spur	E	N	216.1	4,665
North Switch Decatur	E	S	217.0	1,860
South Switch Decatur	E	N	217.5	1,860
Gentry – McKee Foods	E	N	222.1	1,380
Gentry – House Track		N	222.6	800
SWEPCO-AEP Flint Creek		S	223.7	IND
Cobb Spur		N	227.7	1,100
Siloam Springs Ramp Track	+	N	229.1	785
Siloam Springs N.W. Sdg.	E	S	229.3	3,580
Siloam Springs Lumber Track	+	N	229.5	150
Allen Can (Kenwood)	+	N	229.9	467
Siloam Springs S.W. Sdg.	E	N	230.0	3,580
Jet Stream Plastics	+	S	230.0	2,091
Soroco	+	S	230.1	2,091
North Switch Watts	+	S	235.9	3,000
Watts Yard	+	N	236.6	
North Feeder	E	S	240.7	4,300
South Feeder	E	N	241.6	4,300
North Westville	E	S	243.9	1,090
South Westville	E	N	244.6	1,090
Baron		N	250.1	1,050
Conner Industries	E	S	255.8	600
Henningsen Cold Storage		S	258.8	1,137
Bunch		N	271.8	1,400
North SW Marble City Storage	+	S	280.7	2,403
South SW Marble City Storage	+	N	281.3	2,403
Quarry Spur	+	N	281.4	6,600
UP Interchange Track	E	N	291.0	4,350
Gans Team Track	+	S	299.3	510
Spiro/Emerson	+	S	312.0	2,715
AES/Bonanza		S	314.5	IND
Poteau – Ft. Smith Br. JCT	E	N	325.6	1,711
Howe Storage North Switch	E	S	333.1	2,000
Howe Storage South Switch	E	N	333.5	2,000

E – Indicates Electrically Locked Switch  
E/g – Indicates Electrically Locked Gate  
+ - Indicates Connected to Siding

# Heavener Subdivision

HEAVY GRADE			
Avg. Grade	Between		Descending
1.31%	MP 177.7	and MP 174.3	NWD
1.32%	MP 184.5	and MP 188.3	SWD
1.42%	MP 206.2	and MP 209.8	NWD
1.29%	MP 209.9	and MP 212.6	SWD
1.43%	MP 219.1	and MP 215.3	NWD
1.36%	MP 230.3	and MP 233.6	SWD

## Special Instructions

### **AUTOMATIC INTERLOCKING APPROACH LOCATIONS:**

(Main Track and Siding, if applicable)

MNA RRX at MP 154.8

NWD Approach: MP 157.51; SWD Approach: MP 152.33

BNSF RRX at MP 172.7

NWD Approach: MP 174.64; SWD Approach: MP 170.22

UP RRX at MP 290.4

NWD Approach: MP 292.6; SWD Approach: MP 287.6

**PITTSBURG YARD LIMITS:** Within Yard Limits at Pittsburg, permission must be obtained from the Train Dispatcher to enter the No. 1 and No. 2 Main Tracks. Upon clearing these main tracks, they must be released back to the Train Dispatcher.

**HEAVENER YARD LIMITS:** Within Yard Limits at Heavener, permission must be obtained from the Yard Supervisor at Heavener to enter the No. 1(East) and No. 2 (West) Main Tracks. Upon clearing these main tracks, they must be released back to the Yard Supervisor.

**EMPIRE DISTRICT:** An interlocked dual-controlled derail is installed at the clearance point of Empire. This derail operates in conjunction with the dual-controlled switch operated by the train dispatcher. When operating the Empire dual-controlled switch by hand, it is also necessary to operate the derail by hand.

**EMPIRE POWER PLANT SPUR:** Train crews operating empty coal trains will perform 1,000 mile air brake test prior to departure.

**JOPLIN:** Trains encountering a STOP indication at the MNA automatic interlocking, MP 154.8. After the train or engine stops and the crew neither sees nor hears a conflicting movement on the opposing route, a trainman may line and lock the gate for KCS movement. The train or engine may then proceed through the interlocking limits without authority from the train dispatcher.

Northward trains encountering a STOP indication at the MNA automatic interlocking, MP 154.8 will also receive a dark signal at the south siding switch at Joplin until the engine occupies the MNA interlocking limits.

Trains approaching railroad crossing at MP 154.8 will be governed as follows:

A train must proceed prepared to stop at the interlocking signal when:

- Moving below 15 MPH and passing a signal displaying an indication more favorable than Approach that governs the approach to an automatic interlocking.
- Or
- Speed is reduced to below 15 MPH after passing a signal displaying an indication more favorable than Approach that governs the approach to the automatic interlocking.

The train must continue to move prepared to stop at the interlocking signal until the train reaches a point approximately 1,000 feet from that signal. If the interlocking signal then indicates proceed, the train may resume speed.

### **PETERSON SPUR:**

- A) Cars must not be left between the main track switch and the switch point derail, which is located 554 feet from the main track switch.

# Heavener Subdivision

- B) Crew members are prohibited from riding equipment within the dumper room.

**FLINT CREEK:** A power operated switch point derail is installed at the clearance point of the Flint Creek Spur. This derail operates in conjunction with the dual-controlled Flint Creek Spur switch operated by the train dispatcher. When operating the Flint Creek dual-controlled switch by hand, it is also necessary to operate the derail by hand.

**FLINT CREEK SPUR: SWEPCO POWER PLANT:** Train crews operating empty coal trains will perform 1,000 mile air brake test prior to departure.

**FOOTING AT 253.2 AND 263.6:** Train crews are prohibited from walking on the right of way at the following locations:

- MP 253.2 East side of main track
- MP 263.6 East side of main track

**SALLISAW:** The interlocking signals at the UP crossing are also designated as a control point. When a crew encounters a STOP signal at this location and fails to receive a proceed indication after following instructions in the release box, authority must be received from the train dispatcher before proceeding except when operating within the limits of track and time.

**TRAIN MAKE-UP RESTRICTIONS:** Between North Marble City MP 280 and Joplin MP 155 when train tonnage exceeds 5,000 tons, the first five (5) cars must weigh 50 tons or more provided train contains 5 cars that weigh 50 tons or more. Two consecutively loaded platforms of an articulated car are to be considered the equivalent of one car weighing 50 tons.

**WALDRON INDUSTRIAL SPUR (MP 0.0 TO MP 4.0):** All movements must be made per Rule 6.28 not to exceed 10 MPH on all tracks. MP 4.0 begins Arkansas Southern Railroad.

FRA Excepted track from MP 3.1 to MP 4.0

OK FEED:

1. Riding on the sides of engines or cars while entering or moving through the dumper facility is prohibited. Train crews must remain inside the locomotive cab.
2. Speed through the dumper room and over the scales is restricted to 5 MPH.

**SIX AXLE LOCOMOTIVES PROHIBITED FROM OPERATING ON THE FOLLOWING TRACKS:**

- Long Bell American – MP 157.5
- Ozark Terminal Spur – MP 172.2
- Linde Spur – MP 177.1
- Gentry-McKee Foods – MP 222.1
- Jet Stream Plastics – MP 230.0
- Soroco – MP 230.1
- Zone 44, Tracks 701, 702 and 703 (These tracks are industries within Watts yard limits)
- HJ Baker (Zone 4, Track 702 in Westville, OK - MP 244.85)
- Baron - MP 250.1
- Henningsen Cold Storage - MP 258.8
- Quarry Spur - MP 281.4

**NEOSHO: QUIET ZONE LOCATIONS:** Do not sound locomotive horn while approaching public or private crossings on location except to provide warning to Roadway Workers (GCOR Rule 5.8.2(8)), or if horn is needed to provide warning in an emergency, or when automatic crossing devices are malfunctioning or temporarily out of service during inspection, maintenance or testing of the system.

Effective date: November 12, 2010 at 00:01 hours  
Location: MP 173.34, Washington Ave.  
MP 173.65, College St.  
MP 174.32, Spring St.  
MP 174.64, McKinney St.

Hours Quiet Zone is in effect: **All hours**

# Fort Smith Branch

EWD ▲	<b>Fort Smith Branch</b>			WWD ▼
Station No.	Siding Feet	Stations	Meth. Of Oper.	Mile Post
6356		FORT SMITH (VIA A&M TO MP 6.4)      0.9	YL	0.0
		FSR RRX      19.6		0.9
6336		CAMERON      7.2	BLT	20.5
0326		POTEAU		27.7
27.7				

<b>RADIO COMMUNICATION</b>			
<b>Fort Smith Branch</b>			
TRAIN	TX	RX	DTMF
Road	80	80	
Yard	63	63	
Disp.	55	80	1
Critical Incident Desk	55	80	3
MOBILE	Channel	DTMF	
Road	12		
Disp.	13	1	

<b>METHOD OF OPERATION</b>		
Method	Mileposts	
YL	0.0	- 6.8
BLT	6.8	- 27.7

<b>SPEED REGULATIONS</b>				
Maximum Speed Between:			FRT MPH	IMT MPH
MP 0.0	and	MP 27.7	25	25

## Special Instructions

**POTEAU TO FORT SMITH:** Operation is per Rule 6.14.1.

**FORT SMITH OPERATION VIA THE A&M RAILWAY:** From A&M MP 422.5 to A&M MP 417.0, Track Warrant Control is in effect. Trains must secure track warrants and track bulletins from the A&M Dispatcher at (479) 751-1281. Yard limits are in effect between A&M MP 412.0 and A&M MP 417.0.

**SIX AXLE LOCOMOTIVES PROHIBITED FROM OPERATING ON ALL TRACKS.**



## Shreveport Subdivision

NWD ▲		<b>Shreveport Subdivision</b>				SWD ▼	
Station No.	Siding Feet	Stations	Meth. Of Oper.		Mile Post		
0338		HEAVENER (2 MT) 16.7	XO C B T	YL #2 MT (West)	YL #1 MT (East)	338.0	
0355	12,363	PAGE 12.6				354.7	
0367	9,041	RICH MOUNTAIN 12.5				367.3	
0380		MENA 6.5				379.8	
0386	6,810	POTTER 15.5				386.3	
0402	6,821	VANDERVOORT 3.2				401.8	
0405		HATTON 3.8	B T			405.0	
0409	11,838	WICKES 12.5				408.8	
0421	8,637	GILLHAM 11.6				421.3	
		D&E CONN 0.2				432.9	
0433	7,453	DEQUEEN 0.7	XO B			433.1	
		D&E RRX 4.4	A			433.8	
0438	11,871	WADE 11.1	! XO		CTC	438.2	
0450	10,703	WINTHROP 13.7				449.3	
0464	7,284	WILTON 4.6	!			463.0	
		KRR RRX 2.6	A			467.6	
0469	10,160	ASHDOWN 16.7	B T			470.2	
0488	10,393	TEXARKANA 0.5	B			486.9	
		TNER RRX 0.1	A			487.4	
		UP RRX 1.9	A			487.5	
		UP RRX 3.4	A			489.4	
0494	12,281	JURY 24.0				492.8	
0518	7,811	SANDRA 15.0				516.8	
0533	12,474	SHORELINE 15.7				531.8	
0549		BLANCHARD 1.5	T			547.5	
0549		TEXAS JUNCTION 2.0	XO T		CTC #1 MT	549.0	
0551		NORTH SHREVEPORT HOLLYWOOD 1 0.3		CTC #2 MT		551.0	
0552		NORTH SHREVEPORT HOLLYWOOD 2			YL	551.3	
213.3							

<b>RADIO COMMUNICATION</b>			
Shreveport Subdivision			
TRAIN	TX	RX	DTMF
Road	80	80	
Yard	63	63	
Disp.	55	80	1
Critical Incident Desk	55	80	3
MOBILE	Channel	DTMF	
Road	12		
Disp.	13	1	



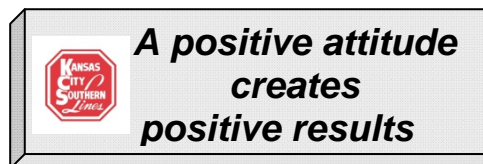
## Shreveport Subdivision

METHOD OF OPERATION	
Method	Mileposts
YL #1 MT (EAST)	336.7 - 338.4
YL #2 MT (WEST)	336.7 - 338.4
CTC	338.4 - 547.5
CTC Hollywood 1	547.5 - 551.0
CTC Hollywood 2	547.5 - 551.3

SPEED REGULATIONS				
Maximum Speed Between:			FRT MPH	IMT MPH
MP 336.7	and	MP 338.4 #1 (EAST) MT	40	40
MP 336.7	and	MP 338.4 #2 (WEST) MT	40	40
MP 338.4	and	MP 443.0	40	40
MP 443.0	and	MP 547.5	55	55
MP 547.5	and	MP 551.0 Hollywood 1	55	55
MP 547.5	and	MP 551.3 Hollywood 2	55	55

SPEED RESTRICTIONS			MPH
	Mileposts		
Trk	MP 336.3	- MP 338.4 (#1 MT)	20
Trk	MP 336.3	- MP 336.9 (#2 MT)	10
Trk	MP 336.9	- MP 338.4 (#2 MT)	20+
Cv	MP 345.2	- MP 345.9	30
Cv	MP 402.3	- MP 402.6	30
Cv	MP 407.1	- MP 408.3	30
Cv	MP 415.7	- MP 428.0	30
RRX	MP 433.8		35
Trk	MP 454.4	- MP 460.1	50
RRX	MP 467.6		40
Trk	MP 467.6	- MP 471.0	50
Br	MP 478.0		25
RRX	MP 486.7	- MP 489.4	40
Br	MP 497.4	- MP 497.8	40
Trk	MP 547.5	- MP 549.2 Hollywood 1	20
Trk	MP 549.2	- MP 551.0 Hollywood 1	40
Trk	MP 549.2	- MP 551.3 Hollywood 2	40

+ Indicates Engines Only



## Shreveport Subdivision

<b>SPEED RESTRICTIONS FOR SWITCHES &amp; SIDINGS</b>			
Maximum speed permitted through turnout of switches and sidings, 10 MPH, except main track switches listed below.			
<b>Station or MP</b>		<b>Location</b>	<b>MPH</b>
Page	D	Both Ends & Sidings	20
Rich Mountain	D	Both Ends & Sidings	20
Potter	D	Both Ends & Sidings	20
Vandervoort	D	Both Ends & Sidings	20
Wickes	D	Both Ends & Sidings	20
Gillham	D	Both Ends & Sidings	20
DeQueen	D	Both Ends & Sidings	20
Wade	D	Both Ends & Sidings	20
Winthrop	D	Both Ends & Sidings	20
Wilton	D	Both Ends & Sidings	20
Ashdown	D	Both Ends & Sidings	20
Texarkana	D	Both Ends & Sidings	20
Jury	D	Both Ends & Sidings	20
Sandra	D	Both Ends & Sidings	20
Shoreline	D	Both Ends & Sidings	20
North Blanchard	D	End 2 MT	20
Texas Junction MP 549.0	D	All Switches Double Crossover	20

D – Indicates Dual Control Switch

<b>CONTROL POINTS</b>		
<b>Name</b>		<b>Milepost</b>
North Heavener	Both MT	336.7
South Heavener		338.4
North Page		353.9
South Page		356.3
North Rich Mountain		366.1
South Rich Mountain		367.9
North Potter		385.5
South Potter		387.0
North Vandervoort		400.5
South Vandervoort		402.0
South Hatton		405.0
North Wickes		408.4
South Wickes		410.7
North Gillham		420.4
South Gillham		422.4
North DeQueen		431.6
D&E Connection		432.9
South DeQueen		433.1
North Wade		438.0
South Wade		440.3
North Winthrop		447.5
South Winthrop		449.7
North Wilton		462.3
South Wilton		463.8
KRR		467.6
North Ashdown		468.0
South Ashdown		470.1
Ogden		473.2
North Trigg Street		484.7
South Trigg Street		486.7
North Jury		491.03
South Jury		493.5
Cass		502.8
North Sandra		515.8
South Sandra		517.3
North Shoreline		529.8
South Shoreline		532.3
North Blanchard		547.5
North Leg Texas Wye (#2 MT)		548.3
Texas Junction		549.2
North Shreveport Hollywood 1		551.0
North Shreveport Hollywood 2		551.3

## Shreveport Subdivision

<b>TRACKSIDE WARNING DETECTORS</b>	
<b>Type</b>	<b>Milepost</b>
Dragging Equipment	339.6
Hot Journal / Oversize Load / Dragging Equipment (C) (N)	347.9
Hot Journal / Dragging Equipment	363.8
Hot Journal / Dragging Equipment	374.8
High Water	383.5
Hot Journal / Oversize Load / Dragging Equipment	384.1
High Water	384.7
Hot Journal / Dragging Equipment	396.4
High Water	406.3
Hot Journal / Dragging Equipment	406.5
Hot Journal / Dragging Equipment	425.0
Hot Journal / Oversize Load / Dragging Equipment	440.5
Hot Journal / Dragging Equipment	459.4
Hot Journal / Oversize Load / Dragging Equipment (C) (S)	474.5
Dragging Equipment	476.3
Dragging Equipment	479.1
Oversize Load / Dragging Equipment (C) (N) & (S)	490.9
Hot Journal / Dragging Equipment (C) (S)	495.3
Dragging Equipment	496.5
Dragging Equipment	498.5
Hot Journal / Oversize Load / Dragging Equipment (C) (N)	505.5
Hot Journal / Dragging Equipment	523.3
Hot Journal / Dragging Equipment	534.8
Hot Journal / Oversize Load / Dragging Equipment	543.9



## Shreveport Subdivision

<b>BUSINESS TRACKS</b>				
<b>Name</b>		<b>DOE</b>	<b>MP</b>	<b>Footage</b>
Page Team	+	S	354.6	630
Page Team	+	N	354.9	630
Rich Mountain Team	+	N	367.3	1,039
Mena Old Pass		S	380.1	3,070
Mena Old Pass		N	380.2	3,070
Mena Stock Track	+	S	380.4	1,570
Mena Stock Track	+	N	380.6	1,570
Olsen		S	382.6	2,100
Potter Team	+	N	386.7	740
Hatfield North Switch	E	S	391.4	750
Hatfield South Switch	E	N	391.9	790
Vandervoort Team	+	S	401.5	1,674
Vandervoort Team	+	N	401.8	1,674
Hatton North Leg Wye	E	S	404.7	748
Hatton South Leg Wye	D	N	405.0	793
Wickes Team	+	N	408.7	377
Gillham Team	+	S	421.1	750
DeQueen House Track		N	433.3	500
Wade – North Set Out Switch	+	S	438.2	1,300
Wade – XO MT TO Set Out	E	S	438.3	
Wade – South Set Out Switch	+	N	438.6	1,300
Winthrop South Spur	+	N	449.5	100
Gifford Hill		N	460.9	1,790
Wilton – Team Track		N	463.2	
Ashdown – KRR Connection	E	N	467.6	Conn
Ashdown – House Track N. SW	E	S	467.8	1,000
Ashdown – Nashville Br (ASSR)	+	N	468.0	Conn
Ashdown – House Track S. Sw	E	N	468.0	1,000
Ashdown – Compress N. Switch		S	468.1	1,400
Ashdown – Compress S. Switch		N	468.4	1,400
Ashdown – West Track N. Sw	E	S	469.2	3,900
Ashdown – New Storage N. Sw		S	469.2	3,900
Ashdown – Old Storage N. Sw	+	S	469.5	2,740
Ashdown – New Storage S. Sw		N	470.1	3,900
Ashdown – West Track S. Sw		N	470.1	3,900
Ashdown – Old Storage S. Sw	+ E	N	470.1	2,740
Ashdown – North Leg Wye	E	S	470.2	1,000
Ashdown – South Leg Wye	E	N	470.5	900
Commercial Storage	+	N	485.5	803
Texarkana – XO Siding to Yard	+	S	486.4	XO
Texarkana – Yard Lead S. Sw	E	N	487.2	Yard
Texarkana – Miller Bowie Co-op		S	487.3	635
Texarkana – TNER Conn	E	S	487.3	Conn
Texarkana – Stock Pen N. Sw		S	487.9	1,510
Texarkana – Stock Pen S. Sw		N	488.3	1,510
Baroid Sales Company		N	490.4	550
South Texarkana North XO	E	S	499.0	Yard
South Texarkana South Sw	E	N	499.3	Yard
Bloomburg		N	507.7	1,250
Sandra Team Track	+	S	516.9	600
Vivian		N	527.0	300
Superior Tie & Timber North Sw	E	S	530.1	IND
Superior Tie & Timber South Sw	E	N	530.3	IND
Oil City		S	535.8	1,400
Brian – UOP	E	S	544.9	IND
Blanchard Team		N	548.1	150

E – Indicates Electrically Locked Switch  
 + – Indicates Connected to Siding  
 D – Indicates Dual Control Switch



# Shreveport Subdivision

<b>HEAVY GRADE</b>				
<b>Avg. Grade</b>	<b>Between</b>			<b>Descending</b>
1.46%	MP 352.8	and	MP 349.1	NWD
1.50%	MP 367.4	and	MP 358.7	NWD
1.24%	MP 367.4	and	MP 374.1	SWD

## Special Instructions

**AUTOMATIC INTERLOCKING APPROACH LOCATIONS:**

(Main Track and Siding, if applicable)

D&E RRX at MP 433.8

NWD Approach: MP 438.01; SWD Approach: MP 431.08

KRR RRX at MP 467.6

NWD Approach: MP 470.52; SWD Approach: MP 465.35

TNER RRX at MP 487.4

NWD Approach: MP 490.99; SWD Approach: MP 483.44

UP RRX at MP 487.5

NWD Approach: MP 490.99; SWD Approach: MP 483.44

UP RRX at MP 489.4

NWD Approach: MP 494.08; SWD Approach: MP 486.7

**AUTOMATIC WARNING DEVICES USED INFREQUENTLY:**

MP 401.8 – Port Arthur Avenue (Team Track only)

MP 462.79 – AR 234 – Doulas Street (Team Track only)

MP 487.2 – Douglas Street (when switching Miller Bowie)

**HEAVENER YARD LIMITS:** Within Yard Limits at Heavener, permission must be obtained from the Yard Supervisor at Heavener to enter the No. 1 (East) and No. 2 (West) Main Tracks. Upon clearing these main tracks, they must be released back to the Yard Supervisor.

All main track switches within Heavener Yard Limits may be left lined as last used.

**HEAVENER:** A dual control derail on the south lead at Heavener yard is located 345 feet north of the east main switch and operates in conjunction with the east main track. When operating the east main switch by hand, it will also be necessary to operate the derail by hand.

**PAGE - MENA:** The sighting of fire between Page and Mena must be reported immediately to the train dispatcher, who will notify the Forest Ranger Tower at Mena.

**HATFIELD:** Between North and South Switches Pass Track, a switch point derail has been installed 341 feet north of the south switch.

**HATTON:** Train crews must have the automatic brakes cut in and operative on all cars when switching the rock plants at Hatton. Cars stored or spotted for loading must be left with the air brakes applied, wheels chocked, and sufficient hand brakes applied to prevent movement.

A dual control switch has been installed on the main track MP 405 for entrance to south leg of the wye. A power switch point derail has been installed approximately 300 ft. from the dual control switch on the south leg of the wye and operates in conjunction with the dual control main track switch. When permission is received to operate the dual control switch by hand, it will also be necessary to operate the switch point derail by hand.

When picking up cars, hand brakes will not be released until after Air Brake Test is completed.

Before departing Hatton Rock plant:

- If train contains less than 50% MWAX type equipment make a minimum automatic brake reduction, release hand brakes and move train WITHOUT releasing minimum set.

# Shreveport Subdivision

- If train contains at least 50% MWAX type equipment, move train with automatic brake released. Use dynamic or automatic brake applications as necessary to control train.

When taking a Distributed Power train into the plant, crews must end distributed power on both ends before leaving the train at Hatton.

## **DEQUEEN:**

DeQueen - Yard Track No. 1 (SLIC TRACK No. 038) at DeQueen is designated as D&E Delivered Interchange Track (D&E to KCS) and Yard Track No. 2 (SLIC Track No. 039) is designated as D&E received Interchange Track (KCS to D&E).

**MILEPOST EQUALIZATION - MP 442 TO MP 443:** There are 1.8 miles between MP 442 and MP 443.

## **ASHDOWN:**

1. The interlocking signals at the KCSR/KRR crossing at MP 467.6 are also designated as a control point. When a crew encounters a STOP signal at this location and fails to receive a proceed indication after following instructions in the release box, authority must be received from the train dispatcher before proceeding, except when operating within the limits of track and time.
2. KRR trains and engines must obtain track and time from the KCS train dispatcher before entering the main track.

**FORMER NASHVILLE BRANCH:** Operated by Arkansas Southern Railroad, begin at Nashville Branch Switch, MP 468.0.

**TEXARKANA: QUIET ZONE LOCATIONS:** Do not sound locomotive horn while approaching public or private crossings between these points except to provide warning to Roadway Workers (GCOR Rule 5.8.2(8)), or if horn is needed to provide warning in an emergency, or when automatic crossing devices are malfunctioning or temporarily out of service during inspection, maintenance or testing of the system.

Effective date: February 9, 2006 at 0001 hours

Location: MP 481.88, Forest Lake Drive  
MP 482.20, Lake Ridge Drive

Hours Quiet Zone is in effect: **All hours**

## **TEXARKANA:**

1. Foreign line trains and engines must obtain track and time from the KCS train dispatcher before entering the main track at Texarkana.
2. The UP connection switch at Texarkana is located just north of the interlocking limits at the KCS/UP/TNER interlocking, MP 487.5.

For northward movement out of the UP connection onto the KCS main track, the crew must first obtain authority from the train dispatcher or obtain track and time.

The UP main tracks 1 and 2 are within UP/CTC limits. For movements onto the UP main track, the crew must obtain authority or track and time from the UP dispatcher at Omaha, NE, Telephone No. (800) 726-1082 or (402) 636-1762, Radio Frequency 24-24.

## **BETWEEN MP 431 AND HEAVENER: Train make-up restrictions**

When train tonnage exceeds 5,000 tons, the first five (5) cars must weigh 50 tons or more provided train contains 5 cars that weigh 50 tons or more. Two consecutively loaded platforms of an articulated car are to be considered the equivalent of one car weighing 50 tons.

## Alexandria Subdivision

NWD ▲				<b>Alexandria Subdivision</b>		SWD ▼
Station No.	Siding Feet	Stations	Meth. Of Oper.	Mile Post		
		LOUISIANA JUNCTION 0.4	YL ABS VIA UP	561.7		
0370		LRN CONN 0.1	TWC	562.1		
		BOSSIER SIX 7.0		562.2		
3009	5,958	CURTIS 16.8		569.2		
3026	8,550	NINOCK 17.0		586.0		
3043		I.P. PASS 1.4		603.0		
3044		COUSHATTA 13.1		604.4		
3058		KRAFT 4.2		617.5		
3062	10,589	CAMPTI 4.7		621.7		
3063		PORT OF NATCHITOCHE 15.9		626.5		
3082		MONTGOMERY 15.0		642.3		
3097	5,269	COLFAX 16.8		657.3		
3114	8,650	BARRETT 4.4		674.1		
		UP RRX 2.2		A	678.5	
3121		PINEVILLE 0.7		680.7		
		PINEVILLE JUNCTION 5.3		T	681.4	
		ALEXANDRIA IND. SPUR 7.3		686.7		
3133	8,129	LATANIER 132.3	C B	YL	692.8	

<b>RADIO COMMUNICATION</b>			
Alexandria Subdivision			
TRAIN	TX	RX	DTMF
Road	10	10	
Yard	63	63	
Disp.	16	10	1
Critical Incident Desk	16	10	3
MOBILE	Channel		DTMF
Road	1		
Disp.	2		1

<b>METHOD OF OPERATION</b>	
Method	Mileposts
YL ABS (Via UP)	561.7
TWC	561.7 - 690.0
YL	690.0 - 695.5

<b>SPEED REGULATIONS</b>				
Maximum Speed Between:			FRT MPH	IMT MPH
MP 561.7	and	MP 695.5	40	40

<b>SPEED RESTRICTIONS</b>			
	Mileposts		MPH
Trk	MP 561.7	- MP 562.5	20
Xing	MP 562.5	- MP 565.7	20+
Trk	MP 587.0	- MP 589.5	35
Br	MP 665.7		40
RRX	MP 678.5		40
Trk	MP 690.0	- MP 695.5	25

+ Indicates Engines Only

## Alexandria Subdivision

<b>SPEED RESTRICTIONS FOR SWITCHES &amp; SIDINGS</b>			
Maximum speed permitted through turnout of switches and sidings, 10 MPH, except main track switches listed below.			
<b>Station or MP</b>		<b>Location</b>	<b>MPH</b>
Ninock	SS	South End & Siding	20*
Barrett	SS	South End & Siding	20*
* Indicates Loaded Bulk Commodity Trains – 10 MPH SS – Indicates Spring Switch			

<b>CONTROL POINTS</b>		
<b>Name</b>		<b>Milepost</b>
Louisiana Junction	SS	561.7
CP 562.5		562.5
North Curtis	SS	568.6
South Curtis		569.8
North Elm Grove		577.1
South Elm Grove		577.7
North Ninock		584.5
South Ninock	SS	586.2
North East Point		592.0
South East Point		592.3
North IP Pass		603.0
South IP Pass	SS	603.6
North Coushatta		604.2
South Coushatta		604.6
North Grappe Bluff		614.9
South Grappe Bluff		615.7
Kraft		617.4
North Campti		621.8
South Campti	SS	623.9
Port of Natchitoches		626.5
Linn		627.9
St. Maurice		634.4
North Montgomery		642.3
South Montgomery		642.8
North Colfax	SS	656.7
South Colfax		657.7
CP 665		665.0
North Barrett		673.9
South Barrett	SS	675.6
North Pineville		680.7
South Pineville		681.2
Pineville JCT	SS	681.4
Alexandria Industrial Spur	SS	686.6
North Latanier		690.0
SS – Indicates Spring Switch		

<b>TRACKSIDE WARNING DETECTORS</b>	
<b>Type</b>	<b>Milepost</b>
Hot Journal / Oversize Load / Dragging Equipment (C) (N)	566.5
Hot Journal / Dragging Equipment	579.3
Hot Journal / Dragging Equipment	590.6
Hot Journal / Dragging Equipment	599.3
High Water	606.1
Hot Journal / Dragging Equipment	611.3
Hot Journal / Dragging Equipment	626.6
Hot Journal / Dragging Equipment	640.7
Hot Journal / Dragging Equipment	651.5
Hot Journal / Dragging Equipment	662.3
Dragging Equipment	677.7
Hot Journal / Dragging Equipment (C) (S)	683.1
Dragging Equipment	686.9



## Alexandria Subdivision

<b>BUSINESS TRACKS</b>			
Name	DOE	MP	Footage
Bossier 6	N & S	562.2	800
Elm Grove North Switch	S	577.1	2,000
Elm Grove South Switch	N	577.7	2,000
East Point North Switch	S	592.0	1,450
I.P. Pass		603.0	1,925
Hood Industrial North Switch	+	S	603.0
Hood Industrial South Switch	+	N	603.2
Coushatta		604.4	1,777
Grappe Bluff North Switch	S	614.9	3,000
Grappe Bluff South Switch	N	615.7	3,000
Kraft		617.5	1,370
Port of Natchitoches	N	626.5	12,109
Linn	N	627.9	800
Madden Spur	N	629.6	1,000
Montgomery		642.3	1,660
Mallin North Switch	S	678.6	2,250
Mallin South Switch	N	679.1	2,250
Pineville		680.6	2,100
Alexandria Industrial Spur	N	686.7	Lead

+ Indicates Connected to Siding

### Special Instructions

**AUTOMATIC INTERLOCKING APPROACH LOCATIONS:**

(Main Track and Siding, if applicable)

UP RRX at MP 678.5

NWD Approach: MP 680.37; SWD Approach: MP 675.61

**AUTOMATIC WARNING DEVICES USED INFREQUENTLY:**

MP 604.3 – LA 179 – Ringgold Street (House Track only)

MP 621.5 – Edenborne Street (House Track only)

**NORTHWARD TRAINS EN ROUTE TO SHREVEPORT:** Secure

UP track warrants for bulletins before departing Latanier.

Employees who receive a track warrant listing track bulletins only (or “none” on line 16) must contact the UP train dispatcher (channel 82-82, press \*(star) 57 to tone train dispatcher, phone 1-800-726-1127 (Primary) or 1-281-350-7276 (Secondary) if:

- Incorrect/incomplete limits are listed on the “From” or “to” locations of the address.

Or

- The “OK” time is more than 4 hours old. (more than 4 hours before the time the track warrant is received).

**LRN CONNECTION:** All movements on LRN connection between MP L-562.1 (Alexandria Subdivision) and V-167.2 (Shreveport Terminal Subdivision) will be made per Rule 6.28 (Movement on Other than Main Track). Movements will not exceed 10 MPH.

UP RRX MP L-561.4 equipped with electric lock gate, normal position against LRN Connection.

**GRAPPE BLUFF:** Derails are located 270 feet from the North and South Switch Points. Derail signs are located 14 feet east of the Derails.

All Northbound trains doing work at Grappe Bluff must leave the first crossing South of the South Switch at Grappe Bluff clear at all times while making a pick up or set out.

**KRAFT:** Do not exceed five 5 MPH at Weyerhaeuser Industries on tracks 700, 701, 702, 703, 704, 705, 706, 707 and 708.

Do not move cars on Western Kraft Chemical Track without checking with plant personnel.

**PORT OF NATCHITOCHEs:** Movement made as per Rule 6.28, not to exceed 10 MPH.

## Alexandria Subdivision

**ALEXANDRIA INDUSTRIAL SPUR:** The normal position for the spring switch located at MP 686.7 will be for the main track.

All movements on the Alexandria Industrial Spur will be made per Rule 6.28, movements will not exceed 10 MPH and 10 MPH through turnouts.

**MILEPOST EQUALIZATION – MP 686 & MP 687:** There is 11,671 feet between MP 686 and MP 687.

# New Orleans Subdivision

▲ NWD	<b>New Orleans Subdivision</b>				SWD ▼	
Station No.	Siding Feet	Stations	Meth. Of Oper.	Mile Post		
3133	8,129	LATANIER 7.7	<b>C B</b> YL	692.8		
3141		BIJOU 8.1	TWC	700.5		
3149	9,515	HESSMER 17.9		708.6		
3167		HYDE 2.7		726.5		
		ATCHAFALAYA RIVER BRIDGE 4.0		<b>A</b>	729.2	
3173	12,538	KELLER 10.4			733.2	
3175		BATCHELOR 7.3			743.6	
3176		MORGANZA 3.2			750.9	
3195	8,733	LABARRE 6.6			754.1	
3177		NEW ROADS 1.9			760.7	
		CAJUN ELECTRIC SPUR 16.5			762.6	
3225	8,260	LOBDELL 1.6		CTC	779.1	
		LOBDELL JUNCTION 0.8	780.7			
		WEST JUNCTION 3.3	781.5			
		EAST JUNCTION 0.4	784.8			
		BRIDGE JUNCTION 2.2	YL	785.2		
		CN RR 0.7	<b>g</b> Rule 6.28	787.4		
3227		BATON ROUGE 6.6	<b>C B T</b> YL	788.1		
3236	6,877	ESSEN 14.8	TWC ABS	794.7		
3251	5,860	GONZALES 8.6		809.5		
3259		BARMEN 10.3		818.1		
3269		GRAMERCY 6.7		<b>T</b>	828.4	
3276		RESERVE 4.3		<b>C B T</b> ABS YL	835.1	
3280	5,850	MONTEGUT 7.4	TWC ABS	839.4		
3287		NORCO 7.7		846.8		
3295	6,052	FRELLSEN 1.2		854.5		
		FRELLSEN JUNCTION 0.4		855.7		
		JAMES JUNCTION (via CN RR) 0.3	CTC CN	856.1		
		ORLEANS JUNCTION (via CN RR) 2.5		856.4		
		NORTH MAYS YARD (via CN RR) 1.0		858.9		
		MAYS YARD (via CN RR) 2.2		859.9		
		EAST BRIDGE JUNCTION (via CN RR) 0.5		862.1		
3303		SHREWSBURY OLD MAIN (via CN RR) 1.8		862.6		
3308		NEW ORLEANS 0.6		<b>BT</b> Rule 6.28	864.4	
		KCS JUNCTION 0.9	CTC	865.0		
		CARROLLTN AVENUE	<b>NO PB</b>	865.9		
173.1						

# New Orleans Subdivision

<b>RADIO COMMUNICATION</b>			
<b>New Orleans Subdivision</b>			
<b>TRAIN</b>	<b>TX</b>	<b>RX</b>	<b>DTMF</b>
Road	10	10	
Yard	63	63	
Disp.	16	10	1
Critical Incident Desk	16	10	3
<b>MOBILE</b>	<b>Channel</b>	<b>DTMF</b>	
Road	1		
Disp.	2	1	

<b>METHOD OF OPERATION</b>	
<b>Method</b>	<b>Mileposts</b>
YL	690.0 - 695.5
TWC	695.5 - 779.1
CTC	779.1 - 784.8
YL	784.8 - 787.29
Rule 6.28	787.29 - 788.46
YL	788.46 - 790.3
TWC (ABS)	790.3 - 834.5
YL (ABS)	834.5 - 836.1
TWC (ABS)	836.1 - 855.7
CTC (CN)	855.7 - 862.9
Rule 6.28	862.9 - 865.0
CTC (NOPB)	865.0 - 865.9

<b>SPEED REGULATIONS</b>				
<b>Maximum Speed Between:</b>			<b>FRT MPH</b>	<b>IMT MPH</b>
MP 690.0	and	MP 790.3	40	40
MP 790.3	and	MP 855.7	49	49

<b>SPEED RESTRICTIONS</b>				
	<b>Mileposts</b>			<b>MPH</b>
Trk	MP 690.0	-	MP 695.5	25
Br	MP 729.0	-	MP 729.5	20
Trk	MP 729.5	-	MP 736.0	40
Trk	MP 750.5	-	MP 759.4	40
Trk	MP 759.4	-	MP 762.0	25
Trk	MP 762.0	-	MP 768.0	40
Br	MP 780.7	-	MP 784.8	20
Trk	MP 784.8	-	MP 790.3	20
Trk	MP 790.3	-	MP 793.6	20+
Br	MP 844.5	-	MP 846.3	10
Trk	MP 846.3	-	MP 848.6	25
Xing	MP 855.5			20+

+ Indicates Engines Only

<b>SPEED RESTRICTIONS FOR SWITCHES &amp; SIDINGS</b>			
Maximum speed permitted through turnout of switches and sidings, 10 MPH, except main track switches listed below.			
<b>Station or MP</b>		<b>Location</b>	<b>MPH</b>
Hessmer	SS	North End & Siding	20*
Keller	SS	South End & Siding	20*
Essen	SS	South End & Siding	20*
LaBarre	SS	Both Ends & Sidings	40

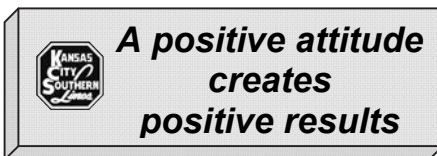
\* Indicates Loaded Bulk Commodity Trains – 10 MPH  
SS – Indicates Spring Switch



## New Orleans Subdivision

<b>CONTROL POINTS</b>		
<b>Name</b>		<b>Milepost</b>
South Latanier		695.5
North Bijou		699.9
South Bijou	SS	701.1
North Hessmer	SS	708.6
South Hessmer		710.4
Moreauville		717.4
North Hyde	SS	726.5
South Hyde		727.3
North Keller		731.4
South Keller	SS	733.9
North Batchelor		742.6
South Batchelor		743.6
North Morganza		750.8
South Morganza		751.3
North LaBarre	SS	754.1
South LaBarre	SS	755.8
North New Roads		760.5
South New Roads		760.9
Cajun Electric		762.6
Glynn		768.4
North Lobdell		779.1
Lobdell Junction		780.7
West Junction		781.5
East Junction		784.8
Baton Rouge		790.3
North Essen		794.0
South Essen	SS	795.4
Praireville		805.1
North Gonzales	SS	809.2
South Gonzales		810.3
North Barmen	SS	817.5
South Barmen		818.6
North McElroy		820.3
South McElroy		820.7
North Gramercy		827.9
South Gramercy		828.8
North Reserve		834.5
South Reserve		836.1
North Montegut		838.9
South Montegut	SS	840.0
North Norco		846.3
South Norco		848.6
North Frellsen	SS	854.3
South Frellsen		855.5
Frellsen Junction		855.7

SS – Indicates Spring Switch



## New Orleans Subdivision

<b>TRACKSIDE WARNING DETECTORS</b>	
<b>Type</b>	<b>Milepost</b>
Hot Journal / Oversize Load / Dragging Equipment (C) (N)	702.4
Dragging Equipment	705.6
Hot Journal / Dragging Equipment	713.3
Hot Journal / Oversize Load / Dragging Equipment (C) (S)	724.5
Dragging Equipment	727.7
Dragging Equipment	729.7
Hot Journal / Oversize Load / Dragging Equipment (C) (N)	737.2
Dragging Equipment	745.2
Hot Journal / Dragging Equipment	747.1
Dragging Equipment	749.8
Hot Journal / Dragging Equipment	758.6
Hot Journal / Oversize Load / Dragging Equipment (C) (S)	776.3
Dragging Equipment	782.3
Dragging Equipment	783.2
Dragging Equipment	785.0
Hot Journal / Oversize Load / Dragging Equipment	802.7
Hot Journal / Dragging Equipment	815.3
Hot Journal / Dragging Equipment	832.1
Dragging Equipment	843.5
Dragging Equipment	846.8
Hot Journal / Dragging Equipment	850.0

<b>BUSINESS TRACKS</b>			
<b>Name</b>	<b>DOE</b>	<b>MP</b>	<b>Footage</b>
Bijou Business Track	N & S	700.5	5,454
Belledeau (Joan of Arc)	N	704.4	1,200
Hyde	N & S	726.5	4,153
Batchelor Elevator	S	742.4	150
Morganza	N & S	750.9	1,604
New Roads	N & S	760.7	1,400
Glynn	S	768.4	100
Old TP Interchange North Sw.	E S	780.2	1,650
Old TP Interchange South Sw.	E N	780.6	1,650
Gonzales Team Track	S	810.4	550
Economy Brick	N	810.7	530
Plastic Shell	S	812.5	1,500
Barmen	N & S	818.1	5,335
McElroy North Switch	S	820.4	1,675
McElroy South Switch	N	820.7	1,675
Gramercy	N & S	828.4	4,150
Colonial North Wye Switch	S	828.6	IND
Colonial South Wye Switch	N	828.8	IND
Kaiser North Wye Switch	S	829.9	Wye
Kaiser South Wye Switch	N	830.1	Wye
Marathon	S	833.5	Lead
Baumer Foods	S	835.8	650
DPC Enterprises	S	836.0	2,117
Norco	N & S	846.8	4,820
Welling Truck Services	S	855.1	1,120
E – Indicates Electrically Locked Switch			



# New Orleans Subdivision

---

## Special Instructions

### **AUTOMATIC INTERLOCKING APPROACH LOCATIONS:**

(Main Track and Siding, if applicable)  
Atchafalaya River Bridge at MP 729.2  
NWD Approach: MP 730.6; SWD Approach: MP 727.04

### **AUTOMATIC WARNING DEVICES USED INFREQUENTLY:**

MP 785.7 – Gulf States Road (Track 48 only)  
MP 786.4 – Exxon 12<sup>th</sup> Street (Track 48 and East Pass only)

### **ATCHAFALAYA RIVER BRIDGE, MP 729.2, AUTOMATIC INTERLOCKING INSTRUCTIONS:**

1. Operate button on signal mast at home signal and hold 5 seconds before releasing.
2. If signal does not change to a favorable indication after waiting 5 minutes:
  - a) Place first derail in hand position and line for rail traffic. Proceed over derail on proper signal from crew member.
  - b) After one unit or one car has passed over first derail, restore derail to Power position.
  - c) Inspect moveable span bridge and determine that the rails are aligned properly, rail locks applied, and rails supported at each end of the turn span.
  - d) Place derail on opposite end of bridge in hand position and line for rail traffic. Proceed over second derail on proper signal from crew member.
  - e) After one unit or one car has passed over second derail, restore derail to Power position.
  - f) Notify train dispatcher of signal problem.

Home signals at bridge will not display proceed indication for reverse movement until train has cleared approach "CIRCUITS" located at MP 727.0 and MP 731.3.

### **KCS-UP JOINT TRACK BETWEEN MP 735.6 LETTSWORTH AND MP 780.7 LOBDELL JUNCTION:**

UP employees will be governed by the General Code of Operating Rules, UP Timetable, Special Instructions, and KCS - UP Joint General Orders.

**LABARRE:** The west track is designated as the siding. Switch point indicators are located at each end. Normal position of North switch is for siding. Normal position for South switch is for main track.

### **LOBDELL - BATON ROUGE TERMINAL AREA:**

1. Trains doubling over the Mississippi River Bridge (Bridge 783.2) must not leave any part of the train on the steel structure.

KCS dispatcher controls CTC between East Junction (MP 784.8 and North Lobdell MP 779.1.

Northward trains must contact yardmaster before passing South Essen – MP 795.4.

All Northward movements entering CTC at East Junction, MP 784.8, must obtain verbal permission from KCS train dispatcher.

Southward trains must contact KCS train dispatcher for TWC authority before leaving Baton Rouge.

Do not exceed five (5) MPH from West Jct. Switch to West Switch at Port Yard

### **BRIDGE JUNCTION:**

The switch at Bridge Junction, Mile Post 785.3, is a DUAL CONTROLLED power switch controlled by the Yardmaster at Baton Rouge, and is equipped with a switch point indicator as defined by GCOR Rule 8.10.

Switch Point Indicator at the switch will indicate the switch positions as follows:

- **GREEN** light will indicate switch is lined for the Main Line.
- **YELLOW** light will indicate switch is lined for the "D" Line.

## New Orleans Subdivision

- **RED** light will indicate switch is not lined or out of correspondence and movement must be stopped short of the switch.

When a train or engine is located within 200 feet south of switch or between 300 feet north of switch and the Northbound approach signal to East Junction or within 300 feet north of the switch on the "D" Line, the switch will be locked and the Yardmaster will not be able to operate the switch. Advise the Yardmaster of desired movement before occupying the track within these limits.

2. **"D" Line Operations:** MP D-209.7 - D-221.4: All movements must be made as per Rule 6.28 not to exceed 20 MPH. Exception: 10 MPH Bridge MP 214.7 and through turnouts.

Automatic interlocking with CN located MP D-220.1.

Automatic interlocking with CN located at MP D-217.99.

3. UTL lead off "D" Line, MP D-216.0 begins the Baton Rouge Southern Railroad.

**CN RRX AT MP 787.4:** Is protected by gates.

### **NORCO:**

1. The first road crossing north of the south siding switch at Norco, commonly referred to as the "Rubber" crossing, serves the Shell Oil Company Polypropylene Plant and must not be blocked with cars. Cars set out by through trains must be left clear of this crossing.
2. Do not exceed five (5) MPH over Norco Plant Lead.
3. Do not exceed five (5) MPH over L&A 3 and 4.
4. Do not exceed five (5) MPH inside CII Carbon Plant at Norco.

### **MOVEMENT ACROSS CNIC TRACK FROM FRELLSEN JCT TO KCS NEW ORLEANS:**

Baton Rouge: Southward trains departing Baton Rouge for New Orleans must have a copy of current CN Daily Operating Bulletins for the McComb and Baton Rouge Districts. Train crews will verify Daily Operating Bulletin number(s) with CN Dispatcher and have permission from CN Mays Yard before passing South Frelsen.

New Orleans Yard: Northward trains departing New Orleans must have a copy of the current CN Daily Operating Bulletins for the McComb and Baton Rouge Districts. Train crews will verify Daily Operating Bulletin number with CN Dispatcher and have permission from CN Mays Yard before departing New Orleans Yard.

All trains must keep radio display to CN Channel 54-54 while operating on CN track. The CN train dispatcher can be contacted on this channel.

CN Telephone Numbers are:

(800) 338-0794 - Train Dispatcher  
(800) 338-0796 - Chief Dispatcher  
(708) 206-6775 - Chief Dispatcher FAX

**NEW ORLEANS YARD SPECIAL INSTRUCTIONS SEE NEXT PAGE**



# New Orleans Subdivision

## NEW ORLEANS YARD:

1. The train dispatcher will issue TWC authority to northward trains before arriving Frelsen Jct. This will not modify or supersede rules or instructions governing operation via CN but permits trains to depart New Orleans yard after verbal authority is obtained to enter CN CTC territory.
2. Industries at Kenner are served via the KCS Industry Switch via the CN McComb District East main track.
3. KCS train and engine movements between Frelsen JCT and KCS New Orleans yard will be made via CN railroad and east bridge interlocker. Be governed by CN Operating Rules, CN Timetable and special instructions, and CN daily Operating Bulletins.
4. The Maximum Authorized Speed through the turnout in the East Bridge interlocking is 10 MPH.
5. KCS train movements between New Orleans yard and the NOPB's Cotton Warehouse yard will be made via the CN Railroad at Lambert Jct. for approximately 1800 feet to the NOPB connection, CN Mile post 920.9. Movements via this route will be controlled by and authorized by East Bridge Tower. CN Operating Rules will govern KCS train movements between Lambert Junction and NOPB Connection. NOPB General Code of Operating Rules, Timetable, General Orders and Bulletins will govern KC S train movements while occupying NOPB.
6. Between Lambert Junction and Southport, 10 MPH.
7. Between KCS Junction and Carrollton Avenue, on NOUPT tracks, the General Code of Operating Rules, NOUPT Special Instructions and General Orders will govern trains and engines.
8. KCS train and engine movements between the CN connection and 17th Street Canal are via the NS (Western Region, Alabama Division Timetable).

Yard Limit extends between CN Connection (East Bridge Interlocking) and Metairie Road. Be governed by restricted speed, not exceeding 20 MPH.

Remote Control Switch Territory extends between 17th Street Canal and Metairie Road (MP 2.2 and is controlled by NS Birmingham Operator.

Maximum Authorized Speed between CN Connection and 17th Street Canal:

Between 17th St. Canal and Metairie Rd. .... 20 MPH  
Between Metairie Rd. and CN Connection ..... 20 MPH

KCS train crews desiring to make a reverse movement within Remote Control Switch Territory must obtain permission from Oliver yard tower and complete NS TRACK TIME FORM 23A before doing so.

9. All tracks at Cotton Warehouse Yard, located at NOPB New Orleans are designated as interchange tracks for KCS interchange to CSX Railroad.

Do not exceed 8,000 feet for CSXT train in New Orleans.



# Alliance Subdivision

WWD ▲				<b>Alliance Subdivision</b>		EWD ▼		
Station No.	Siding Feet	Stations	T	Meth. Of Oper.	Mile Post			
9361		METRO JUNCTION		YL	D-110.2			
		1.2 EAST METRO			D-109.0			
9357		DENTON		TWC	D-104.5			
9354	3,654	2.5 MINCHIN			D-102.0			
9343		11.1 LEWISVILLE			D-90.9			
9328	5,580	15.9 COWLEY			D-75.0			
		1.5 WHITE ROCK JUNCTION			C-593.1			
		0.3 RENNER CONNECTION			C-592.8			
	9,165	3.3 PLANO			C-589.5			
9200		9.1 ALLIANCE JUNCTION			C-580.4			
49.4								

<b>RADIO COMMUNICATION</b>			
Alliance Subdivision			
TRAIN	TX	RX	DTMF
Road	10	10	
Yard	63	63	
Disp.	16	10	1
Critical Incident Desk	16	10	3
MOBILE	Channel		DTMF
Road	1		
Disp.	2		1

<b>METHOD OF OPERATION</b>		
Method	Mileposts	
YL	D-110.2	- D-109.0
TWC	D-109.0	- C-580.4

<b>SPEED REGULATIONS</b>				
Maximum Speed Between:			FRT MPH	IMT MPH
MP D-110.2	and	MP D-109.0	20	20
MP D-109.0	and	MP C-580.4	30	35

<b>SPEED RESTRICTIONS</b>		
	Mileposts	MPH
Sw	MP C-592.8	20
Xing	MP C-593.1 - MP C-588.6	20

<b>SPEED RESTRICTIONS FOR SWITCHES &amp; SIDINGS</b>			
Maximum speed permitted through turnout of switches and sidings, 10 MPH, except main track switches listed below.			
Station or MP	Location	MPH	
Alliance JCT	PAS	JCT	20*+
* Indicates Loaded Bulk Commodity Trains – 10 MPH PAS – Indicates Power Assisted Switch + Indicates Engines Only			

<b>POWER ASSISTED SWITCHES</b>				
Station or MP	Location	Radio Channel	Normal DTMF	Reverse DTMF
White Rock Jct.	White Rock Jct.	10-10	#593111	#593122
Alliance Jct.	Alliance Jct.	10-10	#580411	#580422

# Alliance Subdivision

<b>CONTROL POINTS</b>		
<b>Name</b>		<b>Milepost</b>
East Metro		D-109.0
Denton		D-104.5
West Minchin		D-102.8
East Minchin		D-102.0
West Lewisville		D-90.9
East Lewisville		D-90.8
CP 85.5		D-85.5
West Cowley	SS	D-76.1
East Cowley		D-74.9
White Rock Junction	PAS	C-593.1
Renner Connection		C-592.8
West Plano		C-589.5
East Plano	SS	C-587.7
Murphy		C-584.4
Alliance Junction	PAS	C-580.4
SS – Indicates Spring Switch		
PAS – Indicates Power Assisted Switch		

<b>TRACKSIDE WARNING DETECTORS</b>	
<b>Type</b>	<b>Milepost</b>
Hot Journal / Dragging Equipment	D-91.52
Dragging Equipment	C-579.4
Hot Journal / Dragging Equipment	C591.6

<b>BUSINESS TRACKS</b>			
<b>Name</b>	<b>DOE</b>	<b>Milepost</b>	<b>Footage</b>
Tetra Pak-Union Camp	E	D-105.4	11,000
Denton	E & W	D-104.5	300
Ben E. Keith	W	D-104.5	500
Fisher Distribution	E	D-104.1	450
Martin Brower	E	D-91.1	1,200
Lewisville	E & W	D-90.9	500
Dallas Morning News	E	D-74.6	960
Cargill	E	C-589.5	145

## Special Instructions

### **AUTOMATIC WARNING DEVICES USED INFREQUENTLY:**

MP C589.3 – Avenue N (Industry Track only)

MP C589.2 – Jupiter Road (Industry Spur only)

MP C-593.1 corresponds to MP D-73.5 on the White Rock Industrial Spur.

MP C-580.4 corresponds to MP T-201.9 on the Dallas Subdivision.

The use of Dynamic Braking between Metro Junction and Wylie is prohibited.

No Six-(6) Axle Power in Tetrapak MP D-105.4.

All Westbound Trains arriving Metro Jct. must call BNSF Trainmaster on Channel 55 to report arrival time at Metro jct.

**WHITE ROCK JCT:** Train crews contact Wylie Yard before entering White Rock Branch at White Rock JCT.

Renner Connection Switch MP C-592.8 will be lined for KCS main. The normal position for the White Rock Jct. Switch is lined for the Alliance Subdivision and will display the following aspects when moving EWD and WWD:

- **GREEN** - Lined properly for the Alliance Subdivision
- **YELLOW** - Lined properly for the White Rock Branch
- **RED** - Stop and Inspect Switch

## Alliance Subdivision

**ALLIANCE JCT:** The normal position for the Alliance Jct. switch is lined for the Alliance Subdivision and will display the following aspects when moving EWD and WWD:

- **GREEN** - Lined properly for the Alliance Subdivision
- **YELLOW** - Lined properly for the Dallas Subdivision
- **RED** - Stop and Inspect Switch

**MEASURED MILE:** C-581 - C-582.

### **DALLAS - QUIET ZONE LOCATIONS:**

Do not sound locomotive horn while approaching public or private road crossings at these locations except to provide warning to Roadway Workers (GCOR rule 5.8.2(8)), or if horn is needed to provide warning in an emergency, or when automatic crossing devices are malfunctioning or temporarily out of service during inspection, maintenance, or testing of the system.

Effective date: March 21, 2011, 00:01 hours  
Location: MP D-78.73, Horizon North Drive  
MP D-78.65, Dallas North Parkway Ramp  
MP D-78.55, Dallas North Parkway

Hours Quiet Zone is in effect: **All hours**

### **PLANO - QUIET ZONE LOCATIONS:**

Do not sound locomotive horn while approaching public or private road crossings at these locations except to provide warning to Roadway Workers (GCOR rule 5.8.2(8)), or if horn is needed to provide warning in an emergency, or when automatic crossing devices are malfunctioning or temporarily out of service during inspection, maintenance, or testing of the system.

Effective date: July 24, 2006, 00:01 hours  
Location: MP D-76.07, Ohio Drive  
MP D-74.90, Coit Road

Hours Quiet Zone is in effect: **All hours**

### **PLANO - QUIET ZONE LOCATIONS:**

Do not sound locomotive horn while approaching public or private road crossings at these locations except to provide warning to Roadway Workers (GCOR rule 5.8.2(8)), or if horn is needed to provide warning in an emergency, or when automatic crossing devices are malfunctioning or temporarily out of service during inspection, maintenance, or testing of the system.

Effective date: January 28, 2011, 00:01 hours  
Locations: MP C-585.00, Park Vista Rd.  
MP C-586.34, Plano Parkway  
MP C-586.95, Los Rios Blvd  
MP C-587.50, Shiloh Rd  
MP C-588.30, Jupiter Rd  
MP C-589.30, Ave N  
MP C-589.53, Municipal Ave/Ave L  
MP C-589.63, K Avenue  
MP C-589.95, 10th/11th Street  
MP C-590.11, F Avenue  
MP C-590.16, Plano Parkway  
MP C-590.20, US 75 South bound service rd.  
MP C-590.40, US 75 Northbound service rd.

Hours Quiet Zone is in effect: All hours

## Alliance Subdivision

### MURPHY QUIET ZONE LOCATIONS:

Do not sound locomotive horn while approaching public or private crossings between these points except to provide warning to Roadway Workers (GCOR rule 5.8.2(8)), or if horn is needed to provide warning in an emergency, or when automatic crossing devices are malfunctioning or temporarily out of service during inspection, maintenance, or testing of the system or if wayside horn is not working.

Effective date: February 10, 2008, 00:01 hours

Location: MP C-583.27, McCreary road  
MP C-583.59, N. Maxwell Creek  
MP C-584.30, FM 2551, Murphy Road  
MP C-584.60, FM 544

Hours Quiet Zone is in effect: **All hours**

The Quiet Zone includes road North Maxwell Creek Road MP 583.59 and FM 2551 MP 584.2 that are equipped with a wayside horn. The wayside horn system is equipped with a visual indicator (L.E.D. Light X) which will illuminate when the system is working properly. When the visual indicator is not illuminated, sound bell and whistle signal according to G.C.O.R. 5.8.

# Alliance Subdivision

## RICHARDSON QUIET ZONE LOCATIONS:

Do not sound locomotive horn while approaching public or private crossings between these points except to provide warning to Roadway Workers (GCOR rule 5.8.2(8)), or if horn is needed to provide warning in an emergency, or when automatic crossing devices are malfunctioning or temporarily out of service during inspection, maintenance, or testing of the system or if wayside horn is not working.

Effective date: June 2, 2008, 00:01 hours  
Location: MP C-591.81, Custer Parkway  
MP C-591.20, Alma Road

Hours Quiet Zone is in effect: **All hours**

## LEWISVILLE QUIET ZONE LOCATIONS:

Do not sound locomotive horn while approaching public or private crossings between these points except to provide warnings to Roadway Workers (GCOR rule 5.8.2(8)), or if horn is needed to provide warning in an emergency, or when automatic crossing devices are malfunction or temporarily out of service during inspection, maintenance, or testing of the system.

Effective date: July 1, 2008, 00:01 hours  
Location: MP D-91.51, Garden Ridge Boulevard  
MP D-90.99, McGee Lane  
MP D-90.50, Summit Avenue

Hours Quiet Zone is in effect: **All hours**

## HIGHLAND VILLAGE QUIET ZONE LOCATIONS:

Do not sound locomotive horn while approaching public or private crossings on location except to provide warnings to Roadway Workers (GCOR rule 5.8.2(8)), or if horn is needed to provide warning in an emergency, or when automatic crossing devices are malfunction or temporarily out of service during inspection, maintenance, or testing of the system.

Location: MP D-92.87, Highland Village Road  
MP D-93.53, Briar Hill Road  
MP D-94.40, FM 2499

Hours Quiet Zone is in effect: **All hours**

## CITY OF WYLIE - QUIET ZONE LOCATIONS:

Do not sound locomotive horn while approaching public or private crossings on location except to provide warnings to Roadway Workers (GCOR rule 5.8.2(8)), or if horn is needed to provide warning in an emergency, or when automatic crossing devices are malfunction or temporarily out of service during inspection, maintenance, or testing of the system.

Location: MP C-581.90, FM 1378  
MP C-580.27, Springwell Parkway  
MP C-580.95, Westgate Way

Hours Quiet Zone is in effect: **All hours**

▲	<b>Fort Worth Subdivision</b>	▼
Operation via BNSF (Texas Division, Fort Worth Subdivision) Metro JCT to Alliance		

# Dallas Subdivision

WWD ▲		<b>Dallas Subdivision</b>			EWD ▼	
Station No.	Siding Feet	Stations	Meth. Of Oper.	Mile Post		
		DALLAS YARD 5.4	CB	T-220.0		
9215		DALLAS JUNCTION 4.2	Rule 6.28	T-214.6		
		DGNO CONN 0.2	A	T-210.4		
		DGNO RRX 0.9		YL	T-210.2	
9210		GARLAND 3.8			T-209.3	
9205		SACHSE 3.6	TWC	T-205.5		
		ALLIANCE JUNCTION 18.1			T-201.9	

<b>RADIO COMMUNICATION</b>			
Dallas Subdivision			
TRAIN	TX	RX	DTMF
Road	10	10	
Yard	63	63	
Disp.	16	10	1
Critical Incident Desk	16	10	3
MOBILE	Channel		DTMF
Road	1		
Disp.	2		1

<b>METHOD OF OPERATION</b>	
Method	Mileposts
GCOR 6.28	T-220.0 - T-214.6
YL	T-214.6 - T-209.3
TWC	T-209.3 - T-201.9

<b>SPEED REGULATIONS</b>				
Maximum Speed Between:			FRT MPH	IMT MPH
MP T-201.9	and	MP T-220.0	40	40

<b>SPEED RESTRICTIONS</b>		
	Mileposts	MPH
Trk	MP T-222.0 - MP T-220.0	10
Trk	MP T-220.0 - MP T-214.6 (MT)	20+
Trk	MP T-214.6 - MP T-209.3	20+
RRX	MP T-210.2	20
Trk	MP T-202.3 - MP T-201.9	20
+ Indicates Engines Only		

<b>POWER ASSISTED SWITCHES</b>				
Station or MP	Location	Radio Channel	Normal DTMF	Reverse DTMF
Alliance Jct.	Alliance Jct.	10-10	#580411	#580422

<b>CONTROL POINTS</b>	
Name	Milepost
Garland	T-209.3
East Sachse	T-205.3
Alliance Junction PAS	T-201.9
PAS – Indicates Power Assisted Switch	

<b>BUSINESS TRACKS</b>			
Name	DOE	Milepost	Footage
Philbor Tech Lead	W	T-209.7	IND
Reinhardt House Track	W & E	T-216.5	700
WSI	E	T-214.9	IND

# Dallas Subdivision

## Special Instructions

Do not exceed five (5) MPH on all tracks except main track, siding, upper and lower storage. Do not exceed ten (10) MPH on the siding, upper and lower storage.

### **DALLAS:**

1. All trains and engines between KCS Junction and MP T-209.3 must verify the current track bulletin with the KCS train dispatcher and contact Wylie yard, Channel 10-10 for permission to enter the main track.
2. No Six (6) Axle Power in Track #6, East of Shiloh.

**GREENVILLE - DALLAS JCT:** All trains and engines en route to MP T-214.6 must not pass Naaman School Road, MP T-208.1, without permission from Wylie yard.

**MILEPOST EQUALIZATION:** MP T-214.6 on the Dallas Subdivision corresponds to MP D-62.6 on the White Rock Branch Subdivision.

**Alliance JCT:** MP T-201.9 on the Dallas and Greenville Subdivision corresponds to MP C-580.4 on the Alliance Subdivision.

**ALLIANCE JCT:** The normal position for the Alliance Jct. Switch is lined for the Alliance Subdivision and will display the following aspects when moving EWD and WWD:

- **GREEN** - Lined properly for the Alliance Subdivision
- **YELLOW** - Lined properly for the Dallas Subdivision
- **RED** - Stop and Inspect Switch

### **GARLAND/SACHSE - QUIET ZONE LOCATIONS:**

Do not sound locomotive horn while approaching public or private crossings on location except to provide warnings to Roadway Workers (GCOR rule 5.8.2(8)), or if horn is needed to provide warning in an emergency, or when automatic crossing devices are malfunction or temporarily out of service during inspection, maintenance, or testing of the system.

Location: MP T-214.03, Shiloh Road  
MP T-213.68, Leon Road  
MP T-213.38, Kingsley Road  
MP T-213.01, Axe Street  
MP T-212.42, Devonwood Drive  
MP T-212.14, Miller Road  
MP T-211.13, Avenue F  
MP T-210.98, Avenue D  
MP T-210.83, Avenue B  
MP T-210.74, Avenue A  
MP T-210.73, 5th Street  
MP T-210.68, Main Street  
MP T-210.62, West State Street  
MP T-210.33, Walnut Road  
MP T-210.13, First Street  
MP T-209.92, Castle Drive  
MP T-209.28, Buckingham Road  
MP T-208.69, Crist Road  
MP T-208.09, Naaman School Road  
MP T-206.75, Private Crossing  
MP T-206.42, Murphy Road

Hours Quiet Zone is in effect: **All hours**

### **CITY OF WYLIE - QUIET ZONE LOCATIONS:**

Do not sound locomotive horn while approaching public or private crossings on location except to provide warnings to Roadway Workers (GCOR rule 5.8.2(8)), or if horn is needed to provide warning in an emergency, or when automatic crossing devices are malfunction or temporarily out of service during inspection, maintenance, or testing of the system.

Location: MP T-203.11, Sanden Boulevard  
MP T-202.60, S. Westgate Way  
MP T-202.15, Kirby Street

Hours Quiet Zone is in effect: **All hours**

**MEASURED MILE:** T-203 - T-204



# White Rock Branch

WWD ▲		<b>White Rock Branch</b>			EWD ▼
Station No.	Siding Feet	Stations	Meth. Of Oper.	Mile Post	
		WHITE ROCK JUNCTION 2.8	YL	D-73.5	
9322		RICHARDSON 6.6		D-70.7	
9316		WHITE ROCK 1.5		D-64.1	
9215		DALLAS JUNCTION <b>B C</b> 10.9		D-62.6	

<b>RADIO COMMUNICATION</b>				
<b>White Rock Branch</b>				
TRAIN	TX	RX	DTMF	
Road	10	10		
Yard	63	63		
Disp.	16	10	1	
Critical Incident Desk	16	10	3	
MOBILE	Channel		DTMF	
Road	1			
Disp.	2		1	

<b>METHOD OF OPERATION</b>	
Method	Mileposts
YL	D-73.5 - D-62.8

<b>SPEED REGULATIONS</b>				
Maximum Speed Between:			FRT MPH	IMT MPH
MP D-73.5	and	MP D-62.6	20	20

<b>POWER ASSISTED SWITCHES</b>				
Station or MP	Location	Radio Channel	Normal DTMF	Reverse DTMF
White Rock Jct	White Rock Jct	10-10	#593111	#593122

<b>CONTROL POINTS</b>		
Name	Milepost	
White Rock Junction	PAS	D-73.5
PAS – Indicates Power Assisted Switch		

<b>AUTOMATED HORN</b>		
City	Street	Milepost
Richardson, TX	Custer Parkway	D-72.05

<b>BUSINESS TRACKS</b>			
Name	DOE	Milepost	Footage
Arapaho Track	W & E	D-70.1	600
Landmark	E	D-70.0	2,028
Northgate	W	D-66.4	2,750
Quaker	W	D-64.5	1,960
DAP	W	D-64.4	1,910
Gaylord	W	D-64.3	1,860
White Rock Lead	W	D-64.1	15,000
White Rock	W & E	D-64.1	837

# White Rock Branch

---

## Special Instructions

**WHITE ROCK JCT:** The normal position for the White Rock Jct. Switch is lined for the Alliance Subdivision and will display the following aspects when moving EWD and WWD:

- **GREEN** - Lined properly for the Alliance Subdivision
- **YELLOW** - Lined properly for the Dallas Sub., White Rock Branch
- **RED** - Stop and Inspect Switch

All trains and engines en route to Dallas Junction via White Rock Junction must not pass White Rock Junction without permission from Wylie Yard.

Do not exceed Five (5) MPH on all tracks other than the main track.

MP D-73.5 corresponds to MP C-593.1 on the Alliance Subdivision.

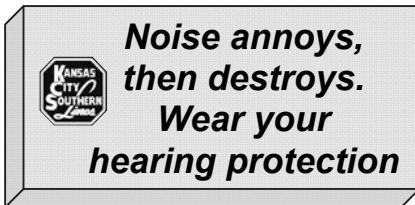
MP D-62.6 corresponds to MP T-214.6 on the Dallas Subdivision.

### **RICHARDSON QUIET ZONE LOCATIONS:**

Do not sound locomotive horn while approaching public or private crossings between these points except to provide warning to Roadway Workers (GCOR rule 5.8.2 (8)), or if horn is needed to provide warning in an emergency, or when automatic crossing devices are malfunctioning or temporarily out of service during inspection, maintenance, or testing of the system.

Effective date: March 31, 2007, 00:01 hours  
Location: MP D-68.39, Buckingham Road  
MP D-68.65, Centennial Blvd  
MP D-68.99, E. Spring Valley Road  
MP D-70.43, S 74, Arapahoe Road  
MP D-71.68, Campbell Road  
MP D-72.05, Custer Parkway  
MP D-72.93, Lookout Drive.

Hours Quiet Zone is in effect: All hours.



# Greenville Subdivision

WWD ▲	<b>Greenville Subdivision</b>			EWD ▼	
Station No.	Siding Feet	Stations	Meth. Of Oper.	Mile Post	
		ALLIANCE JUNCTION 3.1	YL	T-201.9	
9201		WYLIE YARD 1.0		T-198.8	
		CP 198 5.8		T-197.8	
9192	11,987	COPEVILLE 6.7	CTC	T-192.0	
9185		FARMERSVILLE 13.7		T-185.3	
9172	6,450	GREENVILLE 0.4		T-171.6	
		DGNO 1.0		T-171.2	
		BLACKLANDS RRX 22.4		T-170.2	
9148	10,645	BRASHEAR 7.5		T-147.8	
9140		SULPHUR SPRINGS 4.1		T-140.3	
9136		TUGCO 5.5		T-136.2	
9131	11,050	COMO 13.0		T-130.7	
9118		WINNSBORO 12.3		T-117.7	
9105	9,444	LEESBURG 3.4		T-105.4	
9101		MONTICELLO 3.7		T-102.0	
9098		PITTSBURG (UP RRX) 7.9		T-98.3	
9090		WELSH 1.6		T-90.4	
9089	7,057	CASON 10.4		T-88.8	
9079		VEALS 1.1		T-78.4	
9076	11,190	HUGHES SPRINGS 16.2		T-77.3	
9061	7,853	LASSATER 10.9		T-61.1	
		UP RRX 0.9		T-50.2	
9049		JEFFERSON 13.7		T-49.3	
9035	8,135	FOX 13.8		T-35.6	
9004	9,054	HAMMOCK 2.8		T-3.5	
		BLANCHARD WYE 0.7		T-0.7	
9000		TEXAS JUNCTION		T-0.0	
183.6					

<b>RADIO COMMUNICATION</b>			
<b>Greenville Subdivision</b>			
<b>TRAIN</b>	<b>TX</b>	<b>RX</b>	<b>DTMF</b>
Road	10	10	
Yard	63	63	
Disp.	16	10	1
Critical Incident Desk	16	10	3
<b>MOBILE</b>	<b>Channel</b>	<b>DTMF</b>	
Road	1		
Disp.	2	1	

<b>METHOD OF OPERATION</b>	
<b>Method</b>	<b>Mileposts</b>
YL	T-201.9 - T-197.8
CTC	T-197.8 - T-0.0

## Greenville Subdivision

<b>SPEED REGULATIONS</b>				
Maximum Speed Between:			FRT MPH	IMT MPH
MP T-201.9	and	MP T-0.0	55	59

<b>SPEED RESTRICTIONS</b>			
	Mileposts		MPH
Cv	MP T-191.9	- MP T-191.6	50
Cv	MP T-185.3	- MP T-184.7	20
Trk	MP T-171.0	- MP T-170.4	40+
Trk	MP T-170.4	- MP T-170.1	20
Trk	MP T-170.1	- MP T-168.5	55
Cv	MP T-143.4	- MP T-143.3	50
Trk	MP T-142.5	- MP T-141.3	50+
Trk	MP T-141.3	- MP T-139.0	40+
Trk	MP T-139.0	- MP T-118.9	50
Cv	MP T-118.9	- MP T-118.5	45
Trk	MP T-118.5	- MP T-116.0	50
Cv	MP T-105.8	- MP T-105.2	50
Cv	MP T-105.2	- MP T-104.9	45
Trk	MP T-104.9	- MP T-98.5	50
RRX	MP T-98.5	- MP T-98.2	20
Trk	MP T-98.2	- MP T-93.2	50
Trk	MP T-93.2	- MP T-93.0	45
Cv	MP T-93.0	- MP T-92.6	25
Trk	MP T-92.6	- MP T-88.4	50
Cv	MP T-88.4	- MP T-88.3	40
Trk	MP T-88.3	- MP T-86.5	50
Cv	MP T-86.5	- MP T-83.0	40
Cv	MP T-83.0	- MP T-82.9	45
Cv	MP T-82.9	- MP T-82.6	35
Cv	MP T-82.5	- MP T-81.5	50
Br	MP T-81.5	- MP T-81.0	40
Cv	MP T-81.0	- MP T-71.0	50
Cv	MP T-71.0	- MP T-70.3	45
Cv	MP T-70.3	- MP T-69.2	50
Cv	MP T-69.2	- MP T-68.4	45
Cv	MP T-68.4	- MP T-63.6	50
Cv	MP T-63.6	- MP T-59.7	45
Cv	MP T-59.7	- MP T-50.4	50
TRK-RRX	MP T-50.4	- MP T-49.3	20
TRK	MP T-49.3	- MP T-35.0	50
WYE	MP T-0.71	- MP 548.3	20
SW	MP T-0.3	- MP T-0.0	20

+ Indicates Engines Only

<b>SPEED RESTRICTIONS FOR SWITCHES &amp; SIDINGS</b>			
Maximum speed permitted through turnout of switches and sidings, 10 MPH, except main track switches listed below.			
Station or MP		Location	MPH
Copeville	D	Both Ends & Siding	20
Greenville	D	Both Ends & Siding	20
Brashear	D	Both Ends & Siding	20
Como	D	Both Ends & Siding	20
Leesburg	D	Both Ends & Siding	20
Cason	D	Both Ends & Siding	20
Fox	D	Both Ends & Siding	20
Hammock	D	Both Ends & Siding	20

D – Indicates Dual Control Switches

<b>POWER ASSISTED SWITCHES</b>				
Station or MP	Location	Radio Channel	Normal DTMF	Reverse DTMF
Alliance Jct.	Alliance Jct.	10-10	#580411	#580422

## Greenville Subdivision

<b>CONTROL POINTS</b>		
<b>Name</b>		<b>Milepost</b>
Alliance Junction	PAS	T-201.9
CP 198		T-197.8
West Copeville		T-192.3
East Copeville		T-190.3
West Greenville		T-172.7
East Greenville		T-171.35
DGNO Connection		T-171.2
CP 170		T-170.2
West Brashear		T-149.0
East Brashear		T-146.9
Tugco		T-136.2
West Como		T-131.1
East Como		T-128.9
Winnsboro		T-117.4
West Leesburg		T-107.0
East Leesburg		T-105.1
West Monticello		T-102.4
East Monticello		T-101.0
Welsh		T-90.4
West Cason		T-89.2
East Cason		T-87.8
West Hughes Springs		T-78.6
East Hughes Springs		T-76.3
West Lassater		T-61.6
East Lassater		T-60.0
CP 48		T-48.0
West Fox		T-36.4
East Fox		T-34.8/T-16.5
West Hammock		T-4.4
East Hammock		T-2.5
West Leg Texas Wye		T-0.7
PAS – Indicates Power Assisted Switch		

<b>TRACKSIDE WARNING DETECTORS</b>	
<b>Type</b>	<b>Milepost</b>
Dragging Equipment	T-200.9
Hot Journal / Dragging Equipment	T-195.3
Hot Journal / Oversize Load / Dragging Equipment	T-180.4
High Water	T-175.25
High Water	T-169.2
Hot Journal / Dragging Equipment	T-163.3
Hot Journal / Dragging Equipment	T-150.8
Hot Journal / Dragging Equipment	T-134.8
Hot Journal / Oversize Load	T-122.1
Hot Journal / Dragging Equipment	T-111.2
Hot Journal / Dragging Equipment	T-102.2
Dragging Equipment	T-94.0
Dragging Equipment	T-91.8
Dragging Equipment (Welsh Spur)	T-90.8
High Water	T-86.94
Hot Journal / Dragging Equipment	T-85.1
Hot Journal / Dragging Equipment	T-74.2
High Water	T-73.2
High Water	T-71.4
Hot Journal / Dragging Equipment	T-64.7
Hot Journal / Dragging Equipment	T-52.5
Hot Journal / Dragging Equipment	T-41.7
Hot Journal / Dragging Equipment	T-9.7

## Greenville Subdivision

<b>BUSINESS TRACKS</b>			
<b>Name</b>	<b>DOE</b>	<b>Milepost</b>	<b>Footage</b>
West Lead Wylie Yard	E	T-200.8	4,328
West Lead Crossover	E	T-199.9	
North Texas Waterworks Ind. North Lead	W	T-199.8	6,000
North Texas Waterworks Ind. Lead	W	T-199.7	1,500
North Texas Waterworks Ind. South Lead	E	T-200.8	1,500
Lavon Pass – W. Switch	E	T-199.5	5,400
Lavon Pass – E. Switch	W	T-198.4	5,400
East Lead Wylie Yard	W	T-198.1	2,672
Receiving/Departure Trk Lead	W	T-198.1	2,351
Farmersville	W	T-185.6	1,770
Floyd Pocket	W	T-178.4	200
Tiona Trucking	W	T-172.18	600
East Yard Lead Greenville	E W	T-171.28	2,800
Compress – E. Switch	W	T-169.9	800
Campbell	E W	T-161.2	1,800
Cumby	E	T-154.5	250
Westway	E	T-141.1	453
West House Track	E E	T-140.3	1,000
East House Track	E W	T-140.1	1,000
Boomer Lead	E W	T-140.1	4,556
Hollywood Spur	W	T-139.3	3,126
Sulphur Springs Ind. Park	E W	T-138.8	Lead
Luminant	W	T-136.2	IND
Pickton	E	T-126.1	1,100
Esser	W	T-116.4	1,000
Tidewater – W. Leg of Wye	E	T-112.2	Wye
Tidewater – E. Leg of Wye	W	T-111.9	Wye
Newsome	E	T-108.5	500
Luminant	W	T-102.4	6,767
Luminant	E	T-101.0	6,767
Pilgrim Pride W. Switch	E E	T-99.7	6,000
Pilgrim Pride E. Switch	W	T-98.5	6,000
Pilgrim Ind.	E	T-98.3	5,250
Pittsburg Pocket	W	T-98.2	600
Faker	E&W	T-95.5	750
SWEPCO-AEP Welsh	W	T-90.4	IND
Cason Spur	+ W	T-88.8	600
Tiger – Atlas Roofing	E W	T-81.5	694
TN Conn	+ E	T-78.4	Conn
Pipe Yard	E	T-76.1	650
Lassater Spur	+ E	T-60.1	125
Burford West Switch	E E	T-52.5	1,890
Burford East Switch	E W	T-52.0	1,890
Norboard	W	T-51.1	Lead
T N T Spur	W	T-50.99	IND
Murry Spur	W	T-50.4	1,505
UP Interchange	E	T-50.3	Conn
Jefferson House Track	E	T-49.5	840
East Texas Forest	E	T-49.4	1,130
Baldwin West Switch	E E	T-42.0	2,200
Baldwin East Switch	E W	T-41.5	2,200
Fox Spur	+ E	T-36.4	1,000
Hammock Spur	+ W	T-2.5	1,000

E = Electrically Locked Switch  
 + = Connected to Siding

### Special Instructions

**LOCATION OF AUTOMATIC INTERLOCKING APPROACH CIRCUITS:**

(Main Track and Siding, if applicable)

DGNO at MP 171.2

WWD Approach: MP 167.65; EWD Approach: MP 176.75

# Greenville Subdivision

---

Blacklands at MP 170.2

WWD Approach: MP 167.65; EWD Approach: MP 173.3

UP RRX at MP 98.3

WWD Approach: MP 95.98; EWD Approach: MP 101.5

UP RRX at MP 50.2

WWD Approach: MP 47.53; EWD Approach: MP 52.47

## **AUTOMATIC WARNING DEVICES USED INFREQUENTLY:**

MP T-98.5 – Texas Street (Tracks 737 and 840 only)

MP T-112.0 – FM 1448 (Getty Oil Spur only)

MP T-125.7 – CR 2417 (Siding only)

MP T-161.0 – FM 513 (Siding only)

MP 185.5 – Main Street (Siding only)

**ALLIANCE JUNCTION:** The normal position for the Alliance Jct. Switch is lined for the Alliance Subdivision and will display the following aspects when moving EWD and WWD:

- **GREEN** - Lined properly for the Alliance Subdivision
- **YELLOW** - Lined properly for the Dallas Subdivision
- **RED** - STOP and inspect switch

**WYLIE TERMINAL REMOTE OPERATIONS:** Wylie Terminal has been established as a Remote Control Area.

A Remote Control Zone (RCZ) identified as Zone W-1 is established on the East End of Wylie Yard on the East Switching Lead between Eleven (11) Track Switch and One (1) Track Switch extending EWD to a point approximately 2,675 feet east of the One (1) Track Switch. A RCZ sign has been placed to identify limits of the zone located on the right side of the affected track for westbound movement into the track.

A Remote Control Zone (RCZ) identified as Zone W-2 is established on the West End of Wylie Yard on the West Switching Lead between Eleven (11) Track Switch and One (1) Track Switch extending WWD to a point approximately 2,730 feet West of the Eleven (11) Track Switch. A RCZ sign has been placed to identify limits of the zone located on the right side of the affected track for eastbound movement into the track.

Be governed by all rules concerning remote control zones (RCZ).

**WYLIE YARD: Tracks** 402 (Mechanical 2) and 403 (Mechanical 3) are designated as Engine Servicing Area and Car Shop Repair area tracks. Maximum speed permitted 5 MPH. Be governed by Rule 5.13 (Blue Signal Protection of Workmen) when protecting workmen on these tracks. These tracks may be used under the direction of supervisor in charge Wylie Yard.

## **GREENVILLE:**

1. If a red absolute signal is displayed at the DGNO Connection, at MP 171.2 the following will apply:
  - a. After authority is granted by the control operator to pass the stop indication, the train crew must wait 5 minutes 0 seconds then move by hand signals into the limits of the interlocking to insure the signals are at stop on the conflicting route.
  - b. After waiting 6 minutes 0 seconds and no conflicting movement is seen or heard, movement may proceed on hand signals to the switches. Before passing over the switches, the train must stop and the employee must operate the switches by hand as outline in Rule 9.13.1 (Hand Operation of Dual Control Switches). After at least one unit or car has passed over the switch points, the employee must return the switches to power unless otherwise instructed by the control operator.
  - c. When movement is seen or heard on conflicting route, hand proceed signal must not be given until such movement is stopped.

# Greenville Subdivision

---

- The interlocking signals at the KCSR/Blackland RR crossing MP T-170.2 are designated as control points. When a crew encounters a STOP signal at this location and fails to receive a proceed indication after following instructions in the release box, authority must be received from the train dispatcher before proceeding, except when operating within the limits of track and time.

**SULPHUR SPRINGS:** Train and engine movements on House Track and Berry Track at Oak Avenue, Sulphur Springs, Texas, MP 140.3 will not activate the flashers and gates. A member of the crew must protect the crossing by operating the lever inside the box mounted on the side of the crossing bungalow at this location to the ON position. After entire movement has been made through crossing the lever must be returned to the OFF position.

Train and engine movements on West Team Track (i.e. Syrup Plant at League Street, Sulphur Springs, TX MP 141.05, DOT 331-643J), will not activate the flashers and gates. A member of the crew must protect the crossing by operating the switch inside the box mounted on the side of the crossing bungalow at this location to the ON position. After entire movement has been made through crossing the lever must be returned to the OFF position.

**SULPHUR SPRINGS:** Speed Restrictions:  
All turnouts and tracks ..... 5 MPH

**TUGCO:** All loaded trains will be on the inside (East) track. TUGCO will have the hand brakes set on the two (2) East cars. The empty train must be delivered on the outside (West) track. Train crews will set hand brakes on the two (2) East cars of the empty train. Derail installed on Tugco East Lead.

**TIDEWATER:** Speed Restrictions

**4 Axle Locomotives -**  
112.2 and Tidewater ..... 5 MPH  
Curves..... 5 MPH

**6 Axle Locomotives -**  
112.2 and Tidewater ..... 5 MPH  
Curves..... 5 MPH

**MONTICELLO:** Before entering east or west Monticello, talk to the plant authorities for permission to occupy their tracks via radio or obtain permission from the train dispatcher before proceeding onto Monticello track. Expect to find derails in place on track.

KCS crews are not allowed to use luminant energy switch #70 at any time.

A dual control derail is installed at the clearance point of the west switch. This derail operates in conjunction with the west dual control siding switch. When operating the West dual control switch by hand, it is also necessary to operate the derail by hand.

All loaded trains must be delivered to the East end of the track nearest the KCS main track.

The train crew will set hand brakes on the two (2) East cars. The empty train will be pulled from the adjacent side track after checking the two (2) East cars for hand brakes.

Train crews operating empty coal trains en route to Kansas City will perform 1000 mile air brake test prior to departing Monticello.

Derails have been installed 450 feet west of Camp Road crossing at Monticello on both the power plant lead and the east end of the limestone siding. Derails are secured with TXU locks and will be applied or removed by TXU employees only. Before trains proceed past Camp Road towards plant, derails must be removed and permission received to proceed from a TXU employee at the crossing. TXU will also monitor the KCS road channel.



# Greenville Subdivision

**WELSH POWER PLANT:** Train crews operating empty coal trains will perform 1,000 mile air brake test prior to departing Hughes Springs.

**STATE LINE:** 9.7

**BALDWIN:** Six axle power and MW 093 or 095 are prohibited.  
**MEASURED MILE:** T-196 - T-197 and T-80 - T-81.

## **MILEPOST EQUALIZATION:**

**East Fox:** MP T-34.8 and MP T-16.5 are the same location.

**ALLIANCE JUNCTION:** MP C-580.4 on the Alliance Subdivision and MP T-201.9 on the Dallas and Greenville Subdivisions are the same location.

**T&N VEALS YARD:** Prior to entering the T&N yard at Veals, you must obtain permission from the T&N yardmaster on radio channel TX66-RX66 between the hours of 06:00 and 18:00

If you receive no answer via radio during these hours, contact the train dispatcher for further instructions.

All Tracks in the T&N yard will be restricted to 5 MPH.

**HUGHES SPRINGS:** A dual control derail has been installed on the East end of the siding. This derail operates in conjunction with the East dual control siding switch. When operating the East dual control switch by hand, it is also necessary to operate the derail by hand.

In addition, a hand operated split derail has been installed on the East lead at the clearance point of the siding. In order for proper signal and dual control switch operation at East Hughes Springs, the derail must be in the derailing position.

**TEXAS JCT:** T-0.0 on the Greenville Subdivision and MP 549.0 on Shreveport Subdivision are the same.

## **CITY OF WYLIE - QUIET ZONE LOCATIONS:**

Do not sound locomotive horn while approaching public or private crossings on location except to provide warnings to Roadway Workers (GCOR rule 5.8.2(8)), or if horn is needed to provide warning in an emergency, or when automatic crossing devices are malfunction or temporarily out of service during inspection, maintenance, or testing of the system.

Effective date: March 23, 2010, 00:01 hours  
Location: MP T-201.46, Oak Street  
MP T-201.37, Marble Street  
MP T-201.23, FM 3412, Brown Street  
MP T-200.92, FM 2514, Ballard Avenue  
MP T-199.78, RD 389, Eubanks Lane  
MP T-199.55, Spring Creek Parkway

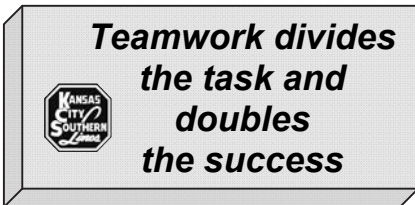
Hours Quiet Zone is in effect: **All hours**



# Shreveport Terminal Subdivision

NWD ▲		<b>Shreveport Terminal Subdivision</b>			SWD ▼
<b>Hollywood No. 1 &amp; No. 2 MT</b>					
Station No.	Siding Feet	Stations	Meth. Of Oper.		Mile Post
0551		HOLLYWOOD 1 0.3	CTC #2 MT	CTC #1 MT	551.0
0552		HOLLYWOOD 2 0.6		YL	551.3
		MLK CROSSOVER 1.5	2 MT YL		551.9
0554		SHREVEPORT YARD 0.3			553.4
		SOUTH CROSSOVER 0.4	2 MT ABS/YL		553.7
		N. LAKE CROSSOVER 0.1			554.1
		S. LAKE CROSSOVER 0.4	2 MT ABS/YL		554.2
		SOUTH TAIL TRACK 1.6			554.6
		MILIAM ST. CROSSOVER 0.8	CTC HOLLYWOOD #2 MT		556.2
		HARRIET STREET YARD 0.8			CTC HOLLYWOOD #1 MT
		TEXAS AVENUE (BEGIN CTC HOLLYWOOD #1 & #2) 0.4	CTC HOLLYWOOD #2 MT		557.8
		NORTH WYE (BOTH MT) 0.6			CTC HOLLYWOOD #1 MT
		SOUTH WYE (BOTH MT) 0.1	CTC HOLLYWOOD #2 MT		558.8
		WILKINSON (BOTH MT) 2.0			CTC HOLLYWOOD #1 MT
		HOLLYWOOD (END 2 MT) 2.6	CTC		560.9
		CEDAR GROVE (UP RRX) 0.5			563.5
		SLACK INDUSTRIAL PARK 1.6	CTC		564.0
0567		FORBING 9.6			565.6
0577		FRIERSON			575.2
24.2					

EWD ▲		<b>Shreveport Terminal Subdivision</b>			WWD ▼
<b>Web MT</b>					
Station No.	Siding Feet	Stations	Meth. Of Oper.		Mile Post
		SOUTH WYE 0.5	CTC		558.8
		EAST WYE			L-558.7
0.5					



## Shreveport Terminal Subdivision

WWD ▲	<b>Shreveport Terminal Subdivision No.1 &amp; No. 2 MT</b>				EWD ▼
Station No.	Siding Feet	Stations	Meth. Of Oper.	Mile Post	
		HARRIET ST. YARD (BEGIN NO. 1 MT) 0.5	YL	V-170.5	
		TEXAS AVENUE <b>XO</b> 0.2	#1 MT CTC	V-170.0	
		UP CONN 0.1		V-169.8	
		JUNCTION YARD (BEGIN NO. 2 MT) 0.4	#2 MT YL	#1 MT CTC	V-169.7
		JORDAN STREET <b>XO</b> (UP CONN – BEGIN NO. 3 MT) 0.5			V-169.3
		WILSONS ALLEY <b>XO</b> (XO NO. 3 MT) (END NO. 3 MT) 0.7	#2 MT CTC	V-168.8	
		SPRING ST. JCT. <b>A</b> (UP RRX – END NO. 2 MT) 0.3		V-168.1	
		RED RIVER BRIDGE 0.6	MT CTC	V-167.8	
		LRN CONN <b>E</b> 0.4		V-167.2	
0562		BOSSIER YARD <b>C B</b> 4.0		V-166.5	
4.0					

NWD ▲	<b>Shreveport Terminal Subdivision NO. 3 MT</b>				SWD ▼
Station No.	Siding Feet	Stations	Meth. Of Oper.	Mile Post	
		NORTH WYE 0.5	CTC	L-558.2	
		EAST WYE 0.3		L-558.7	
		JORDAN STREET <b>XO</b> (BEGIN NO. 3 MT) 0.5		L-559.0	
		WILSONS ALLEY <b>XO</b> (END NO. 3 MT) 0.5		L-559.5	
		SILVER LAKE 1.2		L-560.0	
		RED JUNCTION 3.0		L-561.2	
3.0					

NWD ▲	<b>UP Shreveport Subdivision</b>	SWD ▼
Operation via UP – Red Junction to L&A Junction (North Little Rock Area Timetable, Shreveport Subdivision)		

<b>RADIO COMMUNICATION</b>			
<b>Shreveport Terminal Subdivision to North Frierson</b>			
TRAIN	TX	RX	DTMF
Road CTC Territory	76	76	
Yardmaster	50	50	
Yard Switching	63	63	
Dispatcher	76	76	1
Critical Incident Desk	76	76	3
MOBILE	Channel		DTMF
Road	Not Assigned		
Disp.	Not Assigned		1
Yardmaster	5		

## Shreveport Terminal Subdivision

<b>METHOD OF OPERATION</b>			
<b>Track</b>	<b>Method</b>	<b>Mileposts</b>	
<b>Hollywood No. 1 MT and Hollywood No. 2 MT</b>			
Hollywood No. 1 MT	YL	551.0	- 554.1
Hollywood No. 2 MT	YL	551.3	- 554.1
Both MT	YL/ABS	554.1	- 557.1
Both MT	YL	557.1	- 557.8
Both MT	CTC	557.8	- 561.0
MT	CTC	561.0	- 575.2
<b>WEB MT</b>			
WEB MT	CTC	558.8	- L-558.7
<b>NO. 1 MT and NO. 2 MT</b>			
NO. 1 MT	YL	V-170.5	- V-170.1
NO. 1 MT	CTC	V-170.1	- V-168.1
NO. 2 MT	YL	V-169.7	- V-169.3
NO. 2 MT	CTC	V-169.3	- V-168.1
MT	CTC	V-168.1	- V-166.5
<b>NO. 3 MT</b>			
NO. 3 MT	CTC	L-558.2	- L-561.2
MT	YL/ABS	L-561.2	- L-561.7

<b>SPEED REGULATIONS</b>				
<b>Maximum Speed Between:</b>			<b>FRT MPH</b>	<b>IMT MPH</b>
MP 551.0 Hollywood 1	and	MP 560.9	49	49
MP 551.3 Hollywood 2	and	MP 560.9	49	49
MP 560.9	and	MP 575.2	50	50
MP L-558.2	and	MP L-561.2 (NO. 3 MT)	20	20
MP V-170.5	and	MP V-169.3 (NO. 1 MT)	10	10
MP V-169.7	and	MP V-169.3 (NO. 2 MT)	10	10
MP V-169.3	and	MP V-168.1 (NO. 1 & NO.2 MT)	30	30
MP V-168.1	and	MP V-166.5	30	30

<b>SPEED RESTRICTIONS</b>			
	<b>Mileposts</b>		<b>MPH</b>
Trk	MP 551.0 Hollywood 1	- MP 558.2	20
Trk	MP 551.3 Hollywood 2	- MP 558.2	20
Cv	MP 558.2	- MP 558.8	10
Hollywood 1 and 2			
Trk	MP 558.8	- MP 560.9	40
Hollywood 1 and 2			
RRX	MP 563.5		40
Br/Cv	MP 571.0	- MP 572.6	40
Cv	MP L-558.2	- MP L-558.9 (NO. 3 MT)	10
Cv	MP 558.8	- MP L-558.7 (Web MT)	10
Cv	MP L-559.6	- MP L-560.0 (NO. 3 MT)	10
Br	MP V-167.8		30
RRX	MP V-168.1		30

# Shreveport Terminal Subdivision

<b>SPEED RESTRICTIONS FOR SWITCHES &amp; SIDINGS</b>			
Maximum speed permitted through turnout of switches and sidings, 10 MPH, except main track switches listed below.			
<b>Station or MP</b>		<b>Location</b>	<b>MPH</b>
Jordan Street MP L-558.9, MP V-169.3	D	All Switches	20
Wilsons Alley MP L-559.5, MP V168.8	D	All Switches	20
Spring Street Junction MP V-168.1	D	Jct. #1 & #2 MT (Turnout to #1 MT)	20
West Bossier MP V-167.7	D	Main Track Switch	30
East Bossier MP V-166.5	D	Main Track Switch	30
Hollywood MP 560.9	D	Jct. #1 & #2 MT (Turnout to #1 MT)	20
D – Indicates Dual Control Switches			

<b>CONTROL POINTS</b>	
<b>Name</b>	<b>Milepost</b>
<b>Hollywood NO. 1 MT &amp; NO. 2 MT</b>	
Texas Avenue	557.8
North Wye	558.2
South Wye	558.8
Wilkinson	559.0
Hollywood	560.9
Cedar Grove	563.5
<b>NO. 1 MT &amp; NO. 2 MT</b>	
Texas Avenue	V-170.0
Jordan Street	V-169.3
Wilsons Alley	V-168.8
Spring Street Junction	V-168.1
West Bossier	V-167.7
East Bossier	V-166.5
<b>NO. 3 MT</b>	
North Wye	558.2
East Wye	L-558.7
Jordan Street	L-558.9
Wilsons Alley	L-559.5
Red Junction	L-561.2

<b>TRACKSIDE WARNING DETECTORS</b>	
<b>Type</b>	<b>Milepost</b>
Hot Journal / Oversize Load / Dragging Equipment	567.6
Oversize Load / Dragging Equipment	L-560.0

<b>BUSINESS TRACKS</b>				
<b>Name</b>		<b>DOE</b>	<b>Milepost</b>	<b>Footage</b>
Shreveport Industrial Park		S	551.1	IND
Cedar Grove North Sw.	E	S	561.0	3,100
Cedar Grove South Sw.	E	N	561.8	3,100
Blount Brothers		N	563.0	1,752
Slack Industrial Park North Sw.	E	S	563.6	IND
Slack Industrial Park South Sw.	E	N	565.2	IND
Forbing North Sw.		S	565.4	2,100
Forbing South Sw.		N	565.8	2,100
Murphy Bond Ind. Lead		W	V-169.8	IND
Horn Track (UP Connection)		S	L-559.8	Conn
Silver Lake North Sw.		S	L-560.0	5,100
Silver Lake South Sw.		N	L-561.0	5,100
E – Indicates Electrical Locked Switch				

# Shreveport Terminal Subdivision

---

## SPECIAL INSTRUCTIONS

### **AUTOMATIC INTERLOCKING APPROACH LOCATIONS:**

(Main Track and Siding, if applicable)

UP RRX at MP 563.5.

NWD Approach: 565.84; SWD Approach: 560.45

Spring Street at MP 168.1.

MAIN #1: WWD Approach: 166.29; EWD Approach: 169.39

MAIN #2: WWD Approach: 166.29; EWD Approach: 169.24

MAIN #3: WWD Approach: 166.29; EWD Approach: 559.0

### **AUTOMATIC WARNING DEVICES USED INFREQUENTLY:**

MP L-561.4 – Hamilton Road (LRN Connection)

MP L-561.9 – Old Minden Road (LRN Connection)

MP 561.8 – Common Street Ext. & Airport

MP 561.8 – Common Street Ext. & Grimmer

MP 561.9 – Clyde Fant Parkway

MP 562.2 – US 71 – North Market

**TRACK BULLETINS:** If track bulletin address showing engine initial and number is correct, it will not be required to verify track bulletins.

- **Yard trains** – If required, verify Track Bulletins with KCS Tower Yardmaster when going on duty.
- **Road Trains** - If required, verify Track Bulletins with the train dispatcher.

**DEPARTURE INSTRUCTIONS SHREVEPORT YARD:** Trains, engines and all on track equipment ready to depart Shreveport Yard must obtain permission from the KCS Tower Yardmaster before departing.

- If train or part of train received a Class I Air Brake Test at Shreveport Yard, crew must ascertain if a Roll-By release of air brakes system is required on departure.

### **PERMISSION TO OCCUPY TRACKS SHREVEPORT TERMINAL**

The following tracks must not be occupied without permission from the Shreveport Terminal Yardmaster:

- All main tracks within yard limits
- Shell Road
- Junction Yard

### **TRAINS, ENGINES AND ALL ON TRACK EQUIPMENT**

#### **DEPARTING SHREVEPORT YARD TO:**

- **ALEXANDRIA, BEAUMONT, HOPE, OR VICKSBURG SUBDIVISIONS OR OTHER YARDS AND INDUSTRIES:** Must obtain verbal permission to proceed to CTC from train dispatcher before departing Miliam Street Crossover MP 556.2. Following receipt of authority to enter CTC contact the Shreveport Terminal Yardmaster for permission to proceed to CTC. Trains, engines and all on track equipment must report to the KCS Shreveport Tower Yardmaster when clear of Yard Limits and entirely within CTC.

NOTE: Trains, engines and all on track equipment en route to Alexandria Subdivision must not depart Red Junction until after they have been issued a Track Warrant.

- **SHREVEPORT AND GREENVILLE SUBDIVISIONS:** Must obtain verbal permission to proceed to CTC at North Shreveport (Main Track Specific) from Console #2 Train Dispatcher prior to departing Shreveport Yard. Following receipt of authority to enter CTC contact the Shreveport Terminal Yardmaster for permission to proceed to CTC. Trains, engines and all on track equipment must report to the KCS Shreveport Tower Yardmaster when clear of Yard Limits and entirely within CTC.

#### **TRAINS, ENGINES AND ALL ON-TRACK EQUIPMENT ENTERING SHREVEPORT YARD LIMITS FROM:**

- **BEAUMONT SUBDIVISION AND CEDAR GROVE INDUSTRIAL AREAS:** Must contact Shreveport Tower Yardmaster before departing Texas Avenue.
- **SHREVEPORT AND GREENVILLE SUBDIVISION:** Must contact Shreveport Tower Yardmaster before departing Texas Junction.

# Shreveport Terminal Subdivision

- **SHREVEPORT TERMINAL CTC LIMITS ON #1, #2 AND #3 MAIN TRACKS:** Must contact Shreveport yardmaster prior to arriving Texas Ave.
- **HOPE AND ALEXANDRIA SUBDIVISIONS:** Before departing L&A Junction or Curtis, crew member must contact Console 7 Train Dispatcher (76-76 DTMF 1), for permission to proceed to Red Junction, and UP Hollywood Yardmaster (77-77) for permission to use UP trackage between Red Junction and L&A Junction. If delays are encountered notify Console 7 Train Dispatcher.

**SPRING STREET JUNCTION UP INTERLOCKING:** The interlocking signals at the KCSR/UPRR crossing at MP 168.1 are also designated as a Control Point. When as crew encounter a STOP signal at this location and fails to receive a proceed indication after following the instructions in the release box, authority must be received from the Train Dispatcher before proceeding, except when operating within limits of Track and Time. Eastward trains must contact the control operator before operating the release box to ascertain that train is not stopped for the purpose of meeting or being passed by another train.

**OPERATION VIA UP FOR MOVEMENT BETWEEN RED JUNCTION AND L&A JUNCTION:** KCS movement using UP tracks between Red Junction and L&A Junction are governed by the KCS General Code of Operating Rules and current UP Timetable.

Prior to entering UP trackage between Red Junction and L&A Junction, crews must:

1. Secure UP track Warrant for bulletins.
2. Contact UP Yardmaster (Channel 77-77, phone 318-632-6640)
3. Verify any track bulletin changes that would affect the trains movement as outlined in Rule 6.2.

Employees who receive a UP track warrant listing track bulletins only (or "None" on line 16) must contact the UP Train Dispatcher (channel 82-82, press \*(star) 57 to tone train dispatcher, phone 1-800-726-1106) if:

- Incorrect/incomplete limits are listed on the "From" or "To" locations of the address  
or
- The "OK" time is more than 4 hours old. (More than 4 hours before the time the track warrant was received)

**OPERATION OF FOREIGN LINE TRAINS AND ENGINES OVER KCS MAIN TRACKS:** Before entering the KCS Main Track at Spring Street Junction, Jordan Street, or Red Junction, all Foreign Line Trains must contact Console 7 Train Dispatcher Via Radio (Channel 76-76 DTMF 1), or Phone Console 7 at 318-676-6647, to establish Signal Indication to enter CTC.

**SIX AXLE LOCOMOTIVES ARE NOT PERMITTED ON THE HORN TRACK MP L-559.9 AND ON ALL INDUSTRY AND BUSINESS TRACKS.**

**TRAINS MOVING IN AND OUT OF SHREVEPORT YARD:** Between MP 551 and MP 554, Loaded Bulk Commodity Trains are allowed to only operate over the 901, Main 1 (Pass) and Main 2 (Main).

## SPRING SWITCHES:

- **L&A Junction, MPB-105.1.**  
NWD movement leave lined as last used.  
  
SWD movement should line switch for UP main track and trail through.
- **Louisiana Junction, MPL-561.7.**  
Leave lined as last used.

# Shreveport Terminal Subdivision

---

**CROSSOVERS:** Crossover switches from and including MLK Crossover MP 551.9, to and including Miliam Street Crossover MP 556.2 may be left lined and locked as last used. Both switches of crossover must be left lined either for normal movement or for movement through the crossover.

Movement through only one crossover between Hollywood #1 MT and Hollywood #2 MT is permitted through triple crossovers south end of Shreveport Yard. Movement must not be made from one main track to the other main track and then back to the original main track through the second or third crossover.

**SHREVEPORT YARD:** Track 901 (Coal Main) maximum speed permitted on track and through turnout of switches, 10 MPH.

**BOSSIER YARD:**

- All trains and engines ring bell continuously while moving through main track Bossier Yard.
- When handling a loaded rail train, as a unit or in a manifest train, it is restricted to the main track or No. 3 track only.

**CROSSINGS AT GRADE:**

**CEDAR GROVE INDUSTRIAL LEAD - ST. VINCENT - LINWOOD:** Manually-operated traffic light. A member of the crew must operate key boxes to the "Stop" position before the crossing is occupied, and "Start" when movement over the crossing is completed. If the system fails to display a red aspect for vehicular movement, a flagman must protect movement over the crossing.

**LRN CONNECTION:** All movements on LRN connection between MP V-167.2 (Shreveport Terminal Subdivision) and MP L-561.9 (Alexandria Subdivision) will be made per Rule 6.28, not exceeding 10 MPH.

UP RRX MP L-561.3 equipped with electric lock gate, normal position against LRN Connection.

**UNIVERSAL OIL PRODUCTS MP 544.9:** Train crews working Universal Oil Products (UOP) at Brian, LA must wear approved hard hat while working inside the UOP facility.

**SHREVEPORT DIESEL SHOP:** Mechanical Department power operated derrails are in service on the following tracks north and south of the Diesel Shop.

- On north run-around approximately 1,900 feet north of register room.
- On south run-around at Rip No. 456 switch.

These power operated derrails are equipped with blue lights. All locomotives and/or train movements will not pass the above derail locations unless authorization has been received from the diesel shop foreman to move beyond the derail.

Outbound locomotives from the diesel shop cannot be moved until permission has been received from the diesel shop foreman. Inbound locomotives for the diesel shop must call for permission from the diesel shop foreman.

Crew members will place locomotive consist on track designated by the diesel shop foreman. Run-around track must be left lined for run-around when not in use.

**SHREVEPORT YARD COMPLEX ENTRANCES:**

Entrance gates are numbered as follows:

- Gate number 1 is the General Office Building/CSC;
- Gate number 2 is the Diesel Shop, Annex Building, Signal area;
- Gate number 3 is the Car Shop, Wheel Shop, Store Room, Paint Shop area;
- Gate number 4 is the Trans-Serve area;
- Gate number 5 is the Yard Office and Transportation area;
- Gate number 6 is on North Lakeshore;
- Gate number 7 is the K.C.S. Transport, Maintenance of Way, Signal, and Transportation area.
- Isolation gate is on North Lakeshore Drive access to north end of yard.

All gates must remain closed.



# Shreveport Terminal Subdivision

---

**EMERGENCY INSTRUCTIONS:** When calling emergency vehicles to the Shreveport Yard complex, the following outline should be used to help expedite their arrival:

1. Call 911 immediately and remain calm.
2. Identify yourself (name) and that you are at KCS (Kansas City Southern Railway), Shreveport Yard, 4601 Shreveport-Blanchard Highway, Louisiana Highway 173, Shreveport, Louisiana.
3. Give reason for call - Injured person(s); burned, heart attack, injury, Fire(s) - oil, gas, chemical, etc. Explosion(s) - chemical leak(s) - or other.
4. Give gate number with the most direct access to the emergency. If direct access is blocked give next easiest access gate number.
5. Give location of emergency. Example: General Office - second floor, or Diesel Shop - south end, or near north shanty north end of yard, etc.
6. Dispatch person(s) to the given gate to direct the emergency vehicle to the crisis. If more than one response vehicle is expected, dispatched person(s) should stay at gate until all emergency vehicles arrive. If available, more than one person may be needed to perform the task of directing vehicles through yard to crisis.
7. Report incident to all necessary railway supervisors and civilian authorities as stated in rule book.

**REPORTING DELAYS:** All road and yard crews going on duty in Shreveport Terminal (Deramus, Harriet St., Bossier Yards) must report the status of their crew to the Tower no later than five (5) minutes after their on-duty time. Yard crews must report to the yardmaster through the intercom (talkbacks) or on the telephone at ext. 6547. Road crews must report in by telephone on ext. 6031 or use ext. 6547 as an alternate. Crews should make every attempt to immediately secure their train documents at call time, should they not have their required train documents after being on duty for twenty-five (25) minutes they are again required to report to the tower in the manner outlined above.

In addition, road crews departing the diesel shop facilities must notify the KCS Tower Yardmaster of any delays encountered commencing from call time.

**REMOTE OPERATIONS:** Shreveport Terminal has been established as a Remote Control Operating Area. There are no Remote Control Zones in Shreveport Terminal.

**SHREVEPORT TERMINAL BOWL YARD DESIGNATION:** The group of classification tracks numbered 1 through 30 within Shreveport Yard will be secured with at least one hand brake, preferable located on the "leave behind" car in the center of the track.

**FRA EXCEPTED TRACK:**

Cedar Grove Trk 1&2  
Cedar Grove Lead and all KCS owned tracks in Cedar Grove Industrial Park  
Slack Industrial Park  
Coop Lead - No. Lakeshore Dr. West  
Agurs Lead, all KCS owned (wholly and jointly) tracks have been abandoned and are out of service.

**CEDAR GROVE UP INTERLOCKING:**

The interlocking signals at the KCSR/UPRR crossing at MP 563.5 are also designated as a Control Point. When a crew encounter a STOP signal at this location and fails to receive a proceed indication after following the instructions in the release box, authority must be received from the Train Dispatcher before proceeding, except when operating within the limits of Track and Time.

**NO SOUTHWARD TRAIN MOVEMENT** Hollywood 1 to Hollywood 1 at North Wye Switch, MP 558.2

## Beaumont Subdivision

NWD ▲	<b>Beaumont Subdivision</b>				SWD ▼
Station No.	Siding Feet	Stations	Meth. Of Oper.	Mile Post	
0577	8,212	FRIERSON 4.2	CTC	576.3	
0580		BAYOU PIERRE 10.8 <b>T</b>		580.5	
0592	5,645	MANSFIELD 6.7		591.3	
0599		TRENTON 6.5		598.0	
0605		BENSON 5.6		604.5	
0611	9,381	CONVERSE 11.7		610.1	
0623		ZWOLLE 4.1		621.8	
0627	5,682	LORING 7.4		625.9	
0634		MANY 5.6		633.3	
0640	11,164	FISHER 19.7 <b>!</b>		638.9	
0660	8,374	ANACOCO 9.8		658.6	
0669	10,645	LEESVILLE 4.2 <b>B C !</b>		668.4	
		DAUB (FORT POLK) 7.3 <b>T</b>		672.6	
0680	8,878	NEAME 7.1 <b>!</b>		679.9	
0687		LUDINGTON 2.2		687.0	
0690		DERIDDER 0.6		689.2	
		TIBR RRX 15.3 <b>A</b>		689.8	
0705	6,897	SINGER 13.9		705.1	
0719		DEQUINCY 1.3 <b>T</b>		719.0	
		CS JUNCTION (UP CONN) 0.4		720.3	
		LONG LEAD (UP CONN) 2.9		720.7	
0724	5,020	HELME 4.8		723.6	
0729	5,044	LUCAS 6.8		728.4	
0736	8,103	STARKS 5.4		735.2	
0741		RULIFF 9.6		740.6	
0751	10,497	MAURICEVILLE 0.0		750.2	
		SRN RRX 10.2 <b>A</b>		750.2	
0761	13,424	VIDOR 4.4		760.4	
		UP JUNCTION 1.2		764.8	
0767		BEAUMONT (NECHES RIVER BRIDGE) 0.1 <b>M</b>		766.0	
		PORT OF BEAUMONT RRX 0.5 <b>M</b>	766.1		
		GCL JUNCTION 2.5 <b>T</b>	766.6		
0769		CHAISSON 0.7 <b>B C T</b>	769.1		
		UP RRX 9.8 <b>A</b>	769.8		
0779		NECHES JUNCTION 6.5 <b>T</b>	779.6		
0787		PORT ARTHUR <b>B C T</b>	786.1		
209.8					

## Beaumont Subdivision

<b>RADIO COMMUNICATION</b>			
<b>Shreveport Terminal CTC to North Frierson</b>			
<b>TRAIN</b>	<b>TX</b>	<b>RX</b>	<b>DTMF</b>
Road	76	76	
Yardmaster	50	50	
Dispatcher	76	76	1
Critical Incident Desk	76	76	3
<b>MOBILE</b>	<b>Channel</b>		<b>DTMF</b>
Road	Not Assigned		
Disp.	Not Assigned		1
<b>North Frierson to Port Arthur</b>			
<b>TRAIN</b>	<b>TX</b>	<b>RX</b>	<b>DTMF</b>
Road	13	13	
Yard	63	63	
Dispatcher	52	13	1
Critical Incident Desk	52	13	3
<b>MOBILE</b>	<b>Channel</b>		<b>DTMF</b>
Road	3		
Disp.	4		1

<b>METHOD OF OPERATION</b>	
<b>Method</b>	<b>Mileposts</b>
CTC	575.2 - 766.8
YL	766.8 - 790.0

<b>SPEED REGULATIONS</b>				
<b>Maximum Speed Between:</b>			<b>FRT MPH</b>	<b>IMT MPH</b>
MP 575.2	and	MP 790.0	55	59

<b>SPEED RESTRICTIONS</b>				
	<b>Mileposts</b>			<b>MPH</b>
Cv	MP 583.1	-	MP 583.5	45
Cv	MP 588.0	-	MP 588.5	40
Cv	MP 588.5	-	MP 591.0	45
Xing	MP 591.0	-	MP 593.1	40+
Cv	MP 593.1	-	MP 607.0	50
Cv	MP 607.0	-	MP 608.0	45
Cv	MP 615.5	-	MP 620.0	45
Cv	MP 620.0	-	MP 623.0	50
Cv	MP 623.0	-	MP 631.0	40
Cv	MP 635.0	-	MP 639.0	40
Cv	MP 647.5	-	MP 660.0	40
Cv	MP 660.0	-	MP 665.5	50
Cv	MP 665.5	-	MP 667.3	40
Trk	MP 667.3	-	MP 668.2	25
Trk	MP 668.2	-	MP 671.0	40
Trk	MP 671.0	-	MP 686.0	45
Trk	MP 686.0	-	MP 689.7	40
RRX	MP 689.7	-	MP 689.9	25
Trk	MP 689.9	-	MP 690.4	40
Cv-Sw	MP 718.8	-	MP 720.3	40
Br	MP 735.5	-	MP 737.8	45
Br	MP 737.8	-	MP 740.5	25
Trk	MP 740.5	-	MP 750.2	50
RRX	MP 750.2			25
Trk	MP 750.2	-	MP 764.9	50
Sw	MP 764.9			20+
Trk	MP 764.9	-	MP 765.8	40
Br	MP 765.8	-	MP 766.0	20
Trk	MP 766.0	-	MP 766.9	20
Both MT				
Trk	MP 766.6	-	MP 768.0	20
Conn to Chaison				
Trk	MP 768.0	-	MP 769.8	10
Trk	MP 769.8	-	MP 784.9	20
Trk	MP 784.9	-	End of Track	10

+ Indicates Engines Only

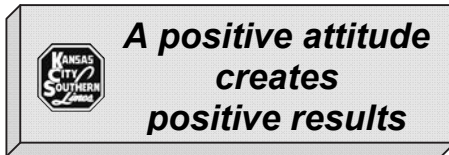
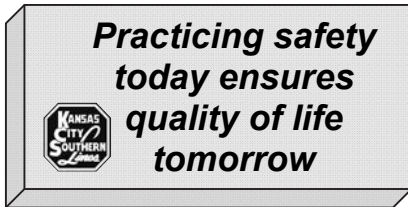
## Beaumont Subdivision

<b>SPEED RESTRICTIONS FOR SWITCHES &amp; SIDINGS</b>			
Maximum speed permitted through turnout of switches and sidings, 10 MPH, except main track switches listed below.			
<b>Station or MP</b>		<b>Location</b>	<b>MPH</b>
Frierson	D	Both Ends & Siding	20
Mansfield	D	Both Ends & Siding	20
Converse	D	Both Ends & Siding	20
Loring	D	Both Ends & Siding	20*
Fisher	D	Both Ends & Siding	30
Anacoco	D	Both Ends & Siding	20
Neame	D	Both Ends & Siding	20
Singer	D	Both Ends & Siding	20
Mauriceville	D	Both Ends & Siding	20
Vidor	D	Both Ends & Siding	20
MP 766.1	D	Station 14	20
* - Indicates Loaded Bulk Commodity Trains – 10 MPH. D – Indicates Dual Control Switch			

<b>CONTROL POINTS</b>	
<b>Name</b>	<b>Milepost</b>
North Frierson	575.2
South Frierson	577.0
North Bayou Pierre	580.3
South Bayou Pierre	580.8
North Mansfield	590.1
South Mansfield	591.7
North Madden	595.5
South Madden	596.1
Trenton	598.4
North Converse	609.6
South Converse	611.5
North Loring	625.4
South Loring	626.5
North Fisher	639.0
South Fisher	641.2
North Anacoco	658.0
South Anacoco	659.6
North Leesville	668.2
South Leesville	670.3
North Neame	678.8
South Neame	681.0
CP 689	689.8
North Singer	704.1
South Singer	705.8
North DeQuincy Wye	718.8
CS Junction	720.3
UP Long Lead	720.7
North Helme	723.0
South Helme	724.1
North Lucas	727.9
South Lucas	728.9
North Starks	734.2
South Starks	735.9
North Ruliff	740.6
South Ruliff	741.5
North Mauriceville	748.1
South Mauriceville	750.1
North Vidor	760.1
South Vidor	762.7
Tower 31	764.8
Station 15 (Neches River Bridge)	765.8
Station 14 (2 MT) (Pearl Street)	766.1
Station 13 (2 MT) (GCL Junction)	766.6
Station 12 (Franklin Street)	766.7
Station 11A (Wall Street)	766.8
Station 11 (2 MT) (Wall Street)	766.9

## Beaumont Subdivision

<b>TRACKSIDE WARNING DETECTORS</b>	
<b>Type</b>	<b>Milepost</b>
Hot Journal / Dragging Equipment	578.2
Hot Journal / Dragging Equipment	588.6
Hot Journal / Dragging Equipment	601.0
Hot Journal / Dragging Equipment	614.9
Hot Journal / Dragging Equipment	629.3
Hot Journal / Dragging Equipment	645.2
Hot Journal / Oversize Load / Dragging Equipment	663.0
Hot Journal / Oversize Load / Dragging Equipment	683.4
Hot Journal / Dragging Equipment	697.3
Hot Journal / Dragging Equipment	708.8
Hot Journal / Dragging Equipment	717.5
Hot Journal / Dragging Equipment	726.0
Hot Journal / Dragging Equipment (C) (N)	743.4
Hot Journal / Dragging Equipment	752.3
Hot Journal / Oversize Load / Dragging Equipment (C) (S)	764.9
Oversize Load / Dragging Equipment	766.4



## Beaumont Subdivision

<b>BUSINESS TRACKS</b>				
<b>Name</b>	<b>DOE</b>	<b>Milepost</b>	<b>Footage</b>	
Frierson Team	S	576.2	250	
Mansfield Team Track	N	591.6	250	
Hendrix	S	592.6	400	
Madden North	D S	595.5	2,565	
Madden South	D N	596.1	2,565	
Trenton	E N & S	598.0	3,520	
Benson	E N & S	604.5	4,575	
Willamette Industry	S	621.4	261	
Zwolle North Switch	E S	621.5	3,554	
Zwolle Railcar Company	+ N	622.2	200	
Zwolle South Switch	E N	622.3	3,554	
Many	N & S	633.3	1,015	
Nekoosa Edwards Spur	+ S	633.3	500	
Stock Pen	N	633.7	1,212	
ConAgra North Switch	S	634.4	1,552	
ConAgra South Switch	N	634.9	1,552	
Boise Cascade	+ S	639.1	1,200	
Boise Cascade	S	641.4	284	
Florien	S	642.3	2,000	
Hawthorne	S	664.0	600	
Rock Track	+ S	668.5		
North Yard Lead	+ S	668.6	2,300	
South Yard Lead	+ N	669.6	2,300	
Daub North Leg Wye (Fort Polk)	E S	672.5	Wye	
Daub South Leg Wye (Fort Polk)	E N	673.2	Wye	
Ludington North Switch	E S	686.4	3,000	
Ludington South Switch	E N	687.2	3,000	
Ampacet	S	687.2	290	
Boise Cascade	E S	687.4	Lead	
Deridder North Switch	E S	689.1	1,748	
Rock Plant Lead	+ S	689.1	2,430	
Hill Track	+ N	689.5	415	
Deridder Industrial Park	+ S	689.5	312	
Deridder South Switch	E N	689.5	1,748	
Chevron Track	N	690.2	500	
Deridder Team Track	N	690.2	560	
Westvaco	E S	690.3	1,003	
Singer Team	+ S	704.6	680	
DeQuincy Yard #1 Track	N	719.2		
DeQuincy Yard North Sw.	S	719.2	5,600	
DeQuincy Pass North Sw.	E S	719.3	5,000	
DeQuincy Pass South Sw.	E N	720.3	5,000	
Dequincy Yard South Sw. UP Connection	E N	720.3	5,600	
Thermo-Plastic	N	721.0	1,010	
DeQuincy Industrial Park	E N	721.2	1,100	
Asbury Graphite (Green Island)	S	726.8	1,145	
Lucas	N&S	728.4	5,044	
SRN Conn (Lemonville)	+ S	748.1	Lead	
Mauriceville Team	+ N	750.0	200	
UP Connection (North Wye Switch)	+ S	750.1	2,638	
Vidor Team	S	760.2	200	
North Star Steel	N	764.9	1,515	
Wilson Warehouse	N	770.2	1,250	
Spindletop Team	N	770.4	1,250	
Texas Gulf Sulphur	N	771.3	Yard	
Dupont North Switch	S	772.1	Lead	
Dupont South Switch	N	773.5	Lead	
Sun Team Track	S	774.9	1,400	
Sun Junction	S	775.1	1,609	
Neaderland Team	N	776.0	160	
Neches Jct. N. Wye Sw.	S	779.4	Wye	
Neches Jct. S. Wye Sw.	N	779.6	Wye	
Neches Jct. Yard N. Sw.	S	779.6	3,526	
Neches Jct. Yard S. Sw.	N	780.3	3,526	
Hayes Spur	S	782.7	750	
Motiva	S	784.5	Yard	
Motiva	N	784.5	Yard	

# Beaumont Subdivision

Port Arthur Yard N. Sw.	S	785.6	Yard
D – Indicates Dual Control Switch			
E – Indicates Electrically Locked Switch			
+ Indicates Connected to Siding			

## SPECIAL INSTRUCTIONS

### **AUTOMATIC INTERLOCKING APPROACH LOCATIONS:**

(Main Track and Siding, if applicable)

SRN RRX at MP 750.2.

NWD Approach: 752.9; SWD Approach: 748.1

TIBR RRX MP 689.8

NWD Approach: 692.8; SWD Approach: 688.0

**BAYOU PIERRE IND LEAD:** Maximum speed 20 MPH between East Wye switch and International Paper Co. marshalling yard.

### **MADDEN:**

Dual control derails are installed on the Madden industry tracks.

These derails operate in conjunction with the main line switches.

When operating the North dual control switch by hand it is also

necessary to operate the switch point derail by hand. When

operating the South dual control switch by hand it is also necessary

to operate the switch point derail by hand.

DTMF Yard Switches are installed on the both ends of Madden industry track. When entering the industry tracks it will be necessary to operate the DTMF switches. North industry track switch DTMF code: normal switch to 702 Track DTMF #595511 – reverse switch to 701 Track DTMF #595522. South industry track switch DTMF code: normal switch to 702 Track DTMF #596111 – reverse switch to 701 Track DTMF #596122.

**FORT POLK MILITARY BASE:** Maximum speed 20 MPH, yard tracks and turnout of switches 10 MPH.

Fort Polk Military Base has installed an electric security gate at the track entrance to the Fort Polk base, Milepost 3.5 at Highway 467. The gate will automatically open when a train is within 400 feet of either side of gate. All trains must be prepared to stop at the gate until the gate is fully open. The gate may only be manually operated from inside the base through the use of a manual switch located inside the gate.

**DERIDDER:** The interlocking signals at the KCSR/TIBR crossing at MP 689.8 are also designated as a control point. When a crew encounters a STOP signal at this location and fails to receive a proceed indication after following instructions in the release box, authority must be received from the train dispatcher before proceeding, except when operating within the limits of track and time.

**Boise Lead** - Maximum speed 20 MPH between KCS main track switch and Boise marshalling yard, turnout of switches 10 MPH.

**NECHES RIVER BRIDGE, MP 765.9:** Draw bridge at Beaumont, TX is a manual interlocking controlled by Console 4 Train Dispatcher. Trains encountering a STOP indication must communicate with the Train Dispatcher after stopping and must inspect moveable span bridge and determine that the rails are aligned properly and that the rails are supported at each end of the span before proceeding.

**THE CURRENT LEMONVILLE SPECIAL INSTRUCTIONS READ:**  
“Lemonville - Trains and engines will not exceed 5 MPH within 2,000 feet of the north and south switches to the SRN interchange tracks.”

KCS trains and engines may enter and occupy SRN tracks at Lemonville (within 2,000 feet of the north and south switches to the SRN interchange tracks) without flag protection.

No six (6) axle locomotives allowed.

# Beaumont Subdivision

**MAURICEVILLE:** The interlocking signals at the KCSR/SRN crossing at MP 750.0 are also designated as a control point. When a crew encounters a STOP signal at this location and fails to receive a proceed indication after following instructions in the release box, authority must be received from the train dispatcher before proceeding, except when operating within the limits of track and time.

**FOREIGN LINE TRAINS AND ENGINES:** Foreign line trains must receive and verify KCS Track Bulletin before entering the main track at CS Junction MP 720.3, UP Junction MP 764.8 (Tower 31), and Station 11 (Wall Street) MP 766.9. KCS does not issue track warrants for bulletins.

Contact KCS Console 4 Train Dispatcher (Channel 52-13 DTMF 1, phone 318-676-6644) to establish signal indication, or obtain verbal authority, to enter CTC at CS Junction, UP Junction, or Station 11.

**UP INTERLOCKING INSTRUCTIONS - BEAUMONT:** Trains and engines encountering a STOP indication at the UP interlocking located at MP 769.8, after verifying that signals on the conflicting route indicate STOP and no conflicting movement is evident, may proceed through the interlocking at Restricted Speed. When signals on the conflicting route do not indicate STOP and conflicting movement is evident, train or engine must not proceed until both crews agree on the next movement.

**BEAUMONT:** Signals and dual control switches between Langham Road and Wall Street and between South Street and Crockett Street are controlled by UP control operators.

Signals and dual control switches between Wall Street and Franklin Street are controlled by the KCS Console 4 Train Dispatcher.

SWD trains use radio channel 63-63 when entering yard limits Franklin Street.

NWD trains use Channel 13-13 when entering CTC Franklin Street.

SWD trains must obtain verbal permission from the Yardmaster at Port Arthur before departing Franklin Street and Chaison Yard.

NWD trains must obtain verbal permission from Yardmaster and Console 4 Train Dispatcher before departing Chaison Yard.

**PORT NECHES BRANCH AND BELT LINE:** Movement as per Rule 6.28 not exceeding 20 MPH, 10 MPH on turnouts.

The switch to SLIC track 700, must be lined and locked for the Port Neches Belt Line when not in use. The normal position of this switch will be lined to go toward Pab-Tex.

**PORT ARTHUR:** Northward trains departing Port Arthur must receive verbal permission from the Yardmaster at Port Arthur before departing Port Arthur yard.

**REMOTE OPERATIONS:** Beaumont and Port Arthur have been established as Remote Control Operating Areas.

A Remote Control Zone is established on the North end of the Port Arthur Yard on the work lead between the clearance point of the middle track, and the south roundhouse (18 track) switch. This zone shall be identified as RCZ 1.

A Remote Control Zone is established on the South end of the Port Arthur yard on the work lead between County Road Crossing, Zero (0) track switch and 18 switch. This zone shall be identified as RCZ 2.

A Remote Control Zone is established on the North end of the North Yard on the work lead between Franklin Street and 5 track switch. This zone shall be identified as RCZ 3.



## Beaumont Subdivision

A Remote Control Zone is established on the South end of the North Yard on the work lead between 5 track switch and the North Main line crossovers. This zone will extend southward between the north crossovers and include all tracks in the South Yard up to the UP Automatic Interlocking Signal located at MP 769.8. This zone shall be identified as RCZ 4.

**FRA EXCEPTED TRACK:**

International Paper at Marshalling Yard Track 700 through 730 including the main track.

## Lake Charles Subdivision

NWD	<b>Lake Charles Subdivision</b>				SWD	
Station No.	Siding Feet	Stations	Meth. Of Oper.	Mile Post		
0719		DEQUINCY 0.6	T	B-719.0		
		UP RRX 9.1	A			B-719.6
2729	7,332	BUHLER 4.0	CTC			B-728.7
2733		GULF STATES UTILITIES 0.7				B-732.7
2734		TIBR RRX 2.0	A	Rule 6.28		B-733.4
2736		MOSSVILLE 3.7	B C			B-735.4
2740		WESTLAKE 0.3	A	B-739.1		
		END OF LINE		B-739.4		
20.4						

<b>RADIO COMMUNICATION</b>			
Lake Charles Subdivision			
TRAIN	TX	RX	DTMF
Road	13	13	
Yard	63	63	
Disp.	52	13	1
Critical Incident Desk	52	13	3
MOBILE	Channel		DTMF
Road	3		
Disp.	4		1

<b>METHOD OF OPERATION</b>	
Method	Mileposts
CTC	B-718.7 - B-732.7
Rule 6.28	B-732.7 - B-739.4

<b>SPEED REGULATIONS</b>				
Maximum Speed Between:			FRT MPH	IMT MPH
MP B-718.8	and	MP B-732.7	45	45
MP B-732.7	and	MP B-734.7	20	20
MP B-734.7	and	MP B-739.4	10	10

<b>SPEED RESTRICTIONS</b>		
	Mileposts	MPH
RRX	MP B-718.8 - MP B-720.0	20

<b>SPEED RESTRICTIONS FOR SWITCHES &amp; SIDINGS</b>			
Maximum speed permitted through turnout of switches and sidings, 10 MPH, except main track switches listed below.			
Station or MP		Location	MPH
Buhler	D	Both Ends & Siding	20*
* Indicates Loaded Bulk Commodity Trains – 10 MPH D – Indicates Dual Control Switch			

<b>CONTROL POINTS</b>	
Name	Milepost
North Buhler	B-727.6
South Buhler	B-729.0
GSU	B-732.7

<b>TRACKSIDE WARNING DETECTORS</b>	
Type	Milepost
Hot Journal / Dragging Equipment	B-726.4

<b>BUSINESS TRACKS</b>			
Name	DOE	Milepost	Footage
Entergy Gulf States	S	732.6	IND

# Lake Charles Subdivision

---

## SPECIAL INSTRUCTIONS

### **AUTOMATIC INTERLOCKING APPROACH LOCATIONS:**

(Main Track and Siding, if applicable)

UP RRX at MP B-719.6.

NWD Approach: B-721.31; SWD Approach: 718.48

**DeQuincy:** The south leg of the wye at DeQuincy is other than main track.

Trains moving via the south leg of the wye at DeQuincy must be within fifty (50) feet of either side of Louisiana Highway 12 (Fourth Street) to activate highway crossing warning devices.

**BUHLER:** Signal for southward movement from Buhler Back Track will not display proceed indication until hand-operated switch is lined for movement.

Crew member must receive authority from Train Dispatcher per Rule 9.12.2 before lining hand-operated switch.

**GULF STATES POWER PLANT SPUR:** Train crews operating empty coal trains will perform 1000 mile air brake test prior to departing Buhler.

### **MOSSVILLE:**

1. Do not exceed 3 MPH over the scales when weighing and 5 MPH when not weighing.
2. At Old Spanish Trail, MP B-735.7 allow a minimum of twenty (20) seconds for the flashers to operate before moving over this crossing.

### **GATE OPERATION INSTRUCTIONS:**

Frequency: 160.305 KHZ (Road 2) DTMF 1

Trousdale Road Gate	MP B736.8	736# - open	736* - close
Rosebluff Gate	MP B737.2	737# - open	737* - close
Sampson Street Gate	MP B737.7	738# - open	738* - close

### **WESTLAKE:**

1. Trains will not perform switching over Sampson Street, MP B-738.7, between 1530 hours and 1630 hours, Monday through Friday. Through movements are permissible during this time period.
2. At the Trousdale road crossing, MP B-736.72, allow a minimum of twenty (20) seconds for the flashers to operate before moving over this crossing.

**WEST LAKE CHARLES:** Allow a minimum of twenty (20) seconds for the highway crossing warning devices to operate before moving over Highway 108, Cities Service Coker/Backside switch. This can be accomplished by moving the engine into the circuit and waiting, or by operation of the push button located at all three points entering this crossing.

**ROSEBLUFF:** All movements at Rosebluff are Rule 6.28 and include:

PPG A - Plant Lead	-	.43 miles
PPG B - Plant Lead	-	.75 miles
Jupiter Chemical Lead	-	1.03 miles
CertainTeed Corp. Lead	-	1.30 miles
B.W. Service Lead	-	2.00 miles

Do not exceed 5 MPH on any track within CertainTeed.

**REMOTE CONTROL OPERATIONS:** Mossville/Westlake has been established as a Remote Control Operating area.

A Remote Control zone (RCZ) is established on the South End of Mossville Yard from No. 19 Track Switch South on Lead to the Mainline Switch, SWD to the clearance point of the South Scale Shoe Fly Switch (SLIC Track 20).

# Hope Subdivision

NWD ▲	<u>Hope Subdivision</u>			SWD ▼
Station No.	Siding Feet	Stations	Meth. Of Oper.	Mile Post
		END OF LINE/INTERCHANGE		B-102.0
		FERGUSON 2.8	YL	B-102.0
		HINKLE 0.3	YL	B-104.8
		L & A JUNCTION	YL/ABS UP	B-105.1
3.1				

RADIO COMMUNICATION Hope Subdivision			
TRAIN	TX	RX	DTMF
Road	50	50	
Yard	50	50	
Critical Incident Desk	86	60	3
MOBILE	Channel		DTMF
Road	5		

METHOD OF OPERATION	
Method	Mileposts
YL	B-102.0 - B-105.1

SPEED REGULATIONS				
Maximum Speed Between:			FRT MPH	IMT MPH
MP B-102.0	and	MP B-105.1	10	10

SPEED RESTRICTIONS FOR SWITCHES & SIDINGS
Maximum speed permitted through turnout of switches and sidings, 10 MPH.

BUSINESS TRACKS			
Name	DOE	Milepost	Footage
Benton & Brown	N	B-103.7	IND
Hinkle	N & S	B-104.8	2,700

NWD ▲	<u>UP Shreveport Subdivision</u>			SWD ▼
Trains operating on the UP Railroad between Red Junction to L&A Junction be governed by North Little Rock Area Timetable, Shreveport Subdivision				
MP B-102.0 begins Louisiana Southern Railroad.				



# Hodge Subdivision

<b>NWD</b> ▲	<b>Hodge Subdivision</b>			<b>SWD</b> ▼
Station No.	Siding Feet	Stations	Meth. Of Oper.	Mile Post
		PINEVILLE JUNCTION <span style="float: right;">1.8</span>	YL	B-193.8
		END OF LINE		B-192.0
1.8				

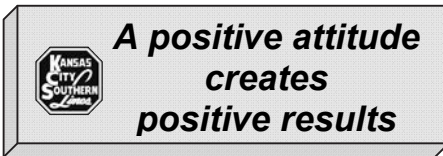
<b>RADIO COMMUNICATION</b> Hodge Subdivision			
TRAIN	TX	RX	DTMF
Road	60	60	
Critical Incident Desk	86	60	3
MOBILE	Channel	DTMF	
Road	6		

<b>METHOD OF OPERATION</b>	
Method	Mileposts
YL	B-193.8 - B-192.0

<b>SPEED REGULATIONS</b>				
Maximum Speed Between:			FRT MPH	IMT MPH
MP B-193.8	and	MP B-192.0	20	20

### SPECIAL INSTRUCTIONS

MP B-192.0 begins Louisiana Southern Railroad.



## Vicksburg Subdivision

WWD ▲	<b>Vicksburg Subdivision</b>				EWD ▼
Station No.	Siding Feet	Stations	Meth. Of Oper.	Mile Post	
0562		BOSSIER YARD 0.1	C B	166.5	
		UP RRX 3.0	A	166.4	
1011	9,468	FOSTERS 9.7		163.4	
1021		HAUGHTON 5.5		153.7	
5083		DOYLINE 6.8		148.2	
7083	8,504	SIBLEY 10.2	!	141.4	
1043		NELSON 4.0		131.2	
1047	9,813	GIBSLAND L&NW RRX 7.9	A	127.2	
1055		ARCADIA 7.8		119.3	
1063	24,836	SIMSBORO 5.7	!	111.5	
1072		RUSTON 7.4		102.8	
1079		CHOUDRANT 9.2		95.4	
1088	7,990	CALHOUN 10.4	!	86.2	
1100	9,000	FITZMORRIS 3.8	!	75.8	
		OUACHITA RIVER BRIDGE 0.5	A	72.0	
1103		MONROE 0.4	B C	71.5	
		UP RRX 4.8	A	71.1	
1107	20,200	MAGENTA 9.2	!	66.3	
1117	5,039	CREW LAKE 18.7	!	57.1	
1134	9,247	SHANNON 3.1	!	38.4	
1139		DELHI 20.2		35.3	
1157	8,787	TALLULAH 14.3	!	15.1	
1173	8,504	BOVAY 0.8	!	0.8	
1177	8,486	VICKSBURG	! B C	0.0	
166.5					

<b>RADIO COMMUNICATION</b>				
<b>Vicksburg Subdivision</b>				
East Bossier to East Bovay				
TRAIN	TX	RX	DTMF	
Road	60	60		
Yard	7	7		
Disp.	86	60	1	
Critical Incident Desk	86	60	3	
MOBILE	Channel		DTMF	
Road	6			
Disp.	7		1	
East Bovay to Vicksburg				
TRAIN	TX	RX	DTMF	
Road	29	29		
Yard	7	7		
Disp.	97	29	1	
Critical Incident Desk	97	29	3	
MOBILE	Channel		DTMF	
Road	8			
Disp.	9		1	

# Vicksburg Subdivision

METHOD OF OPERATION	
Method	Mileposts
CTC	166.5 - 0.0

SPEED REGULATIONS			
Maximum Speed Between:		FRT MPH	IMT MPH
MP 166.5	and	MP 0.0	55
			59

SPEED RESTRICTIONS			
	Mileposts		MPH
RRX	MP 166.4		30+
Xing	MP 166.45	- MP 166.0	30+
Cv	MP 159.9		40
RRX	MP 127.2		40
Br	MP 72.0		30
Trk	MP 72.0	- MP 68.3	40
Trk	MP 68.3	- MP 47.0	50
Trk	MP 2.5	- MP 1.2	FRT 50/ IMT 55
Cv & Trk	MP 1.2	- MP 0.5	50
Br	MP 0.5	- MP 0.0	20

+ Indicates Engines Only

SPEED RESTRICTIONS FOR SWITCHES & SIDINGS			
Maximum speed permitted through turnout of switches and sidings, 10 MPH, except main track switches listed below.			
Station or MP		Location	MPH
Fosters	D	Both Ends & Siding	30
Sibley	D	Both Ends & Siding	20
Gibbsland	D	Both Ends & Siding	20
CP 110	D	MP 110.25 Xover	30
Simsboro	D	Both Ends & Siding	30
Calhoun	D	Both Ends & Siding	20
Fitzmorris	D	Both Ends & Siding	30
Magenta	D	West End	20
CP68 Xover	D	MP 68.3 Xover	20
Magenta	D	East End & Siding	20
Crew Lake	D	Both Ends & Siding	10
Shannon	D	Both Ends & Siding	20
Lansing Grain	D	Both Ends	20
Tallulah	D	Both Ends & Siding	20
Bovay	D	Both Ends & Siding	30

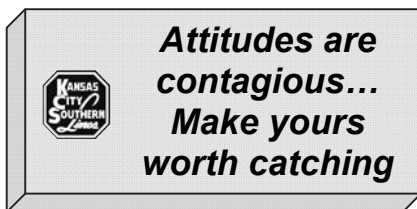
D - Indicates Dual Control Switch



# Vicksburg Subdivision

<b>CONTROL POINTS</b>	
<b>Name</b>	<b>Milepost</b>
East Bossier	166.5
West Fosters	163.6
East Fosters	161.7
CP Doyline	151.8
West Sibley	142.7
East Sibley	141.0
West Gibsland	129.1
East Gibsland	127.2
West Simsboro	113.3
CP 110	XO 110.25
East Simsboro	108.5
CP Ruston	102.5
West Calhoun	87.6
East Calhoun	86.0
West Fitzmorris	76.4
East Fitzmorris	74.5
CP 71	71.1
West Magenta	70.1
CP 69	69.2
CP 68	XO 68.3
East Magenta	66.3
West Crew Lake	58.1
East Crew Lake	57.1
CP 49	48.9
West Shannon	40.3
East Shannon	38.4
West Lansing Grain	36.94
East Lansing Grain	36.61
CP 27	27.8
West Tallulah	16.8
East Tallulah	15.1
West Bovay	2.5
East Bovay	0.8

<b>TRACKSIDE WARNING DETECTORS</b>	
<b>Type</b>	<b>Milepost</b>
Hot Journal / Oversize Load / Dragging Equipment (C) (W)	155.3
Hot Journal / Dragging Equipment	138.4
Hot Journal / Dragging Equipment	125.1
Hot Journal / Dragging Equipment	107.1
Hot Journal / Dragging Equipment	97.0
Hot Journal / Dragging Equipment	84.2
Hot Journal / Oversize Load / Dragging Equipment (C) (E)	74.4
Hot Journal / Oversize Load / Dragging Equipment (C) (W)	64.3
Hot Journal / Dragging Equipment	47.1
Hot Journal / Dragging Equipment	30.4
Hot Journal / Oversize Load / Dragging Equipment (C) (E)	12.9





## Vicksburg Subdivision

<b>BUSINESS TRACKS</b>				
<b>Name</b>		<b>DOE</b>	<b>Milepost</b>	<b>Footage</b>
Halliburton Spur	+	E	163.3	800
Baroid	+	W	163.1	750
Fowler & Covington		W	154.5	1,182
Haughton	E	W & E	153.7	3,343
Blazer Spur	E	E	152.7	1,324
Doyline Interchange	E	W & E	148.7	3,007
Doyline	E	W & E	148.2	3,694
LAS Interchange	+	W	142.5	3,600
LAS Interchange	+	E	141.6	3,600
Sibley Branch Minden Subdivision	+	E	141.4	Conn
Sibley Team Track	+	W	141.1	700
Nelson	E	W & E	131.2	3,392
Gibbsland #1 Track	E	W	128.35	3,562
Gibbsland #1 Track	E	E	127.6	3,562
Gibbsland XO MT to Siding	E	E	127.5	
Gibbsland #7 Track	+	E	127.4	Conn
Gibbsland Team Track	+	W	127.3	130
Gibbsland XO MT to #1 Track	E	W	127.2	
Gibbsland #5 Track	E	W	127.1	Conn
Stone Container		E	120.7	935
Arcadia	E	W & E	119.3	2,945
Baker Hughes		W	119.2	616
Pilgrims Pride	E	E	117.5	6,087
Weyerhaeuser OSB	E	W	116.7	1,824
Mid States Wood Preservers		W	112.9	459
Blazer Construction Spur	+	W	111.9	3,230
Hogan Hardwood Spur	+	W	111.1	681
Ball-Foster	+	W	109.6	5,226
Weyerhaeuser Surpine	+	E	109.6	1,136
Industrial Insulation Group		W	108.7	903
Business Car Track		E	102.9	313
Ruston	E	W & E	102.8	3,668
Choudrant	E	W & E	95.4	3,300
Randal Farms	+	W & E	95.4	5,235
Calhoun Team Track		E	86.3	678
Century Ready Mix	E	E	76.8	1,450
Drill Track Xover	+	W	76.3	
Drill Track	+	W	75.6	IND
Louisiana Plastic	E	W	74.9	3,450
Set Out Track	+	W	74.6	1,425
Graphic Packaging	E	W	72.4	IND
Mechanical Tracks	E	W	71.3	
ALM Connection	E	W	71.3	Conn
Old Yard Switch	E	W	71.2	Yard
UP North Wye	E	E	71.2	Conn
Monroe Switching Lead	+	W	69.2	Yard
Airport Industrial Park & West Set Out Track	E	E	69.1	IND
East Set Out Track		W	68.4	2,921
Rayville Producers		E	52.2	1,350
Rayville Pass	E	W & E	50.6	1,100
Rayville Compress	+	W	50.6	700
Holly Ridge Team Track		W	42.5	850
Pro-Boll Chemical		W	39.8	2,200
Lansing Grain West	D	E	36.94	8,453
Lansing Grain East	D	W	36.61	8,453
West Delhi	E	E	36.5	
Tifton Aluminum Co.	+	E	35.7	901
Terral Spur	+	E	35.7	467
East Delhi	E	W	35.3	
West DSR Connection	E	E	17.8	Conn
Tallulah House Track		W	17.2	440
East DSR Connection	E	W	17.0	Conn
Bunge Spur		W	14.9	868
Vicksburg Team	E	W	0.3	450

+ Indicates Connected to Siding  
E – Indicates Electrically Locked Switch

# Vicksburg Subdivision

---

## SPECIAL INSTRUCTIONS

### **AUTOMATIC INTERLOCKING APPROACH LOCATIONS:**

(Main Track and Siding, if applicable)

UP RRX at MP V-166.4.

WWD Approach: MP 164.72; EWD Approach: MP V-168.14

L&NW RRX at MP 127.2.

WWD Approach: MP 124.33; EWD Approach: MP 129.67

Quachita River Bridge at MP 72.0.

WWD Approach: MP 67.39; EWD Approach: MP 75.56

UP RRX at MP 71.1.

WWD Approach: MP 67.39; EWD Approach: MP 75.56

### **AUTOMATIC WARNING DEVICES USED INFREQUENTLY:**

MP 35.4 – Chicago Street (Siding only)

MP 35.6 – Denver Street (Siding only)

MP 36.1 – Tifton Avenue (Siding only)

MP 127.2 – Hwy 154 (LNW #5 & #7 Tracks)

MP 148.7 – Highway 164 (Doyline Interchange Track)

MP 153.7 – North Myrtle Street (Siding only)

All trains must contact Vicksburg Yard before entering yard limits at Vicksburg.

**BOSSIER CITY:** When handling a loaded rail train, as a unit or in a manifest train, it is restricted to the main track or No. 3 track only at Bossier City Yard.

**OUACHITA RIVER BRIDGE MP V-72.0/UP INTERLOCKING MP V71.1:** Home signal for WWD movement over UP interlocking MP V-71.1 will also function as approach signal for Ouachita River Bridge MP V-72.0. Eastward signal on east side of Ouachita River Bridge MP V-72.0 is approach signal for UP Interlocking MP V-71.1. Westward signal on west side of Ouachita River Bridge MP V-72.0 is approached signal for East Fitzmorris MP V-74.5.

### **OUACHITA RIVER BRIDGE MP V-72.0 AUTOMATIC INTERLOCKING INSTRUCTIONS:**

When a train or engine encounters a STOP indication at the bridge, it may proceed after a member of the crew has inspected the moveable span bridge and determined that the rails are aligned properly and that the rails are supported at each end of the turn span.

### **CONTROL POINT 71 MP V-71.1/UP INTERLOCKING MP V-71.1:**

The interlocking signals at CP 71/UP interlocking are also designated as a control point. When a crew encounters a STOP signal at this location and fails to receive a proceed indication after following instructions in the release box, authority must be received from the train dispatcher before proceeding, except when operating within the limits of track and time.

### **LANSING GRAIN:**

Dual control derails are installed on the east and west industry tracks. These derails operate in conjunction with the main line switches. When operating the West dual control switch by hand it is also necessary to operate the split point derail by hand. When operating the East dual control switch by hand it is also necessary to operate the split point derail by hand.

DTMF Yard Switches are installed on the both ends of Lansing Grain industry track. When entering the industry tracks it will be necessary to operate the DTMF switches. West industry track switch DTMF code: normal switch DTMF #036811 – reverse switch DTMF #036822. East Industry track switch DTMF code: normal switch DTMF #036711 – reverse switch DTMF #036722.

# Vicksburg Subdivision

**VICKSBURG YARD:** The following switches may be left as last lined.

- First Switch approximately 50 feet north of Depot Street  
Double stack Intermodal Cars and Autoracks will not clear under Fairground Street Bridge in Vicksburg Yard.

**FRA EXCEPTED TRACK MONROE:**

Airport Lead  
Riverwood Lead South of 5th Street Crossing

**MONROE QUIET ZONE LOCATIONS:**

Do not sound locomotive horn while approaching public or private crossings on location except to provide warning to Roadway Workers (GCOR rule 5.8.2(8)), or if horn is needed to provide warning in an emergency, or when automatic crossing devices are malfunctioning or temporarily out of service during inspection, maintenance, or testing of the system.

Effective date: November 3, 2009, 00:01 hours

Location: MP 71.58, Desiard Street  
MP 71.68, North Fifth Street  
MP 71.76, North Fourth Street  
MP 71.96, South Grand Street

Hours Quiet Zone is in effect: All hours

**MONROE QUIET ZONE LOCATIONS:**

Do not sound locomotive horn while approaching public or private crossings on location except to provide warning to Roadway Workers (GCOR rule 5.8.2(8)), or if horn is needed to provide warning in an emergency, or when automatic crossing devices are malfunctioning or temporarily out of service during inspection, maintenance, or testing of the system.

Effective date: May 16, 2011, 00:01 hours

Location: MP 69.18, Powell Avenue  
MP 68.32, Kansas Lane  
MP 66.18, Chennault Park

Hours Quiet Zone is in effect: All hours

**SIX AXLE LOCOMOTIVES PROHIBITED FROM OPERATING ON THE FOLLOWING TRACKS:**

Gibsland Yard Tracks 2, 3, 5, MDR Lead and MDR Main Track

All Industry/Business tracks,

Except: Bunge Spur - MP V-14.9  
Bunge Spur - Levee St. Vicksburg  
Conagra Arcadia  
Rayville Producers  
Blazer Spur - MP 152.7  
Blazer Construction Spur - MP 111.9  
Century Ready Mix - MP 76.8  
Fowler & Covington - MP 154.5  
Sibley Branch-Minden Subdivision - MP 141.1

**GIBSLAND KCSR/L&NWRR INTERLOCKING:**

The Interlocking signals at the KCSR/L&NWRR at MP 127.2 are also designated as a Control Point. When a crew encounter a STOP signal at this location and fails to receive a proceed indication after following the instructions in the release box, authority must be received from the Train Dispatcher before proceeding, except when operating within the limits of Track and Time.

# Redwood Branch

NWD ▲	<u>Redwood Branch</u>			SWD ▼
Station No.	Siding Feet	Stations	Meth. Of Oper.	Mile Post
		END OF LINE 2.3	YL	218.0
1177		VICKSBURG (VIA YARD TRACK) 2.0	Rule 6.28	220.3
		VICKSBURG IND. LEAD JCT. 0.7	YL	222.3
		END OF LINE		223.0
5.0				

<b>RADIO COMMUNICATION</b>			
Redwood Branch			
TRAIN	TX	RX	DTMF
Road	60	60	
Yard	7	7	
Critical Incident Desk	86	60	3
MOBILE	Channel		DTMF
Road	6		

<b>METHOD OF OPERATION</b>	
Method	Mileposts
YL	218.0 - 220.3
Rule 6.28	220.3 - 221.1
YL	222.3 - 223.4

<b>SPEED REGULATIONS</b>				
Maximum Speed Between:			FRT MPH	IMT MPH
MP 218.0	and	MP 223.4	10	10

<b>SPEED RESTRICTIONS FOR SWITCHES &amp; SIDINGS</b>			
Maximum speed permitted through turnout of switches and sidings, 10 MPH, except main track switches listed below.			
Station or MP		Location	MPH
Vicksburg Ind. Lead	E	MP 222.3	10
E – Indicates Electrically Locked Switch			

### SPECIAL INSTRUCTIONS

**NOTE:** The former main track of the Redwood Branch between MP 221.1 and 222.3 is now the main track on the Meridian Subdivision which is CTC territory.

**MP 222.3 to MP 223.0** is designated as Vicksburg Industrial Lead.

**MP 222.3** on the Redwood Branch is the same location as MP 141.7 on the Meridian Subdivision.

**MP 218.0** begins Vicksburg Southern Railroad (North).

**MP 223.0** begins Vicksburg Southern Railroad (South).

## Meridian Subdivision

WWD ▲				<b>Meridian Subdivision</b>				EWD ▼	
Station No.	Siding Feet	Stations	Meth. Of Oper.		Mile Post				
1177	8,486	VICKSBURG ! B C 8.4	CTC		140.6				
1185	8,394	NEWMANS ! 6.3			132.2				
1192	9,096	SMITHS ! 4.0			125.9				
1196		EDWARDS 9.9			121.9				
1206	9,445	CENTURY ! 11.8			112.0				
1218		DIXON 3.2			100.2				
1220	13,118	MONUMENT 5.9			YL	97.0			
1227		JACKSON (2 MT) B C 3.4	CTC #1 MT	CTC #2 MT	91.1				
1229	8,800	WHITFIELD ! 2.7	CTC		87.7				
1232		GREENFIELD 4.2			85.0				
1237	9,633	BRANDON ! 5.1			80.8				
1242		RANKIN 6.4			75.5				
1249		PELAHATCHIE 7.3			69.3				
1255	8,632	HARMON ! 1.7			62.0				
1257		MORTON 11.0			60.3				
1268		FOREST 8.7			49.3				
1277	8,850	LAKE ! 9.7			40.6				
1287		NEWTON B C 9.3			30.9				
1295	8,952	HICKORY ! 9.8			21.6				
1306	8,589	MEEHAN ! 11.8			11.8				
1318		MERIDIAN B C			YL	0.0			
140.6									

<b>RADIO COMMUNICATION</b>			
Meridian Subdivision			
TRAIN	TX	RX	DTMF
Road	29	29	
Yard	7	7	
Disp.	97	29	1
Critical Incident Desk	97	29	3
MOBILE	Channel		DTMF
Road	8		
Disp.	9		1

<b>METHOD OF OPERATION</b>	
Method	Mileposts
CTC	143.8 - 98.3
YL	98.3 - 94.1
CTC #1 MT	94.1 - 90.2
CTC #2 MT	94.1 - 90.2
CTC	90.2 - 3.1
YL	3.1 - 0.0

<b>SPEED REGULATIONS</b>				
Maximum Speed Between:			FRT MPH	IMT MPH
MP 143.8	and	MP 0.0	55	59

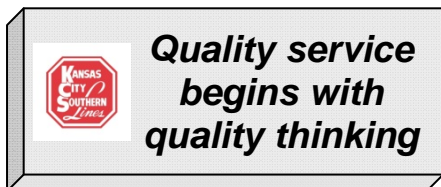
## Meridian Subdivision

<b>SPEED RESTRICTIONS</b>			
	<b>Mileposts</b>		<b>MPH</b>
Br	MP 143.8	- MP 142.5	20
Cv	MP 142.5	- MP 142.0	20
Cv	MP 142.0	- MP 139.8	25
Cv	MP 139.8	- MP 139.2	20
Cv	MP 139.2	- MP 127.5	35
Cv	MP 107.2	- MP 102.2	50
Br	MP 102.7		40
Trk	MP 99.3	- MP 96.6	50
Trk-Sw	MP 96.6	- MP 95.7	10
Trk-Br	MP 95.7	- MP 94.1	20
Trk	MP 94.1	- MP 90.2 (MT#1)	30
Trk	MP 94.1	- MP 90.2 (MT#2)	30
Trk	MP 69.4	- MP 61.2	50
Trk	MP 49.3	- MP 49.0	50
Br	MP 13.9	- MP 13.8	45
Cv	MP 13.8	- MP 9.0	45
Cv	MP 9.0	- MP 3.1	40
Trk	MP 3.1	- MP 0.0	20+

+ Indicates Engines Only

<b>SPEED RESTRICTIONS FOR SWITCHES &amp; SIDINGS</b>			
Maximum speed permitted through turnout of switches and sidings, 10 MPH, except main track switches listed below.			
<b>Station or MP</b>		<b>Location</b>	<b>MPH</b>
Vicksburg	D	Both Ends & Sidings	25
Vicksburg Xover	E	MP 141.6 Xover	10
Newmans	D	Both Ends & Sidings	30
Smiths	D	Both Ends & Sidings	20
Century	D	Both Ends & Sidings	30
Monument	PAS/E D/W	Both Ends & Sidings	10
West Jackson	D	Switch	30
CP 92	D	MT to MT Xover	30
CP 92	D	#2 MT Weyerhaeuser Lead	10
East Jackson	D	Switch	30
East Jackson	+D	Storage Track Switch	10
Whitfield	D	Both Ends & Sidings	30
Brandon	D	Both Ends & Sidings	30
Rankin	D/W E/E	Both Ends	20
Harmon	D	Both Ends & Sidings	30
Lake	D	Both Ends & Sidings	30
Hickory	D	Both Ends & Sidings	30
Meehan	D	Both Ends & Sidings	30
PAS/E Indicates Power Assisted Switch East End of Siding			
D/W Indicates Dual Control Switch West End of Siding			
D Indicates Dual Control Switch			
E Indicates Electrically Locked Switch			
+ Indicates Connected to Siding			

<b>POWER ASSISTED SWITCHES</b>				
<b>Station or MP</b>	<b>Location</b>	<b>Radio Channel</b>	<b>Normal DTMF</b>	<b>Reverse DTMF</b>
Monument	East Monument	29-29	#095711	#095722



## Meridian Subdivision

<b>CONTROL POINTS</b>	
<b>Name</b>	<b>Milepost</b>
West Vicksburg	142.0
East Vicksburg	140.3
West Newmans	132.8
East Newmans	131.1
West Smiths	125.9
East Smiths	124.2
West Century	112.8
East Century	110.8
West Monument	98.3
West Jackson	94.1
CP 92	92.3
East Jackson	90.2
West Whitfield	88.5
East Whitfield	86.8
West Brandon	82.8
East Brandon	80.7
West Rankin	75.9
East Rankin	73.8
West Harmon	62.8
East Harmon	61.0
CP 58	58.6
West Forest	50.3
West Lake	40.7
East Lake	38.9
CP 31	30.9
West Hickory	22.5
East Hickory	20.8
West Meehan	12.4
East Meehan	10.6
West Meridian	3.1

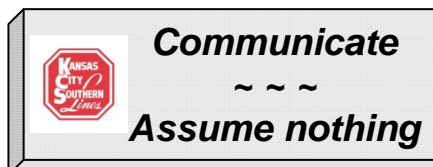
<b>TRACKSIDE WARNING DETECTORS</b>	
<b>Type</b>	<b>Milepost</b>
Hot Journal / Oversize Load / Dragging Equipment (C) (W)	130.0
Hot Journal / Oversize Load / Dragging Equipment (C) (E)	112.9
Hot Journal / Oversize Load / Dragging Equipment (C) (W)	86.7
Hot Journal / Dragging Equipment	78.2
Hot Journal / Dragging Equipment	64.7
Hot Journal / Dragging Equipment	54.9
Hot Journal / Dragging Equipment	43.8
Hot Journal / Dragging Equipment	35.1
Hot Journal / Dragging Equipment (C) (E)	25.8
Hot Journal / Oversize Load / Dragging Equipment (C) (W)	14.4



## Meridian Subdivision

<b>BUSINESS TRACKS</b>				
<b>Name</b>		<b>DOE</b>	<b>Milepost</b>	<b>Footage</b>
Vicksburg Industrial Lead	E	W	141.7	
Vicksburg Yard	+	E	140.9	
Cherry Street Yard		E	139.4	1,500
IP Wood Yard	+	E	125.8	711
Calmaine Foods		W	122.8	613
West Edwards	E	E	121.9	2,154
East Edwards	E	W	121.5	2,154
Donald Wood Yard		E	120.8	1,520
Mega Plastic		E	107.51	800
Gulf States Cannery	E	E	107.2	1,978
Johnson Milling		W	104.9	441
West Dixon	E	E	100.3	3,523
East Dixon	E	W	99.5	3,523
Hawkins Field Ind. Park	E	W	98.5	
Avery Lead	E	E	93.8	165
Transload Spur	E	E	93.1	
Short One Xover	E	W	91.2	
Long Lead Xover	E	W	90.7	
Whitfield Spur		W	86.5	565
Greenfield	E	E & W	85.0	2,624
Richton Tie & Timber		E	83.8	1,060
GM Lead	E	W	82.7	
Buzzi Unicem	+	E	82.3	1,320
Gold Coast Commodities	+	E	81.0	730
Reckitt Benkaiser		E	80.8	760
Rankin	D/W E/E	E & W	75.5	4,790
Sand Hill		W	75.7	
BOC Gas		E	75.6	270
Pelahatchie	E	E & W	69.0	1,878
Pelahatchie House Track		W	68.9	670
Jackson Commodities		W	68.9	240
W.E. Blain		W	62.6	685
Morton House Track	E	E & W	60.3	650
Morton Pass	E	E & W	60.3	2,560
Koch Foods	D	E	58.6	IND
Mississippi D.O.T		W	54.9	1,865
Central By-Products		W	52.6	1,800
Central By-Products		E	50.9	450
Forest South Pass		E	49.6	660
East Forrest Pass	E	E & W	49.4	3,208
HJ Baker		W	49.0	2,285
Nordic Refrigerated		W	48.9	355
Lawrence Team Track		E	34.8	1,069
Newton		E & W	31.0	2,040
Bay Springs Ind. Spur	E	W	30.9	Conn
Newton House Track		W	30.5	
Chunky Team Track		E	17.0	658
International Paper	+	E & W	12.0	3,012

D – Indicates Dual Control Switch  
 E – Indicates Electrically Locked Switch  
 + – Indicates Connected to Siding





# Meridian Subdivision

## SPECIAL INSTRUCTIONS

### **AUTOMATIC WARNING DEVICES USED INFREQUENTLY:**

MP M-134.2 – 29<sup>th</sup> Avenue (Yard Track 6 only)

MP 69.3 – Pelahatchie (Siding only)

All trains must contact Vicksburg/Meridian Yard prior to entering yard limits.

**MERIDIAN:** Southern Crossover: All switches of crossover must be lined to establish block signal protection. After lining crossover switches, wait five (5) minutes before fouling crossover.

**JACKSON:** Inbound trains must contact Jackson Yard and receive permission to enter.

Trains must not block Pearson Road or Deeb Street Crossings on the Meridian Subdivision. Trains being held out of Jackson Yard are to stop short of these two crossings.

**JACKSON:** Track 415 is designated as an Engine Servicing Area. Maximum Speed permitted 5 MPH.

Be governed by GCOR 5.13 (Blue Signal Protection) when protecting workmen on this track, also governed by ABTH 102.12.1 (Moving Locomotives within Mechanical Department Limits).

This track may be used under the direction of the supervisor in charge of Jackson Yard.

**CN SWITCH TENDER JACKSON, MS:** Main track switches may be left lined and locked as last used. Contact CN Yardmaster (Channel 72-72) for permission to use switch tender.

**VICKSBURG YARD:** The following switches may be left as last used.

Switch approximately 50 feet north of Depot Street

Double stack Intermodal Cars and Autoracks will not clear under Fairground Street Bridge in Vicksburg Yard.

The following restrictions apply to all manifest trains departing EWD from Vicksburg:

Empty cars 85 feet or longer, empty flat cars, wood racks and empty chip hoppers must be handled with no more than 7,000 trailing tons behind such cars.

EWD trains that stall between MP 140.5 and MP 139 must not attempt to start train without helpers or distributed power.

No more than 18 powered axles may be used on the head-end of the train and no more than 12 powered axles may be used on helpers or distributed power.

Trains operating with excess of 7,000 trailing tons must have ten (10) loads (cars weighing over 50 tons) on the head end or be operated with distributed power or helper locomotives.

### **VICKSBURG GARDEN DISTRICT QUIET ZONE LOCATIONS:**

Do not sound locomotive horn while approaching public or private crossings at and between these points except to provide warning to Roadway Workers (GCOR rule 5.8.2(8)), or if horn is needed to provide warning in an emergency, or when automatic crossing devices are malfunctioning or temporarily out of service during inspection, maintenance, or testing of the system.

Effective date: December 22, 2008 00:01 hours

Location: MP 139.03, Court Street and MP 139.77, Oak Street.

Hours Quiet Zone is in effect: All hours

NOTE: Klein Street at MP 139.96 has been permanently closed.

# Meridian Subdivision

## CLINTON QUIET ZONE LOCATIONS

Do not sound locomotive horn while approaching public or private crossings on locations except to provide warning to Roadway Workers (GCOR 5.8.2 (8)), or horn is needed to provide warning in an emergency, or when automatic crossing devices are malfunctioning or temporarily out of service during inspection, maintenance, or testing of the system.

Effective date: June 25, 2010 00:01 hours

Locations: All public, private highway crossings at grade from MP 102.92 to MP 109.15.

Hours Quiet Zone is in effect: All hours.

## BETWEEN MP 138 AND MP 140.5:

Speed must be reduced sufficiently in advance of Timetable Speed Restriction.

When approaching 10 degree curve at MP 140.6, be governed by ABTH Rule 104.3.2 C Dynamic Brake Limitations.

When train air brakes are required to reduce or control speed, the following will govern:

- If necessary to use train air brakes to reduce and maintain speed through this location the brakes must be applied sufficiently in advance to require no more than a minimum reduction to reduce train speed with throttle no higher than number 3 position.
- Do not exceed the throttle position in relation to the number of axles of power as follows:

<u>Number of axles</u>	<u>Maximum Throttle Position</u>
Less than 18	4
18 or more	3

**KOCH FOODS:** Dual control derails are located at the clearance point of each track. These derails are operated in conjunction with both the main and industry track dual-control switches operated by the train dispatcher. When required to operate either dual control switch by hand, it is also necessary to hand operate the derail for the track you will enter.

## FRA EXCEPTED TRACK:

Meridian Train Yard Tracks No. 1  
Track No. 408 (Short 2)  
Track No. 409 (Short 3)  
Track No. 410 (Short 4)  
Air Base Lead - Jackson, MS

## SIX AXLE LOCOMOTIVE PROHIBITED FROM OPERATING ON THE FOLLOWING TRACKS:

Meridian Yard Track 1, and RIP Tracks 1 and 2  
All industry tracks except:  
Vicksburg, Jackson  
All Yard tracks - Newton, MS

**CN operating bulletin No. 42:** All trains operating via the CN railroad in Jackson, MS, must comply with CN operating bulletin No. 42. Employees must receive the proper authority and complete the required forms prior to occupying controlled yard limits on the CN.

# Gulfport Subdivision

NWD ▲		<u>Gulfport Subdivision</u>			SWD ▼	
Station No.	Siding Feet	Stations	Meth. Of Oper.	Mile Post		
1890		HATTIESBURG (VIA IC) 5.0	YL	70.2		
1894		PALMER 0.2		65.2		
		BELL YARD 5.1		65.0		
1900		CAMP SHELBY 2.8	TWC	59.9		
1902		MCLAURIN 7.5		57.1		
1907		BROOKLYN 10.8		49.6		
1916		MAXIE 3.8		38.8		
1925		WIGGINS 6.0		35.0		
1931		PERKINSTON 5.2		29.0		
1936		MCHENRY 6.4		23.8		
1945		HOVEY 8.1		17.4		
1951		LYMAN 5.4		9.3		
1977		DELISLE JUNCTION 3.4		T	3.9	
1960		GULFPORT 0.5	C B	0.5		
		CSXT RRX	A	0.0		
70.2						

<b>RADIO COMMUNICATION</b>			
<b>Gulfport Subdivision</b>			
TRAIN	TX	RX	DTMF
Road	29	29	
Yard	29	29	
Disp.	29	29	1
Critical Incident Desk	29	29	3
MOBILE	Channel		DTMF
Road	8		
Disp.	8		1

<b>METHOD OF OPERATION</b>		
Method	Mileposts	
YL	70.2	65.0
TWC	65.0	5.0
YL	5.0	0.0

<b>SPEED REGULATIONS</b>				
Maximum Speed Between:			FRT MPH	IMT MPH
MP 65.0	and	MP 5.0	25	25

<b>SPEED RESTRICTIONS</b>			
	Mileposts		MPH
Trk	MP 70.2	- MP 65.0	10
Trk	MP 5.0	- MP 2.5	20
Trk	MP 2.5	- MP 0.0	10

<b>SPEED RESTRICTIONS FOR SWITCHES &amp; SIDINGS</b>
Maximum speed permitted through turnout of switches and sidings, 10 MPH.

<b>CONTROL POINTS</b>	
Name	Milepost
Bell Yard	65.0
McLaurin	57.1
Brooklyn	49.7
Wiggins	35.03
McHenry	23.9
Hovey	17.5
Gulfport	5.0

## Gulfport Subdivision

<b>BUSINESS TRACKS</b>			
<b>Name</b>	<b>DOE</b>	<b>Milepost</b>	<b>Footage</b>
Palmer	N & S	65.2	2,029
Camp Shelby Long East Spur	S	60.1	2,650
Camp Shelby West Pass	S	60.0	1,522
Camp Shelby	N & S	59.9	1,338
Camp Shelby Wye	N & S	59.5	5,175
McLaurin	N & S	57.1	2,120
Brooklyn	N	49.6	550
Maxie Team Track	N	44.3	1,320
Mathis Spur	S	38.8	880
Wiggins Lumber	N	36.9	680
Carpenter Pole	N	36.8	750
Wiggins	N	35.2	300
Coastal Paper	S	33.6	832
IP / Hood Industries	S	33.4	4,851
Perkinston Spur	N	29.0	630
McHenry Spur	N	23.9	625
Lyman Team Track	S	9.3	310
DuPont Industrial Lead	N & S	3.9	Lead 13 Miles

### SPECIAL INSTRUCTIONS

**MP 70.2 - MP 67.5:** Via CN

**BELL YARD:** All switches may be left as last lined.

**DELISLE, MS:** DuPont Chemical Industrial lead: Maximum speed between MP 1.0 and MP 13.0 twenty five (25) MPH. Inside DuPont Chemical Plant, five (5) MPH.  
At Delisle Junction, the South Wye switch may be left lined in either the normal or reverse position.

**GULFPORT YARD:** All switches may be left as last lined within Yard Limits.

**GULFPORT CSXT INTERLOCKING INSTRUCTIONS:**

1. Contact CSXT Dispatcher, channel 84-84 or phone 800 356-9582, ext. 2788. to determine CSXT main track approach occupancy.
2. Contact via radio any CSXT trains between "Beauvoir and Harbin".
3. Remove padlock from derail machine.
4. Lock will release in 35 seconds if approach circuit is not occupied.
5. Lock will release in 6 minutes if approach circuit is occupied.
6. After lock releases, operate derail machine. Secure lock in non-derailing position with padlock.
7. If signal does not then display proceed indication, movement may proceed at restricted speed.

**Gulfport Speed Restrictions:**

West Pier Track - 10 MPH  
East Pier Track - 10 MPH  
All tracks south of Hwy 90 Rule 6.28 not to exceed 10 MPH.

**FRA EXCEPTED TRACK:**

Gulfport yard Track No. 3, 4, and 5.  
Middle yard Track No. 3  
Navy Lead, Seaway lead, Creosote Lead  
East Passing Track – Wiggins

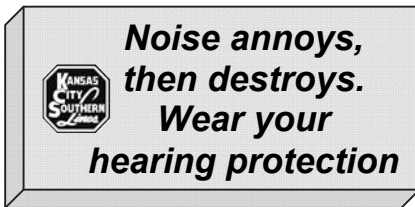
Hazardous Material cars must not be placed on:  
North yard track No. 3, 4, and 5.

**SIX AXLE LOCOMOTIVES ARE PROHIBITED FROM ALL TRACKS EXCEPT:**

- Main Track Hattiesburg, MS, MP 70.2 to Camp Shelby, MP 59.9

# Artesia Subdivision

NWD ▲	<b>Artesia Subdivision</b>			SWD ▼
Station No.	Siding Feet	Stations	Meth. Of Oper.	Mile Post
		RUSLOR JUNCTION (VIA NS) 1.6	YL	330.5
		NS RRX 0.1 <b>A</b>		328.9
2000		CORINTH 16.6 <b>C B</b>		328.8
2012	8,005	RIENZI 3.7	TWC	312.2
2020		BOONEVILLE 21.5		308.5
2041	7,543	SALTILLO 8.0		287.0
2050		TUPELO BNSF RRX 7.4 <b>C A B</b>	YL	279.0
2070		GLEN 10.2	TWC	271.6
2067	6,262	OKOLONA 7.1		261.4
2075		EGYPT 8.6		254.3
2085		PRAIRIE 4.4		245.7
2089		MULDON 8.3		241.3
		ABERDEEN JUNCTION 0.5	YL	233.0
2096		WEST POINT 2.1		232.5
		CGRR CONNECTION 3.4 <b>T</b>		230.4
2102		TIBBEE 2.9	TWC	227.0
2106		MAYHEW 4.9		224.1
2110		ARTESIA 8.3 <b>C B T</b>	YL	219.2
		CRAWFORD 13.2	TWC	210.9
2131		MACON 9.5		197.7
2141		SHUQUALAK 5.6		188.2
2146	6,240	WAHALAK 13.7		182.6
2160	5,112	SUCARNOCHEE 15.6		168.9
2176	5,107	LAUDERDALE 13.3		153.3
2189	5,267	MARION 4.3		140.0
		NS RRX 0.5 <b>A</b>	YL	135.7
1318		MERIDIAN <b>C B</b>		135.2
195.3				

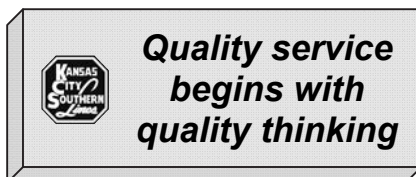


# Artesia Subdivision

<b>RADIO COMMUNICATION</b>			
<b>Meridian to West Point</b>			
<b>TRAIN</b>	<b>TX</b>	<b>RX</b>	<b>DTMF</b>
Road	65	65	
Yard	7	7	
Disp.	65	65	1
Critical Incident Desk	65	65	3
<b>MOBILE</b>	<b>Channel</b>		<b>DTMF</b>
Road	10		
Disp.	10		1
<b>West Point to Corinth</b>			
<b>TRAIN</b>	<b>TX</b>	<b>RX</b>	<b>DTMF</b>
Road	53	53	
Yard	7	7	
Disp.	53	53	1
Critical Incident Desk	53	53	3
<b>MOBILE</b>	<b>Channel</b>		<b>DTMF</b>
Road	7		
Disp.	7		1

<b>METHOD OF OPERATION</b>	
<b>Method</b>	<b>Mileposts</b>
YL	330.5 - 325.4
TWC	325.4 - 280.5
YL	280.5 - 276.0
TWC	276.0 - 234.0
YL	234.0 - 230.0
TWC	230.0 - 222.0
YL	222.0 - 218.0
TWC	218.0 - 136.5
YL	136.5 - 132.0

<b>SPEED REGULATIONS</b>				
<b>Maximum Speed Between:</b>			<b>FRT MPH</b>	<b>IMT MPH</b>
MP 330.5	and	MP 325.4	10	10
MP 325.4	and	MP 280.5	25	25
MP 280.5	and	MP 276.0	20	20
MP 276.0	and	MP 234.0	40	40
MP 234.0	and	MP 230.0	20	20
MP 230.0	and	MP 222.0	40	40
MP 222.0	and	MP 218.0	20	20
MP 218.0	and	MP 136.5	45	45
MP 136.5	and	MP 132.0	20	20



## Artesia Subdivision

SPEED RESTRICTIONS		
	Mileposts	MPH
Sw	MP 232.9	10
Br	MP 227.8	10
Cv	MP 160.2 - MP 159.8	35
Cv	MP 148.3 - MP 144.7	35

+ Indicates Engines Only

POWER ASSISTED SWITCHES				
Station or MP	Location	Radio Channel	Normal DTMF	Reverse DTMF
Saltillo	North Saltillo	53-53	#289011	#289022
Saltillo	South Saltillo	53-53	#285011	#285022
Aberdeen Junction	Aberdeen Junction	65-65	#233011	#233022
Wahalak	North Wahalak	65-65	#183211	#183222
Wahalak	South Wahalak	65-65	#182111	#182122
Marion	North Marion	65-65	#140211	#140222
Marion	South Marion	65-65	#139011	#139022

NOTE: Reference Rule 8.21.1. The Switch Control Signs for the following locations have been placed approximately 1 mile from the Power Assisted Switch location.

1. North Saltillo MP 289.0
2. South Saltillo MP 285.0
3. Aberdeen Junction MP 233.0

CONTROL POINTS	
Name	Milepost
South Corinth	325.4
North Rienzi	318.1
South Rienzi	316.6
North Booneville	309.4
South Booneville	308.5
CP 301	301.0
CP 295	295.0
North Saltillo	PAS 287.7
South Saltillo	PAS 286.3
North Tupelo	280.5
South Tupelo	276.0
CP 266	266.0
North Okolona	261.9
South Okolona	260.0
North Egypt	254.5
South Egypt	253.9
North Prairie	246.6
South Prairie	245.5
North Muldon	241.5
South Muldon	240.8
North West Point	234.0
South West Point	230.0
North Tibbee	227.8
South Tibbee	227.0
North Artesia	222.0
South Artesia	218.0
North Macon	198.4
South Macon	197.8
North Shuqualak	188.7
South Shuqualak	187.9
North Wahalak	PAS 183.2
South Wahalak	PAS 182.1
North Sucarnochee	169.2
South Sucarnochee	168.2
North Lauderdale	153.4
South Lauderdale	152.4
North Marion	PAS 140.2
South Marion	PAS 139.1
North Meridian	136.5

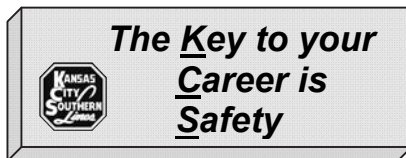
PAS – Indicates Power Assisted Switch

## Artesia Subdivision

<b>TRACKSIDE WARNING DETECTORS</b>	
<b>Type</b>	<b>Milepost</b>
Hot Journal / Dragging Equipment	259.9
Hot Journal / Dragging Equipment	244.8
Hot Journal / Dragging Equipment	206.1
Hot Journal / Dragging Equipment	190.0
Hot Journal / Dragging Equipment	172.4
Hot Journal / Dragging Equipment	158.5
Hot Journal / Dragging Equipment	144.6

<b>BUSINESS TRACKS</b>			
<b>Name</b>	<b>DOE</b>	<b>Milepost</b>	<b>Footage</b>
Alcorn Wood Yard	S	316.2	1,165
Heartland	N	309.9	1,990
Booneville Pass	S	308.5	1,631
Westvaco	N & S	305.3	2,186
Southern Diversified	S	299.1	600
Norbord, Inc.	S	294.3	3,551
Guntown	N	292.4	1,127
Columbia Rope	S	290.9	1,225
Turner Industrial park	S	285.9	4,240
IMC Fertilizer	N	280.1	1,337
Cash Dist.	N	279.9	756
Cooper Tire	S	277.4	1,170
Cooper Tire	N	277.0	1,770
Sunshine Mills	S	276.2	1,100
Sheller Globe	S	272.9	9,000
Action Industries	N	272.8	950
Brice – Toga	S	272.4	1,600
Glen	N & S	271.6	4,200
Egypt	N & S	254.3	4,184
Prairie	N & S	245.7	4,840
Cargill +	S	242.6	900
Muldon	N & S	241.3	3,090
Aberdeen Junction	PAS N	233.0	Conn
Tibbee	N & S	227.0	2,880
Mayhew	N	224.1	1,065
Crawford	N & S	211.2	238
Cargill +	N & S	210.9	150
Barge Lumber	N	201.0	600
MCF Feed Mill +	S	198.0	1,000
Macon	N & S	197.7	3,231
GST Plastic	N	197.7	1,000
Delta Brick	S	196.7	1,100
Shuqualak	N & S	188.2	3,577
Scooba	S	175.8	3,213
Electric Mills	S	172.0	900
Porterville	S	164.8	1,000

+ Indicates Connected to Siding





# Artesia Subdivision

---

## SPECIAL INSTRUCTIONS

### **AUTOMATIC WARNING DEVICES USED INFREQUENTLY:**

MP 134.2 – 29<sup>th</sup> Avenue (Meridian Yard Track 6 only)  
MP 182.5 – Wahalak Road (Siding only)  
MP 188.2 – MS 39 and MS 21 at Shuqualak (Siding only)  
MP 188.4 – Oak Street at Shuqualak (Siding only)  
MP 211.2 – Main Street Crawford (Siding only)

**RUSLOR:** Normal position for the switch at Ruslor Junction will be for the NS.

Before entering the NS main track at Ruslor Junction, crews must obtain NS dispatchers bulletin and permission from the dispatcher to enter the NS main track. NS Radio Channel 56-56 TONE 809, use radio channel 2 (48-09) to copy a Track Warrant or call 1-205-951-6645.

**TUPELO:** Main track switches on the switching lead at Tupelo Yard may be left lined and locked as last used between 0700 hours and 1900 hours.

**WESTPOINT:** KCS trains operating via CAGY main track between MP M230.4 (Artesia Subdivision) and MP H87.6 (Louisville Subdivision) must not exceed 10 MPH.

### **FRA EXCEPTED TRACK:**

Corinth, MS :

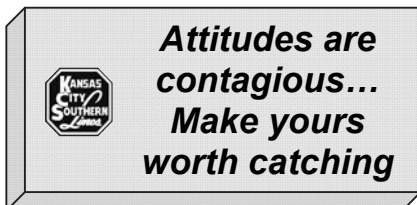
- All tracks, except main track between MP MM-327.4 and Ruslor Junction MP MM-330.5.

Meridian, MS:

- Track #408 (Short #2)
- Track #409 (Short #3)
- Track #410 (Short #4)
- Meridian Train Yard Track 1

### **SIX AXLE LOCOMOTIVES ARE PROHIBITED FROM ALL TRACKS EXCEPT:**

- Main Track Meridian to Artesia
- Artesia Yard - All tracks
- Wahalak Siding MP 183.2 to 182.1
- Sucarnochee MP 169.2 to 168.2
- Lauderdale MP 153.4 to 152.4
- Marion MP 140.2 to 139.1
- Six axle locomotives must not be used for switching



# Aberdeen Branch

NWD ▲	<b>Aberdeen Branch</b>			SWD ▼
Station No.	Siding Feet	Stations	Meth. Of Oper.	Mile Post
		END OF LINE 0.9	Rule 6.28	106.4
2500		ABERDEEN 16.5	TWC	105.5
2096		WEST POINT		89.0
17.4				

<b>RADIO COMMUNICATION</b>			
Aberdeen Branch			
TRAIN	TX	RX	DTMF
Road	65	65	
Yard	65	65	
Disp.	65	65	1
Critical Incident Desk	65	65	3
MOBILE	Channel		DTMF
Road	10		
Disp.	10		1

<b>METHOD OF OPERATION</b>			
Method	Mileposts		
TWC	106.1	-	89.2
Rule 6.28	106.1	-	End of Track

<b>SPEED REGULATIONS</b>				
Maximum Speed Between:			FRT MPH	IMT MPH
MP 106.4	and	MP 89.2	25	25

<b>CONTROL POINTS</b>	
Name	Milepost
East West Point	89.2
Strong	95.5
Aberdeen	106.1

<b>BUSINESS TRACKS</b>			
Name	DOE	Milepost	Footage
BASF	N	104.1	400
Georgia Gulf	N & S	104.0	IND
Unimen	N & S	101.0	2,006
Englehard	N & S	100.0	1,815
Babcock & Wilcox	S	89.9	IND

### SPECIAL INSTRUCTIONS

**AUTOMATIC WARNING DEVICES USED INFREQUENTLY:**

MP 105.4 – Commerce Street  
 MP 105.6 – US 45



# Counce Branch

NWD ▲				<u>Counce Branch</u>		SWD ▼
Station No.	Siding Feet	Stations		Meth. Of Oper.	Mile Post	
6900		COUNCE	1.1	YL	16.1	
6901		PRESTON	1.1		15.0	
6902		BESSIE	4.0	BRT	13.9	
6916		YELLOW CREEK	0.1		9.9	
6906		SHARPS	7.5		9.8	
6913		FIVE POINTS	1.5		2.3	
6915		MONROE	0.7	YL	0.8	
		KENDRICK YARD	0.1		0.1	
2000		CORINTH	16.1		0.0	

<b>RADIO COMMUNICATION</b>			
Counce Branch			
TRAIN	TX	RX	DTMF
Road	86	86	
Yard	7	7	
Disp.	53	53	1
Critical Incident Desk	53	53	3
MOBILE	Channel		DTMF
Road	14		
Disp.	7		1

<b>METHOD OF OPERATION</b>		
Method	Mileposts	
YL	16.1	- 13.6
BRT	13.6	- 1.5
YL	1.5	- 0.0

<b>SPEED REGULATIONS</b>				
Maximum Speed Between:			FRT MPH	IMT MPH
MP 16.1	and	MP 0.0	10	10

<b>BUSINESS TRACKS</b>			
Name	DOE	Milepost	Footage
PCA	N	16.1	IND
GEO Chemical	S	15.5	792
LTV Steel	N & S	14.5	1,170
Bessie	N & S	13.9	1,365
Sharps	N & S	9.8	2,200
Kimberly Clark	N	2.3	1,053
Monroe	N & S	0.8	2,923

### SPECIAL INSTRUCTIONS

**KENDRICK YARD:** Number 4 track is designated as the Main Track.

# Yellow Creek Branch

<b>WWD</b> ▲		<b>Yellow Creek Branch</b>			<b>EWD</b> ▼	
Station No.	Siding Feet	Stations	Meth. Of Oper.	Mile Post		
6916		YELLOW CREEK 9.7	YL	0.0		
		END OF LINE 9.7		9.7		

<b>RADIO COMMUNICATION</b> Yellow Creek Branch			
TRAIN	TX	RX	DTMF
Road	86	86	
Yard	7	7	
Disp.	53	53	1
Critical Incident Desk	53	53	3
MOBILE	Channel		DTMF
Road	14		
Disp.	7		1

<b>METHOD OF OPERATION</b>		
Method	Mileposts	
YL	0.0	- 9.7

<b>SPEED REGULATIONS</b>				
Maximum Speed Between:			FRT MPH	IMT MPH
MP 0.0	and	MP 9.7	20	20

<b>BUSINESS TRACKS</b>			
Name	DOE	Milepost	Footage
Monotech of Mississippi	E	7.4	350
Farris Metal	W	9.0	IND
Yellow Creek Port	W	9.0	IND
Prosser	W	9.7	2,500



# Louisville Subdivision

NWD ▲		<b>Louisville Subdivision</b>			SWD ▼
Station No.	Siding Feet	Stations	Meth. Of Oper.	Mile Post	
2096		WESTPOINT JUNCTION 0.3	YL	89.0	
		C&G RRX 0.2		88.7	
		BUTLER TURNOUT 13.9		88.5	
2531		STARKVILLE 15.9	TWC	74.6	
2547		STURGIS 8.4		58.7	
2556		ACKERMAN 18.3		50.3	
2574		LOUISVILLE 19.3	YL	220.7	
2593		BURNSIDE 6.0	TWC	201.4	
2599	4,278	PHILADELPHIA 8.1	YL	195.4	
2607		MCDONALD 6.5	TWC	187.3	
2413		UNION 9.4	YL	180.8	
2623		DECATUR 9.5	TWC	171.4	
1287		NEWTON	YL	161.9	
115.8					

<b>RADIO COMMUNICATION</b>				
Louisville Subdivision				
TRAIN	TX	RX	DTMF	
Road	65	65		
Yard	65	65		
Disp.	65	65	1	
Critical Incident Desk	65	65	3	
MOBILE	Channel		DTMF	
Road	10			
Disp.	10		1	

<b>METHOD OF OPERATION</b>		
Method	Mileposts	
YL	89.2	- 82.0
TWC	82.0	- 223.5
YL	223.5	- 219.0
TWC	219.0	- 198.0
YL	198.0	- 194.0
TWC	194.0	- 183.5
YL	183.5	- 180.0
TWC	180.0	- 162.6
YL	162.6	- 159.5

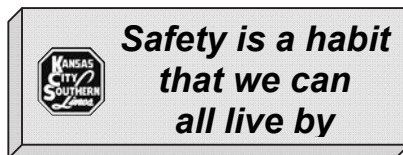
<b>SPEED REGULATIONS</b>				
Maximum Speed Between:			FRT MPH	IMT MPH
MP 89.2	and	MP 159.5	25	25

<b>SPEED RESTRICTIONS</b>			
	Mileposts		MPH
Cv	MP 49.9	- MP 238.4	10
Trk	MP 238.9	- MP 237.6	10
Sw	MP 180.9	- MP 181.4	10

# Louisville Subdivision

<b>CONTROL POINTS</b>	
<b>Name</b>	<b>Milepost</b>
West West Point	82.0
CP 80	80.0
North Starkville	75.0
South Starkville	73.0
Longview	68.0
North Sturgis	60.0
South Sturgis	58.0
North Ackerman	51.0
South Ackerman	237.6
North Highpoint	229.0
South Highpoint	227.0
North Louisville	223.5
South Louisville	219.0
North Noxapater	213.0
South Noxapater	211.0
North Burnside	201.4
South Burnside	201.1
North Philadelphia	198.0
South Philadelphia	194.0
North McDonald	188.6
South McDonald	187.1
North Union	183.5
South Union	180.0
North Decatur	172.0
South Decatur	170.0
North Newton	162.6

<b>BUSINESS TRACKS</b>			
<b>Name</b>	<b>DOE</b>	<b>Milepost</b>	<b>Footage</b>
Southern Ionics	N	88.8	550
Bryan Brothers	N	87.8	1,060
Morris Scrap Metal	S	87.7	1,150
Osburn	N	81.5	110
Starkville	N	74.6	1,928
Sturgis	N & S	58.7	1,578
Ackerman	N & S	50.3	1,590
TMA	S	47.0	Lead
High Point	N	228.2	421
Stallo	N & S	205.9	2,126
McDonald	N & S	187.3	7,167
Hill Track	N & S	182.6	2,621
Doolittle	N	164.5	962
Esco	N	164.4	1,320



# Louisville Subdivision

## SPECIAL INSTRUCTIONS

### **AUTOMATIC WARNING DEVICES USED INFREQUENTLY:**

MP 49.7 – MS 15 Ackerman  
MP 59.0 – Louisville Road Sturgis  
MP 73.9 – MS 12 Starkville  
MP 74.3 – Louisville Street Starkville  
MP 75.0 – Montgomery-Lampkin Street Starkville  
MP 195.6 – Main Street Philadelphia (Siding only)  
MP 195.6 – Beacon Street Philadelphia (Siding only)

**LOUISVILLE SUBDIVISION TO ARTESIA SUBDIVISION:** KCS operates via CAGY main track between MP 230.4 (Artesia Subdivision) and MP H-87.6 (Louisville Subdivision.).

Butler Turnout Switch at MP 87.3, CAGY Turnout and CG RR Junction switches must be lined and locked for main track.

### **MILEPOST EQUALIZATION:**

- MP 49.7 and MP 238.4 are the same location.

**PHILADELPHIA MP 195.5:** Siding switches may be left lined and locked as last used.

### **SIX AXLE LOCOMOTIVES ARE PROHIBITED ON ALL TRACKS EXCEPT:**

- Main Track Newton - MP 161.5 to Union, MS MP 183.5
- Yard Tracks Newton
- Choctaw Maid Tracks MP GG 183
- Union yard lead track
- No 1 and No 2 tracks Union, north end only
- North and South legs of Wye at Union

**PEARL RIVER IND. LEAD (MP GA-0.0/UNION - MP GA-15.5/SEBASTAPOL):** All movements must be made per Rule 6.28 not to exceed 10 MPH on all tracks.

### **FRA EXCEPTED TRACK:**

Between MP 47.0 and MP 49.7 - (TMA lead)  
Between MP GA-0.0 and MP GA-15.5 (Pearl River Ind. Lead)



# Bay Springs Branch

<b>NWD</b> ▲		<b>Bay Springs Branch</b>			<b>SWD</b> ▼	
Station No.	Siding Feet	Stations	Meth. Of Oper.	Mile Post		
1287		NEWTON <span style="float: right;">C B</span>	YL	161.5		
		2.0		159.5		
		END OF LINE				
2.0						

<b>RADIO COMMUNICATION</b>			
Bay Springs Branch			
TRAIN	TX	RX	DTMF
Road	65	65	
Yard	65	65	
Critical Incident Desk	65	65	3
MOBILE	Channel		DTMF
Road	10		

<b>METHOD OF OPERATION</b>	
Method	Mileposts
YL	161.5 - 159.5

<b>SPEED REGULATIONS</b>				
Maximum Speed Between:			FRT MPH	IMT MPH
MP 161.5	and	MP 159.5	10	10

### SPECIAL INSTRUCTIONS

**MP 159.5** begins Mississippi Southern Railroad.





# Tuscaloosa Subdivision

WWD ▲				<b>Tuscaloosa Subdivision</b>		EWD ▼
Station No.	Siding Feet	Stations	Meth. Of Oper.	Mile Post		
2110		ARTESIA <span style="float: right;">C B T</span> 9.6	YL	0.0		
		GTR JUNCTION 4.4	TWC	9.6		
2814		COLUMBUS, MS 0.3		14.0		
		CG JUNCTION <span style="float: right;">S S</span> 0.8		14.3		
		BNSF CONNECTION 0.1		15.1		
		BNSF RRX <span style="float: right;">A</span> 1.8		15.2		
		END OF LINE		17.0		
17.0						

<b>RADIO COMMUNICATION</b>				
Tuscaloosa Subdivision				
TRAIN	TX	RX	DTMF	
Road	65	65		
Yard	65	65		
Disp.	65	65	1	
Critical Incident Desk	65	65	3	
MOBILE	Channel		DTMF	
Road	10			
Disp.	10		2	

<b>METHOD OF OPERATION</b>		
Method	Mileposts	
YL	0.0 - 5.0	
TWC	5.0 - 17.0	

<b>SPEED REGULATIONS</b>				
Maximum Speed Between:			FRT MPH	IMT MPH
MP 5.0	and	MP 17.0	25	25

<b>SPEED RESTRICTIONS</b>			
	Mileposts		MPH
Xing & Br	MP 13.4	- MP 15.2	10

<b>SPEED RESTRICTIONS FOR SWITCHES &amp; SIDINGS</b>
Maximum speed permitted through turnout of switches and sidings, 10 MPH.

<b>CONTROL POINTS</b>	
Name	Milepost
East Artesia	5.0
GT Junction	9.0
West Columbus	13.4
C&G Junction	14.3
East Columbus	17.0

<b>BUSINESS TRACKS</b>			
Name	DOE	Milepost	Footage
West Severstall	E	4.2	IND
East Severstall	W	5.4	IND
CMF	W	5.7	IND
West Bent Oak	E	5.9	4,170
East Bent Oak	W	6.9	4,170
Burk Halter	W	9.6	IND
Columbus Port	E	13.3	IND
Southern Ionics	--	--	--
West 5 Columbus	E	14.1	792
East 5 Columbus	W	14.3	792
Omnova	E	16.3	IND

# Tuscaloosa Subdivision

---

## SPECIAL INSTRUCTIONS

### **AUTOMATIC INTERLOCKING APPROACH LOCATIONS:**

(Main Track and Siding, if applicable)

BNSF RRX at MP 15.2.

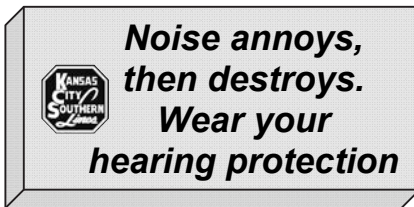
WWD Approach: MP 16.38; EWD Approach: MP 14.89.

**ARTESIA-COLUMBUS:** CAGY, GTRA, and ABS train and engines must verify KCS Track Bulletins and receive a Track Warrant from KCS Train Dispatcher prior to entering KCS main track and report when clear or main track and release Track Warrant to KCS train dispatcher.

**Columbus:** Columbus BNSF Connection VIA BNSF Memphis Division, Armory Subdivision).

Prior to entering the BNSF trackage, crews must obtain permission from the BNSF Train Dispatcher. BNSF radio Frequency 70-70 tone 23.

MP 17.0 begins Alabama Southern Railroad.



## Rosenberg Subdivision

NWD ▲		<b>Rosenberg Subdivision</b>			SWD ▼	
Station No.	Siding Feet	Stations	Meth. Of Oper.	Mile Post		
1600		ROSENBERG 7.6	TWC UP	892.3		
1620		BEASLEY 4.6	TWC	899.9		
1625	9,582	KENDLETON 7.4		B C	904.5	
1630		HUNGERFORD 6.0		911.9		
1640		WHARTON 8.2		917.9		
1645		PIERCE 5.2		926.1		
1650		EL CAMPO 8.5		931.3		
1665	10,000	LOUISE 9.5		939.8		
1675		GANADO 9.3		949.3		
1685		EDNA 5.1		958.6		
1690	10,000	EL TORO 12.0		963.7		
1695		TELFENER 2.9		975.7		
1705		THRASHER 3.5		978.6		
2175		VICTORIA T		YL UP	+79.3	
87.0						

<b>RADIO COMMUNICATION</b>			
Rosenberg Subdivision			
TRAIN	TX	RX	DTMF
Road	67	67	
Yard	47	47	
Disp.	97	67	1
Critical Incident Desk	97	67	3
MOBILE	Channel	DTMF	
Road	Not Assigned		
Disp.	Not Assigned		

<b>METHOD OF OPERATION</b>		
Method	Mileposts	
TWC	KCS	894.8 - 979.3

<b>SPEED REGULATIONS</b>				
Maximum Speed Between:			FRT MPH	IMT MPH
MP 892.3	and	MP 982.9	49	49

<b>SPEED RESTRICTIONS</b>				
	Mileposts			MPH
TRK	MP 892.3	-	MP 894.8	40
Cr	MP 917.0	-	MP 920.0	35
Xing	MP 930.5	-	MP 932.5	25

<b>SPEED RESTRICTIONS FOR SWITCHES &amp; SIDINGS</b>			
Maximum speed permitted through turnout of switches and sidings, 10 MPH, except as shown below.			
Station or MP		Location	MPH
Kendleton	PAS	Both Ends & Siding	30
Louise	PAS	Both Ends & Siding	30
El Toro	PAS	Both Ends & Siding	30

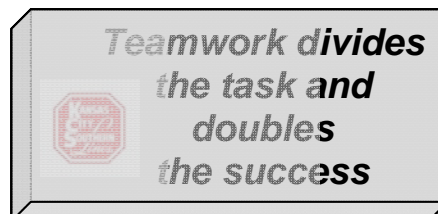
## Rosenberg Subdivision

<b>POWER ASSISTED SWITCHES</b>				
<b>Station or MP</b>	<b>Location</b>	<b>Radio Channel</b>	<b>Normal DTMF</b>	<b>Reverse DTMF</b>
Kendleton	North Kendleton	67-67	#903311	#903322
Kendleton	South Kendleton	67-67	#905311	#905322
Louise	North Louise	67-67	#938711	#938722
Louise	South Louise	67-67	#940811	#940822
El Toro	North El Toro	67-67	#962711	#962722
El Toro	South El Toro	67-67	#964611	#964622

<b>CONTROL POINTS</b>		
<b>Name</b>		<b>Milepost</b>
Rosenberg		894.8
North Kendleton	PAS	903.3
South Kendleton	PAS	905.3
North Louise	PAS	938.7
South Louise	PAS	940.8
North El Toro	PAS	962.7
South El Toro	PAS	964.6
Victoria		979.3
PAS – Indicates Power Assisted Switch		

<b>TRACKSIDE WARNING DETECTORS</b>	
<b>Type</b>	<b>Milepost</b>
Hot Journal / Dragging Equipment	898.1
Dragging Equipment	906.0
Dragging Equipment	908.8
Hot Journal / Oversize Load / Dragging Equipment (C) (S)	912.8
Hot Journal / Oversize Load / Dragging Equipment (C) (N)	923.0
Hot Journal / Dragging Equipment	942.6
Dragging Equipment	950.3
Dragging Equipment	954.5
Hot Journal / Oversize Load / Dragging Equipment (C) (S)	956.2
Hot Journal / Oversize Load / Dragging Equipment (C) (N)	968.5

<b>BUSINESS TRACKS</b>				
<b>Name</b>		<b>DOE</b>	<b>Milepost</b>	<b>Footage</b>
Kendleton		N & S	903.4	Yard
Kendleton Team 1	+	N & S	903.5	8,600
Kendleton Team 2	+	N & S	903.5	4,700
Louise Team	+	N & S	939.0	1,400
Edna		N & S	960.0	4,000
El Toro Team	+	N & S	963.0	1,800
Thrasher		N & S	978.6	2,000
+ Indicates connected to siding				



# Rosenberg Subdivision

## SPECIAL INSTRUCTIONS

### **Rosenberg**

Northbound trains must have authority from the UP Train Dispatcher (radio 37-37) to enter the Glidden Subdivision before passing MP 894.8, Scott Road.

### **Kendleton**

DTMF Yard Switches are installed on both ends of Kendleton #1 Team Track. When entering the #1 Team Track, it will be necessary to operate the DTMF yard switches. North #1 Team Track switch code: normal switch DTMF #903511 – reverse DTMF #903522. South #1 Team Track switch code: normal switch DTMF #905211 – reverse DTMF #905222.

### **Milepost Equalization:**

KCS Rosenberg Subdivision MP 892.3 = UPRR Rosenberg Subdivision MP 0.0.

KCS Rosenberg Subdivision MP 894.8 = UPRR Rosenberg Subdivision MP 2.5.

KCS Rosenberg Subdivision MP 979.3 = UPRR MP 87.0.

KCS Rosenberg Subdivision MP 983.1 = UPRR MP 91.9.

### **EL CAMPO QUIET ZONE LOCATIONS:**

Do not sound locomotive horn while approaching public or private crossings on location except to provide warning to Roadway Workers (GCOR rule 5.8.2(8)), or if horn is needed to provide warning in an emergency, or when automatic crossing devices are malfunctioning or temporarily out of service during inspection, maintenance, or testing of the system.

Location: MP 929.90, Sam Bishkin Road  
MP 930.58, FM 653  
MP 930.81, Higbee Street  
MP 931.12, Washington Street  
MP 931.19, Mechanic Street  
MP 931.25, Alamo Street  
MP 931.34, Hoskins Broadway  
MP 931.80, Palacios Street  
MP 932.13, Gladys Street  
MP 932.40, Meadow Lane  
MP 0038.08, Private Crossing (TxDOT road material facility)

Hours Quiet Zone is in effect: All hours

### **LOUISE QUIET ZONE LOCATIONS:**

Do not sound locomotive horn while approaching public or private crossings on location except to provide warning to Roadway Workers (GCOR rule 5.8.2(8)), or if horn is needed to provide warning in an emergency, or when automatic crossing devices are malfunctioning or temporarily out of service during inspection, maintenance, or testing of the system.

Location: MP 941.18, Wharton Street  
MP 941.32, Colorado Street  
MP 941.77, Orange Street

Hours Quiet Zone is in effect: All hours

### **Victoria**

Southbound trains must have authority from the UP Train Dispatcher (radio 20-20) to enter the UP Rosenberg Subdivision before passing MP 975.7, FM 1686.

### **Rosenberg Subdivision**

T&E employees will be governed by UP form 20849 conductor report in lieu of KCS form 4751.

# Laredo Subdivision

EWD ▲	<b>Laredo Subdivision</b>				▼ WWD
Station No.	Siding Feet	Stations	Meth. Of Oper.	Mile Post	
2157		CORPUS CHRISTI 10.1	C B T	YL	157.0
2145	5,963	ROBSTOWN 1.4			146.9
		UP CROSSING 0.4	A		145.5
		UP CONNECTION 2.1			145.1
	7,900	SPEAR 23.5		TWC	143.0
2119		ALICE 8.6			119.5
2110	6,090	MATTHEWS 33.6			110.9
2077	6,687	REALITOS 14.1			77.3
2062	8,898	HEBBRONVILLE 38.4			63.2
2025	10,032	KILLAM 15.8			24.8
		LAREDO YARD 6.1		YL	9.0
2003		LAREDO 154.1	C B		2.9
154.1					

<b>RADIO COMMUNICATION</b>			
Laredo Subdivision			
TRAIN	TX	RX	DTMF
Road	74	74	
Yard	68/51/09	68/51/09	
Disp.	74	74	1
Critical Incident Desk	74	74	3
<b>EMERGENCY</b>	74	74	911
MOBILE	Channel		DTMF
Road	1		
Disp.	1		1
a.) When Calling the train dispatcher, the mobile radio user must press "1" and the radio will locate the nearest tower. b.) The telephone will ring at the number called. Proper radio procedure must be observed during the subsequent communication.			

<b>METHOD OF OPERATION</b>	
Method	Mileposts
YL	157.0 - 145.0
TWC	145.0 - 10.0
YL	10.0 - 0.0

<b>SPEED REGULATIONS</b>				
Maximum Speed Between:			FRT MPH	IMT MPH
MP 157.0	and	MP 0.0	49	49



## Laredo Subdivision

<b>SPEED RESTRICTIONS</b>		
<b>Mileposts</b>		<b>IMT/FRT</b>
157.0	- 153.0	10
153.0	- 145.0	20
145.0	- 141.0	30
122.8	- 123.2	35
120.5	- 118.3	25
118.3	- 111.1	40
111.1	- 111.0	35
111.0	- 109.8	40
109.8	- 109.0	25+
109.0	- 107.8	35
107.8	- 89.0	40
82.5	- 80.7	45
81.6	- 80.8	35
68.7	- 67.7	45
49.1	- 48.6	45
39.9	- 35.1	45
22.0	- 10.0	40
10.0	- 0.0	20

+ Indicates Engines Only  
Yard Tracks (DOES NOT INCLUDE LAREDO YARD TRACKS), and Business Tracks Aguilares, Bruni, Benavides, Agua Dulce, Banquete, and Alice **5 MPH**.

<b>SPEED RESTRICTIONS FOR SWITCHES &amp; SIDINGS</b>			
Maximum speed permitted through turnout of switches and sidings, 10 MPH, except as shown below.			
<b>Station or MP</b>		<b>Location</b>	<b>MPH</b>
Killam	PAS/E & W	Both Ends & Sidings	30

PAS/E & W – Indicates Power Assisted Switch both ends of siding

<b>POWER ASSISTED SWITCHES</b>				
<b>Station or MP</b>	<b>Location</b>	<b>Radio Channel</b>	<b>Normal DTMF</b>	<b>Reverse DTMF</b>
Robstown	East Robstown	74-74	#147211	#147222
Robstown	West Robstown	74-74	#146211	#146222
Spear	East Spear	74-74	#143811	#143822
Spear	West Spear	74-74	#142211	#142222
Matthews	East Matthews	74-74	#111511	#111522
Matthews	West Matthews	74-74	#110211	#110222
Realitos	East Realitos	74-74	#077811	#077822
Realitos	West Realitos	74-74	#076511	#076522
Hebbronville	East Hebbronville	74-74	#064111	#064122
Hebbronville	West Hebbronville	74-74	#062311	#062322
Killam	East Killam	74-74	#025811	#025822
Killam	West Killam	74-74	#023811	#023822

<b>TRACKSIDE WARNING DETECTORS</b>	
<b>Type</b>	<b>Milepost</b>
Hot Journal / Dragging Equipment	133.4
Hot Journal / Dragging Equipment	113.1
Hot Journal / Dragging Equipment	85.0
Hot Journal / Dragging Equipment	60.0
Hot Journal / Dragging Equipment	42.0
Hot Journal / Dragging Equipment	18.5

## Laredo Subdivision

<b>CONTROL POINTS</b>		
<b>Name</b>		<b>Milepost</b>
CP 145		145.0
East Spear	PAS	143.9
West Spear	PAS	142.4
CP 131		131.0
CP 123		123.0
East Alice		119.3
West Alice		118.4
CP 116		116.0
East Matthews	PAS	111.5
West Matthews	PAS	110.2
CP 100		100.0
CP 93		93.0
East Berry		88.7
West Berry		87.6
CP 85		85.0
East Realitos	PAS	77.8
West Realitos	PAS	76.5
CP 72		72.0
East Hebbbronville	PAS	64.1
West Hebbbronville	PAS	62.3
CP 51		51.0
East Bruni		48.7
West Bruni		47.9
CP 40		40.0
East Killam	PAS	25.8
West Killam	PAS	23.9
CP 15		15.0
CP 10		10.0
SS – Indicates Spring Switch		
PAS – Indicates Power Assisted Switch		

<b>BUSINESS TRACKS</b>				
<b>Name</b>	<b>DOE</b>	<b>MP</b>	<b>Footage</b>	<b>Max Axles</b>
Commercial Metals	E	154.2	1,150	6
CCPC	W	150.2	7,500	6
Banquete Co-op	E&W	137.7	1,336	6
Banquete Grain	E&W	137.0	1,100	6
Agua Dulce Grain	E&W	130.3	1,210	6
Agua Dulce Eggleston	W	130.0	2,140	6
Agua Dulce CO-OP	E	129.7	1,500	4
Agua Dulce CO-OP	W	129.4	1,500	4
Welding Plant	E	128.3	2,000	6
Welding Plant	W	127.9	2,000	6
Alice Scale Track	E&W	119.2	1,237	6
Alice Rip Track	E	119.1	790	6
Alice House Track	E&W	119.1	1,195	6
Alice Track #6 Industrial Park	E	119.0	15,000	6
Bell Processing				4*
Titan Services				4*
Nor-Alcoa/Tetra				4*
Carbo Ceramics/Santrol	E	117.5	1,500	6
Carbo Ceramics/Santrol	W	117.2	1,500	6
Barr Iron Spur (Off Stock Track)	W	118.3	400	4*
Stock Track	E&W	118.3	559	4*
Benavides Team	E&W	92.0	2,442	6
Wright Brothers	W	73.9	9,000	4*
Ambar/Dowell	+ W	62.9	546	4
Baker Hughes/Milpark	+ W	62.6	546	4
M.I. Drilling/Trans Texas (City Track #1)	+ E&W	62.5	2,573	4
M/W Spur (Off Bruni Team)	W	48.7	844	4
Bruni Team	E&W	48.3	4,162	6
Aguilares Team	W	30.8	750	6
+ Indicates Connected to Siding				
* Indicates 6 axle unit may occupy track to the <b>Clearance Point Only.</b>				



# Laredo Subdivision

<b>IMPAIRED SIDE CLEARANCES</b>	
<b>Location</b>	<b>Description</b>
MP 157.3	Highway 358 (SPID)
Wuensche Main – MP 156.1	Highway 44
MP 3.4	Meadow Street
MP 0.0	International Bridge

<b>IMPAIRED OVERHEAD CLEARANCES</b>		
<b>Location</b>	<b>Description</b>	<b>Clearance</b>
Savage Lane	Pipe Bridge	21' 4"
Savage Lane	I-37 North End South End	22' 1" 21' 6"
MP 157.3	Highway 358 (SPID)	23' 4"
Wuensche Main MP 156.1	Highway 44	21' 1"
Corpus Christi Grain	North Chute Scale	14' 0" 15' 5"
MP 145.8	Highway 77	24' 0"
MP 137.7	Banquete Co-op	15' 0"
MP 137.0	Banquete Grain	15' 0"
MP 130.3	Agua Dulce Grain	15' 0"
MP 129.7	Agua Dulce Co-op	17' 0"
MP 118.9	Highway 281	21' 2 1/2"
MP 117.2	Highway 281 Bypass	23' 6"
MP 73.3	Highway 359	22' 6 1/2"
MP 29.8	Highway 359	20' 9"
MP 5.4	Loop 20	23' 9 1/2"
MP 3.4	Meadow Street	22' 2"
MP 0.8	St. Isabel	22' 2"

## SPECIAL INSTRUCTIONS

### **AUTOMATIC WARNING DEVICES USED INFREQUENTLY:**

MP 159.0 – Baldwin Street  
 MP 159.6 – Driscoll Drive  
 MP 159.8 – Agnes Drive  
 MP 160.3 – Port Avenue

### **EAST BOUND TRAINS ONLY**

Train crews must comply with the following instructions prior to reporting clear of the limits or reporting having passed a specific location.

1. Engineer and conductor must observe head end device for proper radio communication link with the end of train device (EOT).
2. Engineer must ascertain brake pipe continuity by making sufficient automatic brake pipe reduction and observing the reduction on the EOT via the Head End Device. Following observation of the reduction, the engineer must release the automatic brakes and observe brake pipe pressure being restored. If this cannot be accomplished the train must be stopped and visually inspected for correct rear car number and that the EOT is in place. Perform a set and release of rear car to visually establish brake pipe continuity before proceeding and releasing authority.

All switches within yard limits MP 0.0 and MP 10.0 Laredo Terminal may be left as last used.

**LAREDO TERMINAL:** When cutting the following crossings at the Laredo Yard, the requirements of Rule 6.32.4 - Clear of Crossing and Signal Circuits, which specifies a minimum 250' clearance on each side of the crossing is waived:

Hendricks Avenue  
 Logan Avenue  
 Stone Avenue  
 Seymour Avenue  
 Zaragoza Street

## Laredo Subdivision

When moving on any track adjacent to another track occupied by standing equipment, the crew must stop short of such crossing, sound whistle signal GCOR Rule 5.8.2 (7), ensure the crossing is clear, and then proceed.

Westward movements must receive permission from Laredo Yard, channel 51-51, prior to entering Laredo Yard Limits.

The requirements for contacting Laredo Yard must be complied with even if the train dispatcher had issued a Track Warrant to proceed beyond Killam.

In the event that the TSE Conductor at Laredo Yard does not respond to calls on the radio, train should contact the train dispatcher for further instructions.

No six-axle locomotives are allowed on any industry track or wye, unless otherwise authorized.

**REMOTE CONTROL OPERATIONS:** Laredo is established as a Remote Control Zone.

A Remote Control Zone is established on the West end of the new yard between 1 track switch westward on the lead to 6 track switch and between 9 track switch westward on the lead to 6 track switch and extend westward to the clearance point of #700 track. This zone will be identified as a RCZ 1.

A Remote Control Zone is established on the East end of the new yard between 1 track switch eastward on the lead to 6 track switch and between 9 track switch eastward on the lead to 6 track switch and extend eastward to MP 10. This zone will be identified as a RCZ 2.

Before entering any zone all trains must comply with System Special Instructions Item S.

**LAREDO YARD:** A derail and blue flag have been installed at both ends of tracks 224 and 225. A marker consisting of a white painted railroad tie has been installed a distance of 150 feet from the derail and blue flag and after switching is to be left unoccupied. All movements within tracks 224 and 225 must be coordinated with the ITS supervisor.

**US BORDER PATROL INSPECTIONS:** The U.S. Border Patrol will inspect all eastward trains at Hebbronville. Communication with inspectors will be made on channel 74-74. While this inspection is in progress, the Engineer will not move without sounding Whistle Signal GCOR Rule 5.8.2(3). A train may depart when the inspector notifies the crew that the inspection is complete.

**CORPUS CHRISTI TERMINAL:** All switches within yard limits, MP 145.0 and 157.0 - Corpus Christi Terminal, may be left as last used.

**Exception:** This will not apply to the Savage Lane Switch. The normal position for the Savage Lane Switch at MP 158.0, serving trackage to the CCTR, is lined for movement to Savage Lane. All movements between MP 158.0 to the CCTR connection on Savage Lane Track are to be made per rule 6.28 not to exceed 10 MPH.

Movements over Driscoll Drive must not exceed 5 MPH.

A sign reading "R/R Scale Ahead" is located approximately 50 feet in advance of a track scale at the Commercial Metal Company. Do not pass this sign with a locomotive.

The lift bridge on the north side of the CCTR is protected by a manual interlocking.

At the Corpus Christi Grain Elevator, a locomotive must not occupy the scale.

# Laredo Subdivision

---

Due to inoperative signals at the following crossings, comply fully with Rule 6.32.1 - Cars Shoved, Kicked, or Dropped:

Crosstown Expressway Northbound & Southbound Feeders  
Brownlee Street  
19th Street

No six axle locomotives are allowed on any industry track or wye, unless otherwise authorized.

## TRACKAGE RIGHTS TERRITORY:

1. General Order and Circular Books:  
Locations:  
Houston, TX - KCS Crew Room  
Corpus Christi, TX - KCS Yard Office

The **UP HOUSTON SERVICE UNIT** issues General Orders for the following subdivisions:

- Angleton Subdivision
- Brownsville Subdivision
- Corpus Christi Subdivision (Odem to Corpus Christi Yard)
- Cuero Subdivision
- Glidden Subdivision (Houston to Eagle Lake)
- Beaumont Subdivision (Houston to Hull)
- Lafayette Subdivision (Houston to Nome)
- Houston East Belt Subdivision
- Houston West Belt Subdivision
- Houston Terminal Subdivision

The **UP SAN ANTONIO SERVICE UNIT** issues General Orders for the following subdivisions:

- Glidden Subdivision (Eagle Lake to San Antonio)
- Corpus Christi Subdivision (Odem to San Antonio)

The **UP LIVONIA SERVICE UNIT** issues General Orders for the following subdivisions:

- Beaumont Subdivision (Hull to Beaumont)
- Lafayette Subdivision (Nome to Beaumont)

BNSF System and Gulf Division General Orders govern Houston to Algoa (BNSF Mykawa and Galveston Subdivisions).

2. Crews must notify the KCS Console 4 and UP Train Dispatcher when having less than 3 hours on-duty time remaining.
3. Crews handling trains operating via UP trackage rights from Robstown or Corpus Christi must have both a KCS Laredo Subdivision Track Bulletin and UP Track Bulletins.
4. Crews handling trains westward or southward from Yoakum must have UP Track Bulletins and KCS Laredo Subdivision Track Bulletins.
5. PTRAs track bulletins must be obtained prior to occupying PTRAs trackage.
6. When leaving Odem southbound on the UP Corpus Christi Subdivision, contact the UP Viola Yardmaster (channel 24-24) and the TM Corpus Christi Yard for instructions. Do not leave Savage Lane **en route to the UP Corpus Christi Subdivision** without communicating with the UP Train Dispatcher (channel 20-20).
7. KCS and BNSF Southbound trains before leaving Woodsboro on UP must request permission and obtain yarding instructions before occupying Yard Limits at Robstown and/or Corpus Christi Savage Lane.
8. The following examples illustrate the format used by the railroads indicated when issuing Track and Time:

### UP

Track and Time permit #1200 to the TM 860 at control point H221. (Joint with \_\_\_\_.) (Following \_\_\_\_.) Track and Time granted from control point H221, main track, switch no, to

# Laredo Subdivision

---

control point H219, main track, switch no. Blocked until 1000. ABC

## **BNSF**

For TM 865 (eight-six-five), Track and Time limits authority #100 (one-zero-zero) granted on main track between west (w-e-s-t) Hastings, switch no, and east (e-a-s-t) Pearland, switch no, 0900 (zero-nine-zero-zero) until 1100 (one-one-zero-zero). (Joint with \_\_\_\_.) (Authority granted behind \_\_\_\_.) ABC

When a number has only one digit, state and spell the number. Example: Five (f-i-v-e)

## **KCS**

Authority number 1234 (1-2-3-4) to KCS 4008 (4-0-0-8) at Anna Kansas subdivision. X box 6, Track and time between North (n-o-r-t-h) Anna and South (s-o-u-t-h) Bess on the main track. X box 9, Clear by 1000 (1-0-0-0) hours. 2 boxes marked 6 and 9, over.

- 9. Releasing any type of main track authority in UP territory:**  
When releasing DTC, TWC, or Track and Time authority the employee will contact the train dispatcher and provide their identification, location, and their intent to clear or release an authority including the limits of the authority to be released. The employee will ask the dispatcher to advise when ready.
- 10. All KCS and BNSF Northbound trains departing Robstown and Corpus Christi must report departure time from KCS tracks to dispatcher.**

## **INSTRUCTIONS GOVERNING OPERATION OF RELEASE, UP INTERLOCKING, ROBSTOWN (MP 145.5):**

If indicator light is illuminated, operate push button and hold 5 seconds before releasing.

If indicator light is not illuminated, wait 5 minutes, and if no conflicting movement is evident, then operate push button and hold 5 seconds before releasing.

After operating push button, wait 4 minutes. If interlocking signal governing movement continues to indicate STOP, and no conflicting movement is evident, movement over crossing may be made on hand signal from member of crew located at crossing.

**INSTRUCTIONS GOVERNING TRAIN OPERATIONS AND POWER ASSISTED SWITCHES AT ROBSTOWN:** Power assisted dual control switches are operated by radio control. Prior to a train or engine traversing a power assisted switch the proper switch code must be entered even if the switch appears lined for the movement.

**WESTWARD TRAIN MOVEMENTS FROM CORPUS CHRISTI:** Crew members must operate the radio control switch only after the interlocking signal displays a signal more favorable than stop or a crew member has complied with all interlocking instructions. To line the switch to the normal switch position use TM radio channel 74-74 and press in code 3 # 25 (three, # , two, five).

## **WESTWARD TRAIN MOVEMENTS COMING FROM THE UPRR AT ROBSTOWN (UP TRACKAGE):**

1. Westward trains coming from the UPRR must request a reverse switch position to enter north switch at UPRR Robstown siding MP 141.44 using code 1 # 23 (one, # , two, three) on UP radio channel 20-20.
2. Following successful switch operation to enter siding, crew member must request a reverse switch position for the switch connecting Robstown siding to the TM connection track using code 3 #21 (three, # , two, one) on UP radio channel 20-20.

## Laredo Subdivision

3. Following successful switch operation at the UP/TM connection, crew member must request a reverse switch position for the TM main track at MP 145.1 by using code 4 # 21 (four, #, two, one) on UP radio channel 20-20. This switch may be left lined as locked as last used.

Westward train movements that have requested the wrong switch position or encounter a "STOP" signal must operate the power assisted dual control switch by hand as outlined in GCOR 9.13.1 Hand Operation of Dual Control Switches. If necessary to operate a power assisted dual control switch by hand, do not restore the switch to power operation until at least one unit or car has passed over the switch points.

### **EASTWARD TRAIN MOVEMENT INTO CORPUS CHRISTI:**

1. Eastward trains must not pass the "Fouling Point" (F.P.) sign at Spear MP 143.6 or operate the power assisted switch at TM MP 145.1 until the approach signal at TM MP 143.9 displays a proceed indication. If this signal fails to display a proceed indication, after waiting 10 minutes, train may proceed to the power assisted switch at TM MP 145.1.
2. Crew members must operate the radio control switch only after the interlocking signal displays a signal more favorable than stop or a crew member has complied with all interlocking instructions. To line the switch to the normal switch position use TM radio channel 74-74 and press in code 3 # 25 (three, #, two, five). If the switch signal fails to display a proceed indication or an incorrect switch position was requested, a crew member must operate the push-button located on the signal mast. To operate the switch by push button, train movement must be stopped within 300 feet of signal. Operate and hold the normal push-button for two seconds. If signal does not display a proceed indication within 30 seconds, hand operate the dual control switch as outlined in GCOR Rule 9.13.1 Hand Operation of Dual Control Switches.

### **EASTWARD TRAIN MOVEMENT TO UPRR TRACKAGE:**

1. Eastward trains en route to the UP trackage rights must not pass the "Fouling Point" (F.P) sign at Spear MP 143.6 or operate the power assisted switches until train crew is certain their train is ready to proceed and have UP Track warrant authority and permission from the UP train dispatcher to enter the siding at Robstown.
2. Upon receipt of all authority and permission to proceed, trains must remain west of the "Fouling Point" (F.P.) at TM MP 143.6 until the UP connection switch at TM MP 145.1 is lined for movement and the approach signal displays an Approach diverging indication. To line the UP connection switch use code 4 # 21 (four, #, two, one) using UP radio channel 20-20. If this signal does not display an Approach diverging, after waiting 10 minutes, train may proceed to power assisted switch at TM MP 145.1. If the switch signal fails to display an Approach diverging indication or an incorrect switch position was requested, a crew member must operate the push-button located on the signal mast.
3. To operate the switch by push button, train movement must be stopped within 300 feet of signal.
4. Operate and hold the reverse push-button for two seconds.
5. If signal does not display an Approach diverging indication within 30 seconds, hand operate the dual control switch as outlined in GCOR Rule 9.13.1, Hand Operation of Dual Control Switches.
6. Upon entering the TM/UP connection track crew member must line UP siding switch to the reverse position by using code 3 # 21 (three, #, two, one) on UP radio channel 20-20.

# Laredo Subdivision

7. To line the UP north siding switch at Robstown to the reverse position crew member must use code 1 # 23 (one, #, two, three) on UP radio channel 20-20.

## Broken Rail Detection (BRD)

Broken Rail Detection (BRD) limits are in effect on the main track between MP 144.0 and MP 10.0.

Begin BRD and End BRD signs will be posted at the outer limits of BRD Territory.

Limits monitored by BRD have indicators that display aspects for the condition of the track.

Broken rail indicators will be identified by the letters BRD.

## BRD Indicators

Aspect	Indication
Flashing Green	No defects.
Flashing Yellow	Expect next indicator to be flashing red
Flashing Red or Dark	Stop before passing indicator, then proceed at restricted speed until the leading wheels pass the next BRD indicator and report to the train dispatcher.

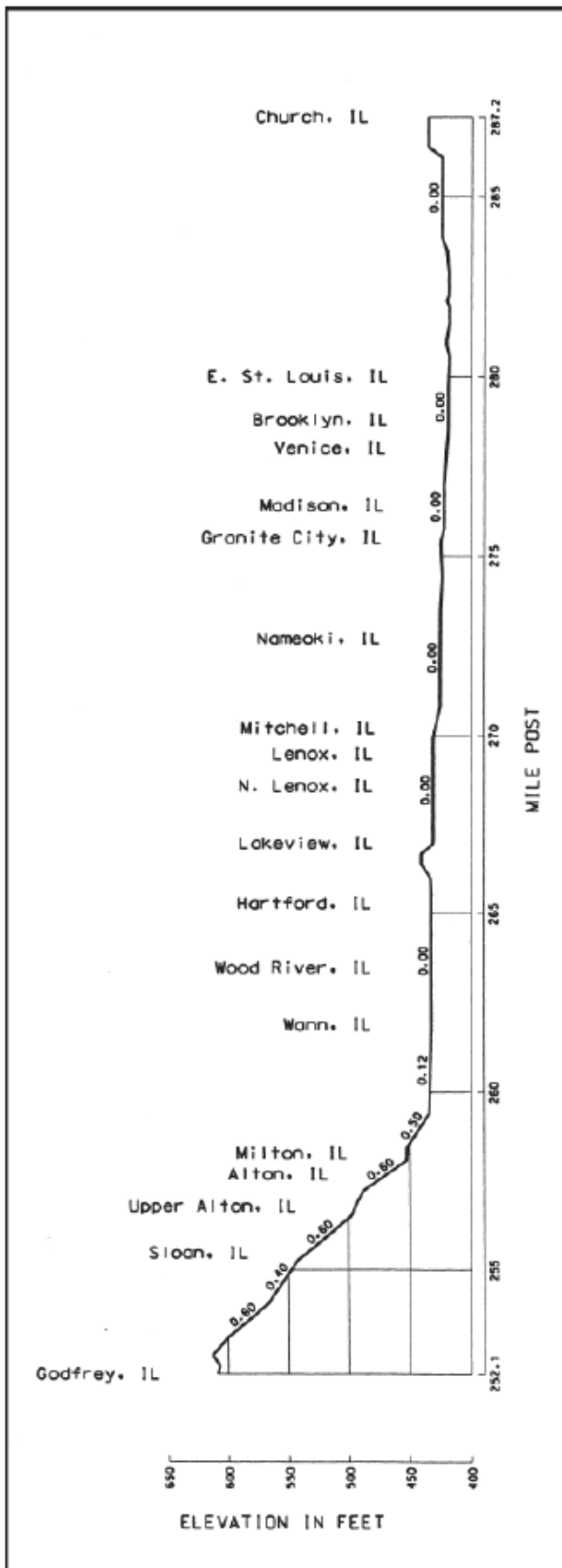
While moving within BRD territory, trains must comply with the indication of the BRD indicator.

If an indicator displaying a flashing green or flashing yellow changes to an indication requiring a train to stop, the train must stop consistent with good train handling. Train must then move at restricted speed until the leading wheels pass the next BRD indicator and report such an indicator change to the train dispatcher.

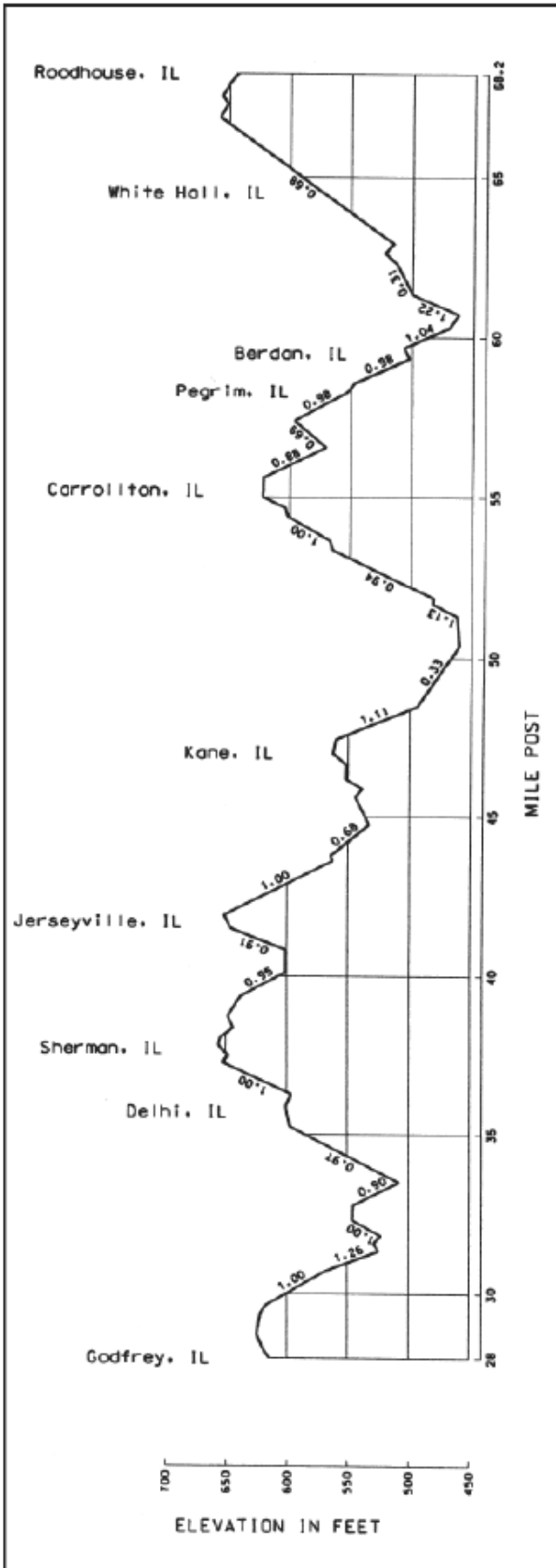
When one of the following occurs, move at restricted speed until the leading wheels have passed the next BRD indicator or the end of BRD limits:

- The train enters the main track between BRD indicators.
- The previous BRD indicator is unknown.
- Movements in the opposite direction from which the BRD segment was entered.

# SYSTEM TRACK CHARTS

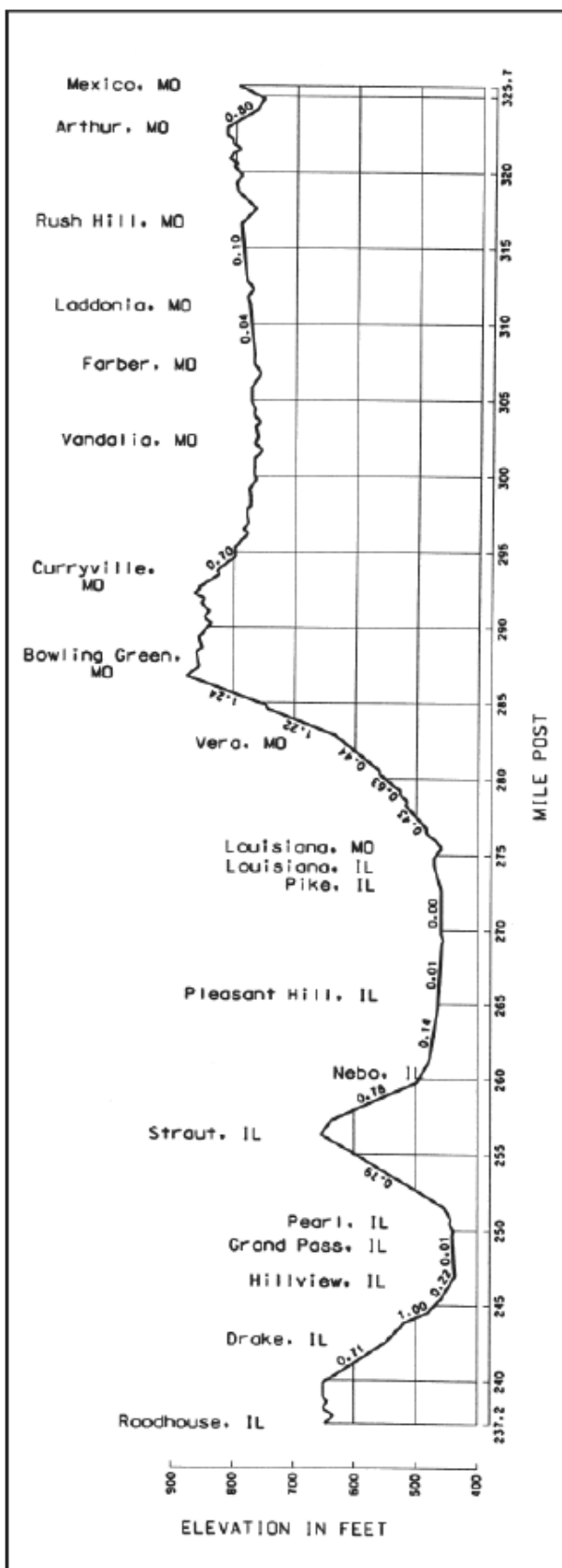


# SYSTEM TRACK CHARTS

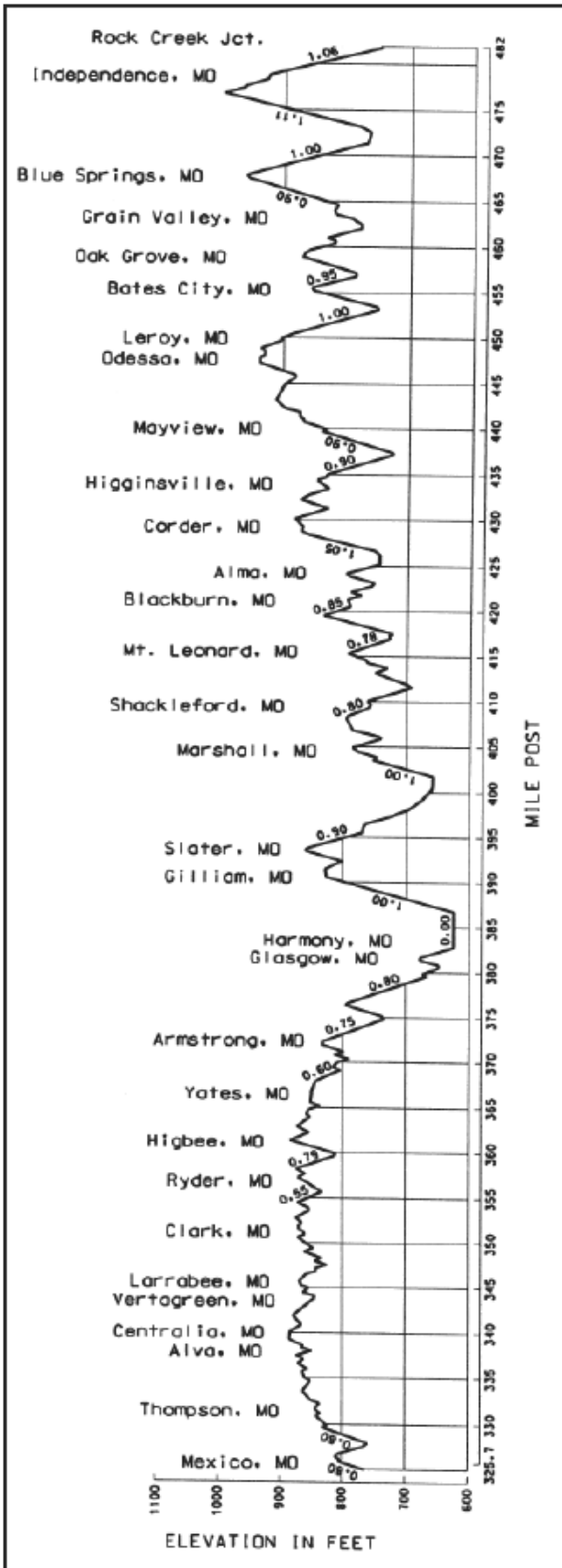




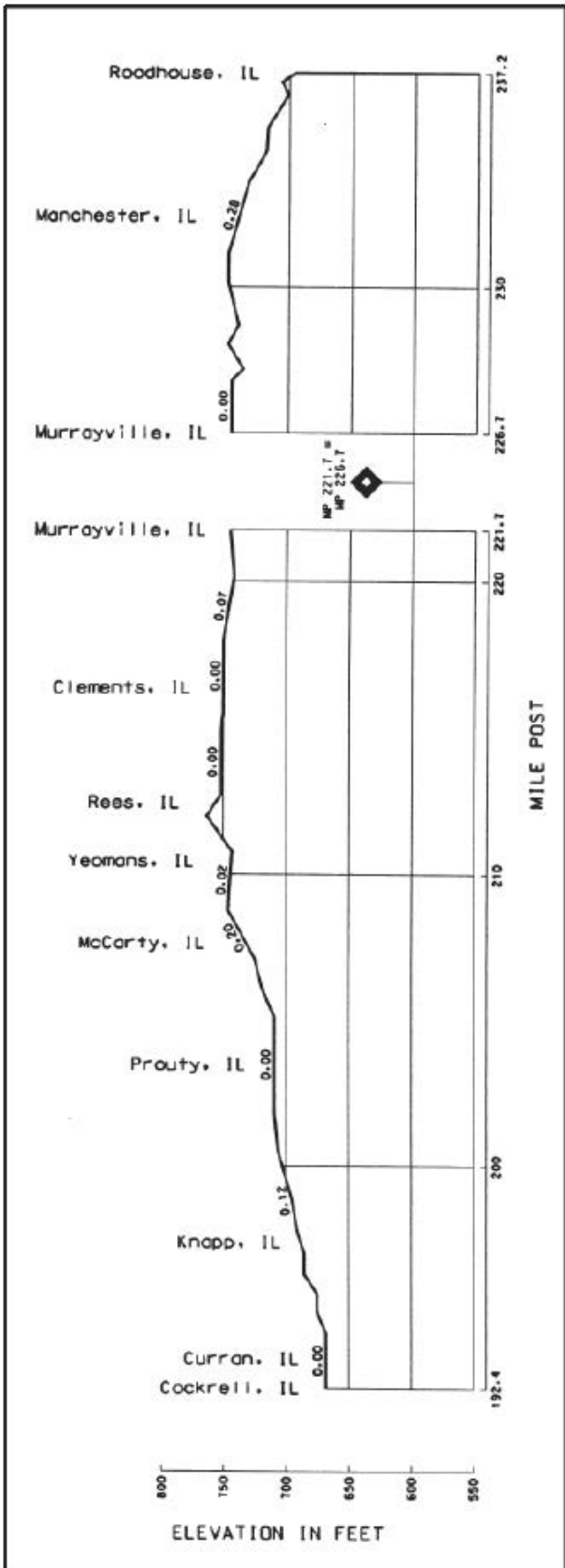
# SYSTEM TRACK CHARTS



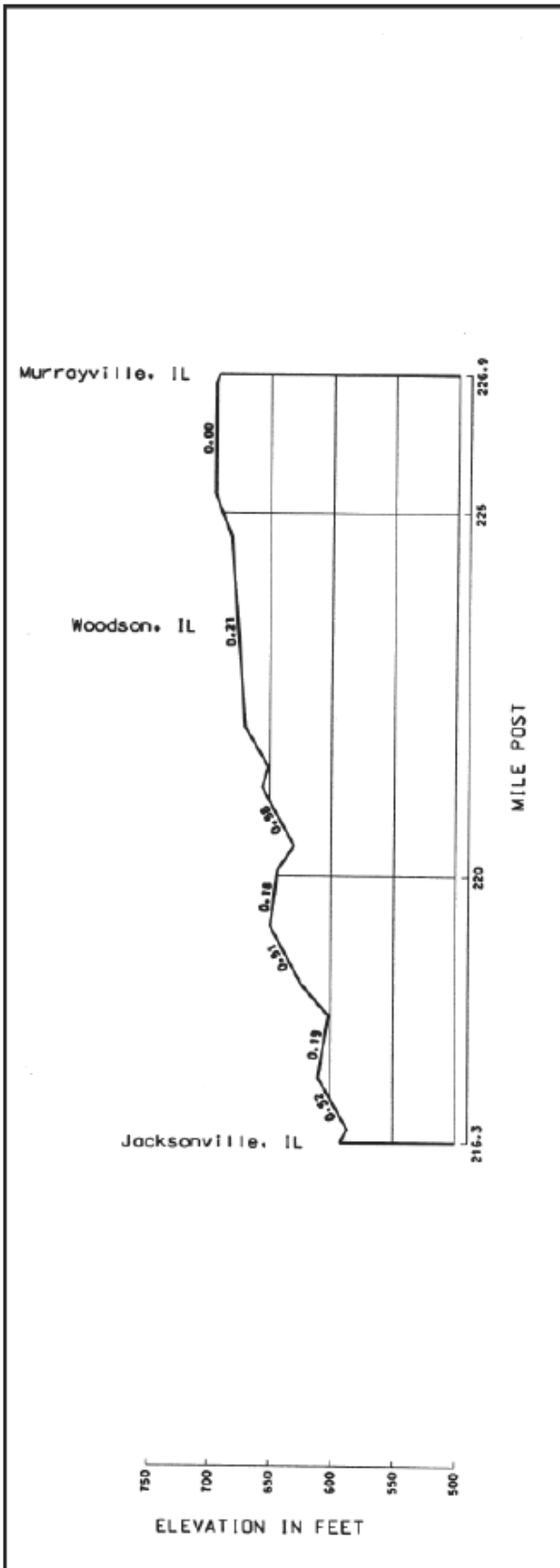
# SYSTEM TRACK CHARTS



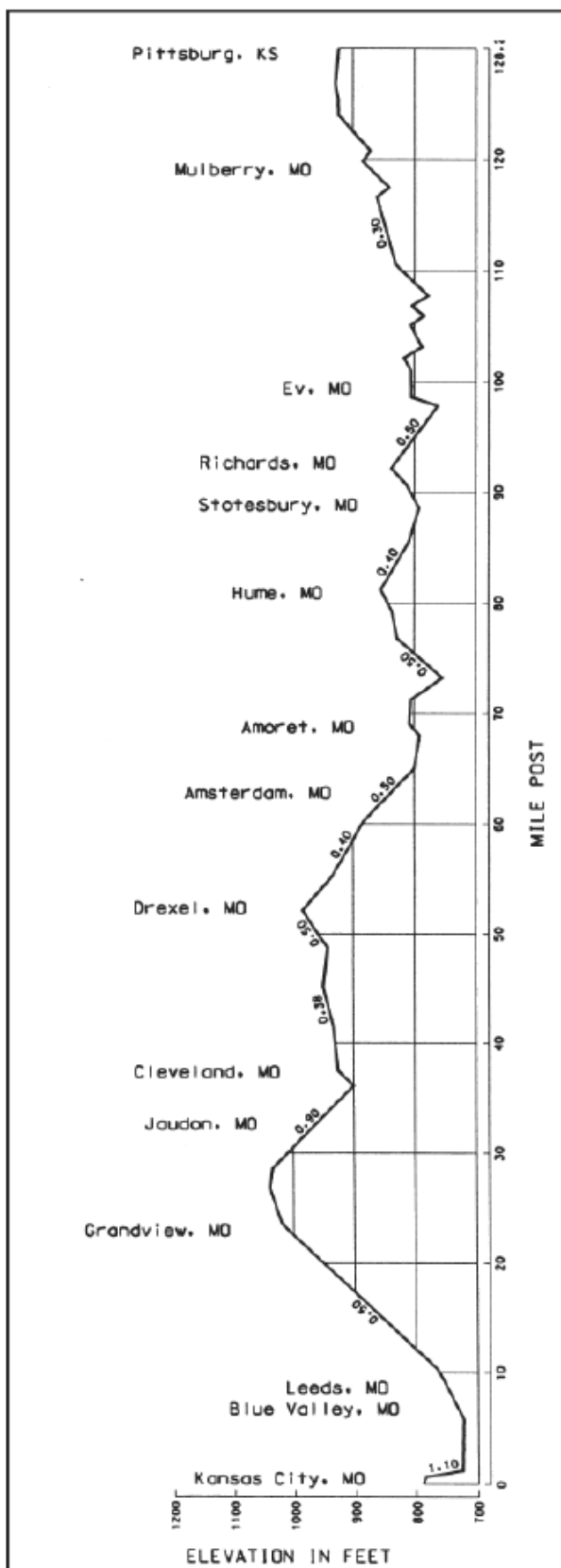
# SYSTEM TRACK CHARTS



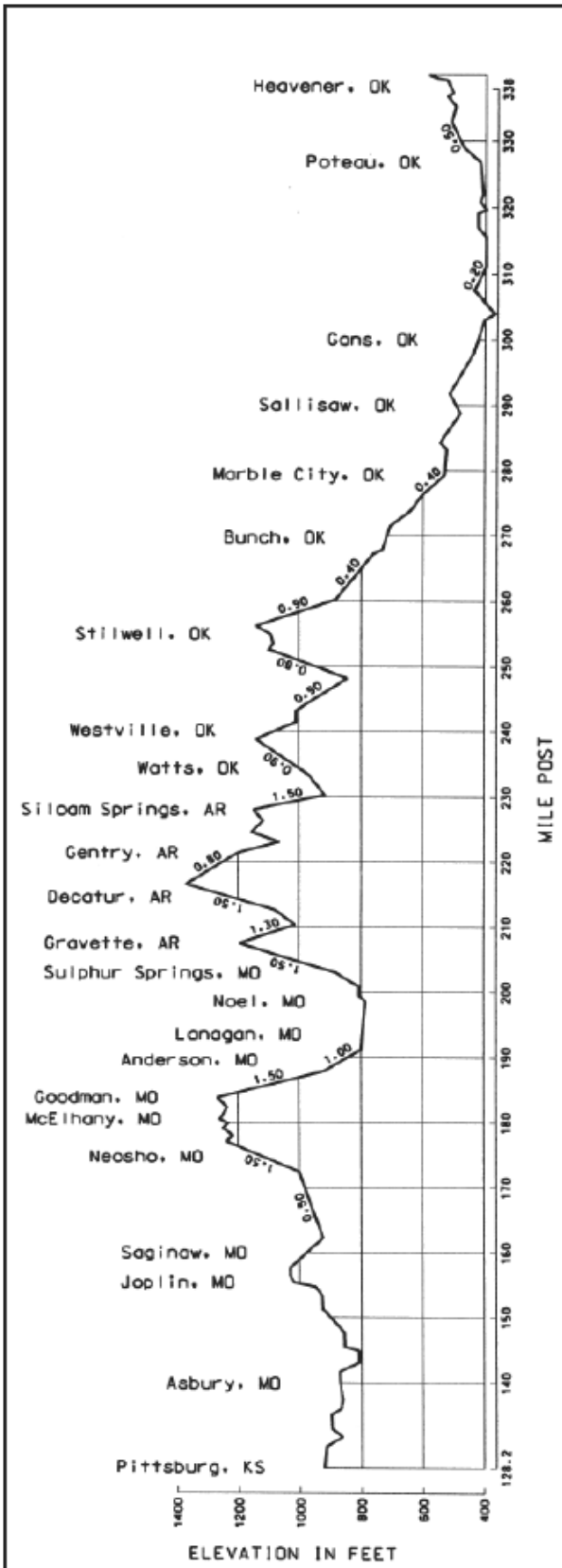
# SYSTEM TRACK CHARTS



# SYSTEM TRACK CHARTS

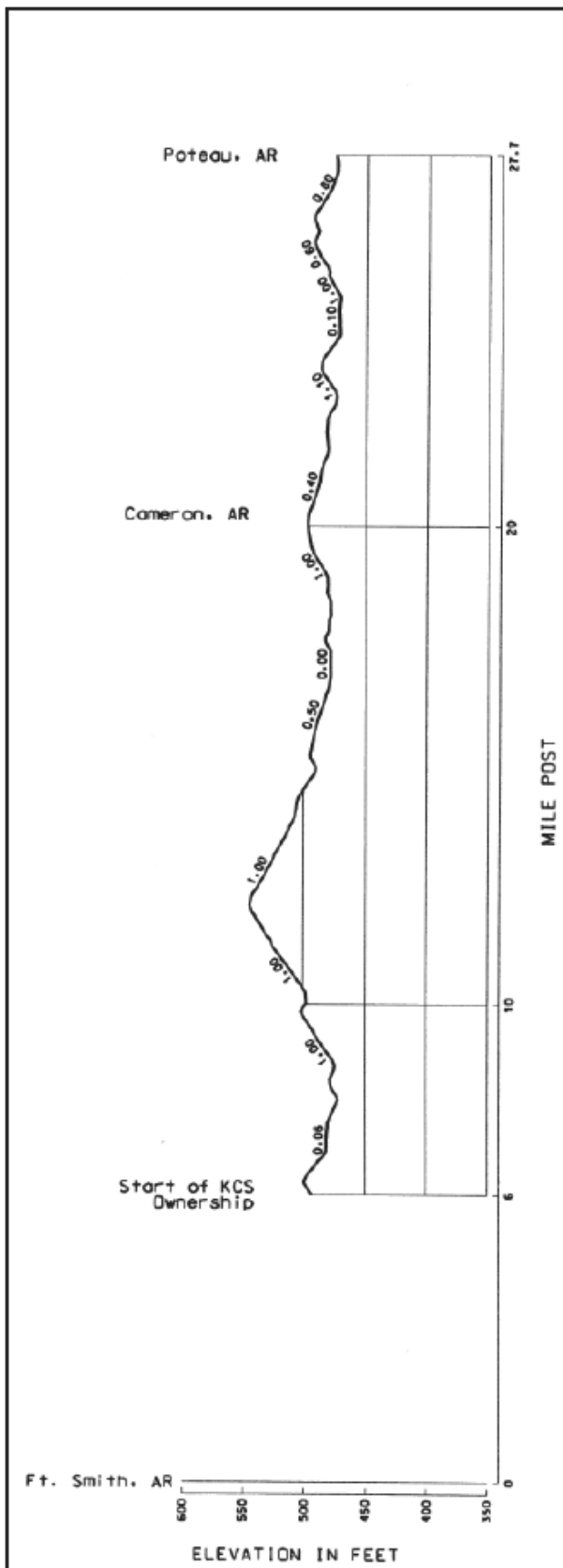


# SYSTEM TRACK CHARTS

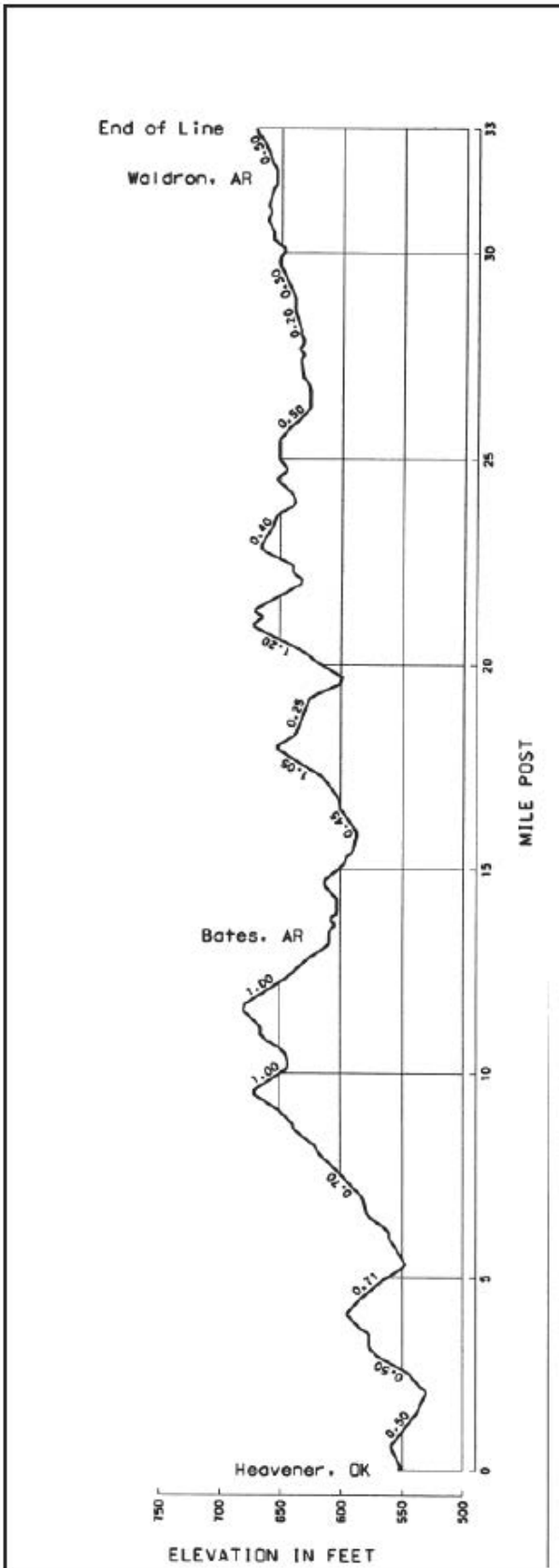


Heavener Subdivision

# SYSTEM TRACK CHARTS

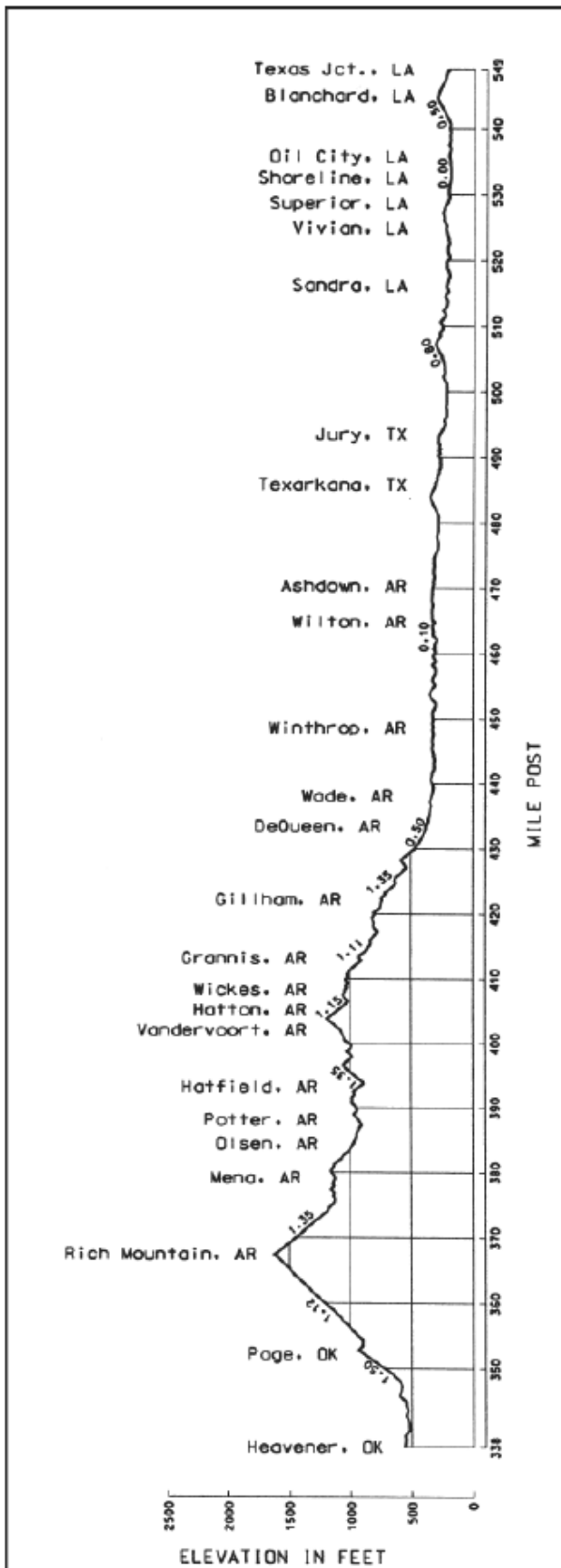


# SYSTEM TRACK CHARTS

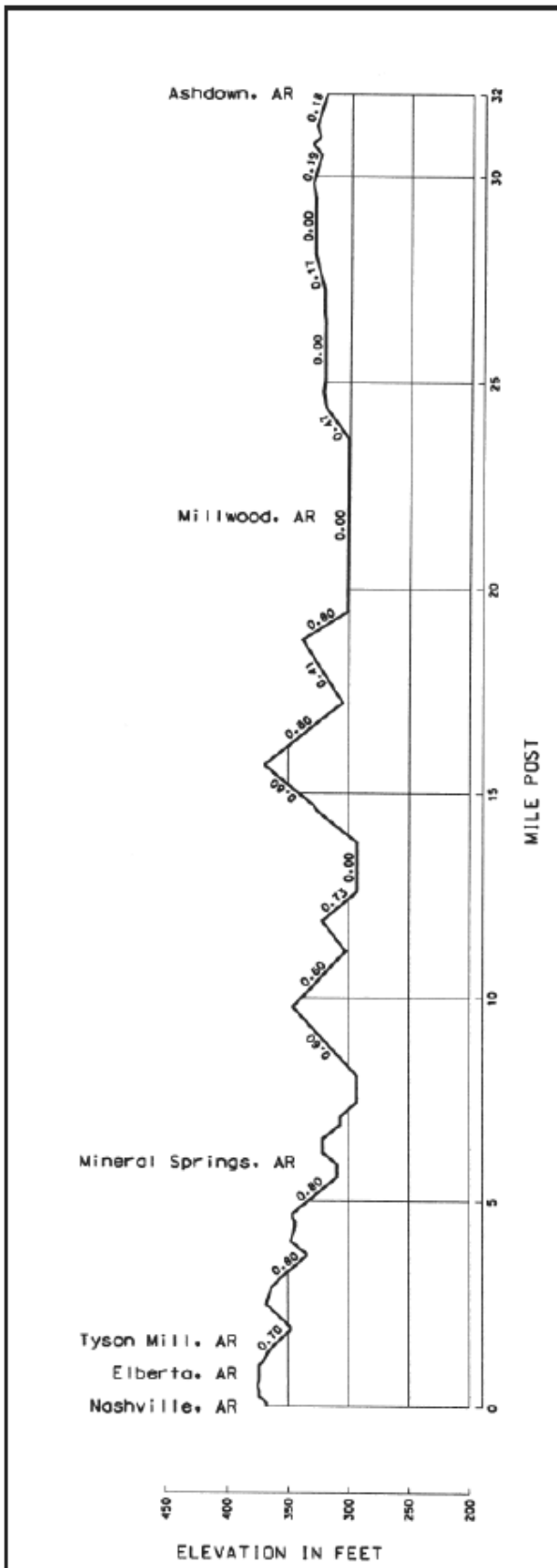




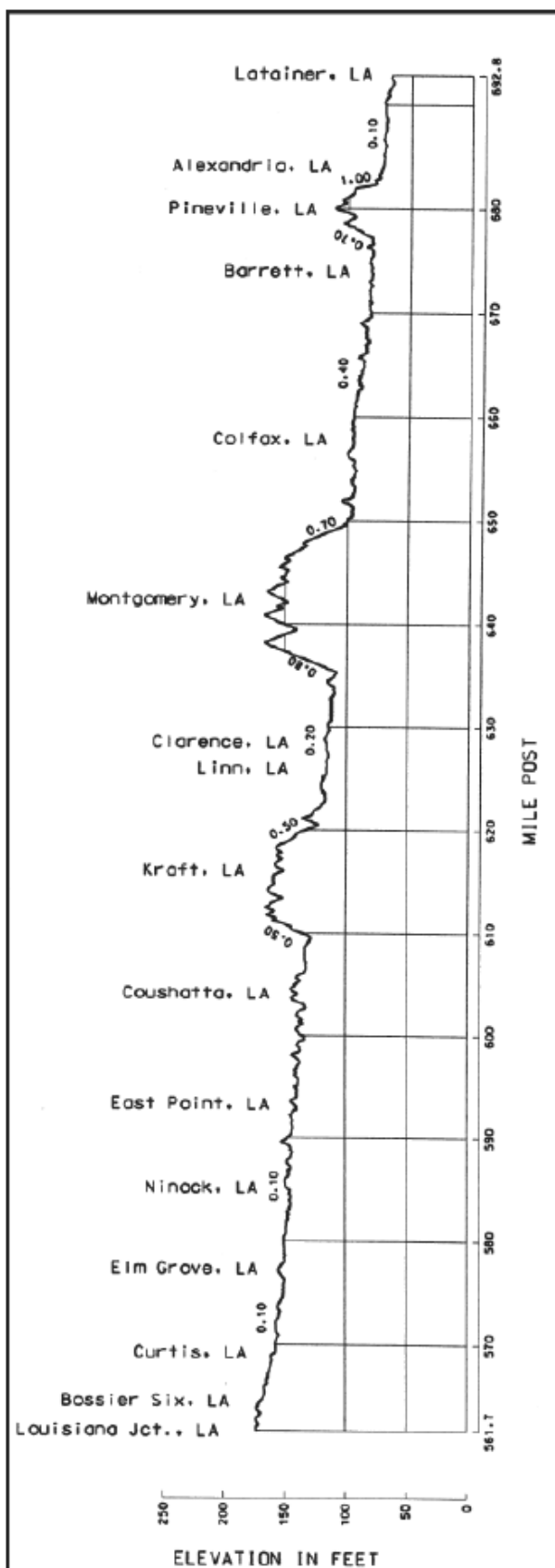
# SYSTEM TRACK CHARTS



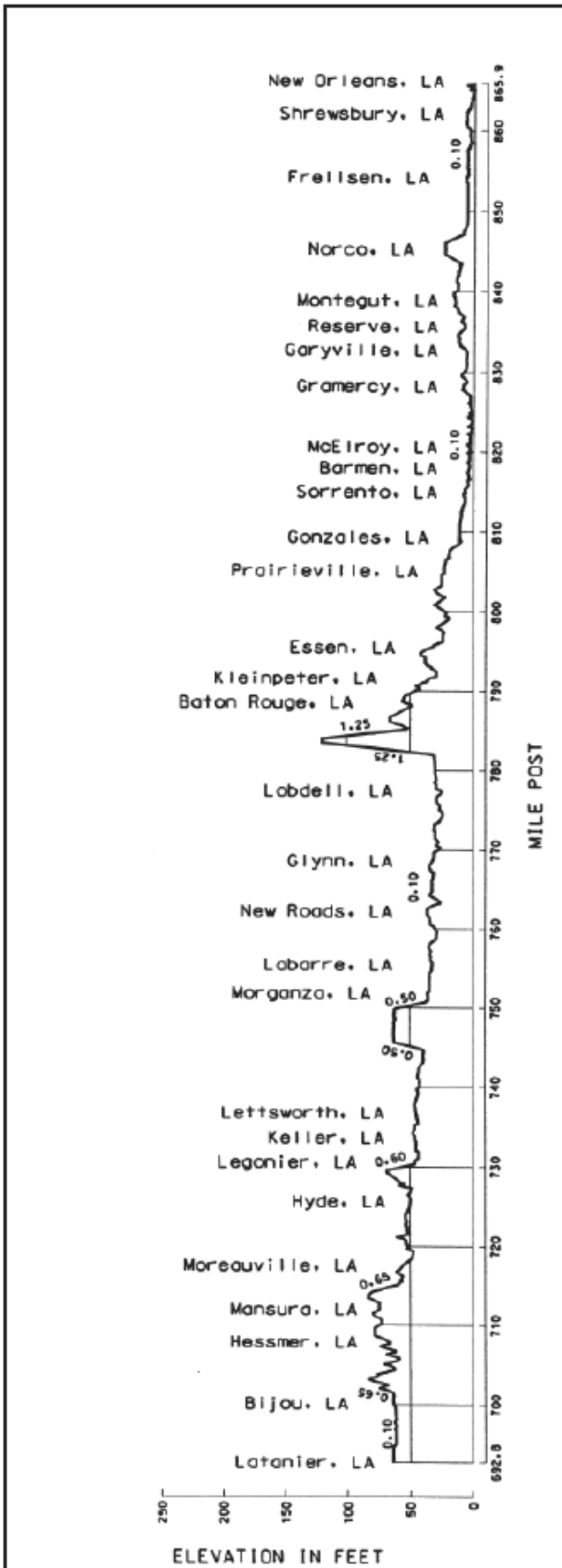
# SYSTEM TRACK CHARTS



# SYSTEM TRACK CHARTS

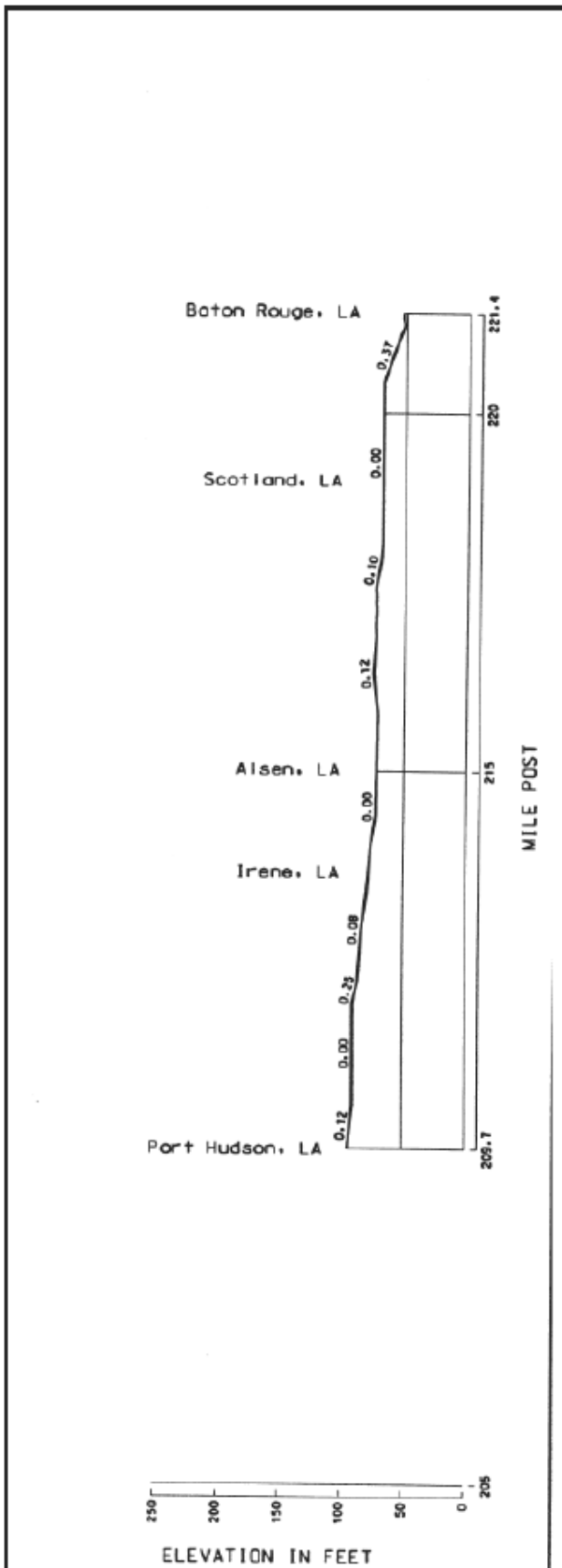


# SYSTEM TRACK CHARTS

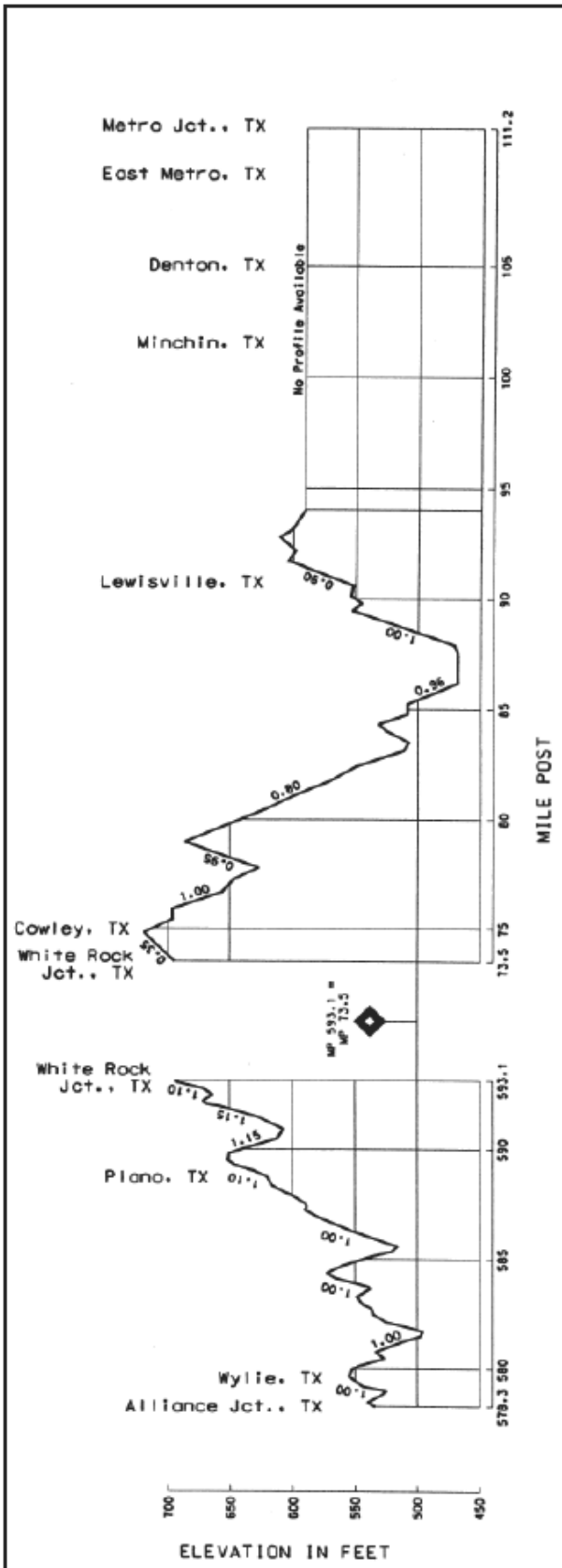


New Orleans Subdivision

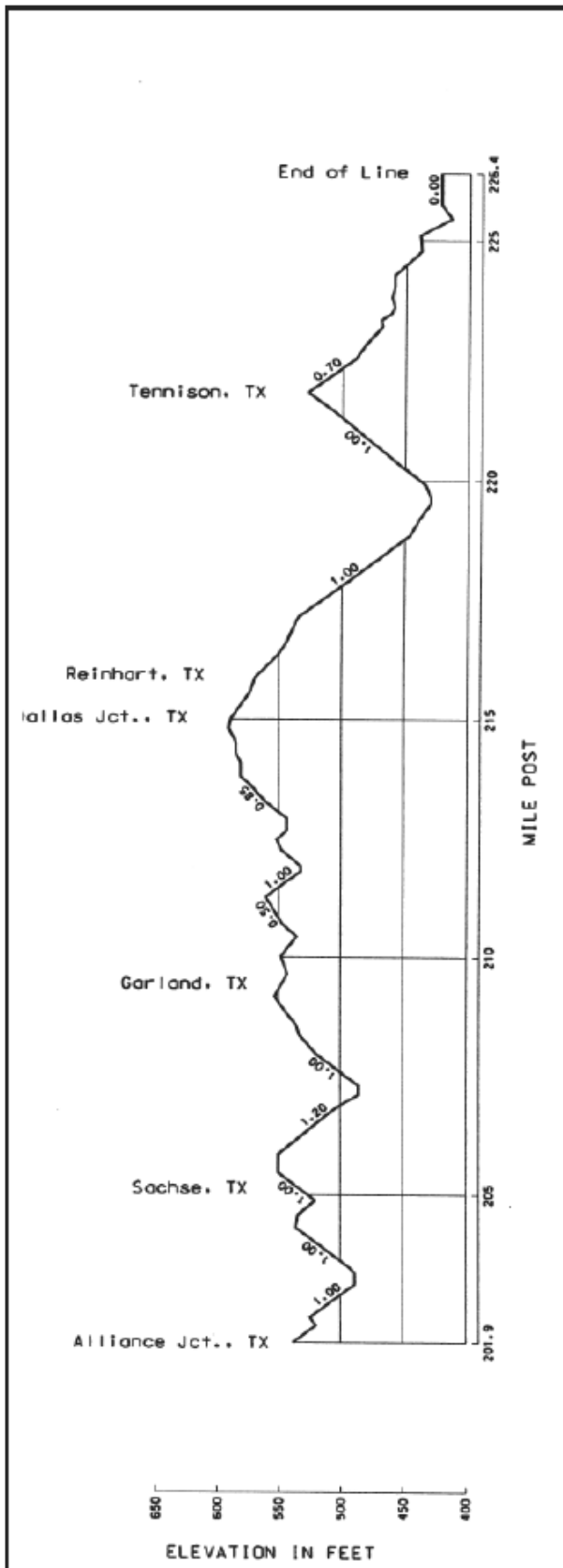
# SYSTEM TRACK CHARTS



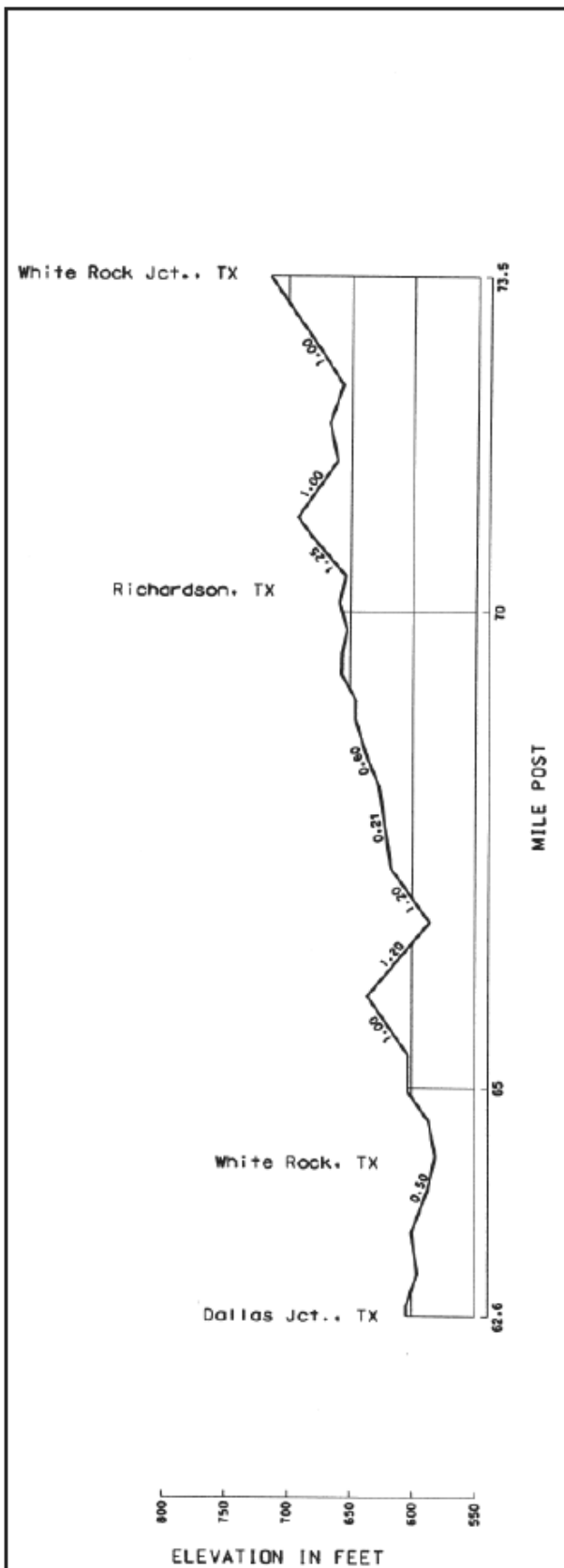
# SYSTEM TRACK CHARTS



# SYSTEM TRACK CHARTS

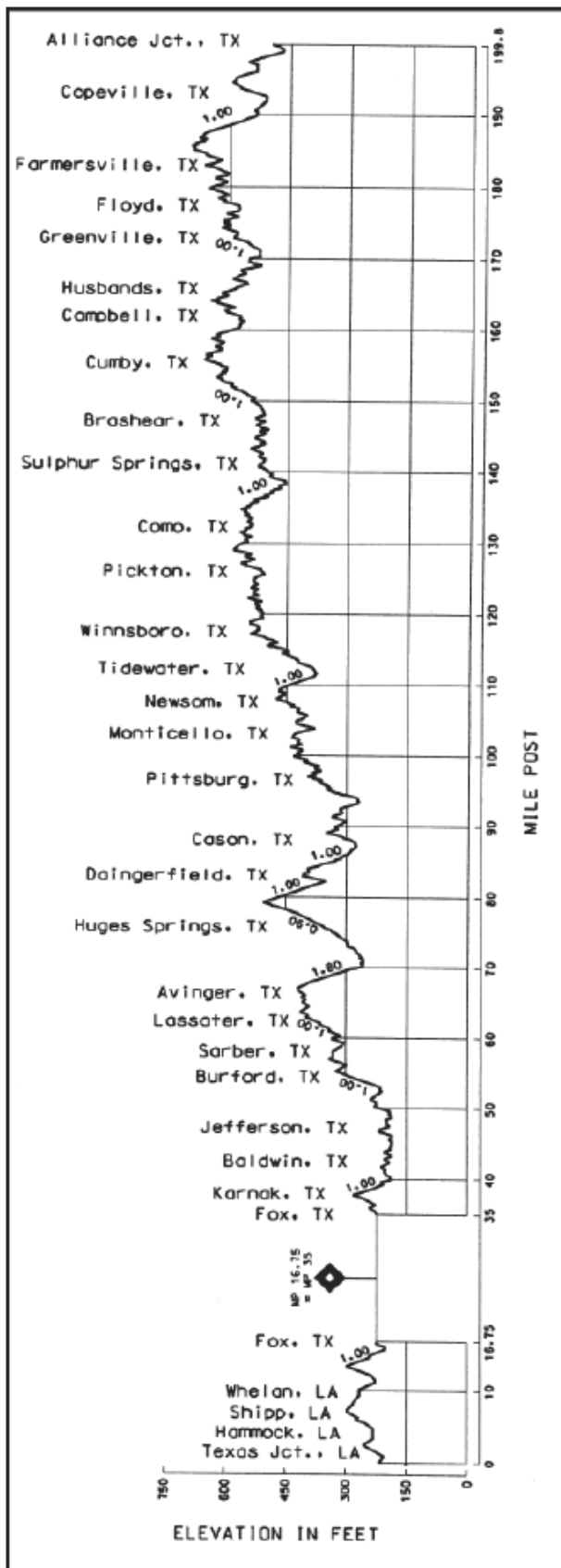


# SYSTEM TRACK CHARTS

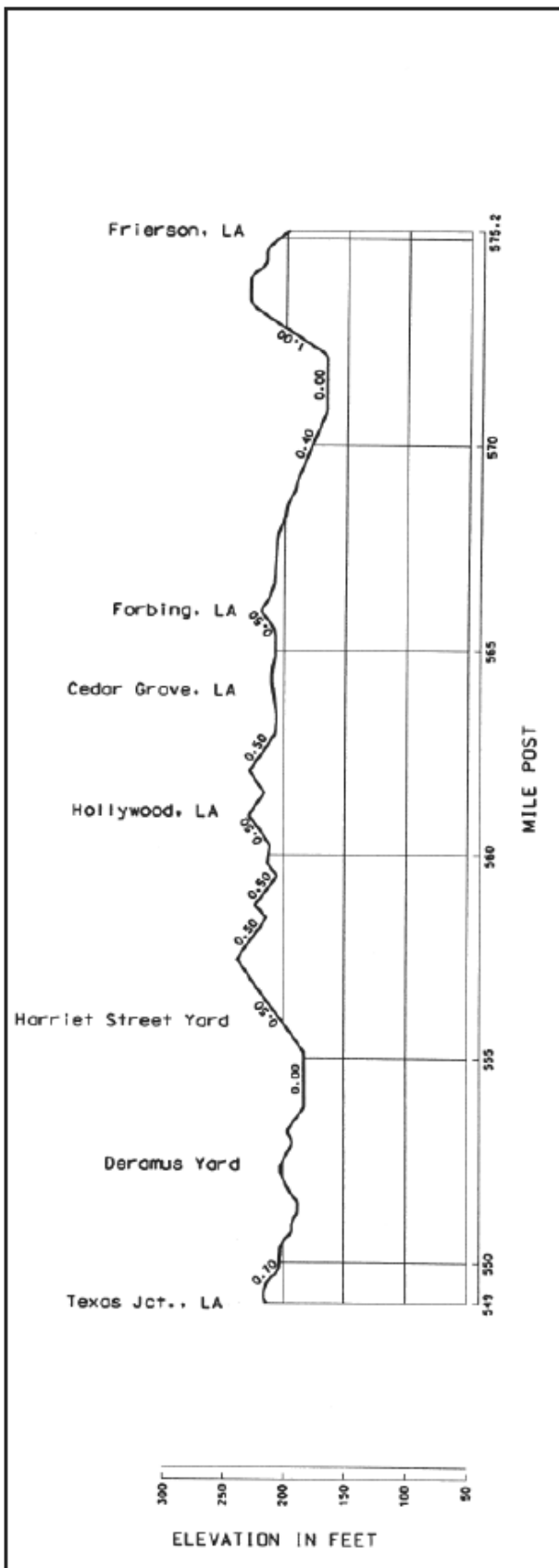




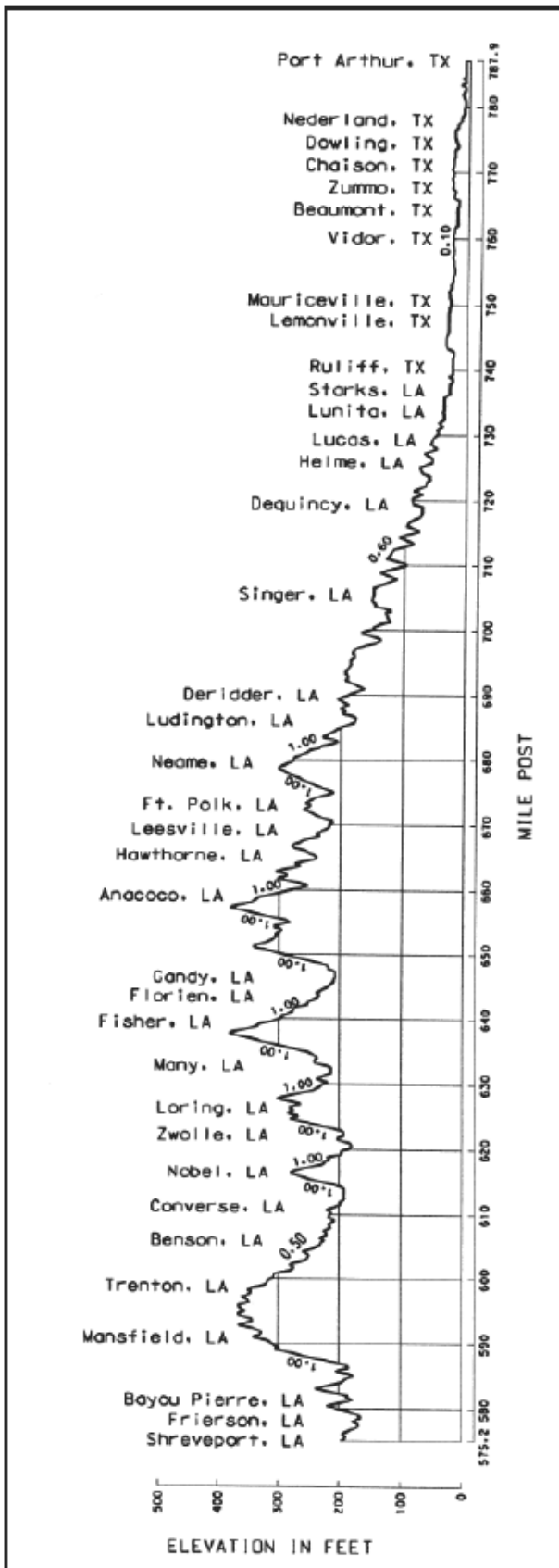
# SYSTEM TRACK CHARTS



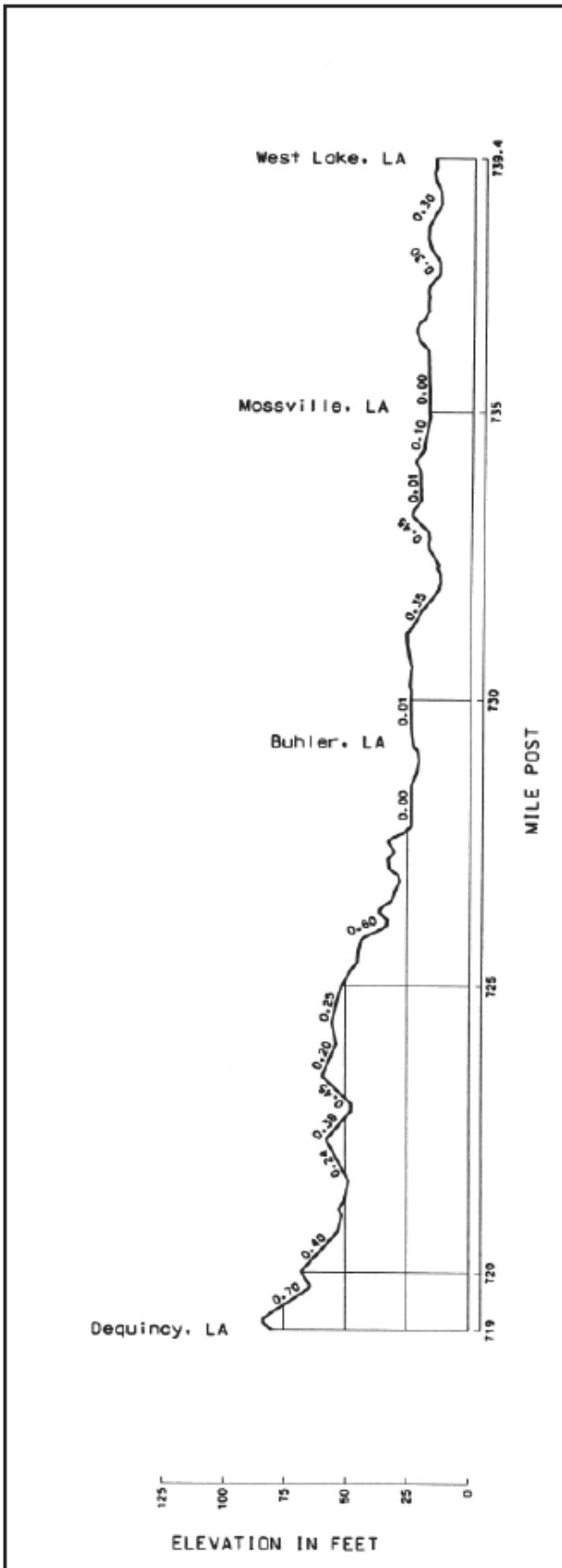
# SYSTEM TRACK CHARTS



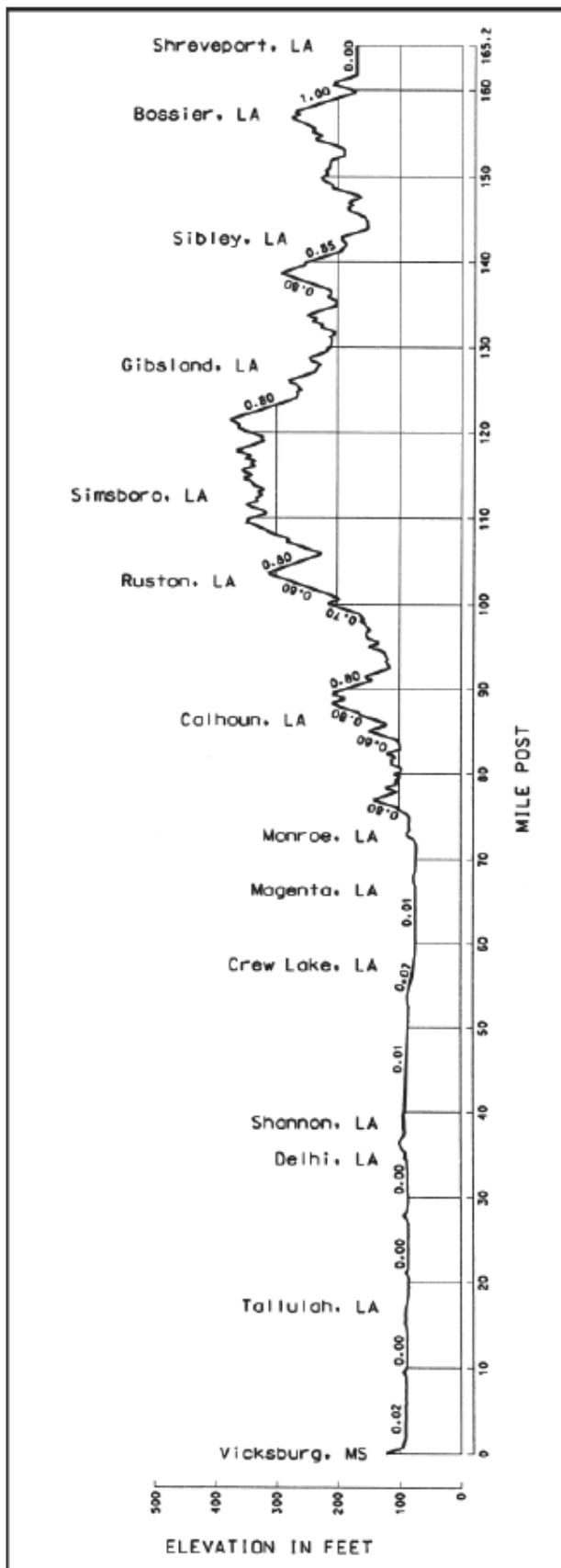
# SYSTEM TRACK CHARTS



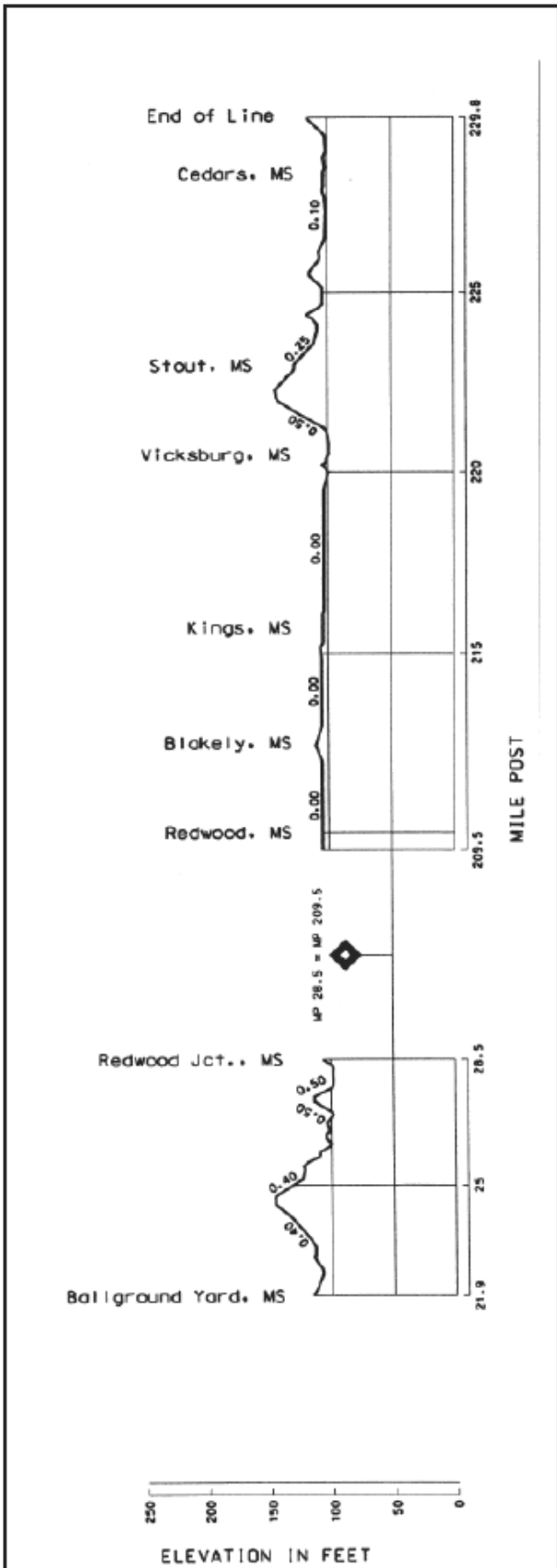
# SYSTEM TRACK CHARTS



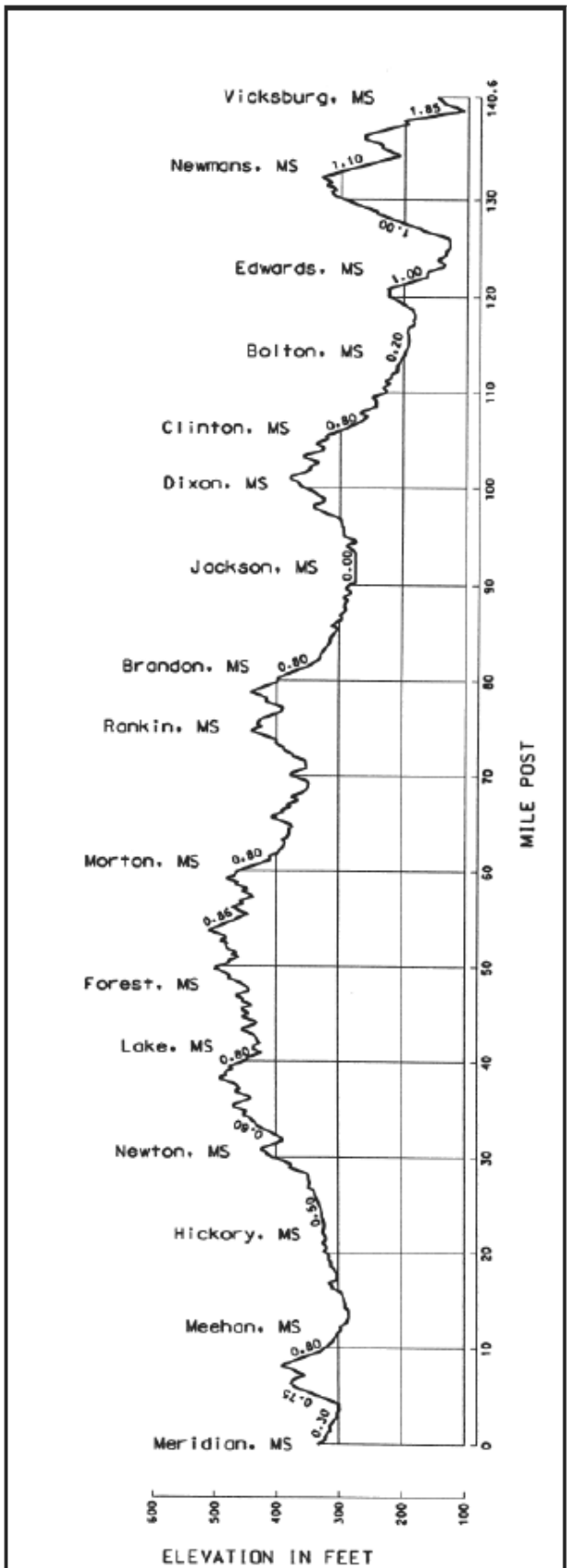
# SYSTEM TRACK CHARTS



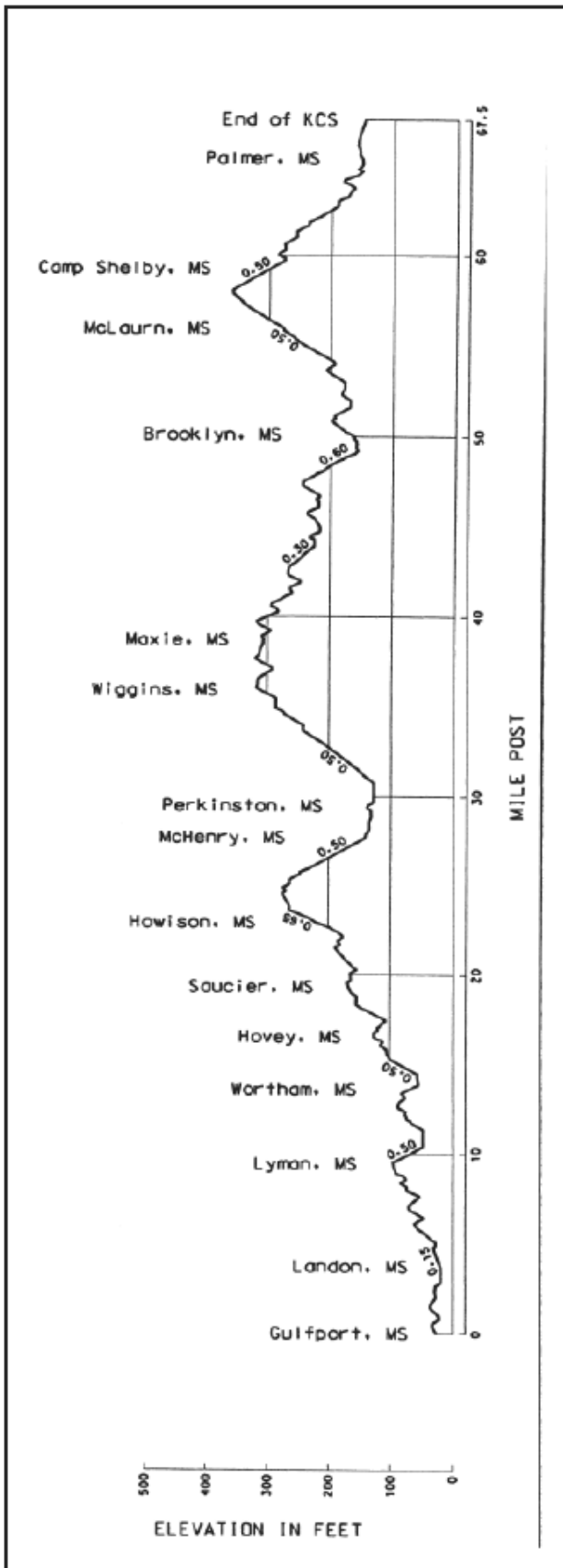
# SYSTEM TRACK CHARTS



# SYSTEM TRACK CHARTS

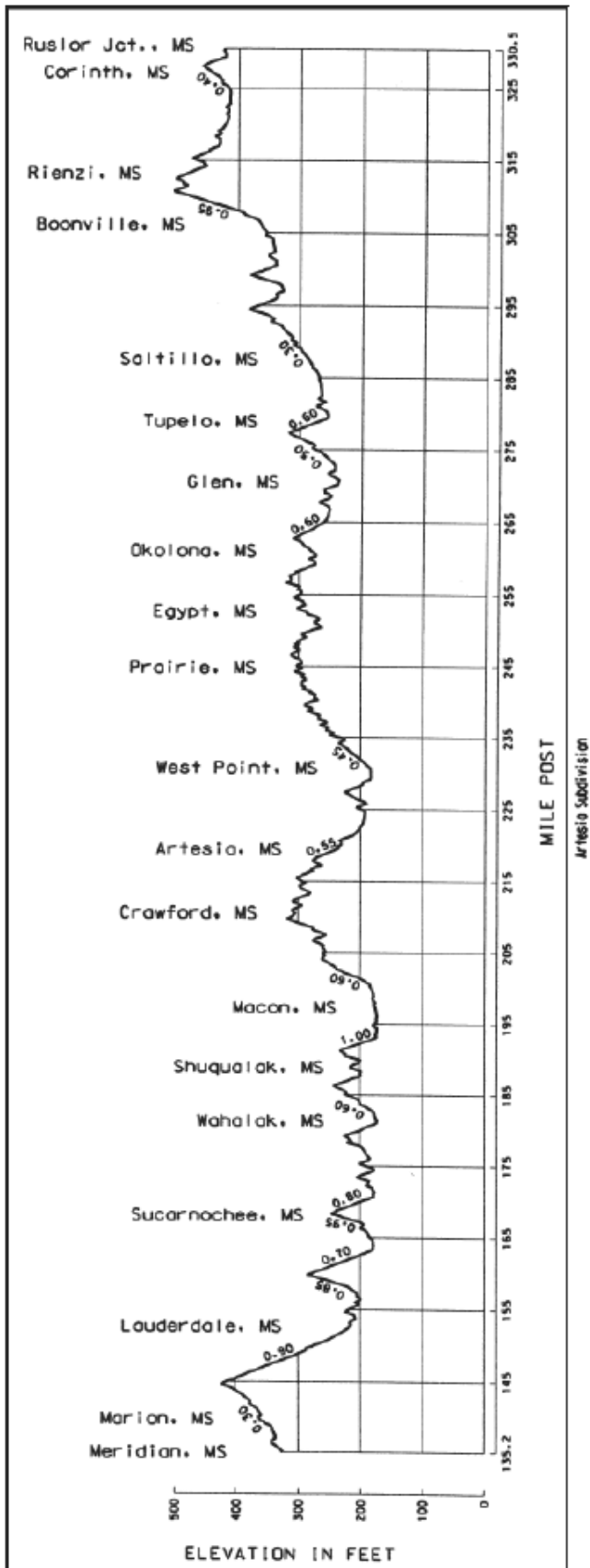


# SYSTEM TRACK CHARTS

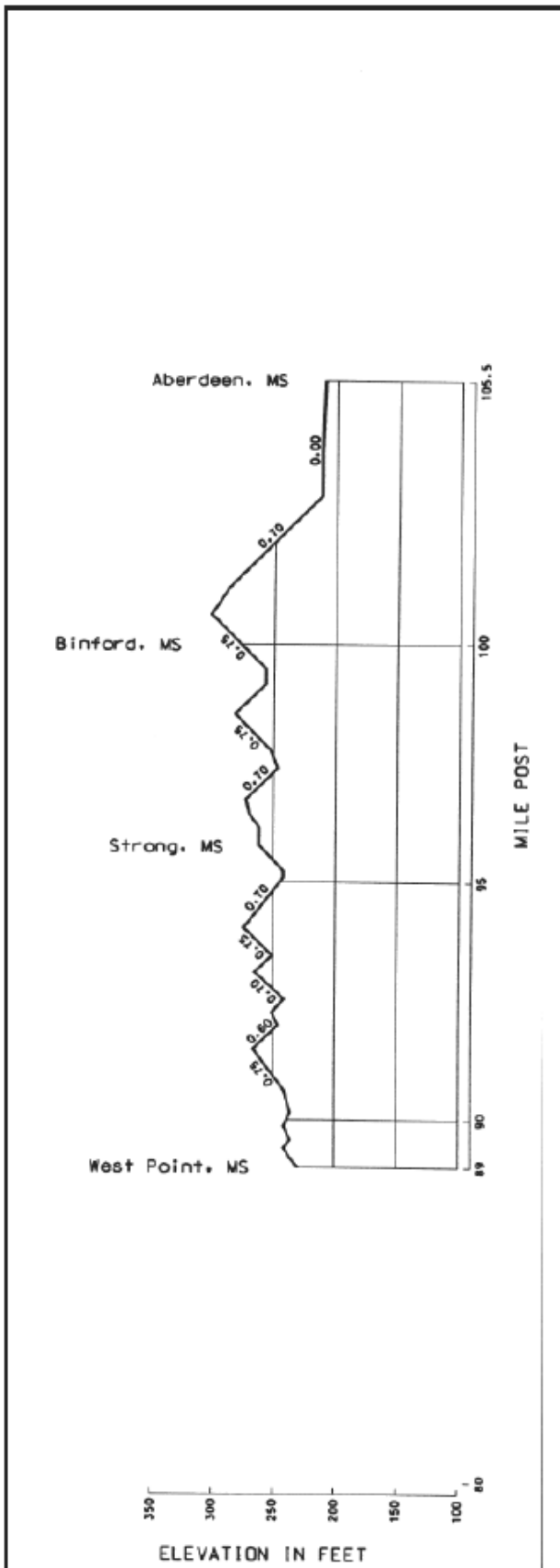




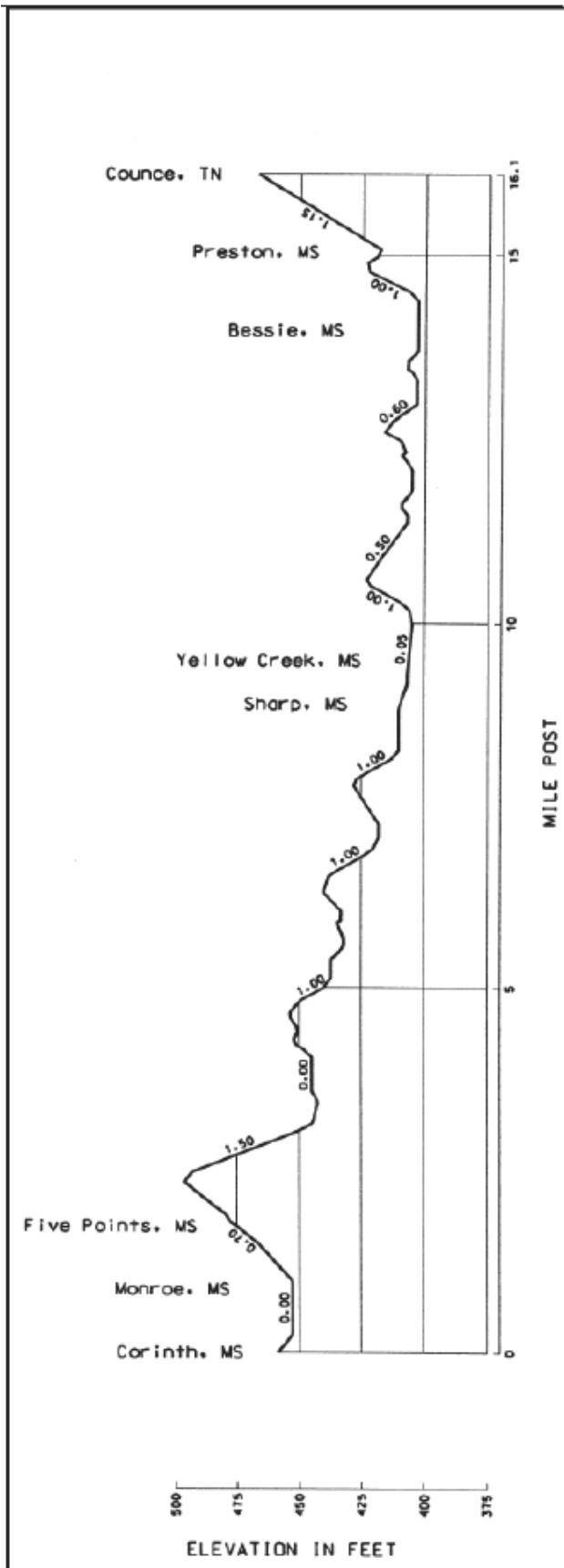
# SYSTEM TRACK CHARTS



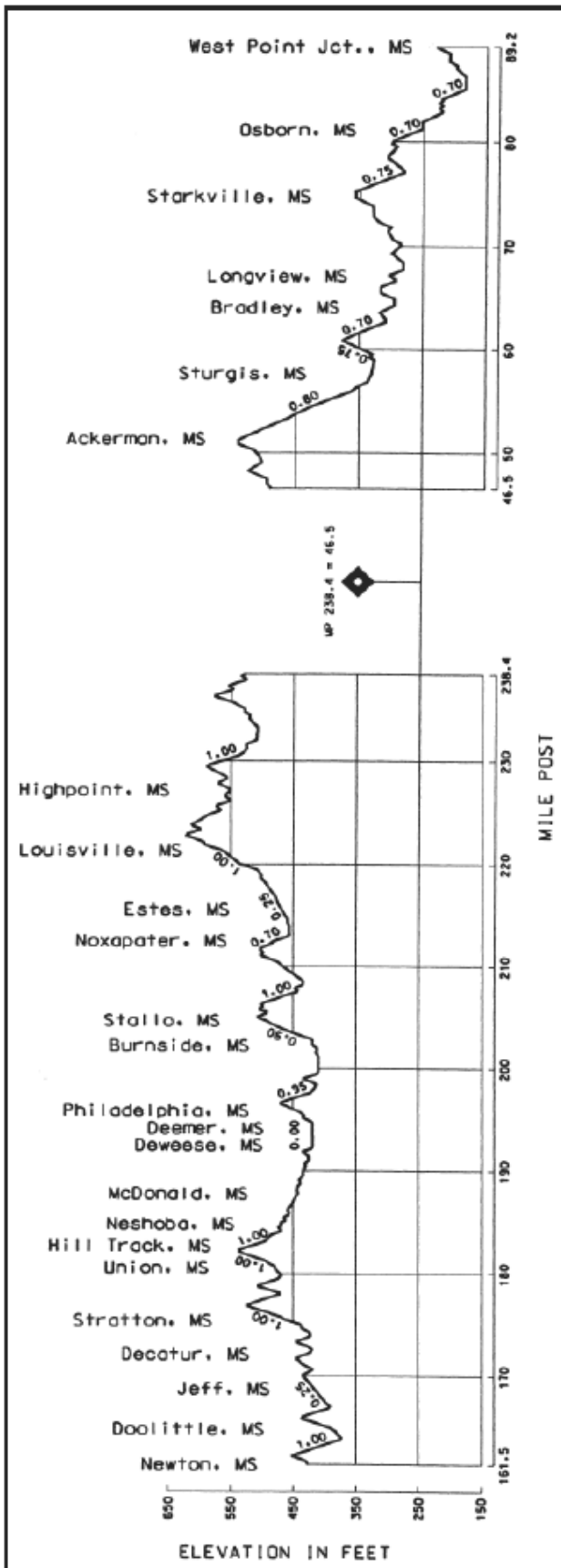
# SYSTEM TRACK CHARTS



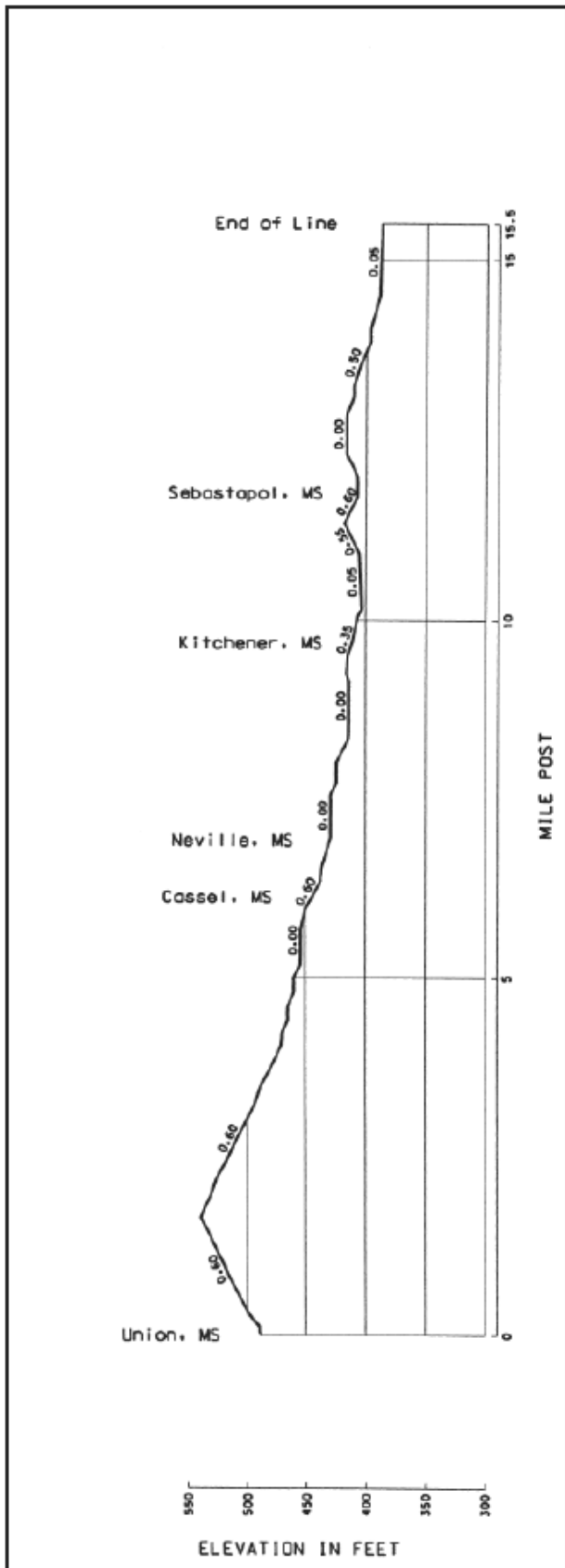
# SYSTEM TRACK CHARTS



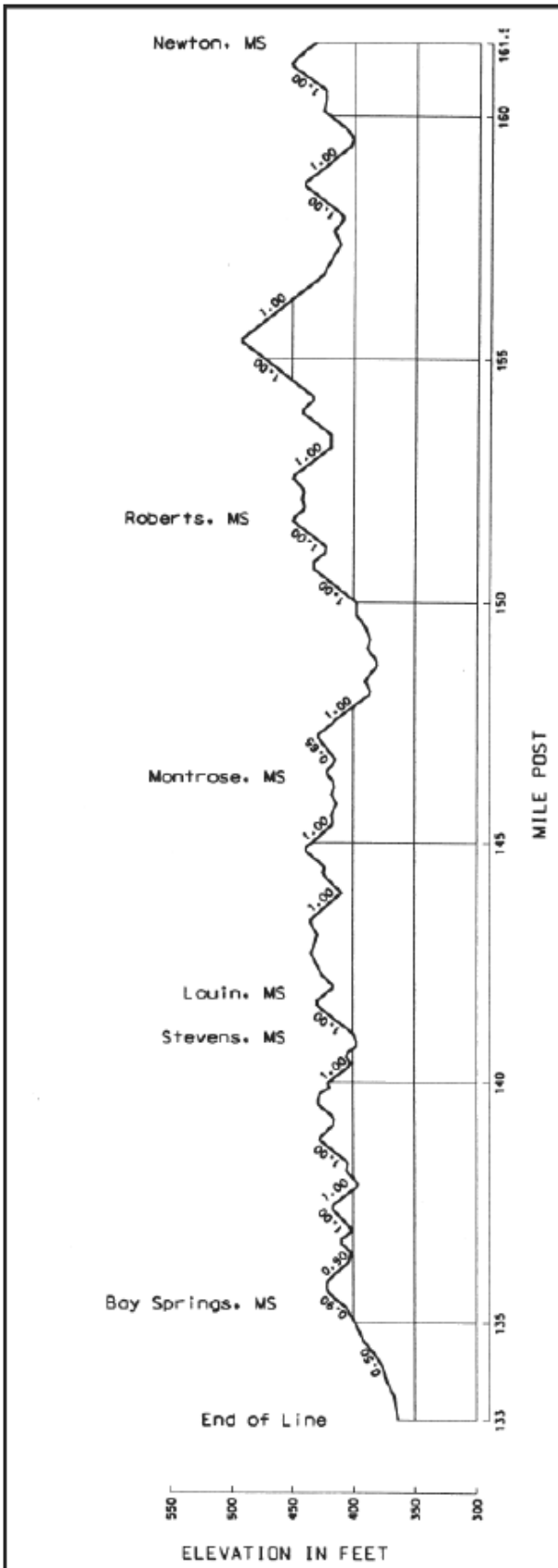
# SYSTEM TRACK CHARTS



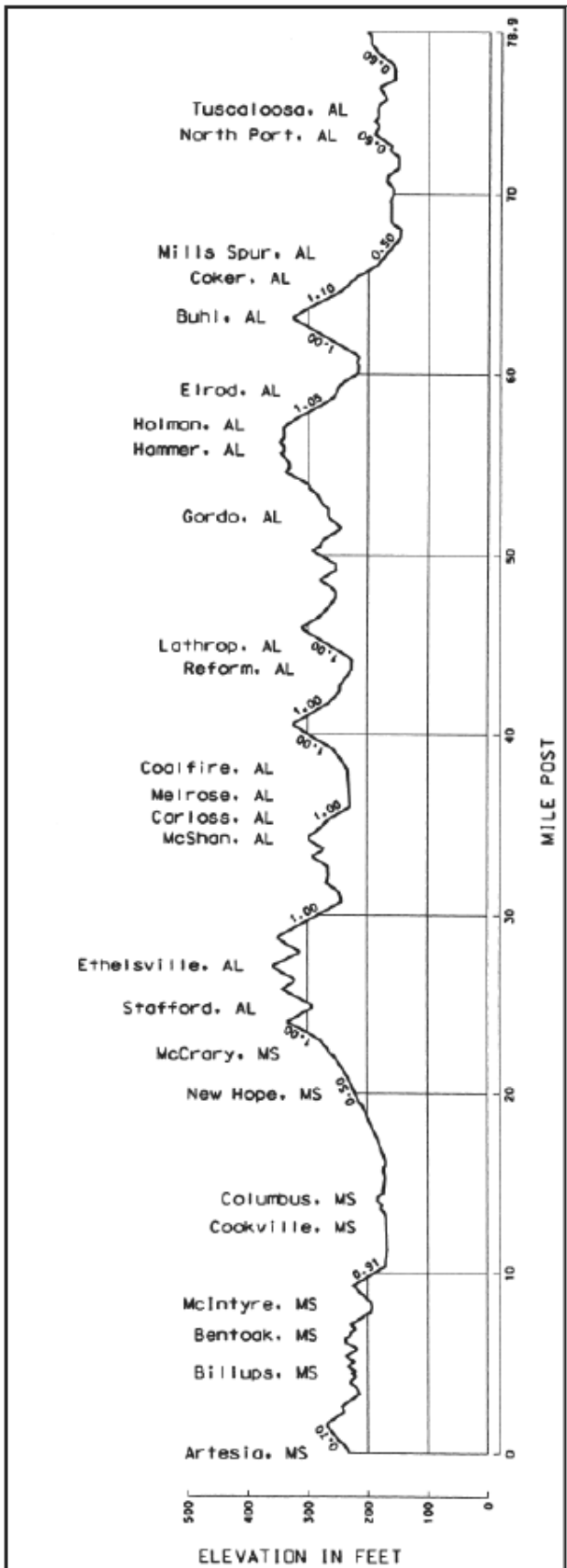
# SYSTEM TRACK CHARTS



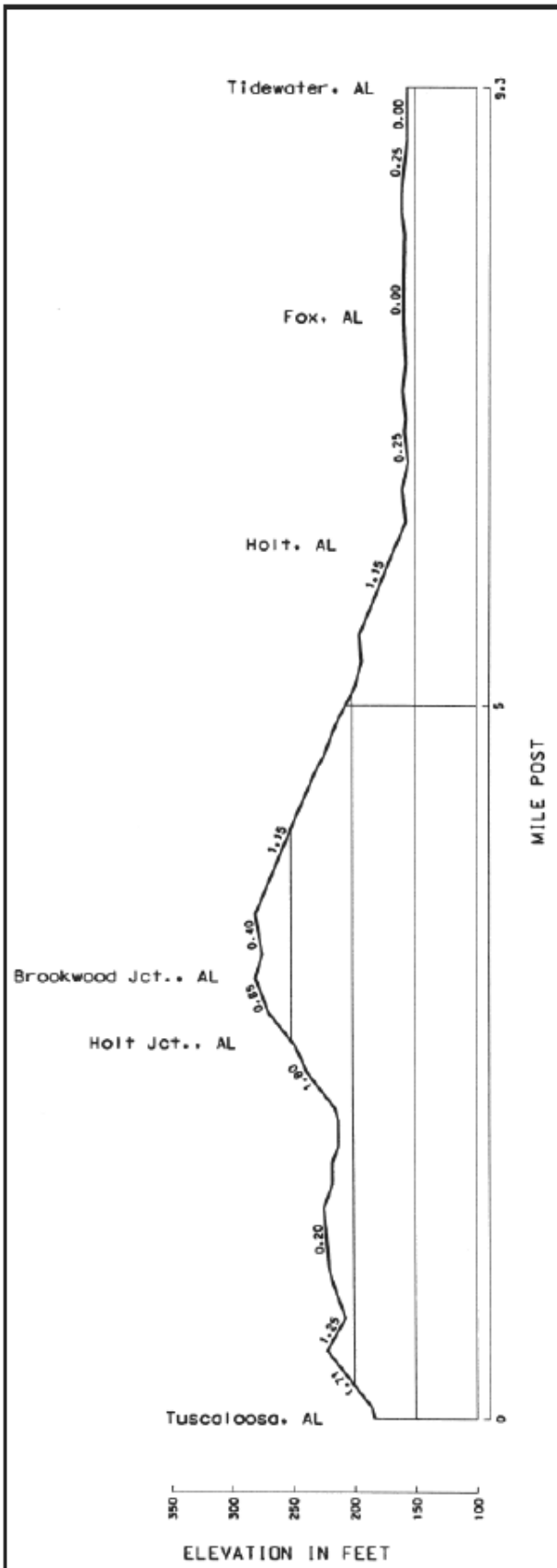
# SYSTEM TRACK CHARTS



# SYSTEM TRACK CHARTS

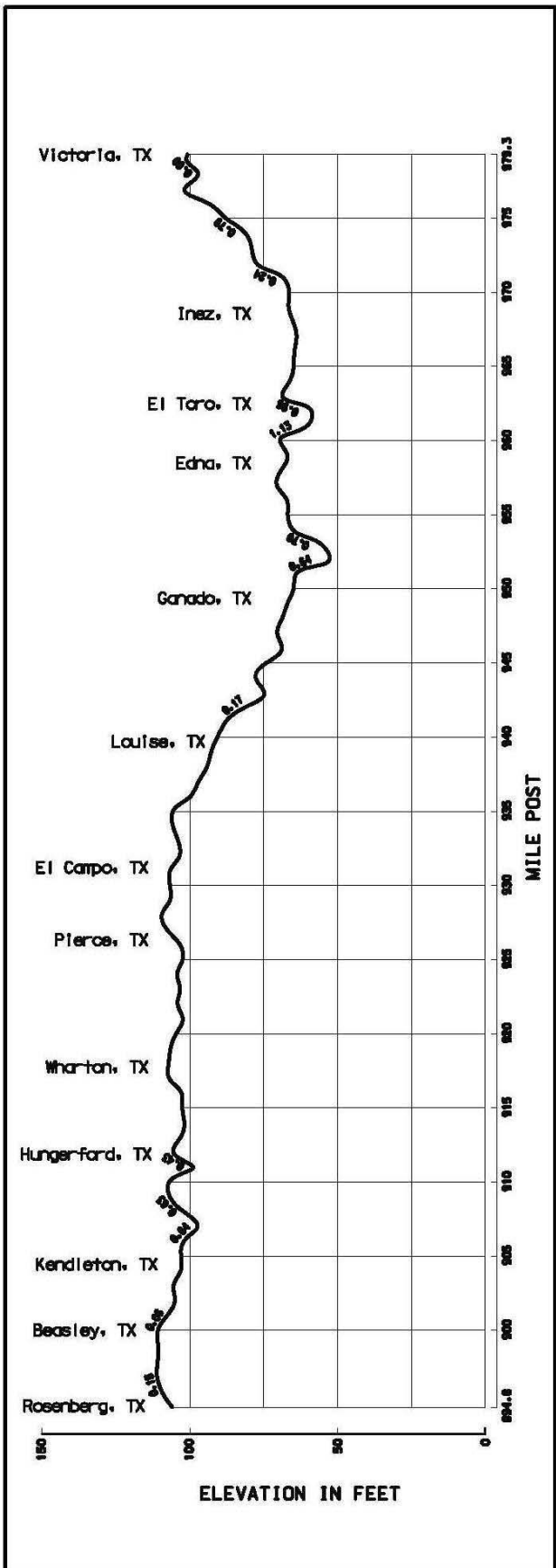


# SYSTEM TRACK CHARTS

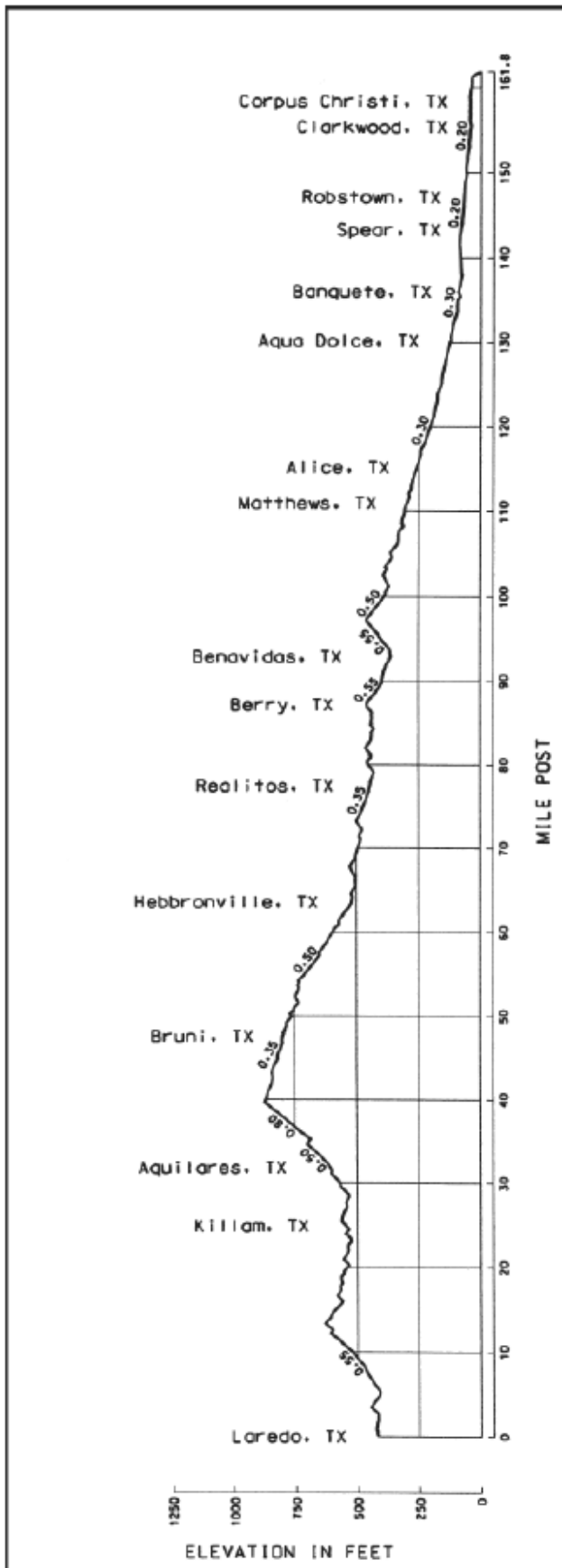




# SYSTEM TRACK CHARTS



# SYSTEM TRACK CHARTS



**This page was intentionally left blank**

# Tonnage Rating Instructions

## SYSTEM TIMETABLE - Tonnage Rating Instructions

### Tonnage Rating Instructions

Train crews will isolate locomotives in excess of the required amount for the territory operating on. To determine the number of locomotives necessary:

1. Determine tonnage rating of the locomotive consist using the tonnage rating chart for the respective territory.
2. Add the tonnage ratings of the locomotive consist together.
3. Subtract the total tons of the train from the rated tonnage of the locomotive consist.
4. Determine if any locomotives in the consist can be isolated.

Category	Locomotive Type										TE (lbs)	
	AC4400EV	SD70ACE	C60AC	SD90AC	CW60AC	ES44AC	SD9043	C44AC	ES44DC	SD70MAC		
HIGH AC												160,000
AC												145,000
HIGH DC												125,000
SD60												100,000

# Tonnage Rating Instructions

Category	Locomotive Type											TE (lbs)
SD50	SD50	SD50M	SD452	SDF45	SD45R	SD45	RSD45T2R					95,000
	RSD452	RSD452T	RSD45T2	C328								
SD40	SD40	SD40B	SD402	SD402S	SD40-2	SD-40-2	SD402L	SD400901				85,000
	SD403	SD40EMD	SD402T	EMD	RSD402	RSD40E	RSD402T	SD40E				
	C30	SD402R	SD402TR									
GP60	GP60	GP60B	GP60M	GP59	B408	B408W	B367	B3908				70,000
	D832B											
GP50	GP50	GP50L										65,000
GP40	GP40	GP402	GP403	GP40-2	GP402L	GP392	GP39					60,000
LOW GP	GP8	GP9	GP10	GP18	GP9RM	GP30	GP38	GP38DC				50,000
	GP38DC3	GP382	GP35	B237	SD9							
SW	SW900	SW1000	SW1001	SW1200	SW1500	MP15	MP1500D	SLUG				X

# Tonnage Rating Instructions

## SYSTEM TIMETABLE - Tonnage Rating Instructions

### Tonnage Ratings for KCS Midwest Division

Route	High AC	AC	High DC	SD60	SD45/50	SD40	GP60	GP50	GP40	LOW GP
<b>KC to E. St. Louis</b>										
KC to Mexico	5,124	4,634	4,007	3,216	3,053	2,726	2,248	2,100	1,908	1,608
Mexico to Roodhouse	7,332	6,630	5,733	4,602	4,368	3,900	3,218	3,003	2,730	2,301
Roodhouse to E. St. Louis	5,076	4,590	3,969	3,186	3,024	2,700	2,228	2,079	1,890	1,593
<b>E. St. Louis to KC</b>										
E. St. Louis to Roodhouse	5,452	4,930	4,263	3,422	3,248	2,900	2,393	2,233	2,030	1,711
Roodhouse to Mexico	4,700	4,250	3,675	2,950	2,800	2,500	2,063	1,925	1,750	1,475
Mexico to KC	5,076	4,590	3,969	3,186	3,024	2,700	2,228	2,079	1,890	1,593
<b>KC to Shreveport</b>										
KC to Pittsburg	7,144	6,460	5,586	4,484	4,256	3,800	3,135	2,926	2,660	2,242
Pittsburg to Watts	3,750	3,400	2,940	2,360	2,240	2,000	1,650	1,540	1,400	1,175
Watts to Heavener	5,264	4,760	4,116	3,304	3,136	2,800	2,310	2,156	1,960	1,652
Heavener to Hatton	3,750	3,400	2,940	2,360	2,240	2,000	1,650	1,540	1,400	1,180
Hatton to DeQueen	6,580	5,950	5,145	4,130	3,920	3,500	2,888	2,695	2,450	2,065
DeQueen to Shreveport	7,332	6,630	5,733	4,602	4,368	3,900	3,218	3,003	2,730	2,301

Route	High AC	AC	High DC	SD60	SD45/50	SD40	GP60	GP50	GP40	LOW GP
<b>Shreveport to KC</b>										
Shreveport to DeQueen	9,024	8,160	7,056	5,664	5,376	4,800	3,960	3,696	3,360	2,832
DeQueen to Hatton	4,183	3,783	3,271	2,626	2,492	2,225	1,836	1,713	1,558	1,313
Hatton to Heavener	4,183	3,783	3,271	2,626	2,492	2,225	1,836	1,713	1,558	1,313
Heavener to Watts	5,264	4,760	4,116	3,304	3,136	2,800	2,310	2,156	1,960	1,652
Watts to Pittsburg	3,750	3,400	2,940	2,360	2,240	2,000	1,650	1,540	1,400	1,175
Pittsburg to KC	8,084	7,310	6,321	5,074	4,945	4,300	3,548	3,311	3,010	2,537
<b>Shreveport to Alliance</b>										
Shreveport to Wylie	5,640	5,100	4,410	3,540	3,360	3,000	2,475	2,310	2,100	1,770
Wylie to Dallas	6,204	5,610	4,851	3,894	3,696	3,300	2,723	2,541	2,310	1,947
Wylie to Alliance	5,640	5,100	4,410	3,540	3,360	3,000	2,475	2,310	2,100	1,770
<b>Alliance to Shreveport</b>										
Alliance to Wylie	6,768	6,120	5,292	4,248	4,032	3,600	2,970	2,772	2,520	2,124
Dallas to Wylie	5,640	5,100	4,410	3,540	3,360	3,000	2,475	2,310	2,100	1,770
Wylie to Shreveport	5,640	5,100	4,410	3,540	3,360	3,000	2,475	2,310	2,100	1,770

# Tonnage Rating Instructions

## Tonnage Ratings for KCS Southeast Division

Route	High AC	AC	High DC	SD60	SD45/50	SD40	GP60	GP50	GP40	LOW GP
<b>Shreveport to Artesia</b>										
Shreveport to Monroe	6,768	6,120	5,292	4,248	4,032	3,600	2,970	2,772	2,520	2,124
Monroe to Vicksburg	9,400	8,500	7,350	5,900	5,600	5,000	4,125	3,850	3,500	2,950
Vicksburg to Jackson	5,076	4,590	3,969	3,186	3,024	2,700	2,228	2,079	1,890	1,593
Vicksburg to Jackson (*)	3,290	2,975	2,573	2,065	1,960	1,750	1,444	1,348	1,225	1,033
Jackson to Meridian	6,768	6,120	5,292	4,248	4,032	3,600	2,970	2,772	2,520	2,124
Meridian to Artesia	7,144	6,460	5,586	4,484	4,256	3,800	3,135	2,926	2,660	2,242
<b>Artesia to Shreveport</b>										
Artesia to Meridian	6,768	6,120	5,292	4,248	4,032	3,600	2,970	2,772	2,520	2,124
Meridian to Jackson	6,956	6,290	5,439	4,366	4,144	3,700	3,053	2,849	2,590	2,183
Jackson to Vicksburg	6,768	6,120	5,292	4,248	4,032	3,600	2,970	2,772	2,520	2,124
Vicksburg to Monroe	6,204	5,610	4,851	3,894	3,696	3,300	2,723	2,541	2,310	1,947
Monroe to Shreveport	5,640	5,100	4,410	3,540	3,360	3,000	2,475	2,310	2,100	1,770
Gulfport to Hattiesburg	8,645	7,820	6,760	5,425	5,150	4,600	3,795	3,540	3,220	2,715
<b>Shreveport to New Orleans</b>										
Shreveport to Latanier	8,084	7,310	6,321	5,074	4,816	4,300	3,548	3,311	3,010	2,537
Latanier to Baton Rouge	4,700	4,250	3,675	2,950	2,800	2,500	2,063	1,925	1,750	1,475
Baton Rouge to New Orleans	10,904	9,860	8,526	6,844	6,496	5,800	4,785	4,466	4,060	3,422
<b>New Orleans to Shreveport</b>										
New Orleans to Baton Rouge	10,904	9,860	8,526	6,844	6,496	5,800	4,785	4,466	4,060	3,422
Baton Rouge to Latanier	5,076	4,590	3,969	3,186	3,024	2,700	2,228	2,079	1,890	1,593
Latanier to Shreveport	6,016	5,440	4,704	3,776	3,584	3,200	2,640	2,464	2,240	1,888

(\*) Use this line for trains shorter than 5,300 feet.



# Tonnage Rating Instructions

## Tonnage Ratings for KCS Southwest Division

Route	High AC	AC	High DC	SD60	SD45/50	SD40	GP60	GP50	GP40	LOW GP
<b>Shreveport to Port Arthur</b>										
Shreveport to Leesville	5,640	5,100	4,410	3,540	3,360	3,000	2,475	2,310	2,100	1,770
Leesville to Beaumont	9,400	8,500	7,350	5,900	5,600	5,000	4,125	3,850	3,500	2,950
Beaumont to Port Arthur	10,904	9,860	8,526	6,844	6,496	5,800	4,785	4,466	4,060	3,422
DeQuincy to Lake Charles	10,904	9,860	8,526	6,844	6,496	5,800	4,785	4,466	4,060	3,422
<b>Port Arthur to Shreveport</b>										
Port Arthur to Beaumont	10,904	9,860	8,526	6,844	6,496	5,800	4,785	4,466	4,060	3,422
Beaumont to Leesville	9,400	8,500	7,350	5,900	5,600	5,000	4,125	3,850	3,500	2,950
Lake Charles to DeQuincy	10,904	9,860	8,526	6,844	6,496	5,800	4,785	4,466	4,060	3,422
Leesville to Shreveport	6,204	5,610	4,851	3,894	3,696	3,300	2,723	2,541	2,310	1,947
<b>Beaumont to Laredo</b>										
Beaumont to Corpus Christi	5,640	5,100	4,410	3,540	3,360	3,000	2,475	2,310	2,100	1,770
Corpus Christi to Laredo	6,768	6,120	5,292	4,248	4,032	3,600	2,970	2,772	2,520	2,124
<b>Laredo to Beaumont</b>										
Laredo to Corpus Christi	6,768	6,120	5,292	4,248	4,032	3,600	2,970	2,772	2,520	2,124
Corpus Christi to Beaumont	5,640	5,100	4,410	3,540	3,360	3,000	2,475	2,310	2,100	1,770
<b>Rosenberg Sub (both directions)</b>										
Rosenberg Sub	9,400	8,500	7,350	5,900	5,600	5,000	4,125	3,850	3,500	2,950

# SYSTEM TIMETABLE

---

## Internal Control Plan



### *Internal Control Plan Policy Statement of*

***The Kansas City Southern Railway Company,  
Gateway Eastern Railway Company, and The  
Texas Mexican Railway Company***

*Concerning Complete and Accurate  
Reporting of Accidents and Injuries,  
Without Harassment or Intimidation*

#### Harassment

KCSR, GWER and Tex Mex are committed to complete and accurate reporting of all accidents, incidents, injuries and occupational illnesses arising from the operation of the railroad, to full compliance with the letter and spirit of the Federal Railroad Administration's accident reporting regulations, to the principle, in absolute terms, that harassment or intimidation of any person that is calculated to discourage or prevent such person from receiving proper medical treatment or from reporting such accident, incident, injury or illness will not be permitted or tolerated and will result in disciplinary action against any employee, supervisor, manager or officer committing such harassment or intimidation.

#### Complaints

KCSR, GWER and Tex Mex will investigate all complaints from any person about the policy stated above being violated and impose the appropriate prescribed disciplinary actions on any employee, supervisor, manager or officer of the Company found to have violated the policy. This railroad shall provide "whistleblower" protection to any person subject to this policy. Any violation of this policy or any other should be reported to the Speak Up hotline at 800-727-2615 or to any company official. Reports to the Speak Up hotline may be made anonymously.

---

***This policy statement is required by Federal  
Regulation, 49 CFR § 225.33.***

---

### **AVOID DAMAGE SWITCH CUSTOMER CARS CAREFULLY**

#### **OVERSPEED Couplings are DAMAGING Here's what happens:**

4 MPH	SAFE COUPLING SPEED
5 MPH	Damage begins
6 MPH	2 ½ times as damaging as 4 MPH
7 MPH	3 times as damaging as 4 MPH
8 MPH	4 times as damaging as 4 MPH
9 MPH	5 times as damaging as 4 MPH
10 MPH	6 times as damaging as 4 MPH

**Damage to freight or a car can be avoided by always keeping coupling speed within a safe range – NOT OVER 4 MPH – A BRISK WALK.**

**HANDLE FREIGHT CAREFULLY AND  
KEEP OUR CUSTOMERS!**

# SYSTEM TIMETABLE

## Speed Table

Time Per Mile				Time Per Mile				Time Per Mile			
Min	Sec	MPH	KPH	Min	Sec	MPH	KPH	Min	Sec	MPH	KPH
0	45	80	129	1	07	54	87	1	43	35	56
0	46	78	126	1	09	52	84	1	46	34	55
0	47	76	122	1	11	51	82	1	49	33	53
0	48	75	121	1	12	50	80	1	53	32	51
0	49	73	117	1	15	48	77	1	56	31	50
0	50	72	116	1	17	47	76	2	00	30	48
0	51	70	113	1	18	46	74	2	13	27	43
0	52	69	111	1	20	45	72	2	18	26	42
0	54	67	108	1	24	43	69	2	24	25	40
0	55	65	105	1	26	42	68	2	30	24	39
0	56	64	103	1	28	41	66	2	51	21	34
0	57	63	101	1	30	40	64	3	00	20	32
0	58	62	100	1	32	39	63	3	32	17	27
0	59	61	98	1	35	38	61	4	00	15	24
1	00	60	97	1	37	37	60	5	00	12	19
1	02	58	93	1	40	36	58	6	00	10	16
1	04	56	90								

## Distance Conversion Table

Meter	Feet	Tenths of a Mile
161	528	0.1
322	1,056	0.2
483	1,584	0.3
644	2,112	0.4
805	2,640	0.5
966	3,168	0.6
1,127	3,696	0.7
1,287	4,224	0.8
1,448	4,752	0.9
1,609	5,280	1.0

## Horn Start Point Table

Speed MPH	Seconds after WB	Railcars before Xing
10	70	6
15	40	9
20	25	12
25	16	15
30	10	18
35	6	21
40	3	24
45	Start Horn At Whistle Board When Operating Over 45 MPH	
50		
55		
60		

## Fuel Reading Conversion Table

Gallons	Liters	Gallons	Liters
200	757	2,200	8,330
400	1,514	2,400	9,087
600	2,272	2,600	9,844
800	3,029	2,800	10,601
1,000	3,786	3,000	11,359
1,200	4,543	3,200	12,116
1,400	5,301	3,400	12,873
1,600	6,058	3,600	13,630
1,800	6,815	3,800	14,388
2,000	7,572	4,000	15,145











**LEGEND**

- MIDWEST DIVISION
- SOUTHEAST DIVISION
- SOUTHWEST DIVISION
- KCS HAULAGE RIGHTS
- KCS TRACKAGE RIGHTS