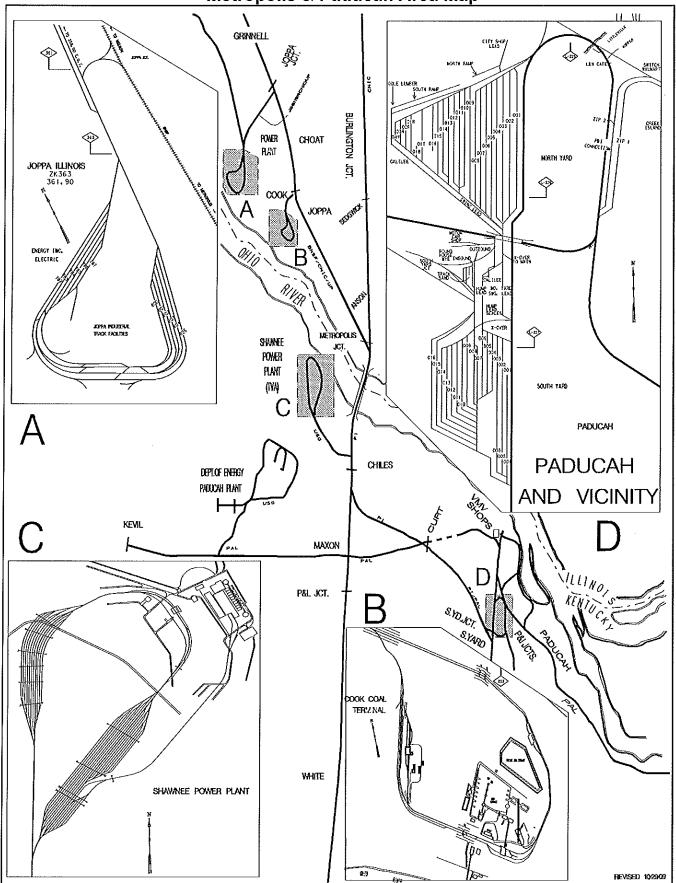
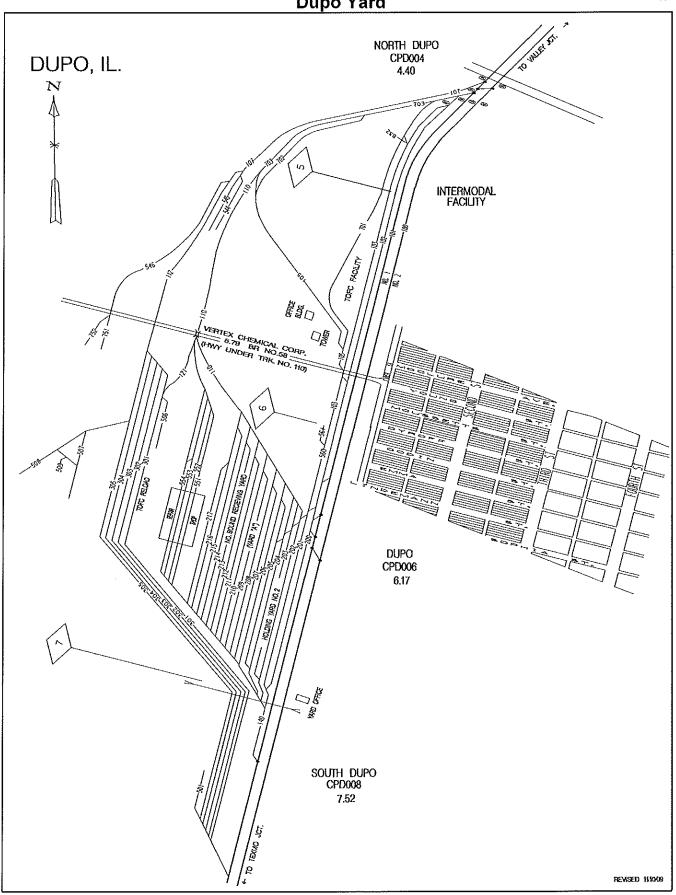
Metropolis & Paducah Area Map



ST. LOUIS Area Timetable No. 4 -- Effective: 12/14/2009

Dupo Yard



ST. LOUIS Area Timetable No. 4 -- Effective: 12/14/2009

CHESTER SUBDIVISION (0060)

| Mile Post Layout 6.3 # SOUTH NORTH # STATIONS # SPRINSFIELD CONN (ITRIA) # STATIONS (ITRIA) # STATIONS (ITRIA) (ITRIA) (ITRIA) (ITRIA) (ITRIA) (ITRIA) (ITRIA) (ITRIA) (ITRIA) (ITRIA) (ITRIA) (ITRIA) (ITRIA) (ITRIA) (ITRIA) (ITRIA) (ITRIA) (ITRIA) (ITRIA) (ITRIA) (ITRIA) (ITRIA) (ITRIA) (ITRIA) | | | | | CHI | =S I | ER : |
|--|-------|--------------------------|-------|----------|--|-------|----------------|
| Mile | | | | | Radio Display: | | |
| Mile Cayout G.3 | | | Va | ley Jct. | | 1 | |
| Post Layout 6.3 #'s STATIONS #'s Feet | L | | | | · | 1 | |
| Post Layout 6.3 #'s STATIONS #'s Feet | Mile | Track | Rulo | CP | SOUTH NORTH | Sta | Sidina |
| CIC 2MT | | | | | | | |
| 1.4 | |) September (Albertania) | | | | | |
| 1.4 | 0.0 | | | 1A905 | | | |
| 1.4 | 0.2 | | 2 | D000 | | | |
| 1.4 | | | | | | 1 | |
| 1.4 | | | | l | | 1 | |
| 1.9 | L | | | 0004 | | ļ | |
| 1.9 | 1.4 | | | 0001 | | | |
| 1.0004 NORTH DUPO X C013 | 1.9 | | | 0002 | | C011 | 7550 |
| 1.8 | | | | | (2.5) | | |
| Decoration Dec | 4.4 | | | D004 | | C013 | |
| 11.3 2008 SOUTH DUPO C0158 C0.3 2009 CP D908 CTrk.1) C1.6 | 0.0 | | | 5000 | | 0045 | |
| 7.5 D008 SOUTH DUPO C015S | 0.2 | | | D000 | The state of the s | C015 | |
| 0.3 | 7.5 | | | 0008 | | C015S | |
| 11.6 DO09 CP DO09 X DO09 CP DO09 (11.3) DO21 VAL X CO29 (13.1) DO21 VAL X CO29 (13.1) DO21 VAL X CO29 (13.1) DO34 FULTS X CO42 (13.9) DO47 KIDD X CO56 (10.6) DO48 FULTON (DO48 Tik.1) CO58 Yard O49 (3.7) X DO53 GAGE JCT. X CO60 GAGE JCT. GAGE JCT | | | | | 1 | | |
| 9.4 20.7 2 | 7.8 | | | D908 | | | |
| 111.3 122.7 122.7 122.7 123.7 125.9 125 | | | | 0000 | The state of the s | ļ | |
| D021 | 9.4 | | | LAUG | |] | |
| 13.8 1.4 1.5 | 20.7 | | | D021 | | C029 | |
| 13.9 0047 KIDD | | | | | • | | |
| 47.7 48.3 48.3 49.5 52.0 55.8 55.8 55.8 55.8 56.0 61.0 61.0 62.8 62.8 62.8 62.8 62.8 63.4 64.4 65.7 70.3 64.4 65.7 70.3 65.9 70.7 71.7 71.7 71.7 71.7 71.7 71.7 71.7 | 33.8 | | | D034 | • | C042 | |
| (0.6) | 42.7 | | | 2047 | | 2052 | |
| A8.3 A9.5 D048 FLINTON (D048 Trk.1) C058 Yard | 47.7 | | | UU47 | | C056 | |
| 19.5 | 48.3 | | | D048 | | C058 | Yard |
| CTC D066 REILY X C063 | | | | | | 0000 | |
| D056 REILY X C063 | 52.0 | | | D053 | | C060 | |
| 61.0 61.0 62.8 62.8 62.8 62.8 64.4 65.7 70.3 64.5 70.3 71.7 71.7 71.7 71.7 71.7 71.7 71.7 71 | | 868 | | 2050 | | | |
| 61.0 62.8 62.8 62.8 64.4 65.7 70.3 CTC D061 MENARD JCT. (1.8) D063 CHESTER T C070 7663 (1.6) Yard C073 6459 C073 6459 C074 C077 (1.4) D071 CORA (Trk.1) (1.3) CTC D077 RADDLE JCT. C085 (3.4) CTC D077 RADDLE JCT. C085 (3.2) D084 GORHAM (Trk.2) T C093 Yard (0.2) D085 CHAP (1.3) CTC D090 HOWARDTON JCT. (1.3) CTC D090 HOWARDTON JCT. (1.3) CTC D090 HOWARDTON JCT. C100 115.7 115.7 115.7 119.7 122.7 122.7 122.7 125.9 129.1 CTC D129 QUARRY C138 9880 | 23,8 | 5.5 | | D000 | | CO63 | |
| Company Comp | 61.0 | | CTC | D061 | | C069 | |
| Company | | | • • • | | | 0000 | |
| 64.4 65.7 70.3 CTC D070 RCCKWOOD JCT. (1.4) CO71 CORA (Trk.1) (1.3) CTC D077 RADDLE JCT. (5.0) CTC D077 RADDLE JCT. (5.0) CTC D084 GORHAM (Trk.2) (5.2) CTC D085 CHAP (5.7) CTC D090 HOWARDTON JCT. (1.3.1) CTC D095 HALSEY JCT. C104 CTC D116 NILE (4.0) CTC D120 SIMBCO (3.0) CT22 CAPEDEAU JCT. (Trk.1) (1.3) CTC D129 QUARRY C073 6459 CO73 6459 CO73 6459 CO73 6459 CO73 6459 CO73 6459 CO77 RODDLE JCT. C0077 CO81 (1.4) CO81 (1.4) CO81 (1.4) CO81 (1.4) CO83 Yard CO90 (201 (201 (201 (201 (201 (201 (201 (20 | 62.8 | | | D063 | | C070 | 7663 |
| CTC D090 CORA (Trk.1) C081 | | | | 0004 | | 0070 | 2450 |
| 70.3 CTC D070 ROCKWOOD JCT. (1.4) 71.7 71.7 73.0 CTC D071 CORA (Trk.1) (1.3) CTC D073 CORA JCT. (3.4) CTC D077 RADDLE JCT. (5.0) D081 JACOB X C090 (3.2) D084 GORHAM (Trk.2) T C093 Yard (5.7) CTC D090 HOWARDTON JCT. (100 (4.5) 95.0 CTC D090 HOWARDTON JCT. (100 (4.5) T15.7 CTC D090 HOWARDTON JCT. (100 (4.5) D108 POTTS X C117 (7.6) D116 NILE X C125 (4.0) D120 SIMBCO X C129 (3.0) D122 CAPEDEAU JCT. (Trk.1) C132 (1.0) D124 ILLMO X C133 Yard (2.2) D125 ANCELL (3.2) T29.1 CTC D129 QUARRY I C138 9880 | | | | | | C0/3 | 6459 |
| 71.7 71.7 71.7 71.7 73.0 73.0 75.4 76.4 76.4 76.4 76.4 76.4 81.4 81.4 81.4 81.4 81.4 81.4 81.4 81 | | | CTC | | | C077 | |
| (1.3) 73.0 CTC D073 CORA JCT. (3.4) CTC D077 RADDLE JCT. (5.0) D081 JACOB X C090 (3.2) 0084 GORHAM (Trk.2) T C093 Yard (0.2) D085 CHAP XT C094 (5.7) CTC D090 HOWARDTON JCT. (1.5) CTC D095 HALSEY JCT. (13.1) D108 POTTS X C117 (7.6) D116 NILE X C125 (3.0) D120 SIMBCO X C129 (3.0) D122 CAPEDEAU JCT. (Trk.1) (1.0) D124 ILLMO X C133 Yard (2.2) D125 ANCELL (3.2) CTC D129 QUARRY I C138 9880 | | | | | (1.4) | 55,1 | |
| 73.0 76.4 76.4 76.4 81.4 | 71.7 | | | D071 | | | |
| CTC D077 RADDLE JCT. C085 | 72.0 | | OTO | 0070 | | 0004 | |
| 76.4 81.4 81.4 81.4 81.4 81.4 81.4 81.6 81.6 81.6 81.6 81.6 81.7 81.7 81.8 81.8 81.8 81.8 81.8 81.8 | 13.0 | | | | * * | COST | |
| 81.4 83.8 83.8 84.8 84.8 90.5 CTC D090 HOWARDTON JCT. (100 (4.5) (117 (7.6) (119.7) (119.7) (119.7) (119.7) (119.7) (119.7) (119.7) (119.7) (119.7) (122.7) (123.7) (1 | 76.4 | J. | CTC | D077 | RADDLE JCT. | C085 | |
| (3.2) O084 GORHAM (Trk.2) T C093 Yard | | | 2MT | | (5.0) | | |
| 83.8 O084 GORHAM (Trk.2) T C093 Yard (0.2) O085 CHAP XT C094 (5.7) 90.5 CTC D090 HOWARDTON JCT. C100 (4.5) CTC C104 (13.1) C108 POTTS X C117 (7.6) C118 C122 C124 C125 C125 C125 C126 C127 C127 C128 C138 C128 C138 C128 C138 C128 C138 | 81.4 | | | D081 | | C090 | |
| (0.2) (0.2 | 83.8 | | | D084 | | COOS | Vacd |
| 84.8 90.5 CTC D090 HOWARDTON JCT. (4.5) P5.0 CTC D095 HALSEY JCT. (13.1) D108 POTTS (7.6) D116 NILE (4.0) D120 SIMBCO (3.0) D122 CAPEDEAU JCT. (Trk.1) (1.0) D124 ILLMO (2.2) D125 ANCELL (3.2) CTC D129 QUARRY I C138 9880 | 65.0 | | | UU04 | | COSS | 1910 |
| 90.5 CTC 0090 HOWARDTON JCT. C100 (4.5) 95.0 CTC 0095 HALSEY JCT. C104 (13.1) 108.1 D108 POTTS X C117 (7.6) 115.7 D116 NILE X C125 (4.0) 119.7 D120 SIMBCO X C129 (3.0) 122.7 CAPEDEAU JCT. (Trk.1) C132 (1.0) 123.7 D124 ILLMO X C133 Yard (2.2) 125.9 D126 ANCELL C135 (3.2) 129.1 CTC D129 QUARRY I C138 9880 | 84.8 | | | D085 | | C094 | |
| (4.5) | | | | | (5.7) | | |
| 95.0 108.1 108.1 115.7 119.7 119.7 122.7 122.7 125.9 127 128 129.1 128 120.0 1 | 90.5 | | стс | D090 | | C100 | |
| 2MT | 95.0 | | CTC | DOGS | | C104 | |
| 108.1 D108 POTTS (7.6) X C117 (7.6) X C117 (7.6) X C125 (4.0) D116 NILE (4.0) X C129 (3.0) D122 CAPEDEAU JCT. (Trk.1) C132 (1.0) D124 ILLMO (2.2) D126 ANCELL (3.2) CTC D129 QUARRY I C138 9880 | VV.0 | | | 2000 | | 0104 | |
| 115.7 119.7 119.7 122.7 122.7 122.7 122.7 123.7 125.9 126. ANCELL (3.2) 129.1 129.1 127 128 129.1 129.1 129.1 129.1 129.1 120. | 108.1 | | | D108 | | C117 | |
| (4.0) | | | ļ | 5445 | | | |
| 119.7 122.7 122.7 122.7 123.7 125.9 126.0 127 128 129.1 129.1 129.1 120. | 115.7 | | | ບ116 | | C125 | |
| (3.0) D122 CAPEDEAU JCT. (Trk.1) (1.0) D124 ILLMO X C133 Yard (2.2) D126 ANCELL (3.2) CTC D129 QUARRY I C138 9880 | 119.7 | | ł | 0120 | | C129 | |
| 122.7 123.7 125.9 126 127 128 128 129.1 129.1 129.1 120 120 120 120 120 120 120 120 120 12 | | | ſ | , | (3.0) | | |
| 123.7 D124 ILLMO X C133 Yard (2.2) 125.9 D126 ANCELL C135 (3.2) 129.1 CTC D129 QUARRY I C138 9880 | 122.7 | | | D122 | CAPEDEAU JCT. (Trk.1) | C132 | |
| 125.9 0126 ANCELL C135 (3.2) CTC D129 QUARRY 1 C138 9880 | 492.7 | | | 3404 | | - 1 | -l |
| 125.9 D126 ANCELL C135 (3.2) 129.1 CTC D129 QUARRY I C138 9880 | 123./ | | ľ | D124 | | C133 | Yard |
| (3.2) 129.1 CTC D129 QUARRY 1 C138 9880 | 125.9 | | l l | 0126 | | C135 | - |
| | | | | | (3.2) | | |
| (2.1) | 129.1 | | CTC | | | C138 | 9880 |
| | | | ı | | (2.1) | | |

| | $\overline{}$ | | | | |
|---------|---------------|------|-----------------------|-------|-------|
| 131.2 | CTC | D131 | ROCKVIEW JCT. | C140 | |
| 131.4 | | L | (4.3) BNSF(X)(M) | | |
| 135.5 | | D135 | DELTA ! | D074 | 12762 |
| 138.1 | | D138 | (5.3) | | |
| 140.8 | | D141 | RANDLES ! | C149 | 12384 |
| 143.2 | | D143 | (6.1) | | |
| 146.9 | | D147 | MESLER ! | C154 | 7000 |
| 148.4 | | D148 | (5.7) | | |
| 152.6 | | D153 | ARDEOLA | C159 | 6365 |
| 153.7 | | D154 | (3.9) | | |
| 156.5 | | D157 | AVERT ! | C164 | 11405 |
| 158.8 | | D159 | (8.1) | | |
| 164.6 | CTC | D165 | IDALIA | | |
| | 2MT | | (3.3) | | |
| 167.9 | | D168 | NORTH DEXTER X | C174 | |
| | | | (2.0) | | |
| 169.9 | CTC | D170 | MO JCT. (Trk.183) | C179 | |
| | 3MT | | (0.9) | | |
| 170.8 | CTC | D171 | DEXTER JCT. (Trk.2&3) | XD026 | |
| | 2MT | | (1.1) | | |
| 171.9 | | Y141 | CHARLESTON JCT. | XD025 | |
| 141.0 | | | | | |
| (171.9) | | | | | |
| | | | | | |

SI-01 MAIN TRACK AUTHORITY

CTC between: South Valley Jct. and Charleston Jct. Springfield Conn. (CP TA905): Track 1 controlled by TRRA West Belt train dispatcher.

| by ikka west beit train dispatcher. | |
|-------------------------------------|-----|
| SI-02 MAXIMUM SPEED TABLE | |
| Maximum Speed | MPH |
| Between Mileposts | |
| 0.0 and 119.2 | |
| (Except as Below) | |
| Valley Jct Interlocking | |
| 0.0 and 7.5 | 30 |
| 7.5 and 9.5 | 60 |
| 47.6 and 68.9 | 60 |
| 85.0 and 85.4 | 60 |
| 93.7 and 99.3 | 60 |
| 109.0 and 111.5 | 60 |
| 117.6 and 119.2 | 40 |
| | |
| Between Mileposts | |
| 119.2 and 171.9 | |
| (Except as Below) | 60 |
| 119.2 and 119.5 | 30 |
| 119.5 and 123.7 | 40 |
| 123.7 and 125.9 | 50 |
| 131.4 BNSF Crossing | 40 |
| 136.8 and 137.6 | 40 |
| 138.1 SWD only** | 50+ |
| 144.6 and 145.6 | 55 |
| 150.9 and 151.1 | 50 |
| 156.2 and 156.5 | 50 |
| 167.3 and 167.9 | 40 |
| 169.5 SWD only** | 50+ |
| 169.6 and 171.9 Trk.1 | 35 |
| 170.8 and 171.9 Trk.2 | |
| | |

**Applies to SWD trains over 80 TPOB when signal at speed restriction displays other than Clear.

CHESTER SUBDIVISION (0060)

| SI-03 OTHER SPEED RESTRICTIONS | |
|--|-----|
| Maximum Speed | MPH |
| 1. Thru Sidings & Turnouts Parks | 20 |
| Except for SWD trains after head end occupies the main track at CP D002 | - 1 |
| 2. Dual Control Switch Turnouts CP TA905 CP D000, CP D004, CP D006, CP D048, | 10 |
| CP D049 (except crossovers), and CP D064 (South end of Chester siding) CP D061, CP D070, CP D073, CP D077, CP D090, CP D095, CP D126, CP D165 | 15 |
| and CP D168 | |
| CP D120 (Simbco - South crossover) 3. Misc. Speed Restrictions | 10 |
| North and South connection tracks off Chester Siding | 10 |
| Dupo Yard Track 19 from Carondelet Road crossing (MP 5.8) to CP D004 | 15 |
| g | 10+ |
| *Tracks 305, 304, 303, 302 and 301 between CP D908 and MP 5.8 | 20÷ |
| *Trains departing these tracks once head end of movement is at CP D908 . | 30 |
| *Trains handling dimensional or excessive dimensional loads | |
| between: MP 2.2 and MP 2.7, MP 3.8 and MP 4.0, | |
| MP 5.6 and MP 5.8, MP 26.1 and MP 26.2, | |
| MP 40.0 and MP 40.9, MP 41.6 and MP 41.7, MP 112.1 and MP 112.4 until load | |
| is beyond restricted area | 30 |
| *Train dispatcher may authorize normal s when other trains are not in the area to met or passed. | |
| Mt. Vernon connection track between CP D084 and CP D338 (Mt. Vernon Sub.) | 25 |

SI-04 MAIN TRACK DESIGNATIONS

Two main tracks between CP D000 and CP D061; CP D070 and CP D073; CP D077 and CP D090; CP D095 and CP D126; CP D165 and CP Y141 except 3 main tracks between CP D170 and CP D171 with the west track NO 1, the center track NO 3 and the east track NO 2.

SI-05 MILEPOST EQUATIONS - None.

SI-06 RCL OPERATIONS

St. Louis Terminal: St. Louis Terminal is a designated remote control area. St. Louis Terminal extends out to MP 10.0.

Remote Control Zones Dupo Yard:

Zone 6: South switching lead between 200/201 lead switch south to main line switch at MP 7.5 not to include these switches.

Pull Back Tonnage: 7000 tons per 4 axle locomotive with an entry speed of 10 MPH.

When activating a remote control zone, the remote control operator must contact the Dupo Yardmaster and receive a zone activation time. The operator must also receive a deactivation time when finished using the zone.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

| , or remit to 110 mil | | |
|-----------------------|-----------|----------------|
| (#) 15.2 | (#) 92.7 | % 133.6 |
| (#) 28.0 | (#) 104.7 | (#) 143.5 |
| (#) 42.5 | (#) 117.0 | % 155.6 |
| (#) 56.4 | & 119.8 | (#) 163.9 |
| (#) 69.6 | & 123.7 | |
| (#) 81,1 | (#) 128.0 | |

SI-08 RULES ITEMS

1.20: Close Clearance: MP 145.1 Bridge.

6.32.2: Dupo Yard: Bixby Street, MP 7.8: Southward movements out of yard must approach road crossing at 15 MPH unless the devices are seen working. When train completely occupies the crossing, proceed at normal speed.

6.32.6: The requirements of rule 6.32.6 Blocking Public Crossings longer than 10 minutes, does not apply at Airport Road CP D001 (MP 1.3).

10.3: Track and Time issued on the Chester siding includes both North and South connection tracks.

SI-09 FRA EXCEPTED TRACKS - None.

SI-10 BUSINESS TRACKS

| Track Name | MP | STA. #'S |
|----------------------|-------|----------|
| Warnock S Trk 1 | 15.1 | C 024 |
| Fults N Trk 2 | 33.5 | C 042 |
| Jacob S Trk 1 | 81.2 | C 090 |
| Powder Plant N Trk 2 | 98.6 | C 098 |
| Ware S Trk 1 | 104.3 | C 113 |
| McClure S Trk 1 | 113.6 | C 122 |
| Lozeta N | 155.3 | C 162 |

SI-11 INDUSTRIAL LEADS

Cape Girardeau: (0063) Extends from Capedeau Jct. (MP 122.8) 5.7 miles to Rush Jct. MP 128.5. Operated by Southeast Missouri Regional Port Authority (SEMO) entire length.

Kellogg:(0059) Extends from Flinton 2.8 miles to
Kellogg (Sta. MI082)

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum gross weight:

Valley Jct to Illmo 143 Tons. Illmo to Charleston Jct. 158 Tons.

Between MP 61.0 and MP 65.7

| Tons Per Operative Brake: | | Tons Per Dynamic Brake Axle: | Maximum Speed: |
|------------------------------|----------------|---------------------------------|----------------|
| 90+ | to 100 | | 55 |
| 100 | I + | | 50 |

SI-13 TRAIN MAKE-UP RESTRICTIONS - None.

SI-14 MISC. INSTRUCTIONS

Springfield Conn. MP 0.0 (CP TA905): Track 1 controlled by TRRA West Belt train dispatcher. Form B bulletins may not be used for on track protection, track and time will be issued by the TRRA. Temporary speed restrictions placed on track controlled by TRRA must be communicated to TRRA West Belt dispatcher.

Dupo Yard:

Radio Controlled Switches:

Switch No.3 (Hill Switch):

Radio channel 32-32

Switch operating codes:

#631 for normal position #633 for reverse position

#635 transmits switch position

Switch No.4 (South switch 703):

Radio Channel 32-32

Switch operating codes:

#641 for normal position

#643 for reverse position

#645 transmits switch position

Mt. Vernon Connection Track: CTC in service on the Mt. Vernon connection track between CP D338, Gorham Jct. (Mt. Vernon Sub. - MP 338.3) and CP D084, Gorham (Trk. 2) (MP 83.8). Connection track controlled by the Mt. Vernon train dispatcher.

Chester siding switches lined for Pinckneyville Sub.: Normal Position of radio controlled dual control switches on Chester siding and connection track wye switch to Pinckneyville Sub.:

- * Chester siding switches lined for Pinckneyville Sub.
- * Wye switch lined for North leg of connection.

Operating Instructions for Routes: Chester siding - North connection track -Pinckneyville Sub.: No action required

Chester siding - South connection track - Pinckneyville Sub.: Enter radio code # 643077 to line wye switch.

Thru Siding: Enter radio code # 642477 or # 640677 (both switches on siding will line for siding with one entry).

When codes are entered, radio confirmation from switch(es) on proper route alignment must be received and movement through the switch must be started within 10 minutes.

Radio Confirmation: If radio confirmation of route alignment is not received, movement must approach the radio activated switch location prepared to stop until the switch can be clearly seen to be properly lined. Notify the train dispatcher that radio confirmation was not received.

Switches Return to Normal: Switches will automatically restore to their normal routes after movement is completed or 15 minutes expire.

Route Change: If necessary to change the route that was originally requested, movement must stop 200' short of first switch. Then wait 15 minutes and then enter the proper radio code to line the desired route.

Codes for switch alignment:

Pinckneyville to north leg: # 643066 (normal)

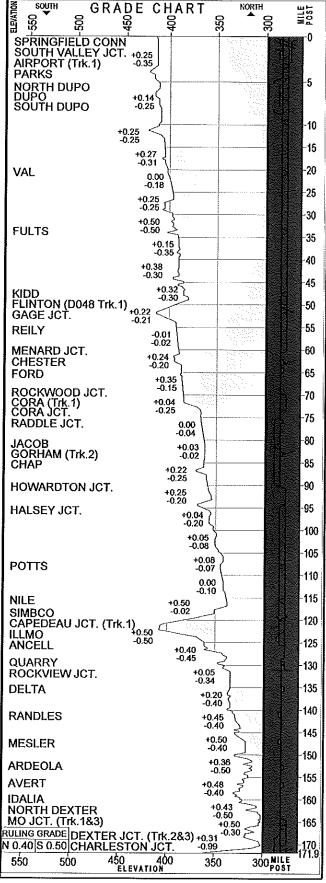
Pinckneyville to south leg: # 643077

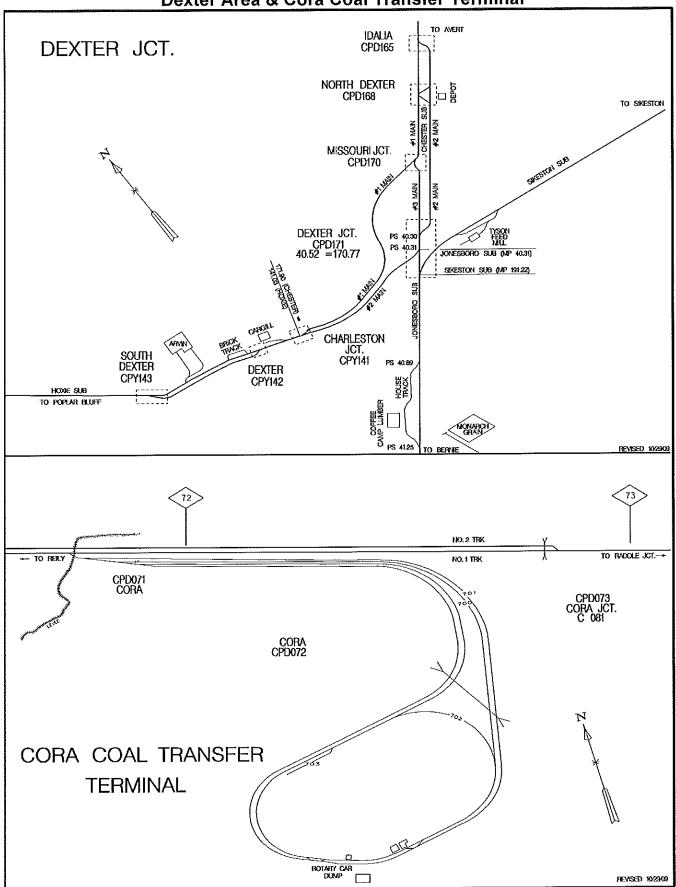
South leg to Pinckneyville: # 642466 (normal)

South leg for siding: # 642477

North leg to Pinckneyville: # 640666 (normal)

North leg for siding: # 640677





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