TIMETABLE

U.S. SOUTHERN REGION

TIMETABLE NO. 1

Effective at 0001 July 1, 2024
Central Daylight Time

For the government and information of employees only.

Keith Creel, President and Chief Executive Officer

Mark Redd, Executive Vice President and Chief Operating Officer

Tracy Miller, Senior Vice President Operations Southern Region

GCOR 4.3 Timetable Characters - Explanation of Characters

The following characters placed in the GCOR 4.3 column provided in timetable indicate:

A – Automatic interlocking
B – General Orders.
C – Radio Communication.
E – Electric Lock.
G – Gate, normally lined against conflicting route.
I – Manual interlocking.
J – Junction with another railroad.
M – Maintenance of Way Lock Out Mechanism or use by maintenance of way employees.
S – Gate, left lined in position last used or crossing protected by stop signs.
T – Turning facility.
W– Hand throw crossover between Main tracks.
X – Power operated crossover between Main tracks.
 # - Where the symbol # is shown in the Station column it will denote the location of a Control Point or Manual Interlocking.

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US SOUTHERN REGION TELEPHONE NUMBERS

OPERATIONS				
General Manager				
Shreveport (763) 999-0645	Midwest (612) 463-4112		Southeast (601) 933-4732	
Superintendents/Terminal				
Shreveport (318) 676-6115	Kansas City (816) 681-5351	Midwest (918) 422-5034	Southeast-Wylie (972) 836-0755	Southeast (816) 277-5264
ENGINEERING				
Assistant Chief Engineer South Region (605) 321-8445				
Superintendents / Division Engineers				
(318) 676-6067	(816) 245-3185		(318) 676-6562	
MECHANICAL				
Director (816) 245-3128				
Supt. Locomotive (816) 983-3627				
TRANSPORTATION				
General Manager (816) 245-3105				
Senior Director				
KOC (816) 983-1840	KOC (816) 983-1839		SDC (281) 350-7394	
Corridor Manager				
Midwest (816) 983-1809	Southeast (816) 983-1803		Spring TX (281) 350-7399	

Train Dispatchers	
Kansas City Console 1 (816) 346-2531	Pittsburg Subdivision Heavener Subdivision from Pittsburg to North Shady Point
Kansas City Console 2 (816) 346-2532	Heavener Subdivision from North Shady Point (including switch) to Heavener Shreveport Subdivision Ft. Smith Branch
Kansas City Console 3 (816) 346-2533	Alexandria Subdivision, New Orleans Subdivision (Monday-Friday, 0700-1500) Alliance Subdivision, Dallas Subdivision, Greenville Subdivision Beaumont Subdivision from South Frierson to North DeQuincy Wye (including switch) Lake Charles Subdivision
Kansas City Console 5 (816) 346-2535	Beaumont Subdivision from South Frierson to North DeQuincy Wye (including switch) Lake Charles Subdivision Vicksburg Subdivision from East Fosters to East Calhoun (including switch)
Kansas City Console 6 (816) 346-2536	Meridian Subdivision, Haverty Subdivision, Vicksburg Subdivision
Kansas City Console 7 (816) 346-2537	Mexico Subdivision Roodhouse Subdivision from Mexico to Louisiana Godfrey Subdivision Roodhouse Subdivision from Louisiana to Roodhouse Springfield Subdivision Jacksonville Subdivision Gateway Eastern Branch (Willows Manual Interlocking) Tuscaloosa Subdivision Aberdeen Subdivision Artesia Subdivision from Meridian to West Point Artesia Subdivision from West Point to Corinth Gulfport Subdivision New Orleans Subdivision
Kansas City Console 8 (816) 346-2538	Shreveport Terminal Subdivision Greenville Subdivision from Texas Junction to West Leg Texas Wye (including switch)
Spring Console 1 (816) 346-2534	Beaumont Subdivision from North DeQuincy Wye to Station 11 Rosenberg Subdivision Laredo Subdivision

UT Channel	Station Number	GCOR 4.3	Method of Operation	SOUTHWARD ↓ Distance From Airline Jct.	KANSAS CITY SUBDIVISION STATION PAGE # Denotes Control Point or Manual Interlocking	NORTHWARD ↑ Mile Post Location		Yard Limits	Siding Length	Continuous Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location
	04664	B	YL	196.1	*(Ottumwa Sub)* **OTTUMWA**	302.8		302.4 to 305.0	YARD		
					12.9						
	04665			183.2	NSS Blakesburg **BLAKESBURG** SSS Blakesburg	315.5 315.7 316.8			6,360		318.8 (HBD/ WILD)
332-484					11.2						
	04666			172.0	NSS Moravia **MORAVIA** SSS Moravia	326.2 326.9 327.4			5,790		
					.9						
	04667	A J M		171.1	**APNC JCT** *(APNC Crossing)*	327.8					
					22.6						345.9
	04669			148.5	**SEYMOUR**	350.4					
346-484			TWC		4.6						
	04670			143.9	NSS Sewal **SEWAL** SSS Sewal	354.1 355.0 356.5			12,000		
					11.1						
	04671			132.8	NSS Powersville **POWERSVILLE** SSS Powersville	365.95 366.1 367.3			6,470		
332-484					13.9						372.4
	04673			118.9	NSS Newtown **NEWTOWN** SSS Newtown	379.2 380.0 381.3			10,200		
346-484					26.0						391.7
332-484				92.9	# Laredo North **LAREDO** # Laredo South	405.1 406.0 407.6			12,058		
					8.1						
	04677			84.8	# **CHULA**	414.1					
					8.6						414.1
346-484	04678	J		76.2	# Chillicothe North **CHILLICOTHE** *(Jct MNC)* # Chillicothe South	421.9 422.7 423.0			5,063		
					9.8						434.3
				66.4	# **DAWN**	432.5					
					10.5						
	04680			55.9	# Braymer North **BRAYMER** # Braymer South	442.1 443.0 443.2			4,911		
332-484			CTC		13.8	NO 1	NO 2				454.7
	04682	J X		42.1	# **POLO** *(North End 2 MT)* *(Jct UP)*	UP 456.8	456.8				
					11.5						UP464.1
	04684	X(2)		30.6	# **LAWSON JCT**	UP 468.3	468.3				
346-484					7.8						
	04686			22.8	**EXCELSIOR SPRINGS**		476.1				
					5.4						
	04688	X(2)		17.4	# **MOSEBY JCT**	UP 481.5	481.5				
					7.4						485.2
373-454	04689			10.0	Liberty North **LIBERTY** Liberty South	488.1 488.9 489.2			5,050		
					Continued Next Page						

UT Channel	Station Number	GCOR 4.3	Method of Operation	SOUTHWARD ↓ Distance From Airline Jct.	KANSAS CITY SUBDIVISION STATION PAGE # Denotes Control Point or Manual Interlocking	NORTHWARD ↑ Mile Post Location	Yard Limits	Siding Length	Continuous Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location
373-454			CTC		5.5					
		I J X		4.4	# **BIRMINGHAM** *(NS Crossing)*	494.4				
					.2					
		X		4.2	# **MINNEVILLE**	494.6				
					2.4					
373-454		I		1.8	*(South End 2 MT)* # **DRAWBRIDGE** *(North End 2 MT)*	497.1				
					1.5					
				0.3	# **FREIGHTLINE JCT**	498.6				
					0.3					
	04690	B T			JOINT AGENCY			YARD		
	04696	J		0.0	*(South End 2 MT)* # **AIRLINE JCT** *(Jct KCS)*	498.9				

	MPH
MAXIMUM SPEED	**60**
Exceptions:	
MP 302.8 – MP 305.0	20
MP 305.0 – MP 327.8	40
MP 327.8 over APNC Crossing	40
MP 327.9 – MP 456.7	40
Key Trains	
MP 475.0 – MP 481.5 No 2 MT	40
MP UP 473.8 – MP UP 481.4 No 1 MT	40
MP 481.5 – MP 494.0	40
No.1 Main Track	
MP 494.0 – MP 498.8	25
No. 2 Main Track	
MP 456.7 – MP 457.2	40
MP 468.3 – MP 481.5	50
MP 494.0 – MP 498.8	25
UP SIDING	
MP 456.7 – MP 456.8	10
MP 456.8 (N XO SWT UP SIDING) – MP 456.85 (UP CONNECTION SWT NO 2 Track)	40
Polo through North crossover	40
Polo through South crossovers	25
Lawson Jct through Crossover	40
Moseby Jct. through North Crossover	40
Moseby Jct. through South Crossover	20
Laredo through turnouts and on siding	25
Drawbridge through North and South Crossovers	25
Air Line Jct. Over Air Line Switch	15
TrAM Area 2 Locations All mixed trains (excluding 100 series) in excess of 18,000 tons are restricted to	25

Loaded unit trains

Loaded unit trains carrying crude oil or ethanol are restricted to 30 MPH in non-signaled territory not equipped with a Broken Rail Detection System.

Unless lower speed is prescribed.

Once equipped, territories with a Broken Rail Detection System will be identified by bulletin.

Cold Weather Speed Restrictions

Temperature -15 degrees F or colder
Entire Sub 35
Temperature below minus -22 degrees F
Entire Sub 30
Unless a more restrictive speed is in effect.

Speed Test Sections

MP 307 – MP 310
MP 490 – MP 493

Radio Channels

	AAR	Dispr Call In
UT Channel	Refer to Station Page	
Road- Ottumwa to Laredo	044-044	1
Road – Laredo to Airline Jct.	044-044	1
Yard	088-088	7
NS Control Opr Birmingham	018-018	
Engineering Service Reliability		3
Diesel Specialist		5
PTC Help Desk		8
Emergency		911

Telephone

KC Joint Agency Yardmaster.....816-245-3188
KCT Chief Dispatcher 913-551-2179
KCT Traffic Control Dispatcher East.....913-551-2187
NS KN Operator, Birmingham 816-842-5967

Yard Limits

South MP **North MP**
Ottumwa (Ottumwa Sub) 302.4
305.0 .....Ottumwa

Positive Train Control (PTC)

PTC is in effect on the Kansas City Sub

Track Bulletins

UP Trains between Polo and Airline Jct.
Southward UP trains must obtain TGBO at Des Moines. Northward trains must obtain TGBO at the originating terminal, unless otherwise instructed.

TrAM Area

The Kansas City Sub is:
TrAM Area 1 between MP 302.8 and MP 405.1.
TrAM Area 2 between MP 405.1 and MP 498.8.

Block System

Centralized Traffic Control is in use between Laredo and Airline Jct.

Movement Authority

Track Warrant Control is in use between Ottumwa and to Laredo North.

Main Track Designation

Two main tracks are in use between Polo and Airline Jct, except over Drawbridge. Beginning at the west, the main tracks are numbered 1 and 2.

Interlocking

Automatic Interlocking - APNC JCT. To enter CP main track within automatic interlocking limits, employees must not open the case door or unlock electrically locked switch without Track Warrant authority from CP Operations Supervisor.
Employees must not operate Maintenance of Way Lock Box without permission from CP Operations Supervisor.

Birmingham - Manual interlocking under the control of the NS KN Tower control operator.

Drawbridge - Manual interlocking at MP 497.0 under the control of the CP Operation Supervisor.

Equipment Restrictions

Kansas City Terminal: Close clearance in East Yard (EYD) track 100 (short 1) – south side only, track 101 (1 track) – north and south side and track 102 (2 track) – north side only, will not clear man on side of equipment.

Switch Information

Liberty - The inside switch at the South end of the Center siding must be lined and locked for movement onto the NO 2 Main Track. The inside switch at the North end of the Center siding must be lined and locked for movement onto the NO 1 Main Track.

The following main track switches may be left lined and locked in either position:

Ottumwa - North switch at Quincy Street

Electric Locks or Governing Signals

Location	Mile Post	Location of Switch
APNC Interlocking	327.95	APNC Jct. North Transfer Switch (EL)
Excelsior Springs	474.2	N end Italian Pasta Co (EL)
Excelsior Springs	474.8	S end Italian Pasta Co (EL)
Liberty	488.0	N end of Center Siding trk (GS)
Liberty	488.8	N end of House trk (EL)
Liberty	488.8	S end of Center Siding trk (GS)

Trackside Warning Detectors

Mile Post	Type of Detector	Call Back
318.8	HBD/DED/WILD	#318855
345.9	HBD/DED	#345955
372.4	HBD/DED	#372455
391.7	HBD/DED	#391755
414.1	HBD/DED	#414155
434.3	HBD/DED	#434355
454.7	HBD/DED	#454755
464.1	HBD/DED	N/A
485.2	HBD/DED	MT 1 #485266 MT 2 #485244

Bad Order Set Out Tracks

Bad order cars should be spotted between fluorescent yellow paint marks.
Laredo – MP 405 Spot on MFA track
Harris – MP 384 House track spot between buildings.
Powersville – MP 366 North end of siding.
Blakesburg – MP 316 House track south switch.
Chula – MP 413 House track and old siding-south switch only.
Chillicothe – MP 422.6 Number 3 track next to Jackson Street.
Braymer – MP 443.2 House track south switch only.
Moseby – MP 480.8 Moseby Siding.
Liberty – MP 489 Spot car on house track on level track. North switch only.

Other Tracks Not Shown as Stations

Station Number	Location	Mile Post	Switch at
04672	Lucerne	372.4	Both ends
04674	Harris	383.9	North end

General Information

Ottumwa - BNSF crews using CP track must monitor the CP road channel 044-044.

Laredo - Elevator track numbers 1, 2 and MFA track only are in service. No loaded cars may be placed on No. 2 Track. Due to close clearance crews must not ride sides of cars between 1 and 2 tracks when cars are located on those tracks.

Laredo - When using the inside crossover switch for track protection while working on the Stub track at Laredo, you must contact the Dispatcher and inform them that you will be lining the switch for protection account of the switch, when thrown reverse, will give a track occupancy indication on the Dispatchers computer. Once the switch is no longer needed for protection, it must be lined back for the stub track to yard track movement.

Lucerne - Premium Standard Farms (PSF) is designated a REMOTE-CONTROL ZONE (RCZ).
CP crews must contact PSF on radio channel AAR 044-044 for permission to enter the RCZ. When work is completed and are clear of the RCZ, they will notify PSF.

If unable to contact PSF by radio, notify the Operations Supervisor and request Customer Service contact PSF.

Joint Agency Yard - Joint Agency limits include all tracks other than CP Main Track. Employees are required to have a current copy of the Greater Kansas City Operating Instructions and KCS Timetable and Special Instructions.

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Station Number	GCOR 4.3	Method of Operation	EASTWARD ↑ Distance From Mexico Depot	MEXICO SUBDIVISION STATION PAGE # Denotes Control Point Or Manual Interlocking	WESTWARD ↓ Mile Post Location	Yard Limits	Siding Length	Continuos Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location
53260	C B	TWC	0.0	*(Roodhouse Sub)* **# MEXICO DEPOT**	325.7				
				1.1					
53270			1.1	ESS Mexico **MEXICO (Includes Hill Trk)** WSS Mexico	325.9 326.8 327.4		7,290		
				4.6					330.8
53310			5.7	**THOMPSON**	331.4				
				8.6					
53440			14.3	**CENTRALIA**	340.0				
				11.2					
53520			25.5	ESS Clark **CLARK** WSS Clark	350.1 351.2 351.8		7,923		
				0.7					
	A		26.2	**NS RRX**	351.9				
				9.7					
53610			35.9	**HIGBEE**	361.6				
				4.9					364.9
53660			40.8	ESS Yates **YATES** WSS Yates	365.9 366.5 367.1				
				5.9					
53720			46.7	**ARMSTRONG**	372.4				372.3
				9.1					
53810			55.8	ESS Glasgow **GLASGOW** WSS Glasgow	381.1 381.5 381.5				
				2.0					
53830			57.8	ESS Harmony **HARMONY** WSS Harmony	382.9 383.5 384.5		7,700		
				7.0					385.9
53900			64.8	ESS Gilliam **GILLIAM** WSS Gilliam	390.4 390.5 391.0				
				3.1					
53930	C B		67.9	ESS Slater **SLATER** WSS Slater	393.0 393.6 394.0				
				10.9					396.8
54050			78.8	ESS Marshall **MARSHALL** WSS Marshall	404.0 404.5 404.8				
				16.6					408.1
54210			95.4	ESS Blackburn **BLACKBURN** WSS Blackburn	420.4 421.1 421.5		5,043		420.6
				3.0					
54240			98.4	**ALMA**	424.1				
				5.1					
54290			103.5	**CORDER**	429.2				429.2
				4.7					
54340			108.2	ESS Higginsville **HIGGINSVILLE** WSS Higginsville	433.9 433.9 434.7				
				6.1					
54410			114.3	**MAYVIEW**	440.0				
				7.6					
				Continued on next page					

Station Number	GCOR 4.3	Method of Operation	NORTHWARD ↑ Distance From Mexico Depot	MEXICO SUBDIVISION STATION PAGE # Denotes Control Point Or Manual Interlocking	SOUTHWARD ↓ Mile Post Location	Yard Limits	Siding Length	Continuos Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location
54480			121.9	ESS Odessa **ODESSA** WSS Odessa	447.1 447.6 448.3		5,600		
				7.7					
54550			129.6	**BATES CITY**	455.3				
				3.5					
54590			133.1	**OAK GROVE**	458.8			459.65 CQ	
				4.3					460.5
54630		**TWC**	137.4	ESS Grain Valley **GRAIN VALLEY** WSS Grain Valley	462.5 463.1 464.0		7,369		
				4.5					
54670			141.9	**BLUE SPRINGS**	467.6				
				11.0				469.12 CQ	472.1
54780			152.9	**INDEPENDENCE** WSS Independence	478.6 478.9				
				3.3					
	M		156.2	**# ROCK CREEK JCT.** *(Pittsburg Sub)*	481.9				

MAXIMUM SPEED	MPH 40

Exceptions:
MP 381.5 – MP 382.0 30
MP 404.0 – MP 405.3 ..... HER 30
MP 476.0 – MP 481.9.....30
All Switches and Sidings 10

Radio Channels

	AAR	Dispr Call In
Road	078-078	
Disp.	078-078	1
Critical Incident Desk	078-078	3
KCT Narrowband		
East Dispatcher	060-060	187
West Dispatcher	060-060	188
KCT Wideband		
East Dispatcher	060-060	187
West Dispatcher	060-060	188

TrAM Area

The Mexico Sub is TrAM Area 1.

Movement Authority

Track Warrant Control (TWC) is in use between Mexico Depot and Rock Creek Jct.

Positive Train Control (PTC)

PTC is in effect on the Mexico Sub.

Interlockings/Control Points

Automatic Interlocking Approach Location:
(Main Track and Siding, if applicable)
• NS RRX at MP 351.8
WWD Approach: MP 347.8; EWD Approach: MP 356.5

Equipment Restrictions

LOADED COAL TRAINS
All loaded coal trains must proceed on mainline only.

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

Kansas City
Train makeup restrictions for eastbound trains out of Kansas City and any train operating on the wye at Roodhouse.

- When train tonnage exceeds 7,500 tons, the first five cars must be loads*.
- When train tonnage exceeds 10,000 tons, the first ten cars must be loads*.

*Loads would consist of cars weighing 50 tons or more provided the train contains 5 or 10 cars weighing 50 tons or greater. Two consecutively loaded platforms of an articulated car are to be considered the equivalent of one car weighing 50 tons.

Six Axle Locomotives Prohibited from Operating On The Following Tracks:

- Marshall - Except on Fletcher Track West Switch to English Street at MP 404.47
- Glasgow

Continuous Quiet Zone – GCOR 5.8.4

Robinson Rd. ..... MP 459.65
Woods Chapel Rd ..... MP 469.12

Trackside Warning Detectors

Mile Post	Type of Detector	Call back
330.8	HBD/DED	#88
364.9	HBD/DED/Oversized Load (C) (W)	
372.3	HBD/DED	
385.9	HBD/DED/Oversized Load (C) (E)	
396.8	HBD/DED	
408.1	HBD/DED	
420.6	HBD/DED	
429.2	HBD/DED	
460.5	HBD/DED	
472.1	HBD/DED	

Other Tracks Not Shown as Stations (Business Tracks)

Name	DOE	MP	Footage
House Track	E	326.0	YARD
Hill Track +	E	326.5	YARD
Centralia Storage	W	339.7	585
East Yates	W	365.9	5,620
West Yates	E	367.1	5,620
Glasgow Co-Op	W	371.9	1,255
MFA Fertilizer	W	380.4	742
Eat Glasgow Co-Op	W	381.1	IND
West Glasgow	E	381.5	IND
East Slater	W	393.0	4,908
City Tracks	W	393.3	IND
East Elevator	W	393.6	1,056
East Slater Crossover	W	393.6	XO
West Elevator	E	393.8	1,056
E Farmers Grain Terminal++	W	394.0	IND
W Farmers Grain Terminal	E	395.0	IND
Hann & Phillips ++	E	404.0	420
East Marshall	W	404.0	3193
East 703 Marshall ++	W	404.2	1,067
Fletcher Grain ++	E	404.4	541
West 703 Marshall	E	404.5	1,067
West Marshall	W	404.8	3193
MFA 404.9	E	404.9	2,600
E Central MO AG Services	W	405.1	IND
W Central MO AG Services	E	405.3	IND
Kent Foods	W	406.5	1,424
United Refrigeration	E	407.2	1,300
Central MO AG Services +	E	420.7	620
Alma Co-Op	E	424.2	2,100
East Ray Carroll Elevator	W	427.9	IND
West Ray Carroll Elevator	E	428.0	IND
East Higginsville	W	433.9	3,976
East Higginsville MFA Grain Elevator ++	W	434.0	1,585
West Higginsville MFA Grain Elevator ++	E	434.4	1,585
West Higginsville	E	434.7	3,976
Super Sweet	W	434.9	900
MFA 435.2	W	435.2	385
Fertilizer Track	E	440.9	210
Odessa Team	W	448.4	470
E Blue Springs Run Around	W	467.2	1,188
W Blue Springs Run Around	E	467.5	1,188

+ Indicates Connected to Siding
++ Indicates Connected to Business Track

Switch Information

CENTRAL MISSOURI AGRISERVICES

Dual control derails are installed on the industry track. These derails operate in conjunction with the main line PAS switches. When operating the PAS switch by hand, it is also necessary to operate the power derail by hand.

DTMF Yard Switches are installed on the both the East Industry Track and West Industry Track of Central MO AG industry track. When entering the industry tracks it will be necessary to operate the DTMF Yard switches.

East Industry track switch DTMF code: normal switch DTMF # 405133 – reverse switch DTMF #405144.

West Industry track switch DTMF code: normal switch DTMF #405333 – reverse switch DTMF #405344.

RAY CARROLL ELEVATOR

Dual control derails are installed on the industry track. These derails operate in conjunction with the main line PAS switches. When operating the PAS switch by hand, it is also necessary to operate the power derail by hand.

DTMF Yard Switches are installed on the both the East Industry Track and West Industry Track of Ray Carroll industry track. When entering the industry tracks it will be necessary to operate the DTMF Yard switches.

East Industry track switch DTMF code: normal switch DTMF #00111 – reverse switch DTMF #00122.

West Industry track switch DTMF code: normal switch DTMF #00211 – reverse switch DTMF #00222.

Power Assisted Switches (PAS):

East Mexico
Radio Channel 078-078
Normal DTMF #325811 Reverse DTMF #325822

West Mexico
Radio Channel 078-078
Normal DTMF #327311 Reverse DTMF #327322

East Clark
Radio Channel 078-078
Normal DTMF #350111 Reverse DTMF #350122

East Harmony
Radio Channel 078-078
Normal DTMF #382811 Reverse DTMF #382822

West Harmony
Radio Channel 078-078
Normal DTMF #384411 Reverse DTMF #384422

East Central MO Ag Services
Radio Channel 078-078
Normal DTMF #405111 Reverse DTMF #405122

West Central MO Ag Services
Radio Channel 078-078
Normal DTMF #405311 Reverse DTMF #405322

East Ray Carroll
Radio Channel 078-078
Normal DTMF #427811 Reverse DTMF #427822

West Ray Carroll
Radio Channel 078-078
Normal DTMF #427011 Reverse DTMF #427022
East Odessa
Radio Channel 078-078
Normal DTMF #447111 Reverse DTMF #447122
West Odessa
Radio Channel 078-078
Normal DTMF #448311 Reverse DTMF #448322
West Grain Valley
Radio Channel 078-078
Normal DTMF #464011 Reverse DTMF #464022

General Information

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.

ROCK CREEK JCT
Trains exceeding 3,700 feet do not foul crossing at 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.

OZARK VALLEY RAILROAD
MP 326.1 - All movement governed by GCOR Rule 6.28.

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 RR
Contact NS Dispatcher on radio channel 031-031 and tone 355, to receive permission to crossover.

BROKEN RAIL DETECTION (BRD)
Broken Rail Detection (BRD) limits are in effect on the main track between MP 480.9 and MP 327.4.

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.

BRD INDICATORS

Aspect	Indication
Flashing Green	No defects.
Flashing Red	Expect next indicator to be red.
Red or Dark	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 red changes to an indication requiring a train to proceed at restricted speed, the train must immediately reduce speed 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.

Heavy Grade
MP 467.9 – MP 471.3 WWD Avg. Grade 1.02%
MP 473.1 – MP 476.8 EWD Avg. Grade 1.11%
MP 478.7 – MP 481.8 WWD Avg. Grade 1.06%

---END---

Station Number	GCOR 4.3	Method of Operation	EASTWARD ↑ Distance From Roodhouse	ROODHOUSE SUBDIVISION STATION PAGE # Denotes Control Point Or Manual Interlocking	WESTWARD ↓ Mile Post Location	Yard Limits	Siding Length	Continuos Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location
12370	C B T	**YL**	0.0	*(Godfrey Sub)* **ROODHOUSE** (West Wye Switch)	237.3 237.5	237.3 – 237.5			
				5.4					
52420			5.4	**DRAKE**	242.7				
				3.9					
52460			9.3	ESS Hillview **HILLVIEW** WSS Hillview	246.0 246.6 246.9				
				3.9					
52510	A		13.2	**PEARL** (Illinois River Bridge)	250.5				
				15.1					
52660			28.3	ESS Pleasant Hill **PLEASANT HILL** WSS Pleasant Hill	264.1 265.6 265.8		8,294		
				8.8					
	A		37.1	**LOUISIANA** (Mississippi River Bridge)	274.4				
				.03					
52750	A		37.13	**LOUISIANA** (BNSF RRX)	274.7				
		TWC		12.8					
52870			49.9	ESS Bowling Green **BOWLING GREEN** WSS Bowling Green	286.7 287.5 288.4		8,400		
				5.8					
52940			55.7	**CURRYVILLE**	293.3				
				9.0					
53020			64.7	**VANDALIA**	302.3				
				8.9					
53110			76.6	ESS Laddonia **LADDONIA** WSS Laddonia	310.1 311.2 311.8		7,989		
				5.5					
53160			79.1	**RUSH HILL**	316.7				
				6.2					
52220			85.3	ESS Arthur **ARTHUR** WSS Arthur	322.4 322.9 323.1				
				2.8					
53260	C B		88.1	**MEXICO DEPOT** *(Mexico Sub)*	325.7				

	MPH
MAXIMUM SPEED	**49**
Exceptions:	
MP 237.3 – MP 241.0	40
MP 250.3 – MP 251.4	30
MP 252.3 – MP 252.4	40
MP 273.7 – MP 274.1	20
MP 274.1 – MP 274.7	10
MP 274.7 – MP 275.1	20
MP 275.1 – MP 325.7	40
Loaded Unit Trains 60 or Greater or Loaded Coal Trains between:	
MP 237.7 – MP 273.7	40
MP 275.1 – MP 325.7	30

	MPH
All Switches and Sidings unless listed below	10
Turnouts and Sidings	
Pleasant Hill	25

Tons per Operative Brake

When maximum subdivision speed is over 45 MPH, the maximum speed permitted will be determined by the tons per operative brake.

100 or less	No Restriction
101 to 110	55
111 to 120	50
Over 120	45

Radio Channels

	AAR	Dispr Call In
Roodhouse to Louisiana		
Road	090-090	
Disp.	090-090	1
Critical Incident Desk	090-090	3
Louisiana to Mexico		
Road	078-078	
Disp.	078-078	1
Critical Incident Desk	078-078	3

TrAM Area

The Roodhouse Sub is TrAM Area 1.

Movement Authority

Track Warrant Control (TWC) is in use between Roodhouse and Mexico.

Positive Train Control (PTC)

PTC is in effect on the Roodhouse Sub.

Yard Limits

North MP **South MP**
237.3 ..... Roodhouse 237.5

Interlockings/Control Points

Automatic Interlocking Approach Location (Main Track and Siding, if applicable):
• Pearl at MP 250.5
WWD Approach: MP 242.8; EWD Approach: MP 255.7
• BNSF RRX at MP 274.7
WWD Approach: MP 270.5; EWD Approach: MP 278.7

Draw Bridge - Pearl, IL. MP 250.5 Automatic Interlocking
If Home Signal does not display a Proceed Indication:
1. Notify the dispatcher of the stop indication.
2. Ascertain from the Bridge Tender or by a member of the crew inspecting the movable span portion of the bridge that the rails are aligned properly for rail traffic movement.
3. Place dual control derail at west end of the bridge in hand position and line for rail traffic. Proceed on proper signal from crew member.
4. After one unit or car has passed over the derail, restore the derail to the power position.

Drawbridge/BNSF RRX - Louisiana, MO
Drawbridge at Louisiana, MO, and the BNSF RRX are automatic interlockings. Trains encountering a STOP indication, after stopping short of signal, must communicate with the bridge tender to ascertain if the bridge is lined for their movement.

Westward Trains
If the bridge is lined for train movement and the signal governing movement over the bridge fails to display a proceed indication, be governed by the instructions posted in release box at the Bridge West Ward Home signal.

Trains encountering a STOP indication at the BNSF RRX West Ward Home Signal, be governed by instructions posted in the release box located at the RRX.

Eastward Trains
If the bridge is lined for train movement and the BNSF RRX East Ward Home Signal fails to display a proceed indication, be governed by the instructions posted in release box at the RRX. 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.

Equipment Restrictions

Train Make-Up Restrictions
Roodhouse
Train make up restrictions for any train operating on the wye at Roodhouse.

- When train tonnage exceeds 7,500 tons, the first five cars must be loads*.
- When train tonnage exceeds 10,000 tons, the first ten cars must be loads*.

*Loads would consist of cars weighing 50 tons or more provided the train contains 5 or 10 cars weighing 50 tons or greater. Two consecutively loaded platforms of an articulated car are to be considered the equivalent of one car weighing 50 tons.

Six Axle Locomotives Prohibited from Operating On All Industry Tracks Except:
- Poet Laddonia

Trackside Warning Detectors

Mile Post	Type of Detector	Call Back
242.6	HBD/DED/Oversized Load (C) (W)	#88
260.8	HBD/DED/Oversized Load (C)(E)(W)	
267.9	HBD/DED (C)(E)(W)	
281.2	HBD/DED/Oversized Load (C) (E)	
293.8	HBD/DED	
307.6	HBD/DED	

Other Tracks Not Shown as Stations (Business Tracks)

Name	DOE	MP	Footage
Hillview 702 ++	W	246.6	IND
West Hillview	E	246.9	4,364
Pearl Bridge Team	E	250.7	
Richter Fertilizer++	E	265.7	400
Stock Track	E	276.6	300
1st Service Supply	W	302.2	IND
Harbison-Walker Refactories++	W	302.8	IND
MFA West Vandalia	E	303.0	IND
3rd Service Supply	W	303.9	758
Missouri Ethanol+	W	311.0	IND
Missouri Farmers Association	W	311.5	IND
National Refactories (OVRR) ++	W	322.9	IND
West Arthur (OVRR)	E	323.1	3,245

Name	DOE	MP	Footage
ADM Grain Elevator	W	323.1	IND
NS Connection++	E	325.7	CONN

+ Indicates Connected to Siding
++ Indicates Connected to Business Track

Switch Information

ROODHOUSE WEST WYE SWITCH
A DTMF Yard Switch is installed on the West Wye Switch. To operate the DTMF yard switch: normal switch DTMF #237211 – reverse DTMF # 237222.

The switch point indicator will indicate the following:

Green - normal position (Roodhouse Subdivision to Godfrey Subdivision)
Yellow - reverse position (Roodhouse Subdivision to Springfield Subdivision)
Red - in transition or out of correspondence

Note: There is a 50 ft. to 100 ft. circuit at these switches that must not be fouled until the switch is lined for intended movement.

Spring Switch Location
West Pleasant Hill – MP 265.8

Power Assisted Switches (PAS):
East Pleasant Hill
Radio Channel 090-090
Normal DTMF #264111 Reverse DTMF #264122
East Bowling Green
Radio Channel 078-078
Normal DTMF #286611 Reverse DTMF #286622

Power Assisted Switches (PAS):
West Bowling Green
Radio Channel 078-078
Normal DTMF #288311 Reverse DTMF #288322
East Laddonia
Radio Channel 078-078
Normal DTMF #310111 Reverse DTMF #310122
East Laddonia
Radio Channel 078-078
Normal DTMF #311711 Reverse DTMF #311722

FRA Excepted Track

- No 12 track North Yard
- No 15 track North Yard
- Kaiser Lead

General Information

Broken Rail Detection (BRD)
Broken Rail Detection (BRD) limits are in effect on the main track between MP 237.50 and MP 250.25, between MP 250.60 and MP 274.08, between MP 274.73 and MP 324.88.

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.

BRD INDICATORS

Aspect	Indication
Flashing Green	No defects.
Flashing Red	Expect next indicator to be red.
Red or Dark	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 red changes to an indication requiring a train to proceed at restricted speed, the train must immediately reduce speed 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.

Heavy Grade
MP 282.9 – MP 286.7 EWD Avg. Grade 1.22%

---END---

Station Number	GCOR 4.3	Method of Operation	EASTWARD ↑ Distance From Cockrell	SPRINGFIELD SUBDIVISION STATION PAGE # DENOTES CONTROL POINT OR MANUAL INTERLOCKING	WESTWARD ↓ Mile Post Location	Yard Limits	Siding Length	Continuos Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location
11910			0.0	*(End of Line)* **COCKRELL**	193.4				
				10.1					
12030			10.1	East Prouty **PROUTY** West Prouty	203.4 203.5 204.0		Industry		
				6.7					
12100		**TWC**	16.8	**YEOMANS**	210.2				
				2.5					
12120			19.3	**REES**	212.7				
				3.4					
12160			22.7	**CLEMENTS**	216.1				
				5.6					
12270			28.3	**MURRAYVILLE**	221.7				
				15.6					
12370	C B T	**YL**	43.9	ESS Roodhouse **ROODHOUSE** (West Wye Switch) *(Roodhouse Sub)*	234.5 237.3	**N Leg Wye** MP 234.5 – MP 237.7 **S Leg Wye** MP 234.5 – MP 67.5			

	MPH
MAXIMUM SPEED	**40**

Exceptions:
MP 226.8 – MP 227.1 ..... HER 35
MP 234.5 – MP 237.3 10

All Switches and Sidings unless listed below 10

Turnouts and Sidings
Murrayville.....35

Radio Channels

	AAR	Dispr Call In
Road	090-090	
Disp.	090-090	1
Critical Incident Desk	090-090	3
IM	056-056	4

TrAM Area

The Springfield Sub is TrAM Area 1.

Movement Authority

Track Warrant Control (TWC) is in use between Cockrell and Roodhouse.

Yard Limits

East MP		West MP
234.5	Roadhouse (N Leg Wye)	237.7
234.5	Roadhouse (S Leg Wye)	67.5

Equipment Restrictions

CURRAN
Cars exceeding 66 feet are not permitted in ADM.

Movement over Public Crossings

Automatic Warning Devices Infrequently Used:
- MP 194.4 – FAS 1619 – Curan & 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

Other Tracks Not Shown as Stations (Business Tracks)

Name	DOE	MP	Footage
Curran Elevator	W	193.6	
Prouty Elevator +	W	203.3	
Prouty Elevator +	E	204.0	

+ Indicates Connected to siding.

Switch Information

Murrayville PAS
A Power Assisted Switch is installed at Murrayville. The switch point indicator will indicate the following:

Green - normal position (Jacksonville Subdivision)
Yellow - reverse position (Springfield Subdivision)
Red - in transition or out of correspondence

Radio Channel 090-090
Normal DTMF #226711 Reverse DTMF #226722

Roodhouse West Wye Switch
A DTMF Yard Switch is installed on the West Wye Switch. To operate the DTMF yard switch: normal switch DTMF #237211 – reverse DTMF # 237222.

The switch point indicator will indicate the following:

Green - normal position (Roodhouse Subdivision to Godfrey Subdivision)
Yellow - reverse position (Roodhouse Subdivision to Springfield Subdivision)
Red - in transition or out of correspondence

NOTE: There is a 50 ft. to 100 ft. circuit at these switches that must not be fouled until the switch is lined for intended movement.

Roodhouse Wye
Wye switches may be left lined and locked as last used.

General Information

Cockrell - Springfield
MP 192.4 to KC Jct. is under the jurisdiction of the UP timetable.

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 Ridgley Yard is under the jurisdiction and control of the UP-Train Dispatcher.

Ridgley 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, request Track Warrant, and provide UP Train Dispatcher with train information.

Eastward Crews should contact NS Train Dispatcher (039-039) 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 (030-030) 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 (056-056, tone 04) after arriving on CN property or prior to leaving UP Ridgley for permission to enter IM track.

Murrayville
Milepost equalization - There is one mile between MP 221 and MP 227.

Broken Rail Detection (Brd)
Broken Rail Detection (BRD) limits are in effect on the main track between MP 234.5 and MP 221.7.

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.

BRD Indicators

Aspect	Indication
Flashing Green	No defects.
Flashing Red	Expect next indicator to be red.
Red or Dark	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 red changes to an indication requiring a train to proceed at restricted speed, the train must immediately reduce speed 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.

---END---

Station Number	GCOR 4.3	Method of Operation	NORTHWARD ↑ Distance From Jacksonville	JACKSONVILLE SUBDIVISION STATION PAGE # Denotes Control Point Or Manual Interlocking	SOUTHWARD ↓ Mile Post Location	Yard Limits	Siding Length	Continuos Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location
32380		TWC	0.0	*(End of Line)* **JACKSONVILLE**	216.3				
				7.1					
23200			7.1	**WOODSON**	223.4				
				3.3					
12270			10.4	**MURRAYVILLE** *(Roodhouse Sub)*	226.7				

	MPH
MAXIMUM SPEED	**40**

Exceptions:
MP 216.3 – MP 218.8 10
MP 234.5 – MP 237.3 10
All Switches and Sidings 10

Radio Channels

	AAR	Dispr Call In
Road	090-090	
Disp.	090-090	1
Critical Incident Desk	090-090	3

TrAM Area

The Jacksonville Sub is TrAM Area 1.

Movement Authority

Track Warrant Control (TWC) is in use between Jacksonville and Murrayville.

Movement over Public Crossing

Automatic Warning Devices Used Infrequently:

- MP 217.8 – Vandalia Street

Other Tracks Not Shown as Stations (Business Tracks)

Name	DOE	MP	Footage
N Jacksonville Run Around	S	216.5	690
S Jacksonville Run Around	N	216.7	690
BNSF Interchange		217.3	
PACTIV (Mobil)	N&S	217.3	
Bartlett Elevator	N	219.2	IND

Switch Information

Murrayville PAS
A Power Assisted Switch is installed at Murrayville. The switch point indicator will indicate the following:

Green - normal position (Jacksonville Subdivision)
Yellow - reverse position (Springfield Subdivision)
Red - in transition or out of correspondence

Bartlett Elevator
Dual control derail is installed on the industry track. This derail operates in conjunction with the main line PAS switch. When operating the PAS switch by hand, it is also necessary to operate the power derail by hand.

Power Assisted Switches (PAS):
Murrayville
Radio Channel 090-090
Normal DTMF #226711 Reverse DTMF #226722
Bartlett Elevator
Radio Channel 090-090
Normal DTMF #219211 Reverse DTMF #219222

FRA Excepted Track

All yard and industry tracks.

General Information

BROKEN RAIL DETECTION (BRD)
Broken Rail Detection (BRD) limits are in effect on the main track between MP 234.5 and MP 221.7.

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.

BRD INDICATORS

Aspect	Indication
Flashing Green	No defects
Flashing Red	Expect next indicator to be Red
Red or Dark	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 red changes to an indication requiring a train to proceed at restricted speed, the train must immediately reduce speed 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.

---END---

Station Number	GCOR 4.3	Method of Operation	NORTHWARD ↑ Distance From Pittsburg	GODFREY SUBDIVISION STATION PAGE # Denotes Control Point Or Manual Interlocking	SOUTHWARD ↓ Mile Post Location	Yard Limits	Siding Length	Continuos Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location
01370	C B T	**YL**	0.0	*(Roodhouse Sub)* **ROODHOUSE** (West Wye Switch) SSS Roadhouse	237.3 68.2 67.6	MP 68.2 – MP 67.6			
				3.6					
42420			3.6	**WHITEHALL**	64.6				
				9.4					
42510			13.0	**CARROLLTON**	55.2				55.4
				8.2					
42590			21.2	**KANE**	47.0				
				5.3					
42640			26.5	**JERSEYVILLE**	41.7				
		TWC		4.0					
42680			30.5	NSS Sherman **SHERMAN** SSS Sherman	38.3 37.7 36.8		7,405		
				2.0					
42710			32.5	**DELHI**	35.7				35.7
				7.7					
22520	I		40.2	**GODFREY** *(East St. Louis Sub)*	28.1				

	MPH
MAXIMUM SPEED	**49**
Exceptions:	
MP 68.2 – MP 67.2	10
MP 56.0 – MP 28.1	40
Loaded Unit Trains 60 or Greater	35
Loaded Coal Trains	35
All Switches and Siding unless listed below	10
Turnouts and Sidings	
Sherman	25

Tons per Operative Brake

When maximum subdivision speed is over 45 MPH, the maximum speed permitted will be determined by the tons per operative brake.

100 or less	No Restriction
101 to 110	55
111 to 120	50
Over 120	45

Radio Channels

	AAR	Dispr Call In
Road	090-090	
Disp.	090-090	1
Critical Incident Desk	016-010	3

TrAM Area

The Godfrey Sub is TrAM Area 1.

Movement Authority

Track Warrant Control (TWC) is in use between Roadhouse and Godfrey.

Positive Train Control (PTC)

PTC is in effect on the Godfrey Sub.

Yard Limits

North MP		South MP
68.2	Roadhouse	67.6

Equipment Restrictions

Six Axle Locomotives Prohibited from Operating On The Following Tracks:

- All Industry Tracks

Trackside Warning Detectors

Mile Post	Type of Detector	Call Back
55.4	HBD/DED	#88
35.7	HBD/DED	

Other Tracks Not Shown as Stations (Business Tracks)

Name	DOE	MP	Footage
Green Country Farm Service	S	67.2	1,830
North Carrollton	S	55.3	1,100
Illinois Valley Supply ++	N	55.1	320
South Carrollton	N	55.0	1,100
Carrollton Farmers Elevator	N	54.9	1,090
US Can	S	41.2	950
Jersey County Farm Service	N	40.9	550
Lake Drive Logistics	S	28.3	250

++ Indicates Connected to Business Track

Switch Information

ROODHOUSE SOUTH WYE SWITCH
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 WEST WYE SWITCH
A DTMF Yard Switch is installed on the West Wye Switch. To operate the DTMF yard switch: normal switch DTMF #237211 – reverse DTMF # 237222.

The switch point indicator will indicate the following:

Green - normal position (Roodhouse Subdivision to Godfrey Subdivision)
Yellow - reverse position (Roodhouse Subdivision to Springfield Subdivision)
Red - in transition or out of correspondence

NOTE: There is a 50 ft. to 100 ft. circuit at these switches that must not be fouled until the switch is lined for intended movement.

SHERMAN POWER ASSISTED SWITCH
A PAS Switch is located at North Sherman. To operate the switch, use channel 090-090: normal switch DTMF #038311 – reverse DTMF # 038322

---END---

Station Number	GCOR 4.3	Method of Operation		WESTWARD ↑ Distance From Godfrey	EAST ST. LOUIS TERMINAL SUBDIVISION STATION PAGE # Denotes Control Point Or Manual Interlocking	EASTWARD ↓ Mile Post Location	Yard Limits		Siding Length	Continuos Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location
22512				0.0	*(Godfrey Sub)* **GODFREY**	252.1					
Operation via UPRR between Godfrey MP 252.1 and Q Tower MP 281.0											
		NO 1 MT Current of Traffic	YL	28.9	**Q TOWER**	281.0	NO 1 MT MP 281.0 – MP 287.2	NO 2 MT MP 281.0 - MP 281.4			
					0.4						
			NO 2 MT TWC	29.3	**HOLE IN THE WALL**	281.4					
					0.3						
	W			29.6	**M&O JCT**	281.7					
					1.9						
	I			31.5	**VALLEY JCT**	283.6					
					1.4						
22810	C B		6.28	32.9	**EAST ST. LOUIS**	285.0					
					2.2						
				35.1	**CHURCH** *(End of Line)*	287.2					

	MPH
MAXIMUM SPEED	**10**

Exceptions:
Turnouts and Sidings 10

Radio Channels

	AAR	Dispr Call In
Road	090-090	
Disp.	090-090	1
Critical Incident Desk	090-090	3
KCS Gateway Road – State of Illinois	090-090	
ESTL Yd & KCS Mech	060-060	
KCS Gateway ESTL	079-079	
NS Yard	076-076	
CN	072-072	
CSXT Rose Lake Yd	008-008	
KCS GWWR ATM ESTL Yd	060-060	
ALS	044-044	
KCS Gateway ESTL Yd	041-041	
UP Disp	030-030	
TRRA	026-026	
NS Road	092-092	#351
Emergency		911

Track Bulletins

Train crews must obtain a KCS Track Bulletin from the train dispatcher when they come on duty.

TrAM Area

The East St. Louis Terminal Sub is TrAM Area 3.

Main Track Designation

Two main tracks are in use between Q Tower and Church.

Track Warrant Control in effect between MP 281.4 – MP 283.4.

Yard Limits

East MP		West MP
281.0	Q Tower & Church MT 1	287.2
281.0	Q Tower MT 2	281.4

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.

6.28 Other than Main Track

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 the Track Supervisor and Console 7 before entering these limits.

FRA Excepted Track

All locomotive facility tracks, East St. Louis Yard.

Movement over Public Crossings

Automatic warning devices used infrequently at MP 1.0 – St. Louis Avenue on Old Conrail Main.

Other Tracks Not Shown as Stations (Business Tracks)

Name	DOE	MP	Footage
Cargill	E	281.7	1,950
Brenntag	W	281.8	900
WATCO Cahokia Terminal	W	281.8	IND
Big River Zinc	W	282.7	IND
Afton Chemical Coop	W	282.8	IND

---END---

Station Number	GCOR 4.3	Method of Operation	WESTWARD ↑ Distance From Q TOWER	GATEWAY EASTERN BRANCH STATION PAGE # Denotes Control Point Or Manual Interlocking	EASTWARD ↓ Mile Post Location	Yard Limits	Siding Length	Continuos Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location
				(East St. Louis Sub)					
	W		0.0	**Q TOWER**	238.6				
				0.2					
	S		0.2	**K DIAMOND**	238.4	MP 236.8 – MP 236.8			
		YL		1.4					
	I		1.6	**WILLOWS INTERLOCKING**	237.0				
				0.2					
			1.8	**CSXT ROSELAKE YD**	236.8				

	MPH
MAXIMUM SPEED	**20***

***Restricted Speed with Maximum of 20 MPH.**
Exceptions:
MP 238.4 5
Switches and Sidings 10

Radio Channels

	AAR	Dispr Call In
Road	090-090	
Disp.	090-090	1
Critical Incident Desk	090-090	3

TrAM Area

The Gateway Eastern Branch is TrAM Area 1.

Yard Limits

East MP		West MP
238.6	.....Q Tower	
	CSXT Roselake YD	.....281.4

General Information

K CONNECTION
K Connection between Q Tower and K Crossing is governed by Yard Limits. Permission must be secured from Console 7 in order to occupy the K Connection.

NOTE: Train crews must obtain a CPKC Track Bulletin from the train dispatcher when they come on duty.

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.

Q CONNECTION
Q Connection between Bridge JCT and Q Tower is governed by Yard Limits. Permission must be secured from CPKC Assistant Trainmaster, East St. Louis, to occupy the Q Connection.

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

ROSELAKE CONNECTION
The connection track from the CPKC main track to the TRRA northbound track is designated as the Roselake Connection.

---END---

Station Number	GCOR 4.3	Method of Operation	NORTHWARD ↑ Distance From Kansas City	PITTSBURG SUBDIVISION STATION PAGE # Denotes Control Point Or Manual Interlocking	SOUTHWARD ↓ Mile Post Location	Yard Limits		Siding Length	Continuos Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location
0004	B C T	**6.28**	0.0	*(Mexico Sub)* **KANSAS CITY** (2MT) # West Wye	3.7 5.0	N MT MP 1.1 – MP 5.0	S MT MP 1.3 – MP 5.0			
				1.4						
			1.4	**# AIRLINE JCT.**	5.1					
				0.3						
	I		1.7	**# UP RRX**	5.4					
				0.1						
			1.8	**# MALONE JCT.**	5.5					
				0.4						
			2.2	**# KCS JCT.** (Signal 84R)	5.9					
				0.2						
	I		2.4	**KCS RRX** (2)	6.1					
				0.2						
			2.6	**# KCS JCT.** (Signal 98L)	6.3					
				1.8						
0009			4.4	# Blue Valley North **BLUE VALLEY** # Blue Valley South	8.1 8.1 9.8			8,342		
				15.4						12.1
0023			19.8	# Grandview North **GRANDVIEW** # Grandview South	23.3 23.5 25.3			9,284		15.1
				4.9						27.0
0027	W		24.7	**INT. FREIGHT GATEWAY** # IFG South	28.5 28.7					
		CTC		4.3						
0033			29.0	# Jaudon North **JAUDON** # Jaudon South	32.5 32.7 34.2			8,480		36.9
				20.4						46.1
0053			49.4	# Drexel North **DREXEL** # Drexel South	50.9 53.1 53.1			11,285		
				9.3						58.4
0062	T		58.7	# Amsterdam North # Amsterdam Wye (N Leg) **AMSTERDAM** # Amsterdam South	61.3 61.6 62.4 62.7			6,792		67.8
				18.3						68.8
0081			77.0	# Hume North **HUME** # Hume South	79.9 80.7 81.5			7,541		77.6 86.8
				18.2						89.4
0099			95.2	# Eve North **EVE** # Eve South	97.9 98.9 100.0			10,214		95.2
				15.7						110.4
	A		110.9	**BNSF RRX**	114.6					
				3.5						
0118			114.4	# Mulberry North **MULBERRY** # Mulberry South	115.9 118.1 118.4			12,397		
				10.1						
				Continued next page						

Station Number	GCOR 4.3	Method of Operation	NORTHWARD ↑ Distance From Kansas City	PITTSBURG SUBDIVISION STATION PAGE # Denotes Control Point Or Manual Interlocking	SOUTHWARD ↓ Mile Post Location	Yard Limits	Siding Length	Continuos Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location
0258	B C T	**YL**	124.5	# Pittsburg North **PITTSBURG** (2 MT) *(Heavener Sub)*	126.8 128.2	MT NO 1 (E) MP 126.8 – MP 128.8	MT NO 2 (W) MP 126.8 – MP 128.8		124.9

	MPH
MAXIMUM SPEED	**59**

Exceptions:

MP 1.1 – MP 5.0 Zero Track 15
MP 1.1 – MP 5.0 Tracks 901 - 902..... 15
MP 1.3 – MP 5.0 South MT..... 15
MP 2.8 – MP 5.0 Track 903 15
MP 5.0 – MP 5.4 15
MP 5.4 – MP 6.3 25
MP 6.3 – MP 11.4 40
MP 11.4 – MP 23.5 45
MP 37.3 – MP 42.2 45
MP 56.6 – MP 57.0 50
MP 72.1 – MP 73.4 45
MP 91.4 – MP 92.0 50
MP 114.5 – MP 114.6 40
MP 126.8 – MP 128.8 NO 1 MT 20
MP 126.8 – MP 128.8 NO 2 MT ..... HER 20
All Switches and Sidings unless listed below 10

Turnouts and Sidings

Blue Valley 30
Grandview, North IFG, South IFG, Jaudon, Drexel, Amsterdam, Hume, Eve, Mulberry & Pittsburg North End..... 25

Kansas City Terminal Tracks

Zone 4
Tracks 001-0021, 92-94, 98, 125-132
Tracks including Turnouts 15
Crossover..... 10

Zone 5
Tracks 041-042, 097-098, 100-122, 201-202
Tracks including Turnouts 15
Crossover..... 10

Grandview & IFG
Zone 1 & 12 Track 201
Track including Turnouts..... 15
Crossover..... 15

Zone 12
Tracks 401 – 405, 602, 701 & 800
Track including Turnouts..... 15
Crossover..... 15

Heavy Load Restriction

Eight axle cars with and gross weight of 132 – 263 Tons
MP 73.2..... 25

Tons per Operative Brake

When maximum subdivision speed is over 45 MPH, the maximum speed permitted will be determined by the tons per operative brake.
Over 150 .....45 MPH

Radio Channels

	AAR	Dispr Call In
Road	010-010	
Pittsburg Yard Switching	010-010	
Yardmaster	064-064	
Knoche Yard Switching	063-063	
KCT East	060-060	187
KCT West	060-060	188
BNSF KC	036-036	
BNSF Murray Yard	066-066	
Disp.	016-010	1
Critical Incident Desk	016-010	3

TrAM Area

The Pittsburg Sub is TrAM Area 1.

Block System

Centralized Traffic Control (CTC) is in use between Kansas City and Pittsburg.

Main Track Designation

Two main tracks are in use at Pittsburg and Kansas City.

Positive Train Control (PTC)

PTC is in effect on the Pittsburg Sub.

Yard Limits

North MP		South MP
1.1	North Main	5.0
1.3	South Main	5.0
126.8	NO 1 (E) MT	128.8
126.8	NO 2 (W) MT	128.8

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.

Interlockings/Control Points

AUTOMATIC INTERLOCKING APPROACH LOCATIONS (MT and Siding, if applicable)

- BNSF RRX at MP 114.6
  NWD Approach: MP 120.66
  SWD Approach: MP 109.00

Equipment Restrictions

Six Axle Locomotives Prohibited from Operating On The Following Tracks:

- Knoche Yard
- Tracks 429
- Tracks 430 and 431 East of the Car Shop
- Track 700 (Industrial Lead) North of Front Street
- Zone 5, Track 412 (Mechanical Expedite)
- Old BN Connection (Grandview) – MP 23.1

Electric Locks

Station	MP	Location of switch
Cave Switch	8.5	Cave Switch
Midwest Locomotive	10.0	Midwest Locomotive
Grandview	23.1	BN Connection
IFG Crossover	27.7	IFG Crossover

Trackside Warning Detectors

Mile Post	Type of Detector	Call Back
12.1	DED	#88
15.1	HBD/DED	
27.0	HBD/DED	
36.9	HBD/DED	
46.1	HBD/DED	
58.4	HBD/DED	
67.8	Wheel Impact/Hunting Truck/ Imbalanced Load/Machine Vision	
68.8	HBD/DED (C) (S)	#88
77.6	HBD/DED (C) (N) & (S)	
86.8	HBD/DED	
89.4	HBD/DED	
95.2	HBD/DED/Oversized Load (C) (N) & (S)	
110.4	HBD/DED/Oversized Load (C) (N)	
124.9	HBD/DED	

Other Tracks Not Shown as Stations (Business Tracks)

Name	DOE	MP	Footage
Midwest Locomotive	S	10.0	1,500
BN Connection	N	23.1	1,500
Grandview Team Track +	N	23.9	1,722
American Ingredients	N	24.8	1,525
Grandview South Ind. Lead +	S	25.0	3,100
North IFG-IFG 601	S	25.2	18,229
IFG Crossover	S	27.7	XO
South IFG-IFG 601	N	28.6	18,229
Cleveland	N	39.0	800
Drexel Team Track	S	53.0	1,471
N.L. KCPL-Amsterdam +	S	61.6	838
S.L. KCPL-Amsterdam +	N	61.9	842
Amsterdam Team Track +	S	62.2	1,541
Amsterdam Team Track +	N	62.5	1,541
Amoret	S	68.7	900
Hume Team Track +	S	80.7	2,766
Hume Team Track +	N	81.3	2,766
Richards	S	93.3	720
Eve Team Track +	S	98.2	1,170
Eve Team Track +	N	98.5	665
Oskaloosa	N	112.3	630
Mulberry Team Track +	N	118.2	580

+ Indicates Connected to Siding

General Information

Trains Departing Kansas City
CPKC southward trains will contact the yardmaster for permission to depart. Once permission from yardmaster is granted, train will then contact CPKC dispatcher for permission to enter CPKC dispatched Main Track at KCS JCT. Once permission is received from CPKC 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., CPKC Main Track).

Trains Departing Kansas City Off the KCT Main Track
CPKC southward trains departing off the KCT Main Track (aka bridge 19 meets) after reporting to KCT that crew is on train. Crew will contact CPKC dispatcher for permission to enter CPKC Main Track at KCS Jct. If unable to contact either CPKC or KCT dispatcher call CPKC 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 CPKC 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 (loads, empties) tonnage; footage (including locomotives); from location (e.g., Blue Valley) and to location (e.g. Knoche, BNSF Murray yard, etc.)

All trains and locomotives entering Kansas City yard limits must operate on radio channel 064-064. Prior to entering Kansas City yard limits, you must contact the yardmaster for instructions and to ascertain route is clear. Do not foul the west end of any track at East Kansas City yard until receiving permission from the yardmaster.

Industrial lead must have a minimum of two cars coupled together south of Front Street when leaving equipment unattended.

Close Clearances not otherwise specified in the timetable are designated by Close Clearance Signs, crews are to use caution when handling equipment at any location where close clearances may exist.

CPKC crews operating on Kansas City Terminal trackage will use KCT Channel 060-060.

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 CPKC to BNSF, the following will govern:

- 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.
- Notify the Kansas City Tower when arriving Airline Junction to obtain a route and clearance to the BNSF.
- Notify the Kansas City Tower when arriving on the KCT Bluff Track, and again when departing the KCT Bluff Track.
- When arriving Harlem Street or Ustic Tower, call the Kansas City Tower to request transportation from the BNSF yard and advise the delivery time.
- 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.

Kansas City Terminal

Close clearance in East Yard (EYD) track 100 (short 1) – south side only, track 101 (1 track) – north and south side and track 102 (2 track) – north side only, will not clear man on side of equipment.

The group of tracks 4 through 20 within Knoche Yard is designated as bowl tracks, tracks 4 through 20 must be secured with three hand brakes on each track. Crews must leave behind the three cars with hand brakes unless otherwise directed by the Knoche Yardmaster.

Industrial lead switch must be left lined for 903 when not in use. West end of the service track must be lined for 902 when not in use.

Road crews departing the service track will operate on radio channel 064-064 within the Kansas City yard limits (Knoche Yard) until train is released and departing yard limits.

Crews delivering trains to foreign line carriers will use radio channel 064-064 to contact the yardmaster to arrange transportation.

Bulk commodity trains do not use the crossover 901 to the north Main Track at Kansas Avenue.

Unit oil trains are restricted to Tracks 901, 902 and 903.

Remote Operations:

The Kansas City Joint Agency Yard has been established as a Remote-Control Operating Area.

A Remote-Control Zone is established in the Kansas City Joint Agency Yard on the work lead between the East G.I. Track switch extending Eastward to the Eastbound clearance point of the track 125 switch. This zone shall be identified as RCZ 1.

A Remote-Control Zone is established in the Kansas City Joint Agency Yard on the work lead between the Eastbound clearance point of the track 125-switch extending Eastward to the clearance point of the Zero Track switch. This zone shall be identified as RCZ 2.

A Remote-Control Zone is established in the Kansas City Joint Agency Yard on Zero Track between the work lead/ west crossover switch extending Eastward to the clearance point of the Tail Track switch. This zone shall be identified as RCZ 3.

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.

Amsterdam

A dual control derail is installed at the clearance point of the North leg of the Wye. This derail operates in conjunction with the dual controlled switch at Amsterdam Wye. When operating the Amsterdam Wye dual control switch by hand, it is also necessary to operate the derail by hand.

IFG

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

A dual-control derail is installed at the south end of IFG. This derail operates in conjunction with the dual-controlled main line switch. When operating the South IFG dual-controlled switch by hand, it is also necessary to operate the derail by hand.

The practice of mounting and dismounting moving equipment on Track 201 within the International Freight Gateway ("IFG") facility is prohibited.

---END---

Station Number	GCOR 4.3	Method of Operation	NORTHWARD ↑ Distance From Pittsburg	HEAVENER SUBDIVISION STATION PAGE # Denotes Control Point Or Manual Interlocking	SOUTHWARD ↓ Mile Post Location	Yard Limits	Siding Length	Continuos Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location
0128			0.0	*(Pittsburg Sub)* **PITTSBURG** # Pittsburg South	128.2 128.8	Both MT's MP 128.8 – MP 129.7	YARD		
				1.5					
			1.5	**SEK JCT**	129.7				
				4.2					
0134			5.7	**# EMPIRE**	133.9		Coal Loop		
				6.5					
0140			12.2	# Asbury North **ASBURY** # Asbury South	139.4 140.4 141.4		9,438		142.2
				13.9					144.0
0155			26.1	# Joplin North **JOPLIN** # Joplin South	153.0 154.3 154.6		7,959		151.0
				0.5					
	A		26.6	**MNA RRX**	154.8				
				0.3					
			26.9	**MNA CONN**	155.1				
				4.9					158.75
0160			31.8	**SAGINAW**	160.0				
				10.1					163.6
0170			41.9	# Dalby North **DALBY** # Dalby South	169.0 170.1 170.8		9,124		164.3
		CTC		2.6					164.7
	A		44.5	**BNSF RRX**	172.7				169.8
				1.4				CQ 173.32-174.65	
0174	B C		45.9	**NEOSHO**	174.1				174.1
				6.7					
0181	X		52.6	# McElhany North **McELHANY (CP 181)** # McElhany South	179.1 180.8 182.6		17,642		183.8
				19.9					190.1
0201			72.5	# Noel North **NOEL** # Noel South	200.4 200.7 202.1		8,537		195.5
				13.5					197.6
0215			86.0	# Dorsey North **DORSEY** # Dorsey South	213.3 214.2 215.1		8,705		205.6
				2.8					
0217			88.8	**DECATUR**	217.0				218.4
				5.5					
0222			94.3	# Gentry North **GENTRY** # Gentry South	221.3 222.5 222.9		7,867		
				1.2					
0224			95.5	**# FLINT CREEK**	223.7		Coal Loop		
				5.6					226.7
0229			101.1	# Siloam Springs North **SILOAM SPRINGS** # Siloam Springs South	228.6 229.3 230.2		8,084		
				6.7					
0236	B C		107.8	# Watts North **WATTS** # Watts South	234.3 236.0 236.8		12,273		
				8.4					238.0
0244			116.2	**# WESTVILLE**	244.4				
				Continued on next page					247.2

Station Number	GCOR 4.3	Method of Operation	NORTHWARD ↑ Distance From Pittsburg	HEAVENER SUBDIVISION STATION PAGE # Denotes Control Point Or Manual Interlocking	SOUTHWARD ↓ Mile Post Location	Yard Limits	Siding Length	Continuos Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location
				13.8					
0258			130.0	# Stilwell North **STILWELL** # Stilwell South	257.0 258.2 258.6		7,794		
				10.7					
0268			140.7	# Cave Springs North **CAVE SPRINGS** # Cave Springs South	267.2 268.9 269.0		8,699		
				12.2					
0281			152.9	# Marble City North **MARBLE CITY** # Marble City South	280.5 281.1 282.2		8,333		
				9.3					
	A		162.2	**UP RXX**	290.4				
				0.7					
0291	B		162.9	**# SALLISAW**	291.1				
				8.1					
0299		**CTC**	171.0	# Gans North **GANS** # Gans South	298.4 299.2 300.1		8,144		
				12.5					301.9
0312			183.5	# Spiro North **SPIRO** # Spiro South	311.4 311.7 313.6		10,668		305.3 308.3
				3.0					
0315			186.5	**# BONANZA**	314.7		Coal Loop		
				5.3					315.7
0320			191.8	# Shady Point North **SHADY POINT** # Shady Point South	319.2 320.0 320.8		7,661		
				6.4					
0326			198.2	**POTEAU**	326.4				
				7.4					331.4
0333	X		205.6	# Howe North **HOWE** # Howe South	333.0 333.8 334.7				
				4.2					
0338	W B C T		209.8	# Heavener North **HEAVENER** *(Shreveport Sub)*	336.7 338.0	Both MT's MP 336.7 – MP 338.0			

	MPH
MAXIMUM SPEED	**59**

Exceptions:

	MPH
MP 128.8 - MP 128.9 NO 1 (East) and NO 2 (West) MT's	HER 20
MP 128.9 – MP 130.2	HER 40
MP 145.5 – MP 147.4	50
MP 147.4 – MP 158.0	40
MP 158.0 – MP 164.5	50
MP 164.5 – MP 166.0	45
MP 166.0 – MP 168.5	30
MP 168.5 – MP 172.3	40
MP 172.3 – MP 177.5	25
MP 177.5 – MP 185.9	40
MP 185.9 – MP 186.1	30
MP 186.1 – MP 191.0	40
MP 191.0 – MP 192.4	30
MP 192.4 – MP 194.4	40
MP 194.4 – MP 194.8	30
MP 194.8 – MP 195.9	40
MP 195.9 – MP 196.8	25
MP 196.8 – MP 210.0	30
MP 210.0 – MP 216.7	40
MP 216.7 – MP 217.1	30
MP 217.1 – MP 224.0	40
MP 224.0 – MP 226.1	30
MP 226.1 – MP 230.2	40
MP 230.2 – MP 234.3	35
MP 234.3 – MP 239.5	40
MP 239.5 – MP 240.0	30
MP 240.0 – MP 250.6	40
MP 250.6 – MP 256.2	35
MP 256.2 – MP 262.5	40
MP 262.5 – MP 264.0	30
MP 264.0 – MP 277.6	40

	MPH
MP 277.6 – MP 278.6	30
MP 278.6 – MP 285.3	40
MP 285.3 – MP 285.6	30
MP 285.6 – MP 290.3	40
MP 290.3 – MP 290.4 over RRX	30
MP 290.4 – MP 301.0	40
MP 306.5 – MP 307.3	45
MP 316.9 – MP 317.3	55
MP 325.6 – MP 325.7	50
MP 331.7 – MP 336.3 NO 1 (East) and NO 2 (West) MT's	40
MP 336.3 – MP 338.4 NO 1 (East) MT	20
MP 336.3 – MP 336.9 NO 2 (West) MT	10
MP 336.9 – MP 338.4 NO 2 (West) MT	HER 20
All Switches and Sidings unless listed below	10

Turnouts and Sidings

Asbury, McElhany and CP 181 XO	40
Joplin, Dalby, Dorsey, Gans, Spiro, Cave Springs, North Howe Switch	30
Noel, Gentry, Siloam, Watts, and Stilwell, Marble City, Shady Point, and South Howe All Switches	25

Tons per Operative Brake

When maximum subdivision speed is over 45 MPH, the maximum speed permitted will be determined by the tons per operative brake.

Over 150 45

Radio Channels

	AAR	Dispr Call In
Pittsburg to North Shady Point		
Road	010-010	
Yard	063-063	
Disp.	016-010	1
Critical Incident Desk	016-010	3
North Shady Point to Heavener		
Road	078-078	
Yard	063-063	
Disp.	039-078	1
Critical Incident Desk	039-078	3
Emergency		911

TrAM Area

The Heavener Sub is TrAM Area 4.

Block System

Centralized Traffic Control (CTC) is in use between Pittsburg and Heavener.

Main Track Designation

Two main tracks are in use at Pittsburg and between Howe and Heavener.

Positive Train Control (PTC)

PTC is in effect on the Heavener Sub.

Yard Limits

North MP		South MP
128.2	Pittsburg MT 1& 2	129.7
336.7	Howe & Heavener MT 1& 2	338.0

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.

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

Interlockings/Control Points

Automatic Interlocking Approach Locations:
(Main Track and Siding, if applicable)

- MNA RRX at MP 154.8
  - NWD Approach MP 158.3
  - SWD Approach MP 151.0
- BNSF RRX at MP 172.7
  - NWD Approach MP 176.2
  - SWD Approach MP 169.0
- UP RRX at MP 290.4
  - NWD Approach MP 296.7
  - SWD Approach: MP 286.5

Equipment Restrictions

Train Make-Up Restrictions

Between North Marble City MP 280 and Joplin MP 155, when train tonnage exceeds 5,000 tons behind each locomotive consist (including in train distributed power), the first five (5) cars behind the locomotive consist 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.

Six Axle Locomotives Prohibited from Operating on The Following Tracks:

- Long Bell American – MP 157.5
- 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 250.2 (Past road crossing)
- Bunch – MP 271.8
- Quarry Spur – MP 281.3

Continuous Quiet Zone – GCOR 5.8.4

Washington Ave	MP 173.32
College St.	MP 173.64
Spring St.	MP 174.33
McKinney St.	MP 174.65

Electric Locks

Station	MP	Location of switch
SEK Jct.	129.7	SEK JCT
MNA Connection	155.0	MNA Connection
MNA Connection	157.5	Long Bell American
MNA Connection	158.2	Gulf States Paper
Saginaw	159.7	North Switch Saginaw
Saginaw	160.3	South Switch Saginaw
Neosho	173.8	North Switch Neosho
Neosho	174.3	South Switch Neosho
McElhany	177.1	Linde Spur
McElhany	178.3	North Missouri Sugars
McElhany	178.8	South Missouri Sugars
McElhany	180.7	Government Lead
McElhany	184.5	Goodman Spur
Noel	191.8	Fairview Mills
Noel	200.9	Noel Team (Gas Track)
Decatur	216.1	Simmons East Team
Decatur	217.0	North Switch Decatur
Decatur	217.5	South Switch Decatur
Gentry	222.1	Gentry-McKee Foods
Siloam	229.2	Siloam Springs NW Sdg
Siloam	230.0	Siloam Springs SW Sdg
Westville	240.7	North Feeder
Westville	241.6	South Feeder
Westville	243.9	North Westville
Westville	244.5	South Westville
Stilwell	255.8	Conner Industries
Sallisaw	291.1	UP Interchange Track
Poteau	325.6	Fort Smith Br. Jct.
Howe	333.1	Howe Storage N Switch
Howe	333.7	Howe Storage S Switch
Heavener	336.3	Mine Spur

Trackside Warning Detectors

Mile post	Type of Detector	Call Back
142.2	DED	#88
144.0	HBD/DED/Oversized Load (C) (N)	
151.0	HBD/DED (C) (S)	
158.75	High Water	
163.6	High Water	
164.3	HBD/DED (C) (N) & (S)	#88
164.4	High Water	
164.7	High Water	
165.11	High Water	
169.8	High Water	
174.1	HBD/DED (C) (N)	#88
183.8	HBD/DED	
190.1	High Water	
195.5	HBD/DED	#88
197.6	DED	
205.6	HBD/DED/Oversized Load (C) (S)	
218.4	HBD/DED (C) (N)	
226.7	HBD/DED (C) (S)	
238.0	HBD/DED (C) (N)	
247.2	HBD/DED/Oversized Load (C) (S)	
262.1	HBD/DED/Oversized Load (C) (N)	
275.1	HBD/DED (C) (S)	
284.4	HBD/DED/Oversized Load (C) (N) & (S)	
301.9	HBD/DED (C) (N)	
305.3	DED	
308.3	DED	
315.7	HBD/DED	
331.4	HBD/DED/Oversized Load (C) (S)	

FRA Excepted Track

FRA Excepted Track from MP 3.1 to MP 4.0.

Other Tracks Not Shown as Stations (Business Tracks)

Name	DOE	MP	Footage
Kelso	N	129.4	370
Empire District Electric	S	133.9	IND
Asbury Team Track	S	139.5	775
Joplin Team Track	S	154.4	1,000
Dalby Team TrackN		170.7	1,200
BNSF Interchange	N	173.2	2,900
N Missouri Sugars Team Track	S	178.5	505
S Missouri Sugars Team Track	N	178.7	505
N Ozark Wood Switch	S	180.6	2,366
S Ozark Wood Switch	N	181.2	2,366
SWEPCO-AEP Flint Creek	S	223.7	IND
Siloam Springs Ramp Track	N	229.1	785
Jet Stream Plastics	S	230.0	2,091
Soroco	S	230.1	2,091
N Switch Watts	S	236.0	3,000
Watts Yard	N	236.7	
Baron	N	250.2	1,050
707 Stilwell	S	258.0	900
Bunch	N	271.8	700
N SW Marble City Storage	S	280.7	2,403
S SW Marble City Storage	N	281.2	2,403
Quarry Spur	N	281.3	6,600
UP Interchange 023	S	290.6	4,350
Gans Team TrackS		299.2	510
Spiro/Emerson	S	311.5	2,715
Spiro/Emerson	N	312.0	2,715
AES/Bonanza	S	315.7	IND
Waldron Industrial Spur	S	338.2	CONN

General Information

Heavener

A dual control derail on the south lead at Heavener yard is located 345 feet north of the No. 1 (East) main switch and operates in conjunction with the No. 1 (East) main track. When operating the No. 1 (East) main switch by hand, it will also be necessary to operate the derail by hand.

Empire

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.

Train crews operating empty coal trains will perform a Class IA air brake test prior to departure.

Joplin
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.

Simmons Industry
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.
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.

Train crews operating empty coal trains will perform a Class IA 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.

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.

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.

Heavy Grades

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

Grade Conditions
Due to grade conditions, the train dispatcher must ascertain the exact location of the preceding train and determine that the preceding train has passed the milepost location listed below before issuing authority to the following train per GCOR 9.12.1.

Following trains		Preceding trains
Stilwell	North	MP 250
Westville	South	MP 250
Siloam Springs	South	MP 234(N Watts)
McElhany	South	MP 192
McElhany	North	MP 174

The train dispatcher will not issue provisions of General Code of Operating Rule 9.12.1 to a train or locomotive for movement between South Joplin and North Dalby if a track light is indicated on his console and there is evidence of heavy rain in the area.

The train dispatcher may authorize a train to move the minimum distance required in order to clear public crossings at grade at the above locations.

---END---

Station Number	GCOR 4.3	Method of Operation	EASTWARD ↑ Distance From Fort Smith	FORT SMITH BRANCH STATION PAGE # Denotes Control Point Or Manual Interlocking	WESTWARD ↓ Mile Post Location	Yard Limits	Siding Length	Continuos Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location
6356	G	YL	0.0	*(End of Line)* **FORT SMITH** (Via A&M to MP 6.0)	0.0 F	MP 412.0 – MP 422.5 (Via A&M)			
				0.9					
	S		0.9	**FSR RRX**	0.9 F				
		TWC		19.6					
6336			20.5	**CAMERON**	20.5 F				
				7.2					
0326			27.7	**POTEAU** *(Heavener Sub)*	27.7 F				

	MPH
MAXIMUM SPEED	**25**

Exceptions:
MP 11.7 F – MP 11.9 F 10
MP 27.0 F – MP 27.7 F 10

All Switches and Sidings 10

Radio Channels

	AAR	Dispr Call In
Road	078-078	
Yard	063-063	
Disp.	039-078	1
Critical Incident Desk	039-078	3

TrAM Area

The Fort Smith Branch is TrAM Area 1.

Movement Authority

Track Warrant Control (TWC) is in use between MP 6.0 F and Poteau.

Yard Limits

East MP		West MP
412.0	VIA A&M	422.5

Equipment Restrictions

Six Axle Locomotives Prohibited from Operating on The Following Tracks:

- All Tracks

Gross Weight

Cars with a gross weight more than 132 tons must not be handled on the Fort Smith Branch.
Cars delivering in interchange to the Fort Smith Railroad must not exceed 131 tons. Cars consigned to Planters Corporation are exempt from these restrictions.

Other Tracks Not Shown as Stations (Business Tracks)

Name	DOE	MP	Footage
Cameron Team	E	20.0 F	1,585

General Information

Fort Smith Operation Via The A&M Railway
Trains must secure track warrants and track bulletins from the A&M Dispatcher at (479) 751-1281.

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.

Milepost Equalization
CPKC MP 6.0 F and A&M MP 422.5 are the same location.

---END--

Station Number	GCOR 4.3	Method of Operation	NORTHWARD ↑ Distance From Heavener	SHREVEPORT SUBDIVISION STATION PAGE # DENOTES CONTROL POINT OR MANUAL INTERLOCKING	SOUTHWARD ↓ Mile Post Location	Yard Limits	Siding Length	Continuos Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location
0338		YL	0.0	*(Heavener Sub)* **HEAVENER** # Heavener South	338.5 338.5				339.6
				16.2					347.9
0355		CTC	16.2	# Page North **PAGE** # Page South	353.9 354.7 356.4		12,257		
				12.6					363.8
0367			28.8	# Rich Mountain North **RICH MOUNTAIN** # Rich Mountain South	366.1 367.3 368.0		9,041		
				12.5					374.8
0380			41.3	**MENA**	379.8				
				6.5					383.5
0386			47.8	# Potter North **POTTER** # Potter South	385.6 386.3 387.0		6,821		384.1 384.7
				15.5					396.4
0402			63.3	# Vandervoort North **VANDERVOORT** # Vandervoort South	400.2 401.8 402.0		8,520		
				3.2					
0405	B T		66.5	**HATTON** # Hatton South	405.0 405.0				
				3.8					406.5
0409			70.3	# Wickes North **WICKES** # Wickes South	408.4 408.8 410.8		11,857		406.5
				12.5					
0421			82.8	# Gillham North **GILLHAM** # Gillham South	420.4 421.3 422.2		8,494		
				11.6					425.0
			94.4	**D&E CONN** # D&E Conn	432.9 433.0				
				0.2					
0433	B X		94.6	# DeQueen North **DEQUEEN** # DeQueen South	431.6 433.1 433.1		7,477		
				0.7					
	A		95.3	**D&E RRX**	433.8				
				4.4					
0438	W		99.7	# Wade North **WADE** # Wade South	438.0 438.2 440.4		11,906		440.5
				11.1					
0450			110.8	# Winthrop North **WINTHROP** # Winthrop South	447.6 449.3 449.7		10,797		
				13.7					459.4
0464			124.5	# Wilton North **WILTON** # Wilton South	462.3 463.0 463.8		7,372		
				4.6					
	A		129.1	**# KRR RRX**	467.6				
				2.6					
0469	B T W		131.7	# Ashdown North **ASHDOWN** # Ashdown South	468.0 470.2 470.1		10,459	CQ 481.8	474.5 476.3
				16.7				CQ482.2	479.1
				Continued next page					

Station Number	GCOR 4.3	Method of Operation	NORTHWARD ↑ Distance From Mexico Depot	SHREVEPORT SUBDIVISION STATION PAGE # DENOTES CONTROL POINT OR MANUAL INTERLOCKING	SOUTHWARD ↓ Mile Post Location	Yard Limits	Siding Length	Continuos Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location
0488				# Trigg Street North	484.7				
				# Trigg Street South	486.8		9,997		
	W		148.4	**TEXARKANA**	486.9				
				0.5					
	A		148.9	**TNER RRX**	487.4				
				0.1					
	A		149.0	**UP RRX**	487.5				
				1.9					
	A		150.9	**UP RRX**	489.4				
				3.4				490.9	
0494		**CTC**	154.3	# Jury North	491.0				
				Jury	492.8		12,444		
				# Jury South	493.5				
				10.0					
			164.3	**CASS**	502.8			496.5	
				14.0				498.5	
0518			178.3	# Sandra North	515.8			505.5	
				SANDRA	516.8		7,740		
				# Sandra South	517.5				
				13.0				523.3	
0533			191.3	**SHORELINE** *(Shreveport Terminal Sub)*	529.8				

	MPH
MAXIMUM SPEED	**59**

Exceptions:

MP 338.4 – MP 338.5 20
MP 338.5 – MP 345.2 40
MP 345.2 – MP 345.9 30
MP 345.9 – MP 402.2 40
MP 402.2 – MP 402.7 30
MP 402.7 – MP 407.1 40
MP 407.1 – MP 408.2 30
MP 408.2 – MP 415.6 40
MP 415.6 – MP 428.0 30
MP 428.0 – MP 433.8 40
MP 433.8 – MP 443.0 40
MP 467.6 over RRX 40
MP 467.7 – MP 470.9 50
MP 486.9 – MP 487.3 40
MP 487.3 – MP 487.6 over RRX.....30
MP 487.6 – MP 489.4 40
MP 497.1 – MP 497.7 40

All Switches and Sidings unless listed below.....10

Through Turnouts and on Sidings

South Heavener switch only.....25
Potter, Wickes, Gillham, DeQueen, Wade, Winthrop, Wilton, Ashdown, Texarkana, Jury & Sandra 25
Page, Rich Mountain, Vandervoort 30
Page Siding Only
RRX MP 354.3–MP 354.7 ..... HER 20

Tons per Operative Brake

When maximum subdivision speed is over 45 MPH, the maximum speed permitted will be determined by the tons per operative brake.
Over 150 .....45 MPH

Radio Channels

	AAR	Dispr Call In
Road	078-078	
Yard	063-063	
Disp.	039-078	1
Critical Incident Desk	039-078	3

TrAM Area

The Shreveport Sub is:
TrAM Area 1 between MP 440.0 and MP 529.1.
TrAM Area 4 between MP 338.0 and MP 440.0.

Block System

Centralized Traffic Control (CTC) is in use between Heavener and Shoreline.

Positive Train Control (PTC)

PTC is in effect on the Shreveport Sub.

Interlockings/Control Points

Automatic Interlocking Approach Location (Main Track and Siding, if applicable):

- D&E RRX at MP 433.8
  NWD Approach: MP 438.0
  SWD Approach: MP 428.8
- KRR RRX at MP 467.6
  NWD Approach: MP 473.3
  SWD Approach: MP 463.8
- TNER RRX at MP 487.4
  NWD Approach: MP 491.0
  SWD Approach: MP 483.4
- UP RRX at MP 487.5
  NWD Approach: MP 491.0
  SWD Approach: MP 483.4
- UP RRX at MP 489.4
  NWD Approach: MP 494.1
  SWD Approach: MP 486.7

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 CPKC train dispatcher before entering the main track.

Equipment Restrictions

Train Make-Up Restrictions

Between North DeQueen MP 431 and Heavener MP 338, when train tonnage exceeds 5,000 tons behind each locomotive consist (including in train distributed power), the first five (5) cars behind the locomotive consist 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.

Six Axle Locomotives Prohibited from Operating on The Following Tracks:

- Hatfield Lumber Co. at MP 391.6.

Movement over Public Crossings

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)

Continuous Quiet Zone – GCOR 5.8.4

Forest Lake Dr.....MP 481.8
Lake Ridge Dr. .....MP 482.2

Electric Locks

Station	MP	Location of switch
Hartfield	391.4	North Hartfield Switch
Hartfield	391.9	South Hartfield Switch
Hatton	404.7	Hatton North Leg Wye
Wade	438.3	Crossover
KRR RRX	467.7	KRR Conn
Ashdown	467.8	N. House Track
Ashdown	468.1	S. House Track
Ashdown	469.2	N. West Track
Ashdown	470.1	N. Crossover
Ashdown	470.8	S. Lead Switch
TNER RRX	487.2	S. Yard Lead
TNER RRX	487.3	TNER Conn
S. Texarkana N Crossover	499.0	N. Crossover
S. Texarkana S Crossover	499.0	S. Crossover
S. Texarkana South SW	499.3	Yard

Trackside Warning Detectors

Mile Post	Type of Detector	Call Back
339.6	DED	#88
347.9	HBD/DED/Oversized Load (C) (N)	
363.8	HBD/DED	
374.8	HBD/DED	
383.5	High Water	
384.1	HBD/DED	
384.7	High Water	
396.4	HBD/DED	
406.3	High Water	
406.5	HBD/DED	
425.0	HBD/DED	
440.5	HBD/DED	
459.4	HBD/DED	
474.5	HBD/DED	
476.3	DED	
479.1	DED	
490.9	HBD/DED/Oversized Load (C) (N) (S)	
496.5	DED	
498.5	DED	
505.5	HBD/DED/Oversized Load (C) (N)	
523.3	HBD/DED	

Other Tracks Not Shown as Stations (Business Tracks)

Name	DOE	MP	Footage
North Page Team +	S	354.6	641
South Page Team +	N	354.8	641
Rich Mountain Team +	N	367.4	1,147
Olsen	S	382.6	1,635
Potter Team +	N	386.7	1,572
North Hatfield Switch	S	391.4	1619
Hatfield Lumber +	S	391.6	564
South Hatfield Switch	N	391.9	1,619
North Vandervoort Team +	S	401.4	1,429
South Vandervoort Team +	N	401.8	1,429

Name	DOE	MP	Footage
Hatton North Leg Wye	S	404.7	748
Hatton South Leg Wye	N	405.0	793
Wickes Team +	N	408.8	372
North Gillham Team +	S	421.2	866
DeQueen 005 +	S	431.8	Yard
DeQueen 001 +	N	432.9	Yard
North DeQueen XO +		432.9	XO
DeQueen House Track	N	433.5	581
Wade North Set Out Switch +	S	438.2	1,708
Wade XO MT to Set Out ++	S	438.3	XO
Wade South Set Out Switch +	N	438.6	1,708
Winthrop South Spur +	N	449.6	1,082
Wilton Team +	N	463.2	2,081
Ashdown-KRR Connection	N	467.7	Conn
Ashdown-N House Trk Sw	S	467.8	981
Ashdown-S House Trk Sw	N	468.1	981
Ashdown Nashville Bridge (ASSR) +	N	468.1	Conn
Ashdown-N Compress Sw	S	468.1	1,293
Ashdown-S Compress Sw	N	468.4	1,293
Ashdown North 002 E	S	469.2	3,947
Ashdown North 003 ++	S	469.3	3,717
Ashdown South 003 ++	S	469.5	2,051
Ashdown-S West Track Sw	N	470.0	3,717
Ashdown South 001 +	N	470.0	2,051
North Ashdown XO	S	470.1	XO
South Ashdown XO	N	470.1	XO
Ashdown North Leg Wye ++	S	470.2	1,077
South Tail Setout	S	470.4	210
Ashdown South Leg Wye ++	N	470.5	1,276
South Lead Switch	N	470.8	3,993
Ogden		473.3	
Commercial Storage +	N	485.6	646
Texarkana XO Siding to Yard	S	486.4	XO
Texarkana Yard Lead 704 +	N	487.1	Yard
Texarkana S Yd Lead Sw	N	487.2	Yard
UP TNER Conn	S	487.3	Conn
Texarkana Stock Pen N Sw	S	487.9	1,550
Texarkana Stock Pen S Sw	N	488.3	1,550
Jury Team +	N	491.1	1,335
South Texarkana North XO	S	499.0	Yard
South Texarkana South XO	N	499.3	Yard
Bloomburg	N	507.5	706
Sandra Team +	S	517.1	831

+ Indicates Connected to Siding
++ Indicates Connected to Business Track

General Information

Page - Mena
The sighting of fire between Page and Mena must be reported immediately to the train dispatcher.

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.
- 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.

Milepost Equalization - MP 442 TO MP 443
There are 2.1 miles between MP 442 and MP 443.

Texarkana
For movement onto the UP main track, the crew must obtain authority or track and time from the UP dispatcher at Omaha, NE, telephone (800) 762-0742 or (402) 636-1602 or radio frequency 027-027. The Texarkana Yardmaster can be contacted at (903) 798-2871 from 06:00 to 18:00 or the Longview Yardmaster at (903) 238-2872 from 18:00 to 06:00 or radio frequency 061-061 *71.

Grade Conditions
Due to grade conditions, the train dispatcher must ascertain the exact location of the preceding train and determine that the preceding train has passed the milepost location listed below before issuing authority to the following train per GCOR 9.12.1.

Following trains		Preceding trains
Rich Mountain	South	MP 377
Rich Mountain	North	MP 356 (South Page)
Page	North	MP 345

The train dispatcher will not issue provisions of General Code of Operating Rule 9.12.1 to a train or locomotive for movement between South Rich Mountain and North Potter, or South Vandervoort and North Wickes, if a track light is indicated on his console and there is evidence of heavy rain in the area.

The train dispatcher may authorize a train to move the minimum distance required to clear public crossings at grade at the above locations.

Heavy Grade
MP 352.8 – MP 349.1 NWD Avg. Grade 1.46%
MP 367.4 – MP 358.7 NWD Avg. Grade 1.50%
MP 367.4 – MP 374.1 SWD Avg. Grade 1.24%

---END---

Station Number	GCOR 4.3	Method of Operation		NORTHWARD ↑ Distance From Shoreline	SHREVEPORT TERMINAL SUBDIVISION STATION PAGE # Denotes Control Point Or Manual Interlocking	SOUTHWARD ↓ Mile Post Location	Yard Limits	Siding Length	Continuos Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location
0533		CTC		0.0	*(Shreveport Sub)* # Shoreline North **SHORELINE** # Shoreline South	529.8 531.8 532.3		12,581		534.8
					15.7					543.9
0549		CTC WEST MT	CTC EAST MT	15.7	**BLANCHARD** # Blanchard North	547.5 547.6				
					1.5					
0549				17.2	**# TEXAS JCT.**	549.0				
					West 2.8/East 1.1					
0550				18.3	**# CP 550 (East MT)**	550.1				
					1.7					
0552	X			20.0	**# NORTH SHREVEPORT**	551.8				
					1.6					
0554	C B T			21.6	**SHREVEPORT YARD**	553.4				
					0.1					
	X	CTC HOLLYWOOD #2 MT	YL	21.7	**# SOUTH SHREVEPORT**	553.5	MP 553.6 to MP 554.7			
					1.2					
			CTC HOLLYWOOD #1 MT	22.9	**# CP 554**	554.7				
					2.3					
				25.2	**HARRIET ST. YARD**	557.0				
					0.8					
	X			26.0	**# TEXAS AVE.**	557.8				
					1.0					
	T			27.0	**# SOUTH WYE** (Control Point MT 1 Only)	558.8				
					0.1					
	X			27.1	**# WILKINSON**	558.9				
					2.0					
				29.1	**HOLLYWOOD**	560.8				
		CTC			2.6					
	A			31.7	**# CEDAR GROVE** (UP RRX)	563.5				
					0.5					
				32.2	**SLACK INDUSTRIAL PARK**	564.0				
					1.6					
0567				33.8	**FORBING**	565.6				567.6
					9.6					
0577				43.4	**FRIESON** # Frieson North #Frieson South *(Beaumont Sub)*	575.2 575.3 577.0		8,213		

Station Number	GCOR 4.3	Method of Operation	WESTWARD ↑ Distance From Harriet St. Yard	SHREVEPORT TERMINAL SUBDIVISION STATION PAGE NO. 1 & NO 2 MAIN TRACKS # Denotes Control Point Or Manual Interlocking	EASTWARD ↓ Mile Post Location	Yard Limits	Siding Length	Continuos Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location
		YL	0.0	**HARRIET ST. YARD** (Begin NO 1 MT)	557.4	MP 557.4 to MP 558.2			
				0.5					
	X	2 MT CTC	0.5	**# TEXAS AVE.**	V-170.0				
				1.2					
	X		1.7	**# WILSONS ALLEY**	V-168.8				
				0.7					
	A		2.4	**# SPRING ST. JCT.** (UP RRX)	V-168.1				
				0.4					
		CTC	2.8	**# WEST BOSSIER**	V-167.7				
				0.4					
			3.2	**# LRN CONN**	V-167.3				
				0.8					
0562	C B		4.0	**BOSSIER YARD**	V-166.5				
				0.2					
	A		4.2	**UP RRX**	V-166.3				
				2.9					
1011			7.1	# Fosters West **FOSTERS** # Fosters East	V-163.6 V-163.4 V-161.7		9,251		

Station Number	GCOR 4.3	Method of Operation	NORTHWARD ↑ Distance From Shoreline	SHREVEPORT TERMINAL SUBDIVISION STATION PAGE NO. 3 MT # Denotes Control Point Or Manual Interlocking	SOUTHWARD ↓ Mile Post Location	Yard Limits	Siding Length	Continuos Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location
		CTC	27.0	**# SOUTH WYE**	L-558.5				
				0.3					
			27.3	**# CP 558** (UP RABBIT)	L-558.8				
				0.7					
	X		30.0	**# WILSONS ALLEY**	L-559.5				
				0.5					
			30.5	**SILVER LAKE**	L-560.0				560.0
				1.2					
			31.7	**# RED JCT.**	L-561.2				

Station Number	GCOR 4.3	Method of Operation	NORTHWARD ↑ Distance From North Wye	SHREVEPORT TERMINAL SUBDIVISION STATION PAGE BLANCHARD WYE # DENOTES CONTROL POINT OR MANUAL INTERLOCKING	SOUTHWARD ↓ Mile Post Location	Yard Limits	Siding Length	Continuos Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location
		CTC	0.0	NORTH LEG TEXAS WYE	Y-548.3				
				0.4					
			0.4	WEST LEG TEXAS WYE	Y-548.7				

Station Number	GCOR 4.3	Method of Operation	NORTHWARD ↑ Distance From	UP SHREVEPORT SUBDIVISION STATION PAGE # DENOTES CONTROL POINT OR MANUAL INTERLOCKING	SOUTHWARD ↓ Mile Post Location	Yard Limits	Siding Length	Continuos Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location
Operation via UP – Red Jct. (L-561.2) to L&A Jct. (B-105.1) (North Little Rock Area Timetable, Shreveport Subdivision)									

	MPH
MAXIMUM SPEED	**59**
Exceptions:	
MP 563.5 – MP 563.6	40
East MT MP 547.5 – MP 547.6	30
East MT MP 547.6 – MP 553.5	40
West MT MP 549.2 – MP 553.5	40
Hollywood No 2 MP 553.6 – MP 560.9	40
Hollywood No 1 MP 553.5 – MP 554.9	30
Hollywood No 1 MP 554.9 – MP 560.9	40
MP 557.4 (Shell Rd.) – V-169.9 MT 1	15
MP 558.4 Hollywood 1 & 2–MP 558.9 (Rat Hole)	30
MP 560.9 – MP 571.7	50
MP 571.7 – MP 572.1	45
MP 572.1 – MP 575.3	50
MP L-558.5 – MP 558.8 No 3 MT	10
MP L-558.8 – MP 559.6 No 3 MT	20
MP 559.6 – MP 559.9 No 3 MT	10
MP L-559.9 – MP 561.2 No 3 MT	20
MP V-170.0 – MP V-169.9 No 1 & 2 MT	30
MP V-169.9 No 1 MT	15
MP V-168.0 – MP V-166.5	30
MP V-166.5 – MP V-166.0	HER 30
MP Y-548.3 – MP V-548.7	20
All Switches and Sidings unless listed below	10
Through Turnouts and on Sidings	
Shoreline both ends and siding	25
North Blanchard End 2 MT	25
North Leg Texas Wye West MT Switch	25
Texas Junction All switches double XO	30

	MPH
CP 550 (East MT) Switch	25
North Shreveport East and West Main Switch	25
South Shreveport East and West Main Switch	40
CP 554 all switches	25
CP 556 in and out of Harriet Street	15
Texas Ave all switches	30
CP 558 (UP Rabbit) No 3 MT	25
Wilsons Alley MP L-559.5 & MP V168.8 all switches	25
North & South Portland Ave XO both ends	15
Spring St Jct. Jct. #1 & #2 (Turnout to MT No 1)	25
West Bossier MT switch	30
LRN Connection	25
East Bossier MT switch	30
Fosters both ends and siding	30
Hollywood Jct. HW 1& HW2 turnout MT No 1	40
Frierson both ends and siding	25
LRN Connection MT switch	25
West Leg Texas Wye MT switch	25
Zone 1 Tracks 190-198 including turnout and crossover	15
Zone 1 Tracks 1-30 including turnout and crossover	15
Zone 1 Tracks 33-35 including turnout	15
Zone 1 Tracks 44-47 including turnout	15
Zero Track, Long 1, 3, 4 ,6& 7 and also North and South Long leads	15
N Switching Lead MP 550.2 and MP 551.9	25
S Switching Lead MP 553.8 and CP 554	30

MPH

Harriet Street Yard
Tracks 1, 4, 5 and the lead tracks
at N & S Harriet St.....15

Tons per Operative Brake
When maximum subdivision speed is over 45 MPH, the maximum speed permitted will be determined by the tons per operative brake.
Over 150 45

Radio Channels

	AAR	Dispr Call In
Road CTC Territory	076-076	
Yardmaster	050-050	
Yard Switching	063-063	
Disp.	047-076	1
Critical Incident Desk	047-076	3

TrAM Area

The Shreveport Terminal is TrAM Area 1.

Block System

Shreveport Terminal
Centralized Traffic Control (CTC) is in use between Shoreline and Blanchard. Blanchard to Hollywood is double MT CTC and Hollywood to Frierson.

No 1 & No 2 MT
Centralized Traffic Control (CTC) is in use between Texas Ave to Spring St Jct. and is double MT. Centralized Traffic Control (CTC) is in use between West Bossier to Fosters and is single MT.

No 3 MT
Centralized Traffic Control (CTC) is in use between South Wye and Red Jct.

Blanchard Wye
Centralized Traffic Control (CTC) is in use between North Leg Texas Wye and West Leg Texas Wye.

Texas Wye Main (CP Texas Jct. – Turnout Leg)
Centralized Traffic Control (CTC) is in use.

Main Track Designation

Two main tracks are in use at Pittsburg and between Howe and Heavener.

Positive Train Control (PTC)

PTC is in effect on the Shreveport Terminal Sub.

Yard Limits

North MP **South MP**
554.7 ..... Hollywood No 1 ..... 558.2
West MP **East MP**
V170.7..... Harriett St Yd.....V170.0

Interlockings/Control Points

Automatic Interlocking Approach Location:
(Main Track and Siding, if applicable)

- Cedar Grove UP RRX at MP 563.5
  NWD Approach: 569.3.
  SWD Approach: 560.3
- UP RRX at MP 561.9 (Alexandria Sub.)
  SWD Approach: V-167.7
- Spring Street at MP V-168.1
  WWD Approach: V-166.3.
  WWD Approach: LRN Track V-167.3
  EWD Approach: (Hollywood 1 & 2 MT) 556.2.
  EWD Approach: (No. 3 MT) L-559.0
- Bossier UP RRX at MP V-166.3
  WWD Approach: V-163.5.
  EWD Approach: V-168.5.
- EWD Approach: Siding V-166.6

Spring Street Junction UP Interlocking
The interlocking signals at the CPKCR/UPRR crossing at MP V-168.1 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 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.

Cedar Grove UP Interlocking
The interlocking signals at the CPKCR/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.

Equipment Restrictions

Harriett Street Yard:
Loaded bulk commodity trains and Intermodal trains are only allowed on tracks 1, 4 and 5.

Only MW equipment is allowed in track 10.

Trains, engines, and all on track equipment must obtain permission from the dispatcher to occupy all tracks at Harriet Street Yard and the Shell Road extension.

Bossier Yard
When handling a loaded rail train, as a unit or in a manifest train, it must not use Tracks 4, 5, 6, 7 or 8.

Six Axle Locomotives Prohibited from Operating on All Industry Tracks:
EXCEPT:

- 700(A) and 701(B) at Superior Tie and Timber
- Slack Industrial – Madden Rock Track
- Silverlake
- Forbing
- Benton & Brown
- Rail Plant Tracks
- Co-op Lead
- Hope Industrial Lead B-Line MP B-105.1 – MP B-103.0

Movement over Public Crossings

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.

Automatic Warning Devices Infrequently Used:

- MP 551.9 – North Lakeshore Dr

Electric Locks

Station	MP	Location of switch
Sup. Tie & Timber	530.0	N Sup Tie & Timber
Sup. Tie & Timber	530.4	S Sup Tie & Timber
Brian-UOP	544.9	Brian-UOP
Harriet Street Yd.	557.4	S Harriet St Yd. Lead
Cedar Grove	561.1	North Cedar Grove
Cedar Grove	561.9	South Cedar Grove
Cedar Grove	563.0	Blount Brothers
Slack Ind. Park	563.6	N Madden Rock Trk
Slack Ind. Park	565.2	S Madden Rock Trk
UP Yard Conn	V-169.4	UP Yard Conn

Trackside Warning Detectors

Mile Post	Type of Detector	Call Back
534.8	HBD/HW/DED	#88
543.9	HBD/DED/Oversized Load	
567.6	HBD/DED/Oversized Load	
L-560.0	DED/Oversized Load	

MECHANICAL INSPECTION SYSTEM	
Type	**Milepost**
Wheel Impact/Hunting Truck/ Imbalanced Load	536.0

Other Tracks Not Shown as Stations (Business Tracks)

Name	DOE	MP	Footage
North Superior Tie & Timber	S	530.0	1,487
South Superior Tie & Timber	N	530.4	1,487
Oil City	S	535.8	1,400
Brian – UOP	S	544.9	IND
Blanchard Team	N	548.1	150
North Leg Texas Wye (W MT)		548.3	
Shreveport Industrial Park ++	S	551.1	IND
Coop Lead	S	551.9	LEAD
North Run Around Track ++	S	551.9	
CP 556 (Hollywood 1 & 2)		556.3	CP
North Harriet St 001	S	556.3	YARD
South Harriet St 001	N	557.4	YARD
North Portland Ave XO	S	557.4	XO
South Portland Ave XO E	N	557.4	XO
North Cedar Grove	S	561.1	3,576
Cedar Grove Industry Lead++	S	561.1	LEAD
South Cedar Grove	N	561.9	3,576
North Madden Rock Track	S	563.6	7,358
Ryerson ++	N	565.2	IND
South Madden Rock Track	N	565.2	7,358
North Forbing	S	565.4	1,883
South Forbing	N	565.8	1,883
Frierson Team Track +	S	576.2	250
UP Yard Connection	W	V-169.4	CONN
UP Riverfront Yard Lead	E	V-168.1	Lead
Halliburton Spur +	E	V-163.4	800
Baroid +	W	V-163.1	750
East Bossier		V-166.5	
Hope Industrial Lead	N	B-105.1	IND
North Hinkle	S	B-104.2	2,785
South Hinkle	N	B-104.8	2,785
Benton & Brown	N	B-103.8	IND

+ Indicates Connected to Siding
++ Indicates Connected to Business Track

Switch Information

Switching Signals at North and South Shreveport Yard
Before the train dispatcher may line the crossover from the switching lead to the East main at North Shreveport or the crossover at South Shreveport for movement through the crossover, or set any switching signal to a Stop indication, the dispatcher must contact the Shreveport Terminal Yardmaster. The Shreveport Terminal Yardmaster must verify that no train or switching job is using the signal and/or that they will remain clear of the signal.

North Shreveport Yard
The signals at the North end of Shreveport yard that govern movement southward from the tail track and northward from the run around and long lead, with the exception of the signal governing movement through the crossover from the long lead at North Shreveport, will be referred to as 'switching signals. If the switching signal is displaying a restricting indication, the train or switch job has permission to use the signals for movement in the control point.

However, the crossover at North Shreveport must not be used in hand throw position without authority on the East Main. Trains and switch jobs have permission to change directions within the limits of the control point at North Shreveport between the switching signals if the crossover is not used. If the switching signal is displaying a STOP indication, ensure the switch from the run around is lined for your desired move, and if signal still displays a STOP indication, trains and switch crews must contact the Shreveport Terminal Yardmaster for instructions. However, if the control point is occupied by its own standing train or cut of cars, the train or switch job may, after stopping, pass the switching signal displaying STOP indication without contacting the Shreveport Terminal Yardmaster.

North Lead 29 Switch is close clearance on the west side of the North 30 Lead.

The North switching lead between CP 550 (MP 550.2) and MP 551.9 is 20 MPH.

A Switch Point Indicator has been installed at the Shreveport Industrial Switch, MP 551.1 on the Tail Track. The switch point indicator as defined by GCOR Rule 8.10 will indicate the switch positions as follows:

GREEN light will indicate switch points fit properly in normal position.
YELLOW light will indicate switch points fit properly in reverse position.
RED or DARK light will indicate stop and inspect switch.

South Shreveport Yard
The signals at the South end of Shreveport yard that govern movement northward from Hollywood 1 and southward from zero track, with the exception of the signal governing movement through the crossover from zero track at South Shreveport, will be referred to as ‘switching signals. If the switching signal is displaying a restricting indication, the train or switch job has permission to use the signals for movement in the control point. However, the dual control switch at the crossover must not be used in hand throw position without authority on Hollywood 2. Trains and switch jobs have permission to change directions within the limits of the control point at South Shreveport between the switching signals if the crossover switch is not used. If the switching signal is displaying a STOP indication, trains and switch crews must contact the Shreveport Terminal Yardmaster for instructions. However, if the control point is occupied by its own standing train or cut of cars, the train or switch job may, after stopping, pass the switching signal displaying STOP indication without contacting the Shreveport Terminal Yardmaster.

CP 556 (Hollywood 1)
A dual control derail is installed on the north industry track. This derail operates in conjunction with the main line switch. When operating the dual control switch by hand, it is also necessary to operate the split point derail by hand.

Harriet Street Yard
DTMF Yard Switches are installed on both ends of Harriet Street Yard. When entering the North or South End of Harriet Street yard, it will be necessary to operate the DTMF yard switches.
North Lead Track switch code: normal switch DTMF #556311 – reverse DTMF # 556322.
South Lead Track switch code: normal switch DTMF #557211 – reverse DTMF #557222.

The switch point indicator will indicate the following:
Green - normal position (Lead to Lead)
Yellow - reverse position (Lead to L 1)
Red - in transition or out of correspondence

NOTE: There is a 50 ft. to 100 ft. circuit at these switches that must not be fouled until the switch is lined for intended movement.

Tracks 1, 4, 5 and the lead tracks at north and south Harriett Street are 15 MPH.

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.

Power Assisted Switches (PAS):
Alliance Jct.
Radio Channel 010-010
Normal DTMF #580411 Reverse DTMF #580422

General Information

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

Universal Oil Products MP 544.9
Train crews working Universal Oil Products (UOP) at Brian, LA must wear approved hardhat while working inside the UOP facility.

Cedar Grove Yard
Trains, engines, and all on track equipment must obtain permission from the dispatcher to occupy Cedar Grove Yard.

Departure Instructions Shreveport Yard
Trains, engines, and all on track equipment ready to depart Shreveport Yard must obtain permission from the Shreveport Terminal 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
Hollywood 1 553.5 – 554.7 must not be occupied without permission from the Shreveport Terminal Yardmaster.

Trains, Engines and All on Track Equipment Departing Shreveport Yard To:

- Alexandria, Beaumont, Hope Industrial Lead or Vicksburg Subdivisions or Other Yards and Industries: Must obtain verbal permission to proceed to CTC from train dispatcher before departing Shreveport Yard. Following receipt of authority to enter CTC, contact the Shreveport Terminal Yardmaster for permission to proceed to 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 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 Entering Shreveport Yard From:

- **Beaumont Subdivision And Cedar Grove Industrial Areas:** Must contact Shreveport Terminal Yardmaster before departing Texas Avenue.
- **Shreveport And Greenville Subdivision:** Must contact Shreveport Terminal Yardmaster before departing Texas Junction. All southbound trains must clear CP North Shreveport before changing crews unless authorized by the yardmaster or train dispatcher.
- **Shreveport Terminal CTC Limits On #1, #2 and #3 Main Tracks**: Must contact Shreveport Terminal yardmaster prior to arriving Texas Ave.
- **Hope Industrial Lead And Alexandria Subdivisions:** Before departing L&A Junction or Curtis, crew member must contact the train dispatcher for permission to proceed. If using Red Junction, the crew must contact UP Hollywood Yardmaster (077-077) for permission to use UP trackage between Red Junction and L&A Junction. If delays are encountered notify the train dispatcher.

Operation Via Up For Movement Between Red Junction And L&A Junction

CPKC movement using UP tracks between Red Junction and L&A Junction are governed by the CPKC 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 077-077, 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 082-082, 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 Over CPKC Main Tracks

All Foreign Line Trains must obtain authority from the CPKC train dispatcher before entering the CPKC Main Track at Spring Street, CP 558, or Red Junction.

Trains Moving In And Out Of Shreveport Yard

Between MP 551 and MP 553.7, Loaded Bulk Commodity Trains are allowed to only operate over East and West MT unless authorized by the Shreveport Terminal Superintendent and the Roadmaster. All yard tracks will be used for Loaded Bulk Commodity Trains only on an exception basis.

Trains operating on the east and west main tracks between MP 552.1 and 553.5 should ring engine bell continuously.

Shreveport Diesel Shop

Mechanical Department power operated derails 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 derails are equipped with blue lights. All locomotives and/or train movements will not pass the above derail locations unless permission 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.

Switch 475 at MP 552.4 is Out of Service.

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.

Train and Enginemen do not get on or off moving equipment while inside the north and south derail.

Car Shop

Close clearance east side of Track 147.

Shreveport Yard Complex Entrances
Entrance gates are numbered as follows:

- Gate number 1 is the General Office Building/Training Center.
- Gate number 2 is the Diesel Shop, Annex Building, Signal area.
- Gate number 3 is the Car Shop, Wheel Shop, Storeroom, 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 CPKC Transport, Maintenance of Way, Signal, and Transportation area.
- Isolation gate is on North Lakeshore Drive access to north end of yard.

NOTE: All gates must remain closed when not in use.

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 CPKC (Canadian Pacific Kansas City Railway), Shreveport Yard, 4601 Hilry Huckaby III Avenue, 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 (Shreveport Yard, 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 Shreveport Terminal Yardmaster through the intercom (talkbacks) or on the telephone at ext. 6539. Road crews must report in by telephone on ext. 6031 or use ext. 6539 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 Shreveport Terminal Yardmaster of any delays encountered commencing from call time.

All yard crews (including Bossier local crews) must contact the Shreveport Terminal Yardmaster prior to tie-up. If any crew is unable to complete their assigned work order before the expiration of the hours of service, they must make arrangements with the Shreveport Terminal Yardmaster to have work order completed.

Remote Operations
Shreveport Terminal has been established as a Remote-Control Operating Area.

A Remote-Control Zone is established on the north end of Shreveport Yard on the north switching lead between the one (1) track switch extending northward to the clearance point of the run around track. This zone is identified as “RCZ 1”.

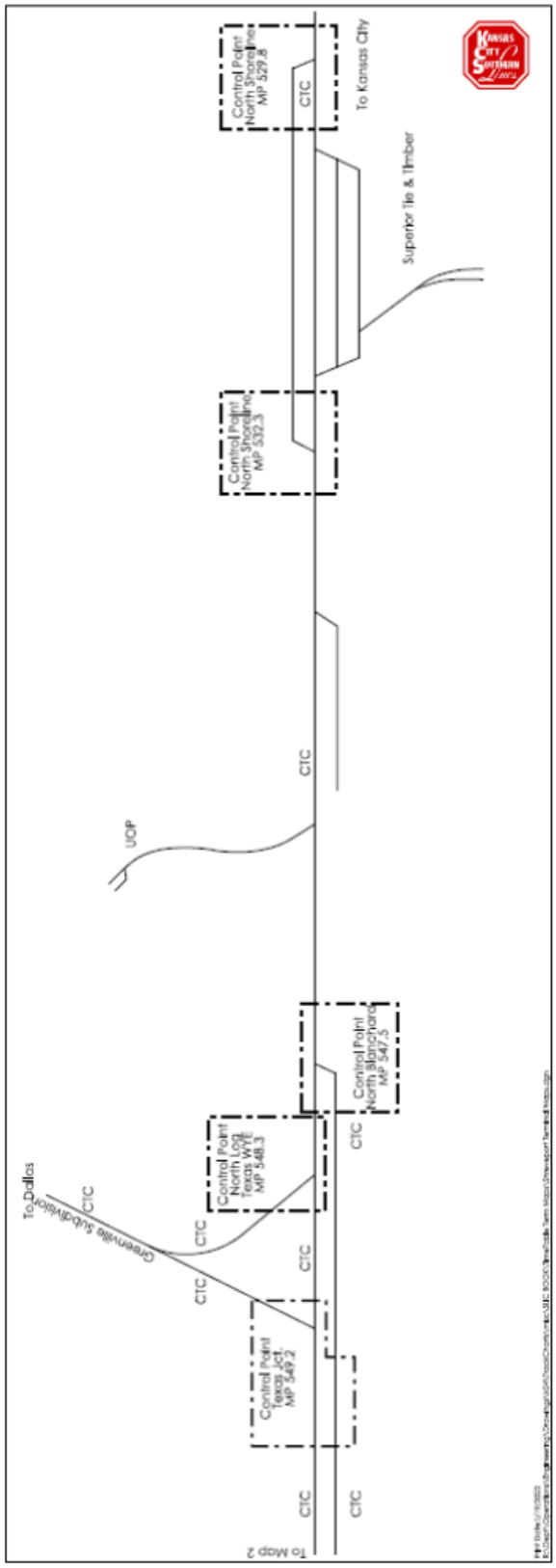
A Remote-Control Zone is established on the north end of Shreveport Yard on the north switching lead between the clearance point of the run around track extending northward to CP 550. This zone is identified as RCZ 2.

Shreveport Terminal Automated Classification Yard
The group of tracks numbered 1 through 30 within Shreveport Yard is designated as bowl tracks. Tracks 1-12 must be secured with two hand brakes and Tracks 13-30 must be secured with three hand brakes, preferably on the ‘leave behind’ cars.

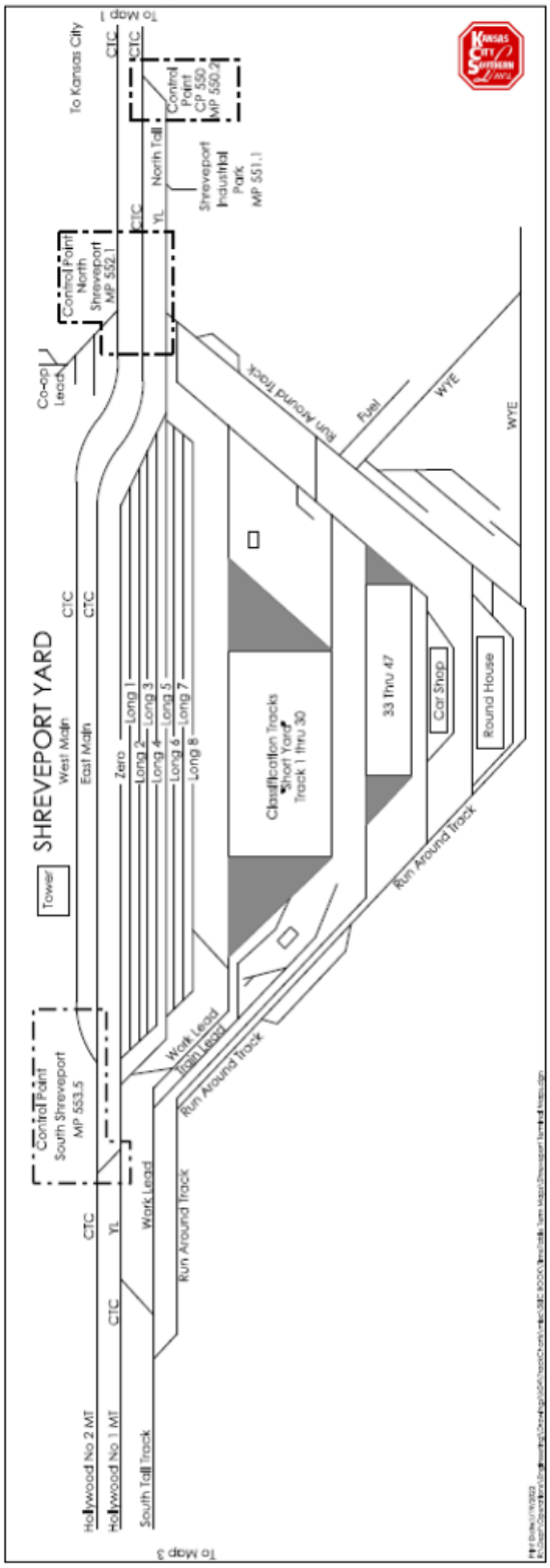
Crews must ‘leave behind’ the required cars unless directed by the Shreveport Terminal Yardmaster. On the North switching lead, DO NOT cut off cars in motion while in the painted area designated as a “NO Cut Zone”.

Milepost Equalization:
• **North Leg Texas Wye (West Main):** MP 548.3 on the Shreveport Terminal Subdivision and MP Y-548.3 on the Shreveport Terminal Subdivision are the same location.
• **West Leg Texas Wye:** 0.7 on the Greenville Subdivision and MP Y-548.7 on the Shreveport Terminal Subdivision are the same location.
• **Texas JCT:** The southbound signal entering West Main off the Greenville Subdivision at MP 0.08 is the official Shreveport Terminal – Greenville Subdivision boundary.
Note: Any bulletins requested from the switch point to the clearance point within the Texas Jct. turnout in Shreveport Terminal must be defined from MP 0.08 to MP 0.0 (0.08 is the south bound signal entering West Main off the Greenville Subdivision; 0.0 is the switch point).

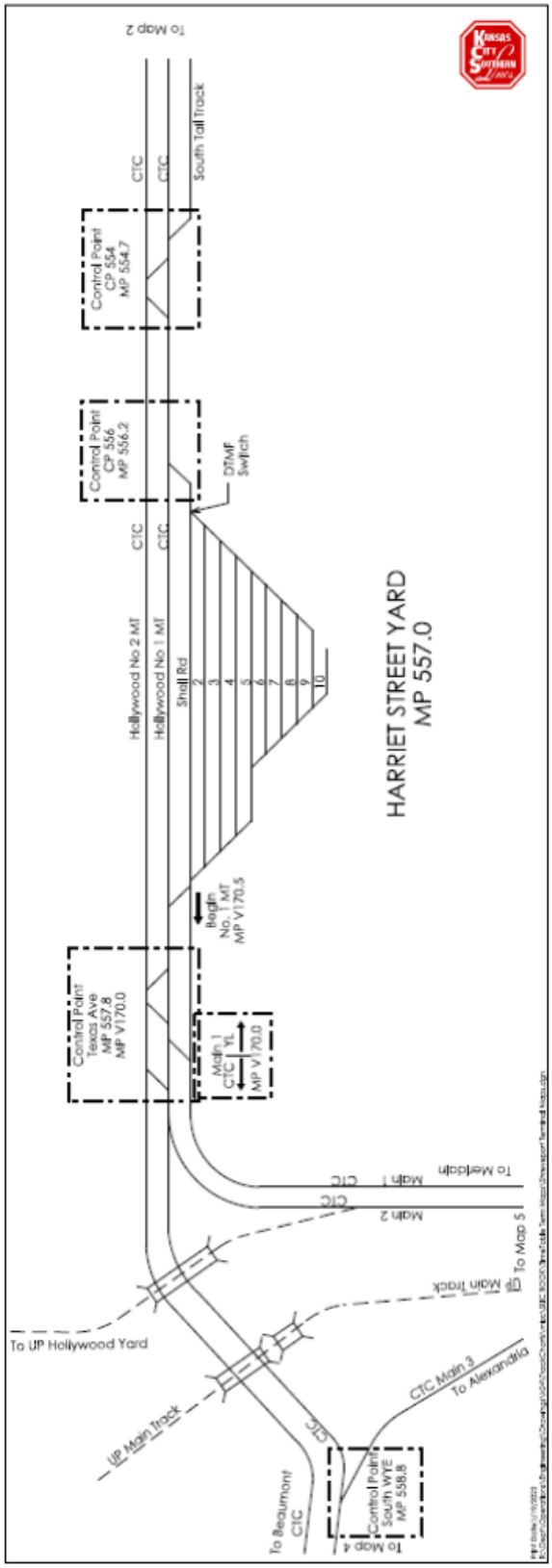
Shreveport Terminal Map 1



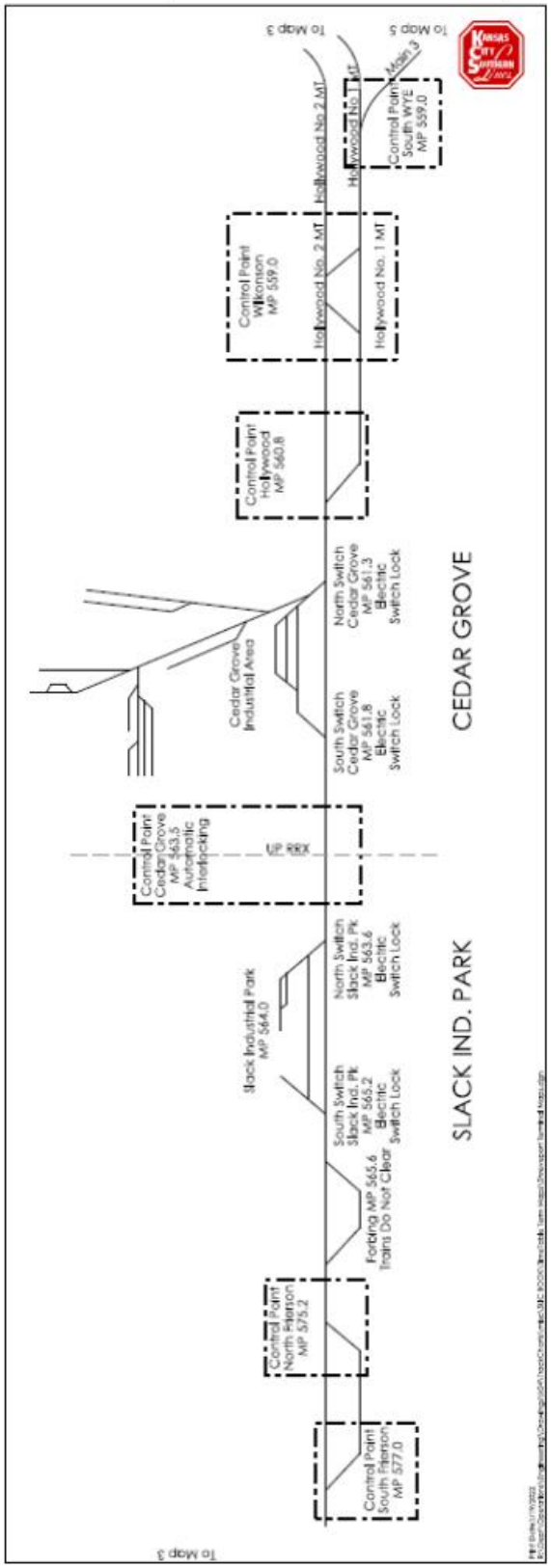
Shreveport Terminal Map 2



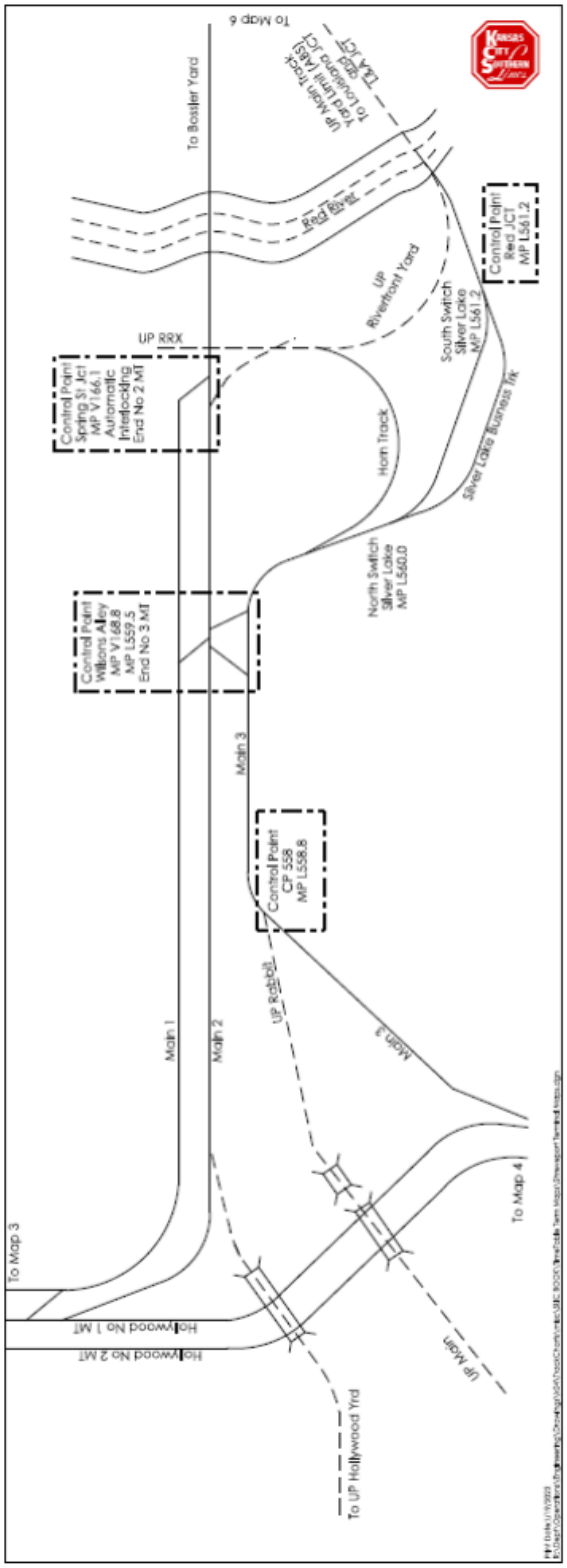
Shreveport Terminal Map 3



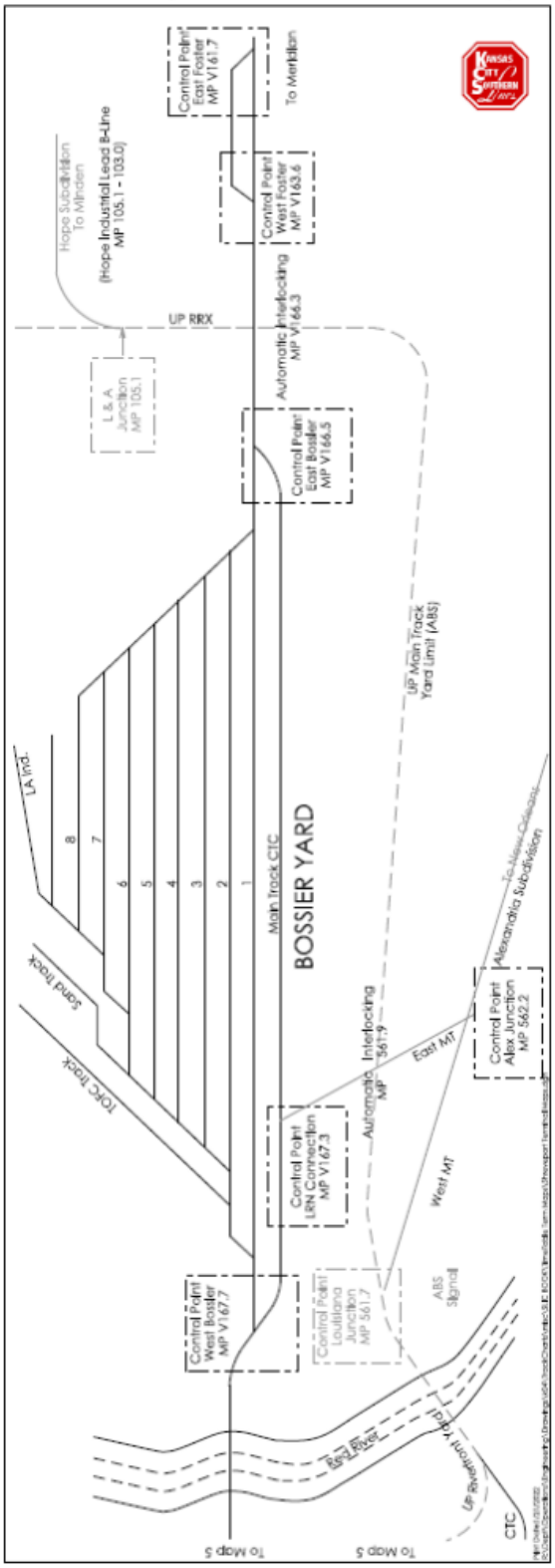
Shreveport Terminal Map 4



Shreveport Terminal Map 5



Shreveport Terminal Map 6



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Station Number	GCOR 4.3	Method of Operation	WESTWARD ↑ Distance From Alliance Jct.	GREENVILLE SUBDIVISION STATION PAGE # Denotes Control Point Or Manual Interlocking	EASTWARD ↓ Mile Post Location	Yard Limits	Siding Length	Continuos Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location
			0.0	*(Dallas/Alliance Sub)* **# ALLIANCE JCT.**	201.9	MP 201.9 – MP 197.9		CQ MP 201.5 to MP 199.4	
				3.1					
9201	B C	**YL**	3.1	**WYLIE YARD**	198.8				
				1.0					
			4.1	**# CP 198**	197.8				
				5.8					195.3
9192			9.9	# Copeville West **COPEVILLE** # Copeville East	192.3 192.0 190.3		10,237		
				6.7					
9185			16.6	**FARMERSVILLE**	185.3				180.4
				2.4					175.2
			19.0	**# MARTIN MARIETTA**	182.9				
				11.3					
9172			30.3	# Greenville West **GREENVILLE** # Greenville East	172.6 171.6 171.4		6,448		
				0.4					
	I		30.7	# DGNO Connection **DGNO**	171.2 171.3				169.2
				1.0					163.3
	A		31.7	**# BLACKLANDS RRX** (CP 170)	170.2				
				22.4					150.8
9148			54.1	# Brashear West **BRASHEAR** # Brashear East	149.0 147.8 146.9		10,635		
				7.5					
9140	B C		61.6	**SULPHUR SPRINGS**	140.3				
		CTC		4.1					
9136			65.7	**# TUGCO**	136.2				
				5.5					134.8
9131			71.2	# Como West **COMO** # Como East	131.1 130.7 128.9		11,215		
				13.0					122.1
9118			84.2	**WINNSBORO**	117.7				
				12.3					111.2
9105			96.5	# Leesburg West **LEESBURG** # Leesburg East	107.0 105.4 105.1		9,471		
				3.4					
9101			99.9	# Monticello West **MONTICELLO** # Monticello East	102.4 102.0 101.0				102.2
				3.7					
9098	A		103.6	**PITTSBURG** (UP RRX)	98.3				94.2
				7.9					92.8
9090			111.5	**WELSH**	90.4				91.8
				1.6					90.8
9089			113.1	# Cason West **CASON** # Cason East	89.3 88.8 87.8		7,072		
				Continued on next page					86.9

Station Number	GCOR 4.3	Method of Operation	WESTWARD ↑ Distance From Alliance Jct.	GREENVILLE SUBDIVISION STATION PAGE # Denotes Control Point Or Manual Interlocking	EASTWARD ↓ Mile Post Location	Yard Limits	Siding Length	Continuos Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location
				10.4				CQ	85.1
9079			123.5	**VEALS**	78.4			MP 82.5 to	
				1.1				MP 82.1	
9076	B C		124.6	# Hughes Springs West **HUGHES SPRINGS** # Hughes Springs East	78.5 77.3 76.3		11,465		74.2 73.2 71.4
				16.2					64.7
9061			140.8	# Lassater West **LASSATER** # Lassater East	61.6 61.1 60.0		7,847		
				10.9					52.5
	A		151.7	**UP RRX**	50.2				
				0.9					
9049		**CTC**	152.6	**JEFFERSON**	49.3				
				13.7					41.7
9035			166.3	# Fox West **FOX** # Fox East	36.4 35.6 34.8/16.5		8,267		
				13.8					9.7
9004			180.1	# Hammock West **HAMMOCK** # Hammock East	4.4 3.5 2.6		9,025		
				2.8					
	T		182.9	**WEST LEG TEXAS WYE**	0.7				
				0.7					
9000			183.6	**TEXAS JCT.** *(Shreveport Terminal Sub)*	0.08				

	MPH
MAXIMUM SPEED	**59**
Exceptions:	
MP 201.9 – MP 197.9	20
MP 191.9 – MP 191.6	50
MP 185.3 – MP 185.2	20
MP 171.0 – MP 170.5	HER 40
MP 170.5 – MP 170.0	20
MP 170.0 – MP 168.5	55
MP 143.4 – MP 143.2	50
MP 142.5 – MP 141.3	HER 50
MP 141.3 – MP 139.0	HER 40
MP 139.0 – MP 129.0	50
MP 123.0 – MP 118.9	50
MP 118.9 – MP 118.5	45
MP 118.5 – MP 116.0	50
MP 105.8 – MP 105.2	50
MP 105.2 – MP 104.9	45
MP 98.9 – MP 98.2	20
MP 94.8 – MP 94.7	50
MP 88.3 – MP 88.2	40
MP 88.2 – MP 86.3	50
MP 86.3 – MP 83.0	40
MP 83.0 – MP 82.8	45
MP 82.8 – MP 82.5	40
MP 82.5 – MP 81.5	50
MP 81.5 – MP 81.0	40
MP 81.0 – MP 71.0	50
MP 71.0 – MP 70.2	45
MP 70.2 – MP 69.2	50
MP 69.2 – MP 68.3	45
MP 68.3 – MP 63.6	50
MP 63.6 – MP 59.6	45
MP 59.6 – MP 50.5	50
MP 50.5 – MP 48.7	25
MP 48.7 – MP 35.0	50
MP 0.3 – MP 0.08	30
Wylie Intermodal Yard	
All switches and tracks	20
Sulphur Springs	
All switches and tracks	5
All Switches and Sidings unless listed below	10
Through Turnouts and on Sidings	
Copeville, Greenville, Brashear, Como, Leesburg, Cason, Lassater, Fox, Hammock	25
West Leg Texas Wye switch only	25
Martin Marietta, Hughes Springs	15

Tons per Operative Brake
When maximum subdivision speed is over 45 MPH, the maximum speed permitted will be determined by the tons per operative brake.
150 tons or greater..... 45

Radio Channels

	AAR	Dispr Call In
Road	010-010	
Yard	050-050	
Disp.	016-010	1
Critical Incident Desk	016-010	3

TrAM Area

The Greenville Sub is TrAM Area 3.

Block System

Centralized Traffic Control (CTC) is in use between CP 198 and Texas Jct.

Positive Train Control (PTC)

PTC is in effect on the Greenville Sub.

Interlockings/Control Points

Automatic Interlocking Approach Location:
(Main Track and Siding, if applicable)

- DGNO at MP 171.2
  WWD Approach: MP 167.0.
  EWD Approach: MP 176.8
- Blacklands at MP 170.2
  WWD Approach: MP 167.0.
  EWD Approach: MP 173.3
- UP RRX at MP 98.3
  WWD Approach: MP 94.2.
  EWD Approach: MP 102.4
- UP RRX at MP 50.2
  WWD Approach: MP 44.8.
  EWD Approach: MP 55.2

Equipment Restrictions

Six Axle Locomotives Prohibited From Operating On The Following Tracks:

- Baldwin E&W MP 41.5 – MP 42.0
- Burford Wood Yard MP 52.0
- Burford Business Track E&W MP 52.0
- Faker E&W MP 95.5
- Pittsburg Pocket MP 98.2
- Pickton MP 126.1
- Cumby MP 154.5
- Campbell MP 161.2

Movement over Public Crossings

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.

Automatic Warning Devices Infrequently Used:

- MP 98.5 – Texas Street (Tracks 737 and 840 only)
- MP 112.0 – FM 1448 (Getty Oil Spur only)
- MP 125.7 – CR 2417 (Siding only)
- MP 161.0 – FM 513 (Siding only)
- MP 185.5 – Main Street (Siding only)

Continuous Quiet Zone – GCOR 5.8.4

Oak St. ..... MP 201.5
Marble St..... MP 201.4
FM 3412, Brown St ..... MP 201.3
FM 2514, Ballard Ave..... MP 201.1
RD 389, Eubanks Ln ..... MP 200.0
Spring Creek Prkwy ..... MP 199.5
High Oaks Yard Crossing ..... MP 199.4
Nichols St..... MP 82.1
Webb St ..... MP 82.5

Electric Locks

Station	MP	Location of switch
Farmersville	185.9	West Farmersville
Farmersville	185.3	East Farmersville
DGNO	171.3	DGNO 106/East Yard Lead Greenville
Campbell	160.9	Campbell
Sulphur Springs	140.4	West House Track
Sulphur Springs	140.1	East House Track
Sulphur Springs	140.1	Boomer Lead
WePac	138.8	WePac
South Pilgrims Pride	99.7	South Pilgrims Pride
Tiger-Atlas Roofing	81.5	Tiger-Atlas Roofing
Burford	52.4	Burford West Switch
Burford	52.0	Burford East Switch
Norboard	51.1	Norboard
Baldwin	42.0	Baldwin West Switch
Baldwin	41.5	Baldwin East Switch

Trackside Warning Detectors

Mile Post	Type of Detector	Call Back
195.3	HBD/DED	#88
180.4	HBD/DED	
175.25	High Water	
169.2	High Water	
163.3	HBD/DED	#88
150.8	HBD/DED	
134.8	HBD/DED	
122.1	HBD/DED	
111.2	HBD/DED	
102.2	HBD/DED	
94.2	DED	
92.8	High Water	
91.8	DED	#88
90.8	DED (Welsh Spur)	
86.94	High Water	
85.1	HBD/DED	#88
74.2	HBD/DED	
73.2	High Water	
71.4	High Water	
64.7	HBD/DED	#88
52.5	HBD/DED	
41.7	HBD/DED	
9.7	HBD/DED	

Other Tracks Not Shown as Stations (Business Tracks)

Name	DOE	MP	Footage
North Texas Waterworks Plant 1 & 2	E	200.9	1,500
West Lead Wylie Yard	E	200.9	4,328
North Texas Waterworks Plant 3 +	W	200.3	6,000
North Texas Waterworks Plant 4 +	W	200.1	1,500
West West Lead XO	E	200.1	XO
East West Lead XO	W	200.0	XO
Northwest Lead Wylie Yard	E	200.0	LEAD
Central Lead Wylie Yard	E	199.6	LEAD
West Lavon Pass	E	199.4	5,150
East Lavon Pass	W	198.4	5,150
East Wylie Yard	W	198.2	YARD
East Lead Wylie Yard	W	198.1	2,672
Receiving/Departure Track Lead	W	198.1	2,351
West Farmersville	E	185.9	2,650
East Farmersville	W	185.3	2,650
Martin Marietta	W	182.9	IND
Floyd Pocket	W	178.3	200
North Texas Transload 721++	W	172.2	IND
North Texas Transload 719++	W	172.2	IND
North Texas Transload Lead	W	172.2	IND
East DGNO Yard Lead E	W	171.3	2,800
West DGNO Connection	E	171.1	CONN
East DGNO Connection	W	171.2	CONN
Compress	W	169.7	800
Campbell	W	160.9	1,800
CP 161		160.8	
Cumby	E	154.5	250
Westway	E	141.1	453
West House Track	E	140.4	942
Martin Fertilizer ++	E	140.4	IND
East House Track	W	140.1	942
Boomer Lead	W	140.1	4,556
Hollywood Spur	W	139.3	3,126
WePac	W	138.8	LEAD
Pickton	E	126.1	1,100
Esser	W	116.2	1,000
Tidewater W Leg of Wye	E	112.1	WYE
Newsome	E	107.7	500
West Monticello	E	102.4	6,767
East Monticello	W	101.0	6,767
South Pilgrims Pride	E	99.7	IND
West Pilgrims Pride 841	E	98.9	IND
East Pilgrims Pride 842 ++	W	98.6	IND
Pilgrims Pride 840 XO ++	E	98.6	XO
East Pilgrims Pride	W	98.5	IND
Pittsburg Pocket	W	98.1	600
West Faker	E	95.7	1,020
Faker Extension ++	W	95.6	700
East Faker	W	95.4	1,020
SWEPCO-AEP Welsh	W	90.6	IND
Cason Spur +	E	88.7	600
Tiger-Atlas Roofing	W	81.5	694
TN Conn +	E	78.3	CONN
West Pocket Track +	E	78.2	1,362
East Pocket Track +	W	77.9	1,362
West 407 +	E	77.4	863
East 407 +	W	77.2	863
West Hughes Spring Yd. 3 +	E	77.1	YARD
West Hughes Springs Yd. 4+	E	77.0	YARD
West Hughes Springs Yd. 5++	E	77.0	YARD
West Hughes Springs Yd. 6++	E	77.0	YARD
East Hughes Springs Yd. 6++	W	76.4	YARD
East Hughes Springs Yd. 5++	W	76.4	YARD
East Hughes Springs Yd. 4++	W	76.4	YARD
East Hughes Springs Yd. 3 +	W	76.3	YARD
Pipe Yard	E	76.1	650
Lassater Spur +	W	60.9	653
Burford West Switch	E	52.4	1,893
Burford Team Track ++	W	52.0	IND
Burford Spur 701 ++	W	52.0	IND
Burford East Switch	W	52.0	1,893
Norboard	W	51.1	LEAD
T N T Spur	W	51.0	IND
Murray Spur	W	50.4	1,505
UP Interchange	E	50.3	CONN
Jefferson House Track	E	49.4	840
CP 48		47.9	
Baldwin West Switch	E	42.0	2,310
Baldwin Spur 702	E	42.0	772
Baldwin East Switch	W	41.5	2,310
Fox Spur +	E	36.4	1,167
Hammock Spur +	W	2.6	1,000

+ Indicates Connected to Siding
++ Indicates Connected to Business Track

Switch Information

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
Main track switches may be left lined as last used.

The east lead yard track is connected to the east end of the Wylie Intermodal Terminal track.

When lining the switch(es) into or out of the Wylie Intermodal Terminal tracks, it will also be required to line the associated split rail derail in the non-derailing position.

Power Assisted Switches (PAS):
Alliance Jct.
Radio Channel 010-010
Normal DTMF #580411 Reverse DTMF #580422

General Information

Distributed Power
Other than unit trains, westbound trains in excess of 10,000 tons must have distributed power.

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 proper signal 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 proper signal 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, proceed signal must not be given until such movement is stopped.

2. The interlocking signals at the CPKCR/Blackland RR crossing MP 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.

Welsh Power Plant
Train crews operating empty coal trains will perform a Class IA air brake test prior to departing Hughes Springs If no extended haul brake slip is located in locomotive cab.
Note: An extended haul brake test is now required after coal train arrives Kansas City.

Baldwin
MW 093 or 095 are prohibited.

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. For proper signal and dual control switch operation at East Hughes Springs, the derail must be in the derailing position.

No loaded coal trains allowed on siding.

Measured Mile: MP 196 - 197 and MP 80 - 81.

Milepost Equalization:
• **East Fox:** MP 34.8 and MP 16.5 are the same location.
• **Alliance Junction:** MP C-580.4 on the Alliance Subdivision and MP201.9 on the Dallas and Greenville Subdivisions are the same location.
• **West Leg Texas Wye:** 0.7 on the Greenville Subdivision and MP Y-548.7 on the Shreveport Terminal Subdivision are the same location.
• **Texas Jct.:** The south bound signal entering West Main off the Greenville Subdivision at MP 0.08 is the official Shreveport Terminal-Greenville Subdivision boundary.

Note: Any bulletins requested from the switch point to the clearance point within the Texas Jct. turnout in Shreveport Terminal must be defined from MP 0.08 to MP 0.0 (0.08 is the south bound signal entering West Main off the Greenville Subdivision; 0.0 is the switch point).

---END---

Station Number	GCOR 4.3	Method of Operation	WESTWARD ↑ Distance From Metro Jct.	ALLIANCE SUBDIVISION STATION PAGE # Denotes Control Point Or Manual Interlocking	EASTWARD ↓ Mile Post Location	Yard Limits	Siding Length	Continuos Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location
9361	T	YL	0.0	*(Greenville Sub)* **METRO JCT.**	D-110.2	MP D-110.2 – MP D-109.0			D-91.5
				1.2					
			1.2	**EAST METRO**	D-109.0				
		TWC		4.5					
9357			5.7	**DENTON**	D-104.5				
				2.5					
9354			8.2	WSS Minchin **MINCHIN** ESS Minchin	D-102.8 D-102.0 D-102.0		3,654		
				11.1					
9343		TWC	19.3	WSS Lewisville **LEWISVILLE** ESS Lewisville	D-90.9 D-90.9 D-90.8			CQ MP D-96.2 to MP D-90.5	
				15.9					
9328			35.2	WSS Cowley **COWLEY** ESS Cowley	D-76.1 D-75.0 D-74.9		5,580	CQ MP D-78.7 to MP D-74.9	
				1.5					
			36.7	**WHITE ROCK JCT.**	C-593.1			CQ MP C-587.3 to MP C-580.9	
				0.7					
			37.0	**CP PARK**	C-593.03				
BETWEEN CP PARK AND CP PLANO BE GOVERNED BY DART SILVER LINE TIMETABLE									
		TWC		**CP PLANO**	C-587.31				
				6.91					
9200			49.4	**ALLIANCE JCT.** *(Alliance Sub)*	C-580.4				

Station Number	GCOR 4.3	Method of Operation	NOTHWARD ↑	FORT WORTH SUBDIVISION STATION PAGE # Denotes Control Point Or Manual Interlocking	SOUTHWARD ↓	Yard Limits	Siding Length	Continuos Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location

Operation via BNSF (Texas Division, Fort Worth Subdivision) Metro Jct. to Alliance

	MPH FRT	MPH IMT
MAXIMUM SPEED	**30**	**35**
Exceptions:		
MP D-110.2 – MP D-109.0	20	20
Loaded Bulk Commodity Train		
Entire Sub (except MP D-82.0 – MP D-89.0)	25	
MP D-89.0 – MP D-82.0	10	
All Switches and Sidings unless listed below	10	10
Through Turnouts and Sidings		
Alliance Jct	HER 25*	HER 25*

*Indicates loaded bulk commodity trains – 10 MPH

Radio Channels

	AAR	Dispr Call In
Road	010-010	
Yard	063-063	
Disp.	016-010	1
Critical Incident Desk	016-010	3

TrAM Area

The Alliance and Fort Worth Subs are TrAM Area 1.

Movement Authority

Track Warrant Control (TWC) is in use between East Metro and Alliance Jct.

Yard Limits

West MP		East MP
D-110.2	Metro Jct. /East Metro	D-109.0

Equipment Restrictions

Dynamic Braking
The use of Dynamic Braking is prohibited.

Six Axle Locomotives Prohibited From Operating On The Following Tracks:

- Tetra Pak-Union Camp MP D-105.4
- Dallas Morning News MP D-74.6

Movement over Public Crossings

Automated Horn

City	Street	MP
Murphy, TX	FM 2551	C-584.3
Murphy, TX	North Maxwell Creek Rd.	C-583.5

Continuous Quiet Zone – GCOR 5.8.4

Lewisville	
Copper Canyon Rd	MP D-96.92
Orchid Hill Rd	MP D-96.73
Private Rd	MP D-95.55
Chinns Chapel Rd	MP D-95.05
FM 2499	MP D-94.40
Briar Hill Rd	MP D-93.53
Highland Village Rd	MP D-92.87
Garden Ridge Blvd	MP D-91.51
McGee Ln	MP D-90.99
Summit Ave	MP D-90.50
Cowley	
Horizon North Dr	MP D-78.73
Dallas North Prkwy Ramp	MP D-78.65
Dallas North Prkwy	MP D-78.55
Ohio Dr	MP D-76.07
Coit Rd	MP D-74.90
White Rock Jct. – Alliance Jct.	
Los Rios Blvd	MP C-586.95
Plano Prkwy	MP C-586.24
Park Vista Rd	MP C-585.40
FM 544	MP C-584.95
FM 2551, Murphy Rd	MP C-584.33
N. Maxwell Creek	MP C-583.72
McCreary Rd	MP C-583.20
Springwell Prkwy	MP C-582.70
FM 1378/Country Club	MP C-581.90
Westgate Way	MP C-580.95

Trackside Warning Detectors

Mile Post	Type of Detector	Call Back
D-91.5	HBD/DED	#88

Other Tracks Not Shown as Stations (Business Tracks)

Name	DOE	MP	Footage
Tetra Pak-Union Camp	E	D-105.4	11,000
84 Lumber	E&W	D-104.9	1,150
Denton	E&W	D-104.5	300
Ben E. Keith	W	D-104.5	500
Martin Brower	W	D-91.1	1,200
Lewisville	E&W	D-90.9	500
CP 85.5		D-85.5	
Dallas Morning News	W	D-74.6	960
Murphy		C-584.4	

Switch Information

Power Assisted Switches (PAS):
White Rock Jct.
Radio Channel 010-010
Normal DTMF #593111 Reverse DTMF #593122
Alliance Jct.
Radio Channel 010-010
Normal DTMF #580411 Reverse DTMF #580422

Spring Switch Location
West Cowley – MP D-76.1

General Information

Metro Jct.
All Westbound Trains arriving Metro Jct. must call BNSF Trainmaster on Channel 055 to report arrival time at Metro Jct.

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 White Rock Branch
RED - Stop and Inspect Switch

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

Milepost Equalization:

- MP C-593.1 corresponds to MP D-73.5 on the White Rock Branch
- MP C-580.4 corresponds to MP T-201.9 on the Dallas Subdivision

Measured Mile: C-581 - C-582

---END---

Station Number	GCOR 4.3	Method of Operation	WESTWARD ↑ Distance From Dallas Yd.	DALLAS SUBDIVISION STATION PAGE # Denotes Control Point Or Manual Interlocking	EASTWARD ↓ Mile Post Location	Yard Limits	Siding Length	Continuos Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location
	C B		0.0	*(End of Line)* **DALLAS YARD**	T-220.0				
				5.4					
9215		**YL**	5.4	**DALLAS JCT**	T-214.6				
				4.2					
			9.6	**DGNO CONN**	T-210.4	MP T-214.6 MP T-210.3		CQ MP T-214.1 to MP T-202.1	
				0.1					
9210			9.7	**GARLAND**	T-210.3				
				0.1					
	A		9.8	**DGNO RRX**	T-210.2				
		TWC		4.7					
9205			14.5	**SACHSE**	T-205.5				
				3.6					
			18.1	**ALLIANCE JCT.** *(Alliance Sub)*	T-201.9				

MAXIMUM SPEED	**MPH**
	40

Exceptions:

MP T-220.0 – MP T-214.6 (MT) 20
MP T-214.6 – MP T-210.3.....20
MP T-202.3 – MP T-201.9.....20
All Switches and Sidings 10

Radio Channels

	AAR	Dispr Call In
Road	010-010	
Yard	063-063	
Disp.	016-010	1
Critical Incident Desk	016-010	3

TrAM Area

The Dallas Sub is TrAM Area 3.

Movement Authority

Track Warrant Control (TWC) is in use between Garland and Alliance Jct.

Yard Limits

West MP **East MP**

T-220.0 ..... GCNO Connection T-210.3

Equipment Restrictions

Six Axle Locomotives Prohibited From Operating On The Following Tracks:

- Phibrotech MP T-209.7
- Dallas Yard MP 215.0 (past Plastic Can)

Continuous Quiet Zone – GCOR 5.8.4

Dallas Yard – Alliance Jct.

Shiloh Rd	MP T-214.12
Leon Rd	MP T-213.68
W. Kingsley Rd	MP T-213.48
Axe Dr	MP T-213.16
Devonwood Dr	MP T-212.42
Miller Rd	MP T-212.23
Ave F	MP T-211.21
Ave D	MP T-211.06
Ave B	MP T-210.90
Ave A	MP T-210-83
5th St	MP T-210.81
Main St	MP T-210.76
West State St	MP T-210.70
Walnut Rd	MP T-210.41
First St	MP T-210.21
Castle Dr	MP T-209.92
Buckingham Rd	MP T-209.38
Crist Rd	MP T-208.76
Naaman School Rd	MP T-208.17
Private Crossing	MP T-206.75
Murphy Rd	MP T-206.49
Ben Davis Rd	MP T-205.98
3rd St	MP T-205.72
5th St	MP T-205.59
Park Ln	MP T-205.17
Ranch Rd	MP T-204.34
Woodbridge Prkwy	MP T-203.88
Sanden Blvd	MP T-203.10
S. Westgate Way	MP T-202.60
Kirby St	MP T-202.15

Other Tracks Not Shown as Stations (Business Tracks)

Name	DOE	MP	Footage
Reinhardt House Track	W&E	T-216.5	700
WSI	E	T-214.9	IND
Phibrotech Lead W	T-209.7	IND	
East Sachse		T-205.3	

Switch Information

Power Assisted Switches (PAS):
Alliance Jct.
Radio Channel 010-010
Normal DTMF #580411 Reverse DTMF #580422

General Information

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.

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

Milepost Equalization:
- MP T-214.6 on the Dallas Subdivision corresponds to MP D-62.6 on the White Rock Branch Subdivision.
- MP T-201.9 on the Dallas and Greenville Subdivision corresponds to MP C-580.4 on the Alliance Subdivision.

Measured Mile: T-203 - T-204

---END---

Station Number	GCOR 4.3	Method of Operation	WESTWARD ↑ Distance From White Rock Jct.	WHITE ROCK BRANCH STATION PAGE # Denotes Control Point Or Manual Interlocking	EASTWARD ↓ Mile Post Location	Yard Limits	Siding Length	Continuos Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location
			0.0	*(Alliance Sub)* **WHITE ROCK JCT.**	D-73.5				
				2.8					
9322		**TWC**	2.8	**RICHARDSON**	D-70.7				
				6.6					
9316			9.4	**WHITE ROCK**	D-64.1				
				1.5					
9215	B C		10.9	**# DALLAS JCT.** *(Dallas Sub)*	D-62.6				

	MPH
MAXIMUM SPEED	**25**

Exceptions:
All Switches and Sidings 10

Radio Channels

	AAR	Dispr Call In
Road	010-010	
Yard	050-050	
Disp.	016-010	1
Critical Incident Desk	016-010	3

TrAM Area

The White Rock Branch Sub is TrAM Area 1.

Movement Authority

Track Warrant Control is in use between White Rock Jct and Dallas Jct.

Equipment Restrictions

Six Axle Locomotives Prohibited from Operating on The Following Tracks:

- White Rock Industry Lead MP D-64.1
- Gaylord MP D-64.3
- DAP MP D-64.4
- Quaker MP D-64.5
- Northgate MP D-66.4

Movement over Public Crossings

Automated Horn

City	Street	MP
Richardson, TX	Custer Prkwy	D-72.05

Continuous Quiet Zone – GCOR 5.8.4

Lookout Dr	MP D-72.93
Custer Prkwy	MP D-72.05
Campbell Rd	MP D-71.68
S. 74, Arapahoe Rd	MP D-70.43
E. Spring Valley Rd	MP D-68.99

Continuous Quiet Zone – GCOR 5.8.4

Centennial Blvd	MP D-68.65
Buckingham Rd	MP D-68.39

Other Tracks Not Shown as Stations (Business Tracks)

Name	DOE	MP	Footage
Arapaho	W&E	D-70.1	600
Northgate	E	D-66.4	2,750
Quaker	E	D-64.5	1,960
DAP	E	D-64.4	1,910
Gaylord	E	D-64.3	1,860
White Rock Lead +	E	D-64.1	15,000
White Rock	W&E	D-64.1	837

+ Indicates Connected to Siding

Switch Information

Power Assisted Switches (PAS):
White Rock Jct.
Radio Channel 010-010
Normal DTMF #593111 Reverse DTMF #593122

General Information

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

Milepost Equalization:

- 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.

---END---

Station Number	GCOR 4.3	Method of Operation	WESTWARD ↑ Distance From Fosters	VICKSBURG SUBDIVISION STATION PAGE # Denotes Control Point Or Manual Interlocking	EASTWARD ↓ Mile Post Location	Yard Limits	Siding Length	Continuos Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location
1011			0.0	*(Shreveport Terminal Sub)* **FOSTERS**	161.7				
				8.0					155.3
1021			8.0	**HAUGHTON**	153.7				
				5.5					151.9
5083			13.5	**DOYLINE**	148.2				
				6.8					
7083			20.3	# Sibley West **SIBLEY** # Sibley East	142.8 141.4 141.0		8,658		
				10.2					138.4
1043			30.5	**NELSON**	131.2				
				4.0					
1047	A		34.5	# Gibsland West **GIBSLAND** # Gibsland East (L&NW RRX)	129.1 127.2 127.2		9,865		
				7.9					125.1
1055			42.4	**ARCADIA**	119.3				
				0.5					
1057			42.9	**MARTIN RESOURCES**	118.8				
				7.3					
1063		**CTC**	50.2	# Simsboro West **SIMSBORO** # Simsboro East	113.2 111.5 108.4		24,882		
				5.7					107.1
1072			55.9	**RUSTON**	102.8				
				7.4					97.0
1079			63.3	**CHOUDRANT**	95.4				
				9.2					
1088			72.5	# Calhoun West **CALHOUN** # Calhoun East	87.6 86.2 86.0		7,960		
				10.4					84.2
1100			82.9	# Fitzmorris West **FITZMORRIS** # Fitzmorris East	76.4 75.8 74.6		8,990		
				3.8					74.4
	A		86.7	**QUACHITA RIVER BRIDGE**	72.0				
				0.5					
1103	B C		87.2	**MONROE**	71.5			CQ MP 72.58 through MP 66.19	
				0.4					
	A		87.6	**CP 71** (UP RRX)	71.1				
				4.8					
1107			92.4	# Magenta West **MAGENTA** # Magenta East	70.1 66.3 66.2		20,059		
				9.2					64.3
1117			101.6	# Crew Lake West **CREW LAKE** # Crew Lake East	58.1 57.1 57.1		5,016		
				18.7					47.1
1134			120.3	# Shannon West **SHANNON** # Shannon East	40.3 38.4 38.4		9,521		
				3.1					
1139			123.4	**DELHI**	35.3				
				Continued on next page					30.4

Station Number	GCOR 4.3	Method of Operation	WESTWARD ↑ Distance From Fosters	VICKSBURG SUBDIVISION STATION PAGE # DENOTES CONTROL POINT OR MANUAL INTERLOCKING	EASTWARD ↓ Mile Post Location	Yard Limits	Siding Length	Continuos Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location
				20.2					12.9
1157			143.6	# Tallulah West **TALLULAH** # Tallulah East	16.8 15.1 15.1		8,766		
		CTC		14.3					
1173			157.9	# Bovay West **BOVAY** # Bovay East	2.4 0.8 0.7		8,609		2.5
				0.8					
1177	B C		158.7	**VICKSBURG** *(Meridian Sub)*	0.0				

	MPH
MAXIMUM SPEED	**59**

Exceptions:
MP 160.1 – MP 159.8 40
MP 127.2 – MP 127.1 40
MP 72.2 – MP 72.0 30
MP 72.0 – MP 68.0 40
MP 0.5 – MP 0.0 10
All Switches and Sidings unless listed below 10

Turnouts and Sidings
Sibley, Gibsland, Calhoun, Magenta, Shannon, Tallulah 25
CP 68 Crossover.....25
Lansing Grain turnouts only 25
CP 110 Crossover.....30
Simsboro, Fitzmorris, Bovay 30

Monroe
Zone 44 Tracks 1 – 6 including turnouts 15

Tons per Operative Brake
When maximum subdivision speed is over 45 MPH, the maximum speed permitted will be determined by the tons per operative brake.
100 or less ..... No Restriction
101 to 110 55
111 to 120..... 50
Over 120 45

Radio Channels

	AAR	Dispr Call In
Road	060-060	
Yard	007-007	
Disp.	086-060	1
Critical Incident Desk	086-060	3

TrAM Area

The Vicksburg Sub is TrAM Area 1.

Block System

Centralized Traffic Control (CTC) is in use between Fosters and Vicksburg.

Positive Train Control (PTC)

PTC is in effect on the Vicksburg Sub.

Interlockings/Control Points

Automatic Interlocking Approach Locations:
(Main Track and Siding, if applicable)
- 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 76.40
- UP RRX at MP 71.1.
  WWD Approach: MP 67.39;
  EWD Approach: MP 76.40

Gibsland CPKC/L&NWRR Interlocking
The Interlocking signals at the CPKC/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.

Ouachita River Bridge MP 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 71.1/Up Interlocking MP 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.

Equipment Restrictions

Six Axle Locomotives Prohibited From Operating On The Following Tracks:

- Gibsland Yard Tracks 2, 3, 5
- MDR Lead and MDR Main Track
- Monroe Roundhouse – MP 71.3
- Old Monroe Yard – MP 71.2
- UPRR South Interchange – MP 71.1
- All Industry/Business tracks, except:
  - o Sibley Branch-Minden Subdivision – MP 141.4
  - o Doyline – MP 148.2
  - o Blazer Construction Spur – MP 111.9
  - o Century Ready Mix – MP 76.8
  - o Lansing Grain – MP 36.94 and MP 36.61
  - o Bunge Spur – MP 14.9
  - o Bunge Spur – Levee St. Vicksburg

Monroe Yard – Six axle locomotives are allowed on tracks 3 and 6, but only the east 500 feet of tracks 1, 2, 4 and 5.

Movement over Public Crossings

Automatic Warning Devices Used Infrequently:

- MP 153.7 – North Myrtle Street (Siding only)
- MP 148.7 – Highway 164 (Doyline Interchange Track)
- MP 127.2 – Hwy 154 (LNW #5 Track)
- MP 36.1 – Tifton Avenue (Siding only)
- MP 35.6 – Denver Street (Siding only)
- MP 35.4 – Chicago Street (Siding only)

Continuous Quiet Zone – GCOR 5.8.4

Fourth Street ..... MP 72.58
Riverfront Street ..... MP 72.20
South Grand Street ..... MP 71.96
North Fourth Street ..... MP 71.76
North Fifth Street ..... MP 71.69
Desiard Street ..... MP 71.60
Powell Avenue ..... MP 69.17
Kansas Lane ..... MP 68.33
Chennault Park ..... MP 66.19

Electric Locks

Station	MP	Location of switch
Haughton	154.0	West Haughton
Haughton	153.3	East Haughton
Blazer Spur	152.8	Blazer Spur
Doyline	149.1	W Doyline Interchange
Doyline	148.4	E Doyline Interchange
Doyline	148.3	West Doyline
Doyline	147.5	East Doyline
Nelson	131.4	West Nelson
Nelson	130.7	East Nelson
Gibsland	128.4	West Gibsland #1
Gibsland	127.2	Gibsland XO MT to #1 Track
Gibsland	127.1	Gibsland #5 Track
Arcadia	120.2	West Arcadia
Arcadia	119.5	East Arcadia
Con Agra	117.4	Con Agra
Weyerhaeuser	116.6	Weyerhaeuser OSB
Ruston	102.6	West Ruston
Choudrant	95.8	West Choudrant
Choudrant	95.0	East Choudrant
Fitzmorris	75.0	Louisiana Plastic
Monroe	71.3	Monroe Fuel Track
Monroe	71.2	Monroe RIP Track
Monroe	71.2	Monroe Yard
Monroe	71.1	UP Interchange
Airport Ind. Park & W S/O Track	69.1	Airport Ind. Park & W S/O Track
Delhi	36.4	West Delhi
DSR Connection	17.8	West DSR Connection
DSR Connection	17.2	East DSR Connection

Trackside Warning Detectors

Mile Post	Type of Detector	Call Back
155.3	HBD/DED/Oversized Load (C) (W)	#88
151.9	Wheel Impact/ Hunting Truck/Imbalanced Load	
138.4	HBD/DED	#88
125.1	HBD/DED	
107.1	HBD/DED	
97.0	HBD/DED	
84.2	HBD/DED	
74.4	HBD/DED/Oversized Load (C) (E)	
64.3	HBD/DED/Oversized Load (C) (W)	
47.1	HBD/DED	
30.4	HBD/DED	
12.9	HBD/DED/Oversized Load (C) (E)	
2.5	HBD/DED (C) (E)	

Other Tracks Not Shown as Stations (Business Tracks)

Name	DOE	MP	Footage
East Haughton	W	153.3	3,386
Blazer Spur	E	152.8	1,324
CP Doyline		151.8	CP
West Doyline Interchange	E	149.1	3,012
Doyline Interchange ++	W	149.0	341
East Doyline Interchange	W	148.4	3,012
West Doyline	E	148.3	3,862
East Doyline	W	147.5	3,862
West LAS Interchange +	E	142.4	4,035
West Sibley 702 ++	E	142.4	3,573
East Sibley 702 ++	W	141.6	3,573
East LAS Interchange +	W	141.6	4,035
Sibley Branch Minden Sub +	E	141.4	CONN
West Nelson	E	131.4	3,468
East Nelson	W	130.7	3,468
West Gibsland #1	E	128.4	4,157
East Gibsland #1 ++	W	127.5	4,157
Gibsland Stub +	W	127.2	130
Gibsland XO MT to #1 Track	W	127.2	XO
Gibsland #5 Track	W	127.1	CONN
East Arcadia	W	119.5	3,051
CP 119		119.2	CP
West Martin Resources	E	119.2	4,049
Martin Underground ++	E	118.7	IND
East Martin Resources	W	118.4	4,049
CP 118		118.3	CP
Con Agra	E	117.4	6,087

Name	DOE	MP	Footage
Weyerhaeuser OSB	W	116.6	1,824
Mid States Wood Preservers	W	112.9	459
Blazer Construction Spur +	W	111.9	3,230
CP 110		110.2	XO
House of Raeford +	W	110.0	IND
Ball-Foster +	W	109.7	5,226
Weyerhaeuser Surpine +	E	109.7	1,136
Industrial Insulation Group	W	108.7	903
Business Car Track	E	102.9	313
West Ruston	E	102.6	3,000
West Randal Farms ++	E	95.5	853
East Randal Farms ++	W	95.2	853
East Choudrant	W	95.0	4,275
Calhoun Team Track	E	86.2	678
Drill Track Xover +	W	76.3	XO
Drill Track +	W	75.6	IND
Louisiana Plastic	W	75.0	3,450
Set Out Track +	W	74.6	1,210
Riverwood Paper Mill	W	72.5	IND
CP 72		72.5	CP
Monroe Fuel Track	W	71.3	
Monroe RIP Track	W	71.2	
Monroe Yard	W	71.2	Yard
CP 69		69.2	CP
Monroe Switching Lead +	W	69.2	Yard
Airport Industrial Park &			
West Set Out Track	E	69.1	IND
East Set Out Track	W	68.4	3,255
CP 68		68.2	XO
Rayville Producers	E	52.2	1,350
CP 49		49.0	49.0
Holly Ridge Team Track	W	42.5	850
Pro-Boll Chemical	W	39.9	2,316
Lansing Grain West	E	36.9	8,453
Lansing Grain East	W	36.6	8,453
West Delhi	E	36.4	3,200
CP 27		27.8	CP
West DSR Connection	E	17.8	Conn
East DSR Connection	W	17.2	Conn
Bunge Spur	W	14.8	720

+ Indicates Connected to Siding
++ Indicates Connected to Business Track

Switch Information

Graphic Packaging

DTMF Yard Switches are installed on the Graphic Packaging Lead. When entering the Ouachita Terminal industry tracks it will be necessary to operate the DTMF switches.

- West Ouachita Terminal Industry track switch DTMF code: normal switch DTMF #001111 – reverse switch DTMF #001122.
- East Ouachita Terminal Industry track switch DTMF code: normal switch DTMF #000511 – reverse switch DTMF #000522.

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 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 Yard

The following switches may be left as last lined:

- First switch approximately 50 feet north of Depot Street.

General Information

Graphic Packaging

Before removing the derail on Graphic Packaging Lead at Coleman Avenue, contact Superior Switching on channel 022-022.

Superior Switching must remain stopped while CPKC is making train movements south of the derail.

Notify Superior Switching after we have locked derail back in derailing position and departed Graphic Packaging Lead.

Vicksburg Yard

The following switches may be left as last lined:

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

---END---

Station Number	GCOR 4.3	Method of Operation	NORTHWARD ↑ Distance From Pineville Jct.	HODGE SUBDIVISION STATION PAGE # Denotes Control Point Or Manual Interlocking	SOUTHWARD ↓ Mile Post Location	Yard Limits	Siding Length	Continuos Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location
	T	YL	0.0	**PINEVILLE JCT.**	B-193.8	MP B-193.8 – MP B-192.0			
				1.8					
			1.8	**END OF LINE**	B-192.0				

	MPH
MAXIMUM SPEED	**20**

Exceptions:
MP B-193.8 – MP B-192.0 10

Radio Channels

	AAR	Dispr Call In
Road	060-060	
Critical Incident Desk	086-060	3

TrAM Area

The Hodge Sub is TrAM Area 1.

Yard Limits

North MP **South MP**
193.8 ..... Pineville Jct. 192.0

Equipment Restrictions

Six Axle Locomotives Prohibited from Operating on the entire Sub.

General Information

MP B-192.0 begins Louisiana Southern Railroad.

---END---

Station Number	GCOR 4.3	Method of Operation	NORTHWARD ↑ Distance From End of Line	REDWOOD BRANCH STATION PAGE # Denotes Control Point Or Manual Interlocking	SOUTHWARD ↓ Mile Post Location	Yard Limits	Siding Length	Continuos Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location
			0.0	**END OF LINE**	218.0				
				2.3					
1177			2.3	**VICKSBURG** (Via Yard Track)	220.3				
		6.28		2.0					
			4.3	**VICKSBURG IND. LEAD JCT.**	222.3				
				0.7					
			5.0	**END OF LINE**	223.0				

	MPH
MAXIMUM SPEED	**10**

Exceptions: None

Radio Channels

	AAR	Dispr Call In
Road	060-060	
Yard	007-007	
Critical Incident Desk	086-060	3

TrAM Area

The Redwood Branch is TrAM Area 1.

Rule 6.28 Other than Main Track

Other than Main Track used on the Redwood Branch.

General Information

The former main track of the Redwood Branch between MP 221.1 and MP 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).

---END---

Station Number	GCOR 4.3	Method of Operation	WESTWARD ↑ Distance From Vicksburg	MERIDIAN SUBDIVISION STATION PAGE # Denotes Control Point Or Manual Interlocking	EASTWARD ↓ Mile Post Location	Yard Limits	Siding Length	Continuos Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location
1177	B C	CTC	0.0	*(Vicksburg Sub)* # Vicksburg West **VICKSBURG** # Vicksburg East	142.0 140.6 140.3		8,586	CQ MP 139.76 MP 139.05	
				8.4					
1185			8.4	# Newmans West **NEWMANS** # Newmans East	132.8 132.2 131.1		8,537		
				6.3					130.0
1192			14.7	# Smiths West **SMITHS** # Smiths East	125.9 125.9 124.2		8,973		
				4.0					
1196			18.7	**EDWARDS**	121.9				
				9.9					
1206			28.6	# Century West **CENTURY** # Century East	112.8 112.0 110.9		9,239	CQ MP 109.15 to MP 102.92	112.9
				11.8					
1218			40.4	**DIXON**	100.2				101.2
				3.2					
1220	W		43.6	# Monument West **MONUMENT** West Switch Tender East Switch Tender	98.3 97.0 95.8 95.3		13,186		
				5.9					
Operation via CN RR between East and West Switch Tender (CN MP 729.1 – 730.3) (CPKC MP 95.8 – 95.4).									
1227	B C	CTC #1 MT / CTC #2 MT	49.5	# Jackson West **JACKSON (2 MT)** # Jackson East	94.1 91.1 90.1				
				3.4					
1229		CTC	52.9	# Whitfield West **WHITFIELD** # Whitfield East	88.5 87.7 86.8		8,704		86.7
				2.7					
1232			55.6	**GREENFIELD**	85.0				
				4.2					
1237			59.8	# Brandon West **BRANDON** # Brandon East	82.8 80.8 80.8		9,843		
				5.1					78.2
1242			64.9	# Rankin West **RANKIN** # Rankin East	75.9 75.5 73.9				
				6.4					
1249			71.3	**PELAHATCHIE**	69.3				
				7.3					64.7
1255			78.6	# Harmon West **HARMON** # Harmon East	62.8 62.0 61.1		8,694		
				1.7					
1257			80.3	**MORTON**	60.3				
				11.0					54.9
1268			91.3	# Forest West **FOREST**	50.3 49.3				
				8.7					43.8
1277			100.0	# Lake West **LAKE** # East Lake	40.7 40.6 38.9		8,600		
				9.7					
1287	B C		109.7	**NEWTON**	30.9				
				Continued on next page					

Station Number	GCOR 4.3	Method of Operation	WESTWARD ↑ Distance From Vicksburg	MERIDIAN SUBDIVISION STATION PAGE # Denotes Control Point Or Manual Interlocking	EASTWARD ↓ Mile Post Location	Yard Limits	Siding Length	Continuos Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location
				9.3					25.8
1295		CTC	119.0	# Hickory West **HICKORY** # Hickory East	22.5 21.6 20.8		8,908		
				9.8					14.4
1306			128.8	# Meehan West **MEEHAN** # Meehan East	12.4 11.8 10.6		8,816		
				11.8					
1318	B C	YL	140.6	# Meridian West **MERIDIAN** *(Artesia Sub)*	3.2 0.0	MP 3.1 – MP 0.0			

	MPH
MAXIMUM SPEED	**59**

Exceptions:

MP 143.8 – MP 142.5 10
MP 142.5 – MP 142.0 20
MP 142.0 – MP 139.9 25
MP 139.9 – MP 139.4 20
MP 139.4 – MP 127.5 40
MP 107.2 – MP 102.9 50
MP102.9 – MP 102.6 over bridge.....40
MP 102.6 – MP 102.2 50
MP 99.4 – MP 96.6 50
MP 96.6 – MP 95.8 30
MP 94.1 – MP 90.1 MT 1 & 2.....30
MP 13.9 – MP 9.0 45
MP 9.0 – MP 3.1 40
MP 3.1 – 0.0..... HER 20
MP 0.0.....10
All Switches and Sidings unless listed below 10

Turnouts and Sidings

Vicksburg and Smiths 25
Newmans, Century, Monument, Whitfield, Brandon, Harmon, Lake, Hickory, Meehan 30
West Jackson through turnout.....30
CP 92 Crossover MT-to-MT 30
East Jackson through turnout 30
Rankin both ends 25
AV 2 West End and Siding.....25

Jackson Terminal

Including turnouts and crossovers
Zone 3 Tracks 1 – 10 15
Zone 3 Tracks 101 – 106 15
Zone 3 Track 217 15
Zone 3 East Lead Track.....15
Zone 3 West Lead Track.....15

MPH

Tons per Operative Brake

When maximum subdivision speed is over 45 MPH, the maximum speed permitted will be determined by the tons per operative brake.

100 or less ..... No Restriction
101 to 110 55
111 to 120..... 50
Over 120 45

Radio Channels

	AAR	Dispr Call In
Road	029-029	
Yard	007-007	
Disp.	097-029	1
Critical Incident Desk	097-029	3

CN Switch Tender Jackson, MS:

• Contact RTC 5 CN
• Dispatcher (Channel 054-054 and key 5 to tone) for permission to occupy the switch tender between MP VM 95.8 and MP VM 95.4.

TrAM Area

The Meridian Sub is TrAM Area 1.

Block System

Centralized Traffic Control (CTC) is in use between Vicksburg and Meridian.

Main Track Designation

Two main tracks are in use between Jackson and Whitfield.

Yard Limits

East MP		West MP
0.0	Meridian	3.1

Positive Train Control (PTC)

PTC is in effect on the Meridian Sub.

Equipment Restrictions

Six Axle Locomotives Prohibited From Operating On The Following Tracks:

- Meridian Yard Track 1; and RIP Tracks 1 and 2
- West Lead, Jackson Yard, south of Carrier Blvd. – MP 92.4
- Air Base Lead – MP 98.5
- All industry tracks except:
  - o Vicksburg
  - o Jackson

Movement over Public Crossings

Automatic Warning Devices Infrequently Used:

- MP 153.7 – North Myrtle Street (Siding only)
- MP 148.7 – Highway 164 (Doyline Interchange Track)
- MP 127.2 – Hwy 154 (LNW #5 Track)
- MP 36.1 – Tifton Avenue (Siding only)
- MP 35.6 – Denver Street (Siding only)
- MP 35.4 – Chicago Street (Siding only)

Continuous Quiet Zone – GCOR 5.8.4

Oak Street .....MP 139.76
Court Street .....MP 139.05
All Public and Private Highway Crossings between MP 109.15 and MP 102.92.

Electric Locks

Station	MP	Location of switch
Haughton	154.0	West Haughton
Haughton	153.3	East Haughton
Blazer Spur	152.8	Blazer Spur
Doyline	149.1	W Doyline Interchange
Doyline	148.4	E Doyline Interchange
Doyline	148.3	West Doyline
Doyline	147.5	East Doyline
Nelson	131.4	West Nelson
Nelson	130.7	East Nelson
Gibsland	128.4	West Gibsland #1
Gibsland	127.2	Gibsland XO MT to #1 Track
Gibsland	127.1	Gibsland #5 Track
Arcadia	120.2	West Arcadia
Arcadia	119.5	East Arcadia
Con Agra	117.4	Con Agra
Weyerhaeuser	116.6	Weyerhaeuser OSB
Ruston	102.6	West Ruston
Choudrant	95.8	West Choudrant
Choudrant	95.0	East Choudrant
Fitzmorris	75.0	Louisiana Plastic
Monroe	71.3	Monroe Fuel Track
Monroe	71.2	Monroe RIP Track
Monroe	71.2	Monroe Yard
Monroe	71.1	UP Interchange
Airport Ind. Park & W S/O Track	69.1	Airport Ind. Park & W S/O Track
Delhi	36.4	West Delhi
DSR Connection	17.8	West DSR Connection
DSR Connection	17.2	East DSR Connection

Trackside Warning Detectors

Mile Post	Type of Detector	Call Back
130.0	HBD/DED/Oversized Load (C) (W)	#88
112.9	HBD/DED/Oversized Load (C) (E)	
101.2	HBD/DED	
86.7	HBD/DED/Oversized Load (C) (W)	
78.2	HBD/DED	
64.7	HBD/DED	
54.9	HBD/DED	
43.8	HBD/DED	
25.8	HBD/DED/Oversized Load (C) (E)	
14.4	HBD/DED/Oversized Load (C) (W)	

Other Tracks Not Shown as Stations (Business Tracks)

Name	DOE	MP	Footage
Vicksburg Industrial Lead	W	141.7	1,296
East Xover	E	141.0	
Vicksburg Yard +	E	140.9	
IP Wood Yard +	E	125.9	619
Calmaine Foods	W	122.8	1,040
Donald Wood Yard	E	120.9	1,520
Mega Plastic	E	107.5	538
Gulf States Canners	E	107.2	1,978
Johnson Milling	W	104.9	402
West Dixon	E	100.4	3,392
East Dixon	W	99.7	3,392
Hawkins Field Ind. Park	W	98.4	
Prentiss Street Xover	E	97.5	
West Monument 601 +	E	97.2	2,687
East Monument 601 +	W	96.6	2,687
West CN Connection +	W	96.2	
Avery Lead	E	93.8	165
Transload Spur	E	93.2	
CP 92		92.3	CP
Long Lead Xover	W	90.7	
East Greenfield	W	84.7	2,546
GM Lead	E	82.7	
Buzzi Unicem +	E	82.2	1,320
Gold Coast Commodities +	E	81.0	730
Reckitt Benkaiser	E	80.9	760
West Rankin	E	75.9	4,679
East Rankin	W	74.9	4,679
Sand Hill	E	75.9	679
BOC Gas ++	W	75.7	270
West Pelahatchie	E	69.4	1,782
East Pelahatchie	W	69.0	1,782
Pelahatchie House Track	W	68.9	670
West Morton Pass	E	60.5	2,369
East Morton Pass	W	60.0	2,369
CP 58		58.6	CP
Koch Foods	E	58.6	IND
Koch Foods Track 2 ++	E	58.5	IND
Mississippi D.O.T	W	54.7	1,865
Central By-Products	W	52.6	1,800
West Forrest Pass	E	50.3	4,453
West Storage	W	49.6	2,023
East Forrest Pass	W	49.4	4,453
HJ Baker	W	49.2	2,285
East Storage	E	49.1	2,023
West Peco Foods	E	39.7	IND
Lawrence Team Track	W	34.8	1,069

Name	DOE	MP	Footage
West Newton	E	31.5	1,992
East Newton	W	31.1	1,992
Louisville Connection	E	31.0	Conn
Bay Springs Ind. Spur	W	30.9	Conn
Chunky Team Track	E	17.0	658
West International Paper +	E	12.3	3,012
East International Paper +	W	11.8	3,012

+ Indicates Connected to Siding
++ Indicates Connected to Business Tracks

Switch Information

Vicksburg Yard
The following switches may be left as last lined:

- The first switch approximately 50 feet north of Depot Street.

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.

Operation of East and West Lead Switches
East Switch:
Use channel 053-053 and enter the following codes:
Normal position - #091011
Reverse position - # 091022
West Switch:
Use channel 050-050 and enter the following codes:
Normal position - #091311
Reverse position - # 091322

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.

Peco Foods
A dual control derail is installed on the industry track. This derail operates in conjunction with the siding switch. When operating the dual control switch by hand it is also necessary to operate the split point derail by hand.

DTMF Yard Switches are installed on both the North Industry Track and South Industry Track of Peco Foods industry track. When entering the industry tracks it will be necessary to operate the DTMF switches.
North Industry track switch DTMF code: normal switch DTMF #039811 – reverse switch DTMF #039822.
South Industry track switch DTMF code: normal switch DTMF #039711 – reverse switch DTMF #039722.

General Information

The following restrictions apply to all manifest trains departing EWD from Vicksburg between MP 138.0 and MP 140.5:

- 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 30 equivalent powered axles may be used on the head-end of the train and no more than 20 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 Yard
The following switches may be left as last lined:

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

Mississippi River Bridge – Vicksburg, MS MP 142.5
A bridge strike alarm monitors the bridge for water vessel impacts. If the CDU denotes that the alarm has been activated, trains must stop short of the bridge or bring train to a stop with proper train handling if already traversing the bridge. Once stopped, trains must remain stopped until Bridge Authority clears the bridge for movement.

Key Trains Between MP 138 And MP 140.3
Key trains or cut of cars meeting the definition of a Key Train must not be left unattended between MP 138.0 and MP 140.3.

Between MP 138 and MP 140.5
When approaching 10-degree curve at MP 139.7, be governed by ABTH Rule 104.3.2 B 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 equivalent axles of power as follows:

Number of axles	Maximum Throttle Position
Less than 18	4
18 or more	3

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

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.

Be governed by GCOR 5.13 (Blue Signal Protection) when protecting workmen on this track, also governed by ABTH Section 3, Rule 28.1.

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

Switching Signals at Jackson
Before the train dispatcher may line the crossover from the switching lead to Main No. 2 at Jackson for movement through the crossover, or set any switching signal to a Stop indication, the dispatcher must contact the Manager on Duty. The Manager on Duty must verify that no train or switching job is using the signal and/or that they will remain clear of the signal.

Milepost Equalization:
• MP 135.0 on the Artesia Subdivision and MP 0.0 on the Meridian Subdivision are the same location.

---END---

Station Number	GCOR 4.3	Method of Operation	WESTWARD ↑ Distance From Meridian	HAVERTY SUBDIVISION STATION PAGE # Denotes Control Point Or Manual Interlocking	EASTWARD ↓ Mile Post Location	Yard Limits	Siding Length	Continuos Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location
	B J	**YL**	0.0 0.8	(Meridian Sub) **EAST MERIDIAN**	0.0 0.8	MP 0.0 – MP 0.8			
				14.7					9.2
			15.5	**WHYNOT**	15.5				
				7.5					
		TWC	23.0	WSS Yantley **YANTLEY** ESS Yantley	23.0 23.0 24.2		6,280		
				6.9					25.5
			29.9	**CROMWELL**	29.9				
				6.5					
			36.4	**JACHIN**	36.4				
				5.6					41.2
			42.0	**WEST NAHEOLA**	42.0				
				4.0					
	B		46.0	**NAHEOLA**	46.0				
		YL		3.0		MP 42.0 – MP 52.0			
			49.0	**MYRTLEWOOD**	49.0				
				3.0					
			52.0	**MP 52** (CSXT)	52.0				

	MPH
MAXIMUM SPEED	**40**

Exceptions:

MP 0.0 – MP 0.3 10
MP 0.3 – MP 0.5 15
MP 0.5 – MP 0.8 25
Tombigbee River Bridge (MP 46.3 – MP 46.7) ...10
Through Turnouts and Crossovers.....10
Other Than Main Track 10

Radio Channels

	AAR	Dispr Call In
Road	029-029	
Yard	007-007	
Disp.	097-029	1
Critical Incident Desk	097-029	3
NS Meridian Yard	092-092	

Movement Authority

Track Warrant Control is in use between MP 0.8 and MP 42.0.

AGR trains may use CPKC Main Track between MP 52 and Myrtlewood to interchange cars to CPKC at Myrtlewood. AGR crews must obtain authority from CPKC Dispatcher before train or engines may occupy CPKC Main Track. Until authority to occupy CPKC Main Track is received, Westward AGR trains must hold at Shiloh Street in Linden.

Yard Limits

East MP **West MP**
0.8 ..... East Meridian.....0.0
52.0.....Naheola.....42.0

Equipment Restrictions

Six Axle Locomotives Prohibited on Customer Tracks unless Authorized.

Road Crossings

18th Ave - Crossing signal lights on the 18th Avenue Crossing (MP 0.5) in Meridian must be turned on and off manually when entering the crossing on Shop Lead Track, Woodyard 1, or Woodyard 2. The signal lights must be turned on and known to be operational for no less than 20 seconds before trains, engines or equipment may enter the crossing.

MP 19.1 - Crossing is closed, but not barricaded.

Trackside Warning Detectors

Mile Post	Type of Detector	Call Back
9.2	HBD/DED	#88
25.5	HBD/DED	
41.2	HBD/DED	

Other Tracks Not Shown as Stations (Business Tracks)

Name	DOE	MP	Footage
West MS Railcar	E	14.8	2391
East MS Railcar	W	15.4	2391
West Whynot House	E	15.7	1040
East Whynot House	W	15.9	1040
West Cromwell House	E	29.4	650
West GP Warehouse	E	42.8	648
East GP Warehouse	W	42.9	648
West Pennington House	E	43.1	612
East Pennington House	W	43.3	612
West Marco	E	43.5	1100
East Marco	W	43.7	1100
West GP Storage	E	44.7	
West Wood Yd Storage	E	45.0	
West Pass		49.5	
West Siding		49.5	

General Information

Tombigbee River Drawbridge:
The normal position for the Naheola Tombigbee River Drawbridge is “Open”. All movements across the bridge will be controlled by Engineering. A Form B is in effect to control movements across the bridge.

---END---

Station Number	GCOR 4.3	Method of Operation	NORTHWARD ↑ Distance From Newton	BAY SPRINGS BRANCH STATION PAGE # Denotes Control Point Or Manual Interlocking	SOUTHWARD ↓ Mile Post Location	Yard Limits	Siding Length	Continuos Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location
1287	B C	YL	0.0	*(Meridian Sub)* **NEWTON**	161.5	MP 161.5 - MP 159.5			
				2.0					
			2.0	**END OF LINE**	159.5				

	MPH
MAXIMUM SPEED	**10**

Exceptions: None

Radio Channels

	AAR	Dispr Call In
Road	065-065	
Yard	065-065	
Critical Incident Desk	065-065	3

TrAM Area

The Bay Springs Branch is TrAM Area 1.

Yard Limits

North MP **South MP**

161.5 .....Newton 159.5

General Information

MP 159.5 begins Mississippi Southern Railroad.

---END---

Station Number	GCOR 4.3	Method of Operation	NORTHWARD ↑ Distance From Ruslor Jct.	ARTESIA SUBDIVISION STATION PAGE # DENOTES CONTROL POINT OR MANUAL INTERLOCKING	SOUTHWARD ↓ Mile Post Location	Yard Limits	Siding Length	Continuos Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location
				(Counce Branch)					
			0.0	**RUSLOR JCT.** (Via NS)	330.5				
				1.6					
	A	**YL**	1.6	**NS RRX**	328.9	MP 330.5 - MP 325.5			
				0.1					
2000	B C		1.7	**CORINTH**	328.8				
				SSS Corinth	325.5				
				11.6					
2012			13.3	NSS Rienzi	318.1				
				RIENZI	317.2		8,058		
				SSS Rienzi	316.5				
				8.7					
2020		**TWC**	22.0	**BOONEVILLE**	308.5				
				21.5					
2041			43.5	NSS Saltillo	287.7				
				SALTILLO	287.0		7,386		
				SSS Saltillo	286.3				
				8.0					
2050	A B C	**YL**	51.5	NSS Tupelo	280.5	MP 280.5 – MP 276.0			
				TUPELO (BNSF RRX)	279.0				
				SSS Tupelo	276.0				
				7.4					
2070			58.9	**GLEN**	271.6				
				10.2					
2067			69.1	NSS Okolona	261.9				
				OKOLONA	261.4		9,481		
				SSS Okolona	260.0				259.9
				7.1					
2075			76.2	NSS Egypt	254.6				
		TWC		**EGYPT**	254.3				
				SSS Egypt	253.8				
				8.6					
2085			84.8	NSS Prairie	246.6				
				PRAIRIE	245.7				
				SSS Prairie	245.6				
				4.4					244.8
2089			89.2	NSS Muldon	241.4				
				MULDON	241.3				
				SSS Muldon	240.7				
				8.3					
			97.5	**ABERDEEN JCT.**	234.0				
				0.5					
2096		**YL**	98.0	NSS West Point	234.0	MP 234.0 – MP 230.0			
				WEST POINT	232.5				
				SSS West Point	230.0				
				2.1					
			100.1	**CGNRR CONN**	230.4				
				3.4					
				NSS Tibbee	227.7				
		TWC		SSS Tibbee	227.1				
2102			103.5	**TIBBEE**	227.0				
				2.9					224.5
2106			106.4	**MAYHEW**	224.1				
				4.9					
2110	B C T	**YL**	111.3	NSS Artesia	222.0	MP 222. – MP 215.5			
				ARTESIA	219.2				
				SSS Artesia	215.5				
				Continued on next page					

Station Number	GCOR 4.3	Method of Operation	NORTHWARD ↑ Distance From Latanier	ARTESIA SUBDIVISION STATION PAGE # DENOTES CONTROL POINT OR MANUAL INTERLOCKING	SOUTHWARD ↓ Mile Post Location	Yard Limits	Siding Length	Continuos Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location
				8.3					
			119.6	**CRAWFORD**	210.9				
				13.2					206.1
2131			132.8	NSS Macon SSS Macon **MACON**	198.5 197.8 197.7				
				9.5					190.0
2141			142.3	NSS Shuqulak **SHUQULAK** SSS Shuqulak	188.6 188.2 187.9				
				5.6					
2146		**TWC**	147.9	NSS Wahalak **WAHALAK** SSS Wahalak	183.3 182.6 182.0		5,933		
				13.7					172.4
2160			161.6	NSS Sucarnochee **SUCARNOCHEE** SSS Sucarnochee	169.3 168.9 168.2		5,062		
				15.6					158.5
2176			177.2	NSS Lauderdale **LAUDERDALE** SSS Lauderdale	153.4 153.3 152.4		5,117		
				13.3					144.6
2189			190.5	NSS Marion **MARION** SSS Marion	140.2 140.0 139.1		5,294		
				4.3					
	A		194.8	**NS RRX**	135.7	MP 137.1 - MP 135.0			
		YL		0.5					
1318	B C		195.3	NSS Meridian **MERIDIAN** *(Meridian Sub)*	137.1 135.2				

Station Number	GCOR 4.3	Method of Operation	NORTHWARD ↑ Distance From End of Line	LOUISVILLE CONNECTION STATION PAGE # DENOTES CONTROL POINT OR MANUAL INTERLOCKING	SOUTHWARD ↓ Mile Post Location	Yard Limits	Siding Length	Continuos Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location
			0.0	**LOUISVILLE SUB CONN**	87.6				
				0.3		MP 87.6 - MP 87.2			
		YL	0.3	**C&G RRX**	87.3				
				0.1					
			0.4	**END OF LINE**	87.2				

MAXIMUM SPEED	MPH 49
Exceptions:	
MP 330.5 – MP 280.5	10
MP 280.5 – MP 276.0	20
MP 276.0 – MP 234.0	25
MP 234.0 – MP 230.0	10
MP 230.0 – MP 227.7	25
MP 227.7 over bridge	10
MP 227.7 – MP 220.0	25
MP 222.0 – MP 215.5	HER 20
MP 160.3 – MP 159.8	40
MP 149.8 – MP 148.2	45
MP 148.2 – MP 144.7	40
MP 137.1 – MP 135.0	20
All Switches and Sidings	10
Louisville Connection	
MP 87.6 – MP 87.2	25

Tons per Operative Brake

When maximum subdivision speed is over 45 MPH, the maximum speed permitted will be determined by the tons per operative brake.

100 or less	No Restriction
101 to 110	55
111 to 120	50
Over 120	45

Radio Channels

	AAR	Dispr Call In
Meridian to West Point		
Road	065-065	
Yard	007-007	
Disp.	065-065	1
Critical Incident Desk	065-065	3
West Point to Corinth		
Road	053-053	
Yard	007-007	
Disp.	053-053	1
Critical Incident Desk	053-053	3

TrAM Area

The Artesia and Louisville Connection Subs are TrAM Area 1.

Movement Authority

Track Warrant Control (TWC) is in use between Corinth and Tupelo, Glen and Aberdeen Jct., Tibbee and Artesia, Crawford and NS RRX.

Positive Train Control (PTC)

PTC is in effect on the Artesia Sub.

Yard Limits

North MP		South MP
330.5	Ruslor Jct/Corinth	325.5
280.5	Tupelo.	276.0
234.0	Aberdeen Jct/CGRR Conn	230.0
222.0	Artesia	215.5
137.1	NS RRX/Meridian	135.0
87.6	Louisville Connection	87.2

Equipment Restrictions

Six Axle Locomotives Prohibited From all Tracks EXCEPT:

- Main Track Tupelo to Corinth (SD40 Locomotives Only)
- Main Track Meridian to Tupelo
- Artesia Yard - All tracks
- Saltillo Siding MP 286.7 to 286.3
- Wahalak Siding MP 183.3 to 182.0
- Sucarnochee Siding MP 169.3 to 168.2
- Lauderdale Siding MP 153.4 to 152.4
- Marion Siding MP 140.2 to 139.1 six axle locomotives must not be used for switching.

Gross Weight

Cars with a gross weight more than 132 tons must not be handled on the following tracks:

- Louisville - North Union to West Point and Pearl Industrial lead to Sebastopol
- Artesia Sub - Northwest Point to Corinth only

Movement over Public Crossing

Automatic Warning Devices Used Infrequently:

- MP 134.2 – 29th Avenue (Meridian Yard Track 6 only)
- MP 182.5 – Wahalak Road (Siding only)
- MP 188.2 – MS 39 and MS 21 at Shuqulak (Siding only)
- MP 188.4 – Oak Street at Shuqulak (Siding only)
- MP 211.2 – Main Street Crawford (Siding only)
- MP 261.0 – Monroe Street at Okolona (Siding only)
- MP 245.6 – MS 382 at Prairie (Siding only)
- MP 316.8 – MS 356 Rienzi at (Siding only)

Trackside Warning Detectors

Mile Post	Type of Detector	Call Back
259.9	HBD/DED	#88
244.8	HBD/DED	
224.5	HBD/DED	
206.1	HBD/DED	
190.0	HBD/DED	
172.4	HBD/DED	
158.5	HBD/DED	
144.6	HBD/DED	

Other Tracks Not Shown as Stations (Business Tracks)

Name	DOE	MP	Footage
North Ruslor Jct.	S	330.5	7,733
Rusler 812	S	329.0	SPUR
South Ruslor Jct.	N	328.9	7,733
North Corinth 001	S	328.7	2,481
North Corinth	S	328.7	7,401
Corinth 307 ++	N	328.7	CONN
North Corinth 1 Crossover ++	S	328.2	XO
South Corinth 001	N	328.2	2,481
South Corinth 1 Crossover	N	328.1	XO
North Corinth 2 Crossover	S	328.0	XO

Name	DOE	MP	Footage
South Corinth 2 Crossover ++	N	328.0	XO
North Corinth 801 ++	S	328.0	LEAD
South Corinth 801 ++	N	327.3	LEAD
Intex ++	N	327.3	IND
South Corinth	N	327.2	7,401
Alcorn Wood Yard	S	316.2	1,165
Heartland	N	309.9	1,482
North Westvaco Woodyard	S	305.6	1,869
South Westvaco Woodyard	N	305.2	1,869
CP 301		301.0	CP
Southern Diversified	S	299.1	600
Flex Foam	N	298.5	600
CP 295		295.0	CP
Norbord Lead	S	294.4	3,551
Turner Industrial park	S	286.0	4,240
BNSF Interchange	N	278.9	CONN
North Tupelo Yard Lead	S	278.3	LEAD
Tupelo House Track	S	278.0	803
Daily Journal	N	278.0	IND
Malone Hyde	S	278.0	IND
South Tupelo Yard Lead	N	277.8	LEAD
Cooper Tire Warehouse	S	277.6	1,170
Cooper Tire	N	277.0	1,770
Sunshine Mills	S	276.2	1,100
Ashley Furniture	S	273.1	IND
Sheller Globe	S	272.9	9,000
Action Industries	N	272.7	950
Bryce – Toga	S	272.4	2,006
North Glen	S	272.2	4,665
South Glen	N	271.2	4,665
CP 266		266.0	CP
Cargill House Track	S	261.7	LEAD
North Egypt	S	254.6	4,045
South Egypt	N	253.8	4,045
North Prairie	S	246.6	4,899
South Prairie	N	245.6	4,899
North Muldon	S	241.4	3,167
Cargill ++	N	241.1	900
South Muldon	N	240.7	3,167
Seitz Lumber	S	233.2	877
Aberdeen Junction PAS	N	232.9	CONN
North IC Pass	S	232.8	949
South IC Pass	N	232.6	949
Southern Ionics	N	232.6	630
Morris Scrap Metal	S	232.0	IND
Louisville Sub Connection	S	232.0	CONN
CGRR Interchange	N	231.8	CONN
North Tibbee	S	227.7	3,018
South Tibbee	N	227.1	3,018
Mayhew	N	224.0	938
North Artesia	S	220.2	8,987
North Artesia XO North	S	219.5	XO
South Artesia XO North++	N	219.5	XO
North Artesia XO South	S	219.1	XO
South Artesia XO South++	N	219.0	XO
South Artesia	N	218.4	8,987
North American Tie Lead	S	215.9	IND
North Crawford	S	211.2	2,381
North Cargill Mill Track ++	S	211.1	531
South Cargill Mill Track ++	N	210.9	531
South Crawford	N	210.7	2,381
Barge Lumber	N	200.9	IND
North Macon	S	198.5	3,156
Prime Line, Inc. +	S	198.2	1,000
South Macon	N	197.8	3,156
GST Plastic	N	197.7	965
North Shuqulak	S	188.6	3,556
North Wood Yard	S	188.4	247
South Wood Yard	N	188.1	286
South Shuqualak	N	187.9	3,556
Scooba	S	176.4	3,213
Brainerd Chemical	N	172.9	IND
Electric Mills	S	172.0	900
Sucarnochee Team Track	N	168.3	1,000
Porterville Team Track	S	166.2	1,000
BWI Rail Spur	N	139.7	406
Meridian Yard	S	135.5	YARD
Meridian Yard 3	N	135.0	YARD
Meridian Yard 2	N	135.0	YARD

+ Indicates Connected to Siding
++ Indicates Connected to Business Tracks

Switch Information

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

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.

Artesia
Switches within the Artesia Yard Limits may be lined as last used; however, crossovers must be in correspondence.

Power Assisted Switches (PAS):

Saltillo (North)
Radio Channel 053-053
Normal DTMF #289011 Reverse DTMF #289022

Saltillo (South)
Radio Channel 053-053
Normal DTMF #285011 Reverse DTMF #285022

Aberdeen Jct.
Radio Channel 065-065
Normal DTMF #233011 Reverse DTMF #233022

Wahalak (North)
Radio Channel 065-065
Normal DTMF #183211 Reverse DTMF #183222

Wahalak (South)
Radio Channel 065-065
Normal DTMF #182111 Reverse DTMF #182122

Marion (North)
Radio Channel 065-065
Normal DTMF #140211 Reverse DTMF #140222

Marion (South)
Radio Channel 065-065
Normal DTMF #139011 Reverse DTMF #139022

Note: Reference Rule 8.21.1. The Switch Control Signs for the following locations are placed approx. 1 mile from the Power Assisted Switch location.
1. North Saltillo MP 289.0
2. South Saltillo MP 285.0

General Information

POSITIVE TRAIN CONTROL (PTC)
PTC Active track is in effect on the Artesia Subdivision from MP 137.1 to MP 215.5 and MP 222.0 to MP 230.0. PTC restrictions will be enforced in these limits.

PTC entry track is in effect from MP 215.5 to MP 222.0 and MP 230.0 to MP 330.5 and will not enforce PTC restrictions in these limits.

Local and Road switchers working within the limits from MP 222.0 and MP 230.0 will adhere to SSI 18.13 if PTC equipped locomotives are not available.

Ruslor
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 056-056 TONE 809, use radio channel 2 (048-009) to copy a Track Warrant or call 1-205-951-6645.

Artesia
MP 87.2 begins WATCO

Broken Rail Detection (BRD)
Broken Rail Detection (BRD) limits are in effect on the main track between MP230.0 and MP222.0 and between MP215.5 and MP137.1.

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.

BRD Indicators

Aspect	Indication
Flashing Green	No defects
Flashing Red	Expect next indicator to be red
Red or Dark	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 red changes to an indication requiring a train to proceed at restricted speed, the train must immediately reduce speed 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.

Milepost Equalization:
- MP 0.0 on the Meridian Subdivision and MP 135.0 on the Artesia Subdivision are the same location.
- MP 87.6 on the Louisville Connection and MP 232.0 on the Artesia Subdivision are the same location.
- MP 89.1 on the Aberdeen Branch and MP 232.9 on the Artesia Subdivision are the same location.

---END---

Station Number	GCOR 4.3	Method of Operation	WESTWARD ↑ Distance From Artesia	TUSCALOOSA SUBDIVISION STATION PAGE # Denotes Control Point Or Manual Interlocking	EASTWARD ↓ Mile Post Location	Yard Limits	Siding Length	Continuos Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location
2110	B C T	**YL**	0.0	*(Artesia Sub)* **ARTESIA** ESS Artesia	0.0 5.0	MP 0.0 – MP 5.0			
				9.6					
			9.6	**GTR JCT.**	9.6				
				4.4					
2814			14.0	WSS Columbus **COLUMBUS, MS** ESS Columbus	13.4 14.0 17.0				
		TWC		0.3					
	S		14.3	**CG JCT.**	14.3				
				0.8					
			15.1	**BNSF CONNECTION**	15.1				
				0.1					
	A		15.2	**BNSF RRX**	15.2				
				1.8					
			17.0	**END OF LINE**	17.0				

	MPH
MAXIMUM SPEED	**25**

Exceptions:

MP 13.4 - MP 15.2 10

All Switches and Sidings 10

Radio Channels

	AAR	Dispr Call In
Road	065-065	
Yard	007-007	
Disp.	065-065	1
Critical Incident Desk	065-065	3
GTRA	038-038	

TrAM Area

The Tuscaloosa Sub is TrAM Area 1.

Movement Authority

Track Warrant Control (TWC) is in use between Artesia and End of Line.

Yard Limits

West MP **East MP**

0.0 .....Artesia 5.0

Interlockings/Control Points

BNSF RRX at MP 15.2
WWD Approach: MP 16.38.
EWD Approach: MP 14.89.

When required to stop at any signal governing movement over an interlocking, the train must be stopped 200 feet or less from the home signal before working the interlocking release box.

Other Tracks Not Shown as Stations (Business Tracks)

Name	DOE	MP	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
East 5 Columbus	W	14.3	792
Omnova	E	16.3	IND

General Information

Artesia-Columbus

CAGY, GTRA, and ABS train and engines must verify CPKC Track Bulletins and receive a Track Warrant from CPKC Train Dispatcher prior to entering CPKC main track and report when clear of main track and release Track Warrant to CPKC train dispatcher.

Columbus

Columbus BNSF Connection VIA BNSF Memphis Division, Amory Subdivision).

Prior to entering the BNSF trackage, crews must obtain permission from the BNSF Train Dispatcher. BNSF radio Frequency 070-070 tone 23.

MP 17.0 begins Alabama Southern Railroad.

---END---

Station Number	GCOR 4.3	Method of Operation	NORTHWARD ↑ Distance From Aberdeen	ABERDEEN BRANCH STATION PAGE # Denotes Control Point Or Manual Interlocking	SOUTHWARD ↓ Mile Post Location	Yard Limits	Siding Length	Continuos Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location
2500		**6.28**	0.0	(End of Line) **ABERDEEN**	105.5				
				16.4					
2096			16.4	**WEST POINT** *(Artesia Sub)*	89.1				

	MPH
MAXIMUM SPEED	**10**

Exceptions: None

Radio Channels

	AAR	Disp Call In
Road	065-065	
Yard	065-065	
Disp.	065-065	1
Critical Incident Desk	086-060	3

TrAM Area

The Aberdeen Branch is TrAM Area 1.

Rule 6.28 Other than Main Track

Other than Main Track used on the Aberdeen Branch.

Interlockings/Control Points

When required to stop at any signal governing movement over an interlocking, the train must be stopped 200 feet or less from the home signal before working the interlocking release box.

Other Tracks Not Shown as Stations (Business Tracks)

Name	DOE	MP	Footage
Kemira	N	104.1	400
Axiall	N & S	104.0	IND
S&B Industrial Minerals	N & S	100.9	2,006
BASF	N & S	100.0	1,815
North Yokohama	S	91.9	750
South Yokohama	N	91.6	750
Babcock & Wilcox	S	89.9	IND

General Information

S&B Industrial Minerals
No hazardous material cars allowed in S&B Industrial Minerals at MP 100.9.

BASF
No locomotives under the conveyer belt at BASF, MP 100.0.

Milepost Equalization:
MP 232.9 on the Artesia Subdivision and MP 89.1 on the Aberdeen Branch are the same location.

---END---

Station Number	GCOR 4.3	Method of Operation	NORTHWARD ↑ Distance From Counce	COUNCE BRANCH STATION PAGE # Denotes Control Point Or Manual Interlocking	SOUTHWARD ↓ Mile Post Location	Yard Limits	Siding Length	Continuos Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location
6900	B C	YL	0.0	*(End of Line)* **COUNCE**	16.1	MP 16.1 - MP 13.6			
				1.1					
6901	T		1.1	**PRESTON**	15.0				
				1.1					
6902		BRT	2.2	**BESSIE**	13.9				
				4.0					
6916	T		6.2	**YELLOW CREEK**	9.9				
				0.1					
6906			6.3	**SHARPS**	9.8				
				7.5					
6913			13.8	**FIVEPOINTS**	2.3				
				1.5					
6915		YL	15.3	**MONROE**	0.8	MP 1.5 - MP 0.0			
				0.7					
	B C		16.0	**KENDRICK YARD**	0.1				
				0.1					
2000	B C		16.1	**CORINTH** *(Artesia Sub)*	0.0				

	MPH
MAXIMUM SPEED	**10**

Exceptions: None

Radio Channels

	AAR	Dispr Call In
Road	086-086	
Yard	007-007	
Disp.	053-053	1
Critical Incident Desk	053-053	3

TrAM Area

The Counce Branch is TrAM Area 1.

Movement Authority

Block Registry Territory is in effect between Bessie and Monroe.

Yard Limits

North MP		South MP
16.1	.....Counce/Bessie	13.6
1.5	.....Monroe/Corinth	0.0

Other Tracks Not Shown as Stations (Business Tracks)

Name	DOE	MP	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

General Information

Kendrick Yard

Number 4 track is designated as the Main Track.

Bessie

Do not exceed 5 MPH over the scale at Bessie.

---END---

Station Number	GCOR 4.3	Method of Operation	NORTHWARD ↑ Distance From Yellow Creek	YELLOW CREEK BRANCH STATION PAGE # Denotes Control Point Or Manual Interlocking	SOUTHWARD ↓ Mile Post Location	Yard Limits	Siding Length	Continuos Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location
6916		**6.28**	0.0	*(Counce Branch)* **YELLOW CREEK**	0.0				
				9.7					
			9.7	**END OF LINE**	9.7				

	MPH
MAXIMUM SPEED	**10**

Exceptions: None

Radio Channels

	AAR	Dispr Call In
Road	086-086	
Yard	007-007	
Disp	053-053	1
Critical Incident Desk	086-060	3

TrAM Area

The Yellow Creek Branch is TrAM Area 3.

Rule 6.28 Other than Main Track

Other than Main Track used on the Yellow Creek Branch.

Other Tracks Not Shown as Stations (Business Tracks)

Name	DOE	MP	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

---END---

Station Number	GCOR 4.3	Method of Operation	NORTHWARD ↑ Distance From Hatiesburg	GULFPORT SUBDIVISION STATION PAGE # Denotes Control Point Or Manual Interlocking	SOUTHWARD ↓ Mile Post Location	Yard Limits	Siding Length	Continuos Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location
1890		YL	0.0	*(IC)* **HATIESBURG** (Via IC)	67.5	MP 67.5 - MP 65.0			
				2.3					
1894			2.3	**PALMER**	65.2				
				0.2					
			2.5	**BELL YARD**	65.0				
		TWC		5.1					
1900			7.6	**CAMP SHELBY**	59.9				
				2.8					59.2
1902			10.4	NSS McLaurin **MCLAURIN** SSS McLaurin	57.4 57.1 55.8		8,220		
				7.5					
1907			17.9	**BROOKLYN**	49.6				
				10.8					47.2
1916			28.7	**MAXIE**	44.3				
				3.8					
1925			32.5	**WIGGINS**	35.0				
				6.0					
1931			38.5	**PERKINSTON**	29.0				28.0
				5.2					
1936			43.7	**MCHENRY**	23.8				
				6.4					
1945			50.1	**HOVEY**	17.4				
				8.1					11.9
1951			58.2	**LYMAN**	9.3				
				5.4					
1977	T	YL	63.6	**DELISLE JCT.**	3.9	MP 5.0 - MP 0.0			
				3.4					
1960	B C		67.0	**GULFPORT**	0.5				
				0.5					
	I		67.5	**CSXT RRX** *(CSXT)*	0.0				

MPH

MAXIMUM SPEED 49

Exceptions:

MP 67.5 - MP 65.0 20
MP 65.0 – MP 61.2 40
MP 59.0 – MP 58.0 40
MP 58.0 – MP 57.5 25
MP 57.5 - MP 56.2 40
MP 48.8 – MP 48.3 40
MP 44.3 – MP 43.5 40
MP 40.0 – MP 39.5 40
MP 35.3 – MP 34.1 10
MP 34.1 – MP 28.5 25
MP 26.0 – MP 25.0 40
MP 23.3 – MP 22.5 40
MP 21.6 – MP 19.5 40
MP 13.5 – MP 5.0 25
MP 5.0 – MP 1.0 20
MP 1.0 – MP 0.0 10

All Switches and Sidings 10

Delisle, MS

DuPont Chemical Industrial lead: Maximum speed between MP 1.0 and MP 13.5 10 MPH. Inside DuPont Chemical Plant, 5 MPH.

Gulfport, MS

Inside Dole and Chiquita Warehouse, 5 MPH.

Tons per Operative Brake

When maximum subdivision speed is over 45 MPH, the maximum speed permitted will be determined by the tons per operative brake.

100 or less ..... No Restriction
101 to 110 ..... 55 MPH
111 to 120.....50 MPH
Over 120 .....45 MPH

Radio Channels

	AAR	Disp Call In
Road	029-029	
Yard	029-029	
Disp.	029-029	1
Critical Incident Desk	029-029	3
CSXT Disp	094-094	3

TrAM Area

The Gulfport Sub is TrAM Area 1.

Movement Authority

Track Warrant Control (TWC) is in use between Bell Yard and Delisle Jct.

Yard Limits

North MP		South MP
67.5	Hatiesburg/Bell Yard	65.0
5.0	Delisle Jct. /CSXT RRX	0.0

Interlockings/Control Points

CSXT RRX at MP 0.02

Dual-controlled derails are installed within the limits of the interlocking. CPKC signals will be requested through the use of the push buttons on either side of the interlocking, prompting CSXT's dispatcher to line the derails and request the desired signal. Trains must be within 100' of signal to occupy the approach track. Once the appropriate approach track is occupied, the signal will clear.

CPKC signals can be requested via radio to the CSXT Dispatcher in lieu of the push button request.

To protect Roadway Workers, qualified CPKC employees will request authority from the CSXT Dispatcher to occupy the limits of the interlocker.

Equipment Restrictions

Six Axle Locomotives Prohibited From Operating On The Following Tracks:

- Seaway Lead
- DuPont Industrial Lead except the Wye only for single locomotive moves
- All Gulfport yard tracks, except the main, No. 1 track (North end only), No. 8 track, Middle Yard, the Roundhouse track, and West Pier Tracks.

Gross Weight

Cars with a gross weight more than 132 tons must not be handled on the following tracks of the Gulfport Subdivision:

- Seaway Lead
- North yard tracks 1, 2, 3, 4, 5 only

Trackside Warning Detectors

Mile Post	Type of Detector	Call Back
59.2	HBD/DED	#88
47.2	HBD/DED	
28.0	HBD/DED	
11.9	HBD/DED	

Other Tracks Not Shown as Stations (Business Tracks)

Name	DOE	MP	Footage
Palmer	N & S	65.2	2,029
Camp Shelby Long E 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
Maxie Team Track	N	44.3	1,320
Coastal Paper	S	33.6	832
IP / Hood Industries	S	33.4	4,851
Perkinston Spur	N	29.0	630
Lyman Team Track	S	9.3	310
DuPont Industrial Lead	N & S	3.9	Lead 13
Miles Green Country Farm Service	S	67.2	1,830

Switch Information

Bell Yard

All switches may be left as last lined.

Delisle Jct.

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.

General Information

MP 70.2 - MP 67.5: Via CN.

All tracks south of CSXT RRX, Rule 6.28.

---END---

Station Number	GCOR 4.3	Method of Operation	NORTHWARD ↑ Distance From CP 561	ALEXANDRIA SUBDIVISION STATION PAGE # Denotes Control Point Or Manual Interlocking	SOUTHWARD ↓ Mile Post Location	Yard Limits	Siding Length	Continuos Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location
		TWC / ABS East MT	0.0	*(Shreveport Terminal Sub)* **CP 561** (East MT)	561.0				
				0.8					
		ABS VIA UP	0.8	**LOUISIANA JCT.**	561.8				
				0.1					
		TWC West MT / TWC East MT	0.9	**UP RRX** (East MT)	561.9				
				0.3					
0370			1.2	**ALEX JCT.**	562.2				
				7.0					
3009		TWC	8.2	NSS Curtis **CURTIS** SSS Curtis	568.6 569.2 569.9		5,958		
				16.1					
3026			24.3	NSS Ninock **NINOCK** SSS Ninock	584.5 585.3 586.2		8,550		
				18.0					
3043			42.3	NSS IP Pass **I.P. PASS** SSS IP Pass	603.0 603.3 603.6				
				1.1					
3044			43.4	NSS Coushatta **COUSHATTA** SSS Coushatta	604.2 604.4 604.6				
				13.1					
3058			56.5	**KRAFT**	617.5				
				4.2					
3062			60.7	**CAMPTI** NSS Campti SSS Campti	621.7 621.8 623.9		10,396		
				4.8					
3063			65.5	**PORT of NATCHITOCHES**	626.5				
				15.8					
3082			81.3	NSS Montgomery **MONTGOMERY** SSS Montgomery	642.3 642.3 642.7				
				15.0					
3097			96.3	NSS Colfax **COLFAX** SSS Colfax	656.7 657.3 657.7				
				17.4					
3114			113.7	NSS Barrett **BARRETT** SSS Barrett	673.9 674.7 675.6		8,650		
				3.8					
	A		117.5	**UP RRX**	678.5				
				2.5					
			120.0	NSS Pineville **PINEVILLE** SSS Pineville	680.7 681.0 681.2		3,121		
	T			0.4					
			120.4	**PINEVILLE JCT.**	681.4				
				5.3					
			125.7	**ALEXANDRIA IND. SPUR**	686.9				
				5.2					
3133	C B	YL	130.9	NSS Latanier **LATANIER** *(New Orleans Sub)*	690.0 691.9	MP 690.0 – MP 691.9			

MAXIMUM SPEED	MPH 49

Exceptions:

MP 561.0 – MP 562.2 East MT 20
MP 561.8 – MP 562.2 West MT 20
MP 562.2 – MP 564.0 ..... HER 20
MP 588.0 – MP 589.0 40
MP 616.5 – MP 618.0 40
MP 678.5 – MP 678.6 40
MP 678.6 – MP 682.0 45
All Switches and Sidings unless listed below 10

Turnouts and Sidings

Alex Junction.....25
Ninock South End and Siding 25*
Barret South End and Siding..... 25*
*Indicates Loaded Bulk Commodity Trains 10

Tons per Operative Brake

When maximum subdivision speed is over 45 MPH, the maximum speed permitted will be determined by the tons per operative brake.

100 or less ..... No Restriction
101 to 110 55
111 to 120..... 50
Over 120 45

Radio Channels

	AAR	Dispr Call In
Road	010-010	
Yard	063-063	
Disp.	016-010	1
Critical Incident Desk	016-010	3

TrAM Area

The Alexandria Sub is TrAM Area 1.

Movement Authority

Track Warrant Control (TWC) is in use between CP 561 and Latanier.

Main Track Designation

Two main tracks are in use at CP 561 and Alex Jct.

Positive Train Control (PTC)

PTC is in effect on the Alexandria Sub.

Yard Limits

North MP		South MP
561.8	West MT Via UP	561.9
690.0	… Latanier	691.9

Interlockings/Control Points

AUTOMATIC INTERLOCKING APPROACH LOCATIONS (MT and Siding, if applicable)

- UP RRX at MP 678.5
  NWD Approach: MP 680.6.
  SWD Approach: MP 675.2
- UP RRX at MP 561.9
  NWD Approach: MP 562.7

Movements over Public Crossings

Automatic Warning Devices Used Infrequently:

- MP 604.3 – LA 179 – Ringgold Street (House Track only)
- MP 621.5 – Edenborne Street (House Track only)

Trackside Warning Detectors

Mile Post	Type of Detector	Call Back
566.5	HBD/DED/Oversized Load (C) (N)	#88
579.3	HBD/DED	
590.6	HBD/DED	
599.3	HBD/DED	
606.1	High Water	
611.3	HBD/DED	
626.6	HBD/DED	
640.7	HBD/DED	
651.5	HBD/DED	
662.3	HBD/DED	
683.1	HBD/DED (C) & (S)	
686.9	DED	

Other Tracks Not Shown as Stations (Business Tracks)

Name	DOE	MP	Footage
Elm Grove N Switch	S	577.1	2,725
Elm Grove S Switch	N	577.7	2,725
East Point N Switch	S	592.0	1,450
East Point S Switch	N	592.3	1,450
North I.P. Pass	S	603.0	2,517
Hood Industrial N Switch++	S	603.2	1,000
Hood Industrial S Switch++	N	603.6	1,000
South I.P. Pass	N	603.6	2,517
North Coushatta	S	604.2	1,714
North Coushatta Team++	S	604.2	1,530
Grappe Bluff N Switch	S	614.9	3,638
Grappe Bluff S Switch	N	615.7	3,638
North Kraft	S	616.5	1,370
South Kraft	N	617.8	1,370
Campti 726+	N	621.8	1,000
Port of Natchitoches	N	626.4	12,109
Linn		627.9	
Madden Spur	N	629.6	1,000
St. Maurice		634.2	
North Montgomery	S	642.3	1,660
South Montgomery	N	642.7	1,660
North Colfax	S	656.7	5,254
Colfax Team Track++	S	657.0	1,549
South Colfax	N	657.7	5,254
CP 665		665.0	
North Mallin	S	678.6	2,835
South Mallin Lead	N	679.2	2,835
North House Track	S	680.5	814
North Pineville	S	680.7	2,100
South Pineville	N	681.2	2,100
Pineville Jct.	N	681.4	Conn
Alexandria Industrial Spur	N	686.9	Lead
North Latanier		690.0	

+ Indicates Connected to Siding
+ + Indicates Connected to a Business Track

General Information

Grappe Bluff
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 pickup or set out.

Kraft
Trains that will work Kraft will need to contact TNT Rail Services before arrival. SWD trains need to contact TNT at MP 615.0 and NWD trains need to contact TNT at MP 619.0.

Milepost Equalization – MP 686 & MP 687
There is 11,687 feet between MP 686 and MP 687.

---END---

Station Number	GCOR 4.3	Method of Operation	NORTHWARD ↑ Distance From Latanier	NEW ORLEANS SUBDIVISION STATION PAGE # Denotes Control Point Or Manual Interlocking	SOUTHWARD ↓ Mile Post Location	Yard Limits	Siding Length	Continuos Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location
3133	CB	**YL**	0.0	*(Alexandria Sub)* **LATANIER** SSS Latanier	691.9 695.5	MP 691.1 – MP 695.5			
				8.6					
3141			8.6	NSS Bijou **BIJOU** SSS Bijou	700.0 700.5 701.0				702.4
				9.0					705.6
3149			17.6	NSS Hessmer **HESSMER** SSS Hessmer	708.6 709.5 710.5		9,556		713.3
				17.4					724.5
3167			35.0	NSS Hyde **HYDE** SSS Hyde	726.5 726.9 727.4				727.7
				2.3					
	A		37.3	**ATCHAFALAYA RIVER BRIDGE**	729.2				729.7
				3.4					
3173			40.7	NSS Keller **KELLER** SSS Keller	731.5 732.6 733.9		12,489		737.2
		TWC		10.5					
3175			51.2	NSS Batchelor **BATCHELOR** SSS Batchelor	742.6 743.1 743.6				745.2 747.1
				7.9					749.8
3176			59.1	NSS Morganza **MORGANZA** SSS Morganza	750.9 751.0 751.3				
				4.0					
3195			63.1	NSS Labarre **LABARRE** SSS Labarre	754.1 755.0 755.8		8,749		
				5.7					758.6
3177			68.8	NSS New Roads **NEW ROADS** SSS New Roads	760.5 760.7 761.0				
				1.9					
			70.7	**CAJUN ELECTRIC SPUR**	762.6				
				17.3					776.3
3225			88.0	# Lobdell North **LOBDELL**	779.1 779.9		8,119		
				0.8					
		CTC	88.8	**# LOBDELL JCT.**	780.7				
				0.8					
			89.6	**# WEST JCT.**	781.5				782.3
				3.3					783.2
			92.9	**# EAST JCT.**	784.8				
				0.4					785.0
		YL	93.3	**BRIDGE JCT.**	785.2	MP 784.8 – MP 787.3			
				2.2					
	G	**6.28**	95.5	**CN RRX**	787.4				
				1.0					
3227	C B T	**YL**	96.5	**BATON ROUGE**	788.4	MP 788.3 – MP 790.3			
				6.3					792.5
3236		**TWC ABS**	102.8	NSS Essen **ESSEN** SSS Essen	794.0 794.7 795.4		6,824		
				Continued next page					

Station Number	GCOR 4.3	Method of Operation	NORTHWARD ↑ Distance From Latanier	NEW ORLEANS SUBDIVISION STATION PAGE # Denotes Control Point Or Manual Interlocking	SOUTHWARD ↓ Mile Post Location	Yard Limits	Siding Length	Continuos Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location
				15.0					802.7
3251			117.8	NSS Gonzales **GONZALES** SSS Gonzales	809.1 809.7 810.3		5,897		
				8.4					815.3
3259		**TWC ABS**	126.2	NSS Barmen **BARMEN** SSS Barmen	817.5 818.1 818.6				
				2.4					
3261			128.6	NSS McElroy **MCELROY** SSS McElroy	820.4 820.5 820.7				
				7.9					
3269	T		136.5	NSS Gramercy **GRAMERCY** SSS Gramercy	827.9 828.4 828.9				
				6.7					832.1
3276	C B T	**ABS YL**	143.2	NSS Reserve **RESERVE** SSS Reserve	834.5 835.1 836.1	MP 834.5 – MP 836.1			
				4.3					
3280			147.5	NSS Montegut **MONTEGUT** SSS Montegut	838.8 839.4 840.0		5,832		843.5
				8.0					
3287		**TWC ABS**	155.5	NSS Norco **NORCO** SSS Norco	846.8 847.4 847.8				846.8
				7.5					850.0
3295			163.0	NSS Frellsen **FRELLSEN** SSS Frellsen	854.3 854.9 855.5		5,991		
				10.1					
			Operation via CN RR between Frellsen Jct. (CN MP 443.5 Baton Rouge Subdivision) and Shrewsbury Old Main (CN MP 906.9 McComb Subdivision)						
3308	B T	**6.28**	173.1	**NEW ORLEANS** *(End of Line)*	865.0				

MAXIMUM SPEED	**MPH 49**
Exceptions:	
MP 728.8 – MP 729.5	20
MP 747.3 – MP 748.1	40
MP 754.1 – MP 755.8	40
MP 780.7 – MP 790.3	20
MP 790.3 – MP 793.6	HER 30
MP 844.5 – MP 846.3	10
MP 846.3 – MP 848.6	25
MP 855.5	HER 20
All Switches and Sidings unless listed below	10
Through Turnouts and on Sidings	
Hessmer North End & Siding	25*
Keller South End & Siding	25*
Essen South End & Siding	25*
LaBarre Both Ends & Siding	40
* Indicates Loaded Bulk Commodity Trains	10

Yard Tracks (Including Turnouts)

New Orleans West Yard	**MPH**
Zone 2 Tracks 1-15	15
Zone 2 Track 500	15
Baton Rouge Yard	
Zone 1 Track 1	20
Zone 1 Track 2	15
Zone 1 Track 500 (ML)	15
Through Turnouts and on Sidings	
Zone 1 Tracks 3-21	15
Zone 1 South Lead	15
*North Lead Turnouts limited	10
Latanier Yard	
Zone 6 Track 601	15
Zone 6 Track 1-5	15

Tons per Operative Brake
When maximum subdivision speed is over 45 MPH, the maximum speed permitted will be determined by the tons per operative brake.
100 or less ..... No Restriction
101 to 110 55
111 to 120..... 50
Over 120 45

Radio Channels

	AAR	Dispr Call In
Road	010-010	
Yard	063-063	
Disp.	016-010	1
Critical Incident Desk	016-010	3
CN	054-054	5

TrAM Area

The New Orleans Sub is TrAM Area 1.

Block System

Centralized Traffic Control (CTC) is in use between Lobdell and East Jct. and between CN MP 855.7 – MP 862.9.

Movement Authority

Track Warrant Control (TWC) is in use between Bijou and Lobdell, Essen and Reserve, Montegut and Frellsen.

Positive Train Control (PTC)

PTC is in effect on the New Orleans Sub.

Yard Limits

North MP		South MP
691.1	Latanier	695.5
784.4	Bridge Jct.	787.3
788.3	Baton Rouge	790.3
834.5	Reserve	836.1

Interlockings/Control Points

MANUAL INTERLOCKING APPROACH LOCATIONS (Main Track and Siding, if applicable):
• East Bridge CN RRX at MP 906.4 (CN McComb Subdivision) NWD Approach: MP 863.1
Automatic Interlocking Approach Location:
(Main Track and Siding, if applicable)
• D&E RRX at MP 433.8
NWD Approach: MP 438.0; SWD Approach: MP 428.8

ATCHAFALAYA RIVER BRIDGE, MP 729.2, AUTOMATIC INTERLOCKING INSTRUCTIONS
If Home Signal Fails to Display a Proceed Indication:
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) Ascertain from the Bridge Tender or by a member of the crew inspecting the moveable span bridge, that the rails are aligned properly and supported at each end of the turn span. Train may then proceed to opposite end of the bridge.
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 the IA circuit located at MP 727.0 and MP 731.7.

Equipment Restrictions

Six Axle Locomotives Prohibited from Operating On The Following Tracks:
- Baton Rouge Yard Tracks 8 – 23

Movement over Public Crossing

Automatic Warning Devices Used Infrequently:
- MP 785.7 – Gulf States Road (Track 48 only)
- MP 786.4 – Exxon 12th Street (Track 48 and East Pass only)

Trackside Warning Detectors

Mile Post	Type of Detector	Call Back
702.4	HBD/DED/Oversized Load (C) (N)	#88
705.6	DED	
713.3	HBD/DED	
724.5	HBD/DED/Oversized Load (C) (S)	
727.7	DED	
729.7	DED	
737.2	HBD/DED/Oversized Load (C) (N)	
745.2	DED	
747.1	HBD/DED	
749.8	DED	
758.6	HBD/DED	
776.3	HBD/DED/Oversized Load (C) (S)	
782.3	DED	
783.2	DED	
785.0	DED	
792.5	HBD/DED	
802.7	HBD/DED	
815.3	HBD/DED	
832.1	HBD/DED	
843.5	DED	
846.8	DED	
850.0	HBD/DED	

Other Tracks Not Shown as Stations (Business Tracks)

Name	DOE	MP	Footage
North Bijou	S	700.0	5,465
South Bijou	N	701.1	5,465
Hessmer House Track	N	708.8	400
Moreauville		717.2	
North Hyde	S	726.5	4,089
South Hyde	N	727.4	4,089
Keller Wood Yard +	S	733.9	2,000

Name	DOE	MP	Footage
North Morganza	S	750.9	1,594
South Morganza	N	751.3	1,594
North New Roads	S	760.5	1,933
South New Roads	N	761.0	1,933
Cajun Electric	N	762.6	
Glynn	S	768.2	100
UP Connection	S	780.7	IND
Baton Rouge		790.4	
Prairieville	N	805.2	450
Gonzales Team Track	S	810.4	550
Economy Brick	N	810.8	530
Smith Tank & Steel	S	812.5	1,500
Sorrento	S	815.8	500
North Barmen	S	817.5	5,336
South Barmen	N	818.6	5,336
McElroy North Switch	S	820.4	1,427
McElroy South Switch	N	820.7	1,427
North Gramercy	S	827.9	4,379
South Gramercy	N	828.9	4,379
Colonial North Wye Switch	S	828.6	IND
Colonial South Wye Switch	N	828.9	IND
Kaiser North Wye Switch	S	829.8	WYE
Kaiser South Wye Switch	N	830.0	WYE
Marathon	S	833.5	LEAD
Reserve North Wye Switch	S	835.2	WYE
Reserve South Wye Switch	N	835.5	WYE
Baumer Foods	S	835.8	650
DPC Enterprises	S	836.0	2,117
North Norco	S	846.8	4,822
South Norco	N	847.8	4,822
North Diamond Green	S	848.1	1,750
Good Hope Refinery	S	848.2	IND
South Diamond Green	N	848.4	IND
Welling Truck Services	S	854.9	1,120
Frellsen Jct.		855.6	

+ Indicates Connected to Siding

Switch Information

Radio Controlled Switches

Norco North Diamond Green
Radio Channel 010-010
Normal DTMF #848011 Reverse DTMF #848022

Norco South Diamond Green
Radio Channel 010-010
Normal DTMF #848411 Reverse DTMF #848422
Industry Route Reverse DTMF #848433

Power Assisted Switches (PAS):

LaBarre (North)
Radio Channel 010-010
Normal DTMF #754111 Reverse DTMF #754122

LaBarre (South)
Radio Channel 010-010
Normal DTMF #755811 Reverse DTMF #755822

Spring Switch Locations
North Hessmer – MP 708.6
South Keller – MP 733.9
South Essen – MP 795.4
North Gonzales – MP 809.1
North Barmen – MP 817.5
South Montegut – MP 840.0
North Frellsen – MP 854.3

General Information

CPKC-Up Joint Track Between MP 735.6 Lettsworth And MP 780.7 Lobdell Junction
UP employees will be governed by the GCOR, CPKC Timetable, Special Instructions, and CPKC General Orders.

Labarre
The west track is designated as the siding.

Lobdell - Baton Rouge Terminal Area
1. Trains doubling over the Mississippi River Bridge (MP 783.2) must not leave any part of the train on the steel structure.

CPKC 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 CPKC train dispatcher.

Southward trains must contact CPKC 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

Southward Trains and Engines must contact Baton Rouge Yardmaster before entering Yard Limit at East Jct. MP 784.8.

Bridge Junction
The switch at Bridge Junction, Mile Post 785.2, is operated by radio control (DTMF CONTROLLED) and is equipped with a switch point indicator as defined by GCOR Rule 8.10.

To line the switch for the Main Line use road channel 010-010 and press in code #785211.

To line the switch for the “D” Line use road channel 010-010 and press in code #785222.

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

When a Red indicator light is encountered the switch must be operated by hand. If necessary to operate the switch by hand, do not restore the switch to power operation until at least one unit or car has passed over the switch points. When a train or engine is within 300 feet of the switch, the switch will be locked and cannot be operated by radio control. The switch can be left lined as last used.

2. “D” Line Operations: MP D-209.7 - D-221.4: All movements must be made as per Rule 6.28 between MP D-209.7 and D-213.0 movements must not exceed 10 MPH. Between MP D-213.0 and MP 221.4 movement must not exceed 20 MPH.

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 a gate.

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.

Diamond Green
North and South Diamond Green are equipped with Radio Control Switches (RCS). These switches can be controlled by DTMF on the radio keypad, or by using a push button located at the switches.

These switches will restore to the normal position 60 seconds after movement has been made through the limits of the OS. Movement over the switches will be governed by ABS signals. At RCS locations, there will be signals marking the limits of the OS. For the RCS to operate by DTMF or by push button located at the switch, the limits of the OS must not be occupied. Do not exceed 5 MPH while weighing cars on Diamond Green.

Operating a Radio-Controlled Switch:
1. To operate a Radio-Controlled Switch (RCS), a crew member must perform the following:
Upon passing the wayside sign reading "switch control" placed for South bound trains at MP 846.17 and for North bound trains at MP 850.87, a crew member must enter the proper DTMF sequence for the desired switch position for BOTH North and South Diamond Green.

2. A train must approach a Radio-Controlled Switch prepared to stop short of the OS until:
A. A DTMF command has been issued to request the switch for the desired position.
and
B. The ABS signal approaching the Radio Controlled Switch displays a more favorable aspect than approach.
or
C. The signal at the switch displays that the switch is properly lined for movement.

3. If the train has not passed the signal at the requested switch within 15 minutes after entering the proper DTMF sequence, the train must approach the Radio Controlled Switch prepared to stop.

4. If a change is needed from the original requested route, the train must stop outside the limits of the OS at the Radio-Controlled Switch and:
A. Wait 15 minutes then enter the proper DTMF sequence for the desired position,
or
B. Wait 15 minutes and operate the push button located on the signal case to line the switch for the desired position.

NOTE: Permission to operate the dual control switch by hand in accordance with GCOR Rule 9.13.1 is granted without having to contact the control operator.

5. If the signal approaching a Radio-Controlled Switch displays a more favorable aspect than approach and the Radio-Controlled Switch signal displays a red or dark aspect, the crew must:
A. Stop the train before entering the OS if consistent with good train handling
B. Inspect the switch
and
C. Report it to the control operator

NOTE: Permission to operate the dual control switch by hand in accordance with GCOR Rule 9.13.1 is granted, but the control operator must be notified of the signal indication.

6. If after entering the proper DTMF sequence, the signal continues to display a stop indication and the train is authorized beyond the signal, the train has permission to pass the stop indication at restricted speed without contacting the control operator, only after operating the RCS by hand.

7. The industry track switch in the scale track at Diamond Green operates in conjunction with the South main line switch (i.e., if entering the code to occupy the scale track or industry track, the main line switch and the switch in the scale track will both line and lock for movement into the designated route.)

NOTE: Only one of the three codes needs to be entered for a given route at South Diamond Green.

Movement across CNIC Track from Frellsen Jct. To CPKC New Orleans
Baton Rouge: Southward trains before 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 Rail Traffic Controller (RTC) and have permission from CN Mays Yard before passing South Frellsen.

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 RTC and have permission from CN Mays Yard before departing New Orleans Yard.

All trains must keep radio on CN Channel 054-054 while operating on CN track. The CN train RTC can be contacted on this channel.

CN Telephone Numbers are:
CN Desk 5 Disp ..... 833-493-7827 Press 1 Ext 5810
CN Chief Dispatcher ..... (708) 332-6750
CN Chief Dispatcher FAX..... (708) 206-6775

New Orleans Yard

1. The train dispatcher will issue TWC authority to northward trains before arriving Frellsen 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. CPKC train and engine movements between Frellsen JCT and CPKC 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 TGBO.

3. The Maximum Authorized Speed through the turnout in the East Bridge interlocking is 10 MPH.

4. CPKC 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. Movements via this route will be controlled by and authorized by East Bridge Tower. CN Operating Rules will govern CPKC train movements between Lambert Junction and NOPB Connection. NOPB General Code of Operating Rules, Timetable, General Orders and Bulletins will govern CPKC train movements while occupying NOPB.

5. All movements between Lambert Junction and Southport will be made per GCOR 6.28.

6. All tracks at Cotton Warehouse Yard, located at NOPB New Orleans are designated as interchange tracks for CPKC interchange to CSXT Railroad.

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

---END---

Station Number	GCOR 4.3	Method of Operation	NORTHWARD ↑ Distance From Frierson	BEAUMONT SUBDIVISION STATION PAGE # Denotes Control Point Or Manual Interlocking	SOUTHWARD ↓ Mile Post Location	Yard Limits	Siding Length	Continuos Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location
				(Shreveport Terminal Sub)					
0577			0.0	**FRIERSON**	577.0				578.2
				3.5					
0580	T		3.5	# Bayou Pierre North **BAYOU PIERRE** # Bayou Pierre South	580.3 580.5 580.8				
				10.8					588.6
0592			14.3	# Mansfield North **MANSFIELD** # Mansfield South	588.9 591.3 591.7		13,834		
				6.7					
0599			21.0	**TRENTON**	598.0				
				6.5					601.0
0605			27.5	**BENSON**	604.5				
				5.6					
0611			33.1	# Converse North **CONVERSE** # Converse South	609.6 610.1 611.5		9,373		
				11.7					614.9
0623			44.8	**ZWOLLE**	621.8				
				4.1					
0627			48.9	# Loring North **LORING** # Loring South	625.3 625.9 626.5		5,600		
				7.4					629.3
0634		**CTC**	56.3	**MANY**	633.3				
				5.6					
0640			61.9	**FISHER** # Fisher North # Fisher South	638.9 639.0 641.3		11,266		
				19.7					645.2
0660			81.6	# Anacoco North **ANACOCO** # Anacoco South	658.0 658.6 659.6		8,376		
				9.8					663.0
0669	B C		91.4	# Leesville North **LEESVILLE** # Leesville South	668.2 668.4 670.3		10,495		
				4.2					
	T		95.6	**DAUB** (Fort Polk)	672.6				
				7.3					
0680			102.9	# Neame North **NEAME** # Neame South	678.9 679.9 681.0		8,835		
				7.1					683.4
0687			110.0	**LUDINGTON**	687.0				
				2.2					
0690			112.2	**DERIDDER**	689.2				
				0.6					
	A		112.8	**TIBR RRX**	689.8				
				15.3					697.3
0705			128.1	# Singer North **SINGER** # Singer South	704.4 705.1 705.8		6,906		
				13.9					708.8
0719	T		142.0	**DEQUINCY**	719.0				717.5
				1.3					
			143.3	**# CS JUNCTION** (UP Conn)	720.3				
				Continued next page					

Station Number	GCOR 4.3	Method of Operation	NORTHWARD ↑ Distance From Frierson	BEAUMONT SUBDIVISION STATION PAGE # Denotes Control Point Or Manual Interlocking	SOUTHWARD ↓ Mile Post Location	Yard Limits	Siding Length	Continuos Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location
				0.4					
			143.7	**# LONG LEAD** (UP Conn)	720.7				
				2.9					
0724			146.6	# Helme North **HELME** # Helme South	723.1 723.6 725.3		10,574		
				4.8					726.0
0729			151.4	# Lucas North **LUCAS** # Lucas South	726.6 728.4 729.0		11,887		
				6.8					
0736			158.2	# Starks North **STARKS** # Starks South	734.2 735.2 735.9		8,133		
		CTC		5.4					
0741			163.6	**RULIFF**	740.6				
				9.6					743.4
0751			173.2	# Mauriceville North **MAURICEVILLE** # Mauriceville South	748.1 750.2 750.2		10,528		
				0.0					
			173.2	**SRN RRX**	750.2				
				10.2					752.3
0761			183.4	# Vidor North **VIDOR** # Vidor South	760.1 760.4 762.8		13,448		
				4.5					763.8
			187.8	**# CP 765**	764.9				764.9
				1.1					
	M		189.0	**BEAUMONT** (Neches River Bridge)	766.0				766.4
				0.1					
	M	**CTC W MT** / **CTC E MT**	189.1	**PORT OF BEAUMONT RRX**	766.1				
				0.6				CQ 766.3 to 766.5	
	T		189.6	**# STATION 13 GCL JCT.** (East MT)	766.5				
				2.4					
0769	B C		192.1	**CHAISON**	769.1				
				0.7					
	A		192.8	**UP RRX**	769.8				
		6.28		9.8					
0779	T		202.6	**NECHES JCT.**	779.6				
				6.5					
0787			209.1	**PORT ARTHUR** *(UP)*	786.1				

	MPH
MAXIMUM SPEED	**59**
Exceptions:	
MP 583.1 – MP 583.5	45
MP 588.0 – MP 588.5	40
MP 588.5 – MP 591.0	50
MP 607.0 – MP 608.0	45
MP 615.5 – MP 620.0	45
MP 623.0 – MP 631.0	45
MP 635.0 – MP 639.0	45
MP 645.9 – MP 647.7	45
MP 647.7 – MP 650.3	40

	MPH
MP 650.3 – MP 657.2	45
MP 657.2 – MP 660.0	50
MP 665.5 – MP 666.2	45
MP 674.5 – MP 677.9	50
MP 689.7 – MP 689.9	40
MP 718.7 – MP 720.3	40
MP 750.2 – MP 750.2	40
MP 764.9 – MP 765.1	HER 20
MP 765.6 – MP 766.1	20
East and West MT	
MP 766.1 – MP 766.9	20

	MPH
Wall St MT	
MP 766.8 – MP 767.2	10
Chaison MT	
MP 766.5 – MP 766.6	10
MP 766.6 – MP 768.0	20
MP 768.0 – MP 769.8	10
MP 769.8 – MP 779.1	20
MP 779.2 Port Neches Jct. Wye	10
MP 779.3 – MP 779.5	20
MP 779.6 Port Neches Jct. Wye	10
MP 779.7 – MP 784.8	20
MP 784.8 – End of Track	10
All Switches and Sidings unless listed below	10
Turnouts and Sidings	
Converse, Anacoco, Neame, Singer, Starks, Mauriceville	25
Loring	25*
Mansfield & Fisher	30
North DeQuincy	40
Helme and Lucas	40
Station 14	25
CS Junction	25
Vidor	30
UPRR Connection (CP 765)	25
*Indicates Bulk Commodity Trains	10

Bayou Pierre Ind. Lead
Maximum speed 20 MPH between East Wye switch and International Paper Co., Marshalling Yard.

Tons per Operative Brake
When maximum subdivision speed is over 45 MPH, the maximum speed permitted will be determined by the tons per operative brake.
Over 150 45

Radio Channels

	AAR	Dispr Call In
Road	013-013	
Yard-North Frierson to MP 777	063-063	
Yard-MP 777 to Port Arthur	076-076	
Disp.	052-013	1
Critical Incident Desk	052-013	3

TrAM Area

The Beaumont Sub is TrAM Area 2.

Block System

Centralized Traffic Control (CTC) is in use between Frierson and Chaison.

Main Track Designation

Two main tracks are in use at between Port of Beaumont and Chaison.

Rule 6.28 Other than Main Track

Other than Main Track used between Chaison and Port Arthur.

Positive Train Control (PTC)

PTC is in effect on the Beaumont Sub.

Interlockings/Control Points

Automatic Interlocking Approach Locations:
(Main Track and Siding, if applicable)

- SRN RRX at MP 750.2
  - NWD Approach MP 752.9
  - SWD Approach MP 748.1
- TIBR RRX at MP 698.8
  - NWD Approach MP 692.8
  - SWD Approach MP 688.0
- Station 14 (East & West MT) MP 766.1
- Station 12 (Chaison MT & Wall Street MT) MP 766.7
- Station 11 (East & West MT & Wall Street MT) MP 766.8
- North Dequincy Wye MP 718.8

Deridder
The interlocking signals at the CPKC/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.

Neches River Bridge, MP 765.8
The drawbridge is a manual interlocking controlled by the CPKC Train Dispatcher. Trains encountering a STOP indication must communicate with the Train Dispatcher after stopping, and if given verbal authority to pass the STOP indication, 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.

Mauriceville
The interlocking signals at the CPKC/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.

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.

Equipment Restrictions

Train Make-Up Restrictions
Distributed Power:
Other than unit trains, southbound trains in excess of 10,000 tons must have distributed power.

Southbound trains and northbound trains originating in Beaumont/Port Arthur exceeding 10,000 feet must have distributed power placed in train approximately two thirds of the train's length from the lead locomotive consist.

Six Axle Locomotives Prohibited From Operating On The Following Tracks:

- Asbury Graphite (Green Island) – MP 726.8
- SRN Conn (Lemonville) – MP 748.1
- Mauriceville Team – MP 750.0
- Vidor Team – MP 760.2
- Chaison Branch beyond track 760 – MP 768.4
- Gulf Yard Main Line past the Oxbow Switch – MP 786.0

Continuous Quiet Zone – GCOR 5.8.4

Neches St ..... MP 766.37
Eastham Forge..... MP 766.53

Electric Locks

Station	MP	Location of switch
Trenton	597.6	North Trenton
Trenton	598.4	South Trenton
Benson	604.0	North Benson
Benson	605.0	South Benson
Zwolle	621.5	North Zwolle
Zwolle	622.3	South Zwolle
Daub	672.6	Daub N Leg Wye
Daub	673.2	Daub S Leg Wye
Ludington	686.4	N Ludington Storage
Ludington	687.2	S Ludington Storage
Ludington	687.4	Boise Cascade
Deridder	689.1	North Deridder
Westvaco	690.3	Westvaco
DeQuincy	719.2	N DeQuincy Pass
DeQuincy	720.2	S DeQuincy Pass
DeQuincy	720.2	DeQuincy Yard
DeQuincy	721.5	DeQuincy Ind. Park

Trackside Warning Detectors

Mile Post	Type of Detector	Call Back
578.2	HBD/DED	#88
588.6	HBD/DED	
601.0	HBD/DED	
614.9	HBD/DED	
629.3	HBD/DED	
645.2	HBD/DED	
663.0	HBD/DED/Oversized Load	
683.4	HBD/DED/Oversized Load	
697.3	HBD/DED	
708.8	HBD/DED	
717.5	HBD/DED	
726.0	HBD/DED	
743.4	HBD/DED	
752.3	HBD/DED	
763.8	HBD/DED (C) (S)	
764.9	DED/Oversized Load	
766.4	DED/Oversized Load	

FRA Excepted Track

FRA Excepted Track from Bayou Pierre International Paper at Marshalling Yard Track 700 through 730 including the main track.

Other Tracks Not Shown as Stations (Business Tracks)

Name	DOE	MP	Footage
Blazer	S	591.2	1,100
Madden North	S	595.5	2,950
N Madden Construction ++	S	595.5	2,656
S Madden Construction ++	N	596.1	2,656
Madden South	N	596.1	2,950
North Trenton	S	597.6	3,530
South Trenton	N	598.4	3,530
North Benson	S	604.0	4,634
South Benson	N	605.0	4,634
Converse Team Track +	N	610.3	125
Willamette Industry	S	621.4	261
North Zwolle	S	621.5	3,550
Zwolle Railcar Company ++	N	622.2	200
South Zwolle	N	622.3	3,550
Many Storage	S	633.1	800
Many Team Track +	S	633.2	250
Boise Cascade	S	641.3	284
Florien	S	642.3	1,600
Hawthorne	S	664.0	600
Prairie Rock Track +	S	668.5	4,600
North Yard Lead +	S	668.6	2,300
North Leesville Yard ++	S	668.6	4,455
South Leesville Yard ++	N	669.5	4,455
South Yard Lead +	N	669.5	2,300
Daub North Leg Wye	S	672.6	WYE
Daub South Leg Wye	N	673.2	WYE
North Ludington Storage	S	686.4	3,156
North Ludington Storage YD 1	S	686.5	3,297
North Ludington Storage YD 2	S	686.5	3,146
South Ludington Storage YD 2	N	687.2	3,146
South Ludington Storage YD 1	N	687.2	3,297
South Ludington Storage	N	687.2	3,156
Ampacet	S	687.3	290
Boise Cascade	S	687.4	LEAD

Name	DOE	MP	Footage
North Deridder	S	689.1	1,952
Prairie Rock Plant ++	S	689.1	1,250
CP 689		689.8	CP
Chevron Track ++	N	690.0	500
Deridder Team Track	N	690.0	560
Westvaco	S	690.3	1,003
Singer Team Track +	S	704.6	680
North DeQuincy Pass	S	719.2	4,495
South DeQuincy Pass	N	720.2	4,495
DeQuincy Yard	N	720.2	5,600
DeQuincy Industrial Park	N	721.5	1,100
Asbury Graphite +	S	726.8	1,145
DeQuincy Industrial Park	N	721.5	1,100
Asbury Graphite +	S	726.8	1,145
SRN Conn +	S	748.1	LEAD
Mauriceville Team +	N	750.0	200
Vidor Team	S	760.2	200
CP 765		764.9	CP
North Star Steel	N	765.0	1,515
Jefferson Refinery	S	765.0	IND
Station 15 (Neches River Bridge)		765.8	
Station 14 (East & West MT)		766.1	
BNSF Port Conn	N	766.1	IND
CPKC/UP Port Conn	N	766.1	IND
Station 12 (Chaison MT & Wall St MT)		766.7	
Station 11 (E&W MT & Wall St MT)		766.8	
Wilson Warehouse	N	770.1	1,250
Texas Gulf Sulphur	N	771.4	YARD
DuPont Big 3	S	773.4	IND
DuPont Corp.	N	773.5	LEAD
Sun Team Track	S	774.9	1,280
Sun Jct.	S	775.1	1,609
Sunoco PAS	S	775.5	IND
North Neches Jct. Wye	S	779.2	WYE
South Neches Jct. Wye	N	779.6	WYE
North Neches Jct. Yard	S	779.6	3,526
South Neches Jct. Yard East	N	780.3	IND
South Neches Jct. Yard West	N	780.3	3,526
North Motiva	S	784.1	YARD
South Motiva	N	785.1	YARD
North Port Arthur Yard	S	785.6	YARD

+ Indicates Connected to Siding
++ Indicates Connected to Business Track

Switch Information

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 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.

Neches Junction

DTMF Yard Switches are installed on the Neches Junction North Wye, Neches Junction East Wye, and Neches Junction South Wye. When approaching a Wye Yard switch, it will be necessary to operate the DTMF switches.

Neches Junction North Wye switch DTMF code:
normal switch DTMF #779211– reverse switch DTMF #779222.

Neches Junction East Wye switch DTMF code: normal switch (South Leg) DTMF #779311 – reverse switch (North Leg) DTMF #779322.

Neches Junction South Wye switch DTMF code: normal switch DTMF #779511 – reverse switch DTMF #779522.

South USA Rail Terminal

A DTMF Yard Switch is installed for the USA Rail Terminal. A power derail is installed on the industry track that works in conjunction with the main line switch. If necessary to operate the main line switch by hand, the derail must also be operated by hand. When entering the industry track it will be necessary to operate the DTMF switches.
DTMF code: normal switch DTMF #780511 – reverse switch DTMF #780522.

Jefferson Refinery

A dual control derail is installed on the industry track. This derail operates in conjunction with the dual control main line switch. When operating the main line switch by hand it is also necessary to operate the derail by hand.

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.

Sunoco

Dual control derail is installed on the industry track. This derail operates in conjunction with the main line PAS switch.

When operating the PAS switch by hand, it is also necessary to operate the power derail by hand.

Port Neches Branch and Belt Line

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.

A DTMF Yard Switch is installed for the Port Arthur Terminal. A power derail is installed on the lead track that works in conjunction with the main line switch. If necessary to operate the main line switch by hand, the derail must also be operated by hand. When entering the lead track, it will be necessary to operate the DTMF switches.
DTMF code: Normal DTMF #005811 – Reverse DTMF #005822.

Power Assisted Switches (PAS):
Sunoco Industry Track
Radio Channel 063-063
Normal DTMF #775511 Reverse DTMF #775522

General Information

Fort Polk Military Base
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.

Dequincy
Number 1 Track (south leg of the wye) at DeQuincy is other than main track.

Trains moving via Number 1 Track at DeQuincy must be within fifty (50) feet of either side of Louisiana Highway 12 (Fourth Street) to activate highway crossing warning devices.

Lemonville
Trains and engines will not exceed 5 MPH within 2,000 feet of the north and south switches to the SRN interchange tracks.

CPKC 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.

Foreign Line Trains And Engines
Foreign line trains must receive and verify CPKC Track Bulletin before entering the main track at CS Junction MP 720.3, Tower 31 MP 764.8, and Station 11 (Wall Street) MP 766.9. CPKC does not issue track warrants for bulletins.

Contact CPKC Train Dispatcher (refer to System Special Instructions for phone number) to establish signal indication, or obtain verbal authority, to enter CTC at CS Junction, Tower 31, or Station 11.

Beaumont
SWD trains on CPKC Beaumont Subdivision operating via Chaison Yard must obtain verbal permission from the CPKC Yardmaster before departing Vidor and before departing Chaison Yard southbound.

NWD trains must obtain verbal permission from the CPKC Yardmaster and CPKC Train Dispatcher before departing Chaison Yard.
EWD trains on UP Lafayette Subdivision operating via Chaison Yard must obtain verbal permission from the CPKC Yardmaster before departing Wall Street and before departing Chaison Yard southbound.

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

No six axle locomotives or loaded unit trains on track 532 (zero track).

Port Arthur Remote Operations
Port Arthur has been established as a Remote Control Operating Area.

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 RCZ1.

A Remote-Control Zone is established on the south end of the Port Arthur Yard on the work lead between county road crossing, zero track switch and 18 switch. This zone shall be identified as RCZ2.

Port Arthur Roundhouse
Power operated derails, equipped with blue lights, are located at the north and south ends of the diesel shop.

To enter the limits of the blue signal:

- If blue signal is displayed, the employee must contact locomotive servicing personnel for permission to enter the limits. The employee must verify the derail is in the non-derailing position before entering the limits.
- If blue signal is not displayed, the employee must contact the yardmaster to determine if locomotive servicing personnel are on duty. If locomotive servicing personnel are on duty, the employee must receive permission from the locomotive servicing personnel to enter the limits. If locomotive servicing personnel are not on duty, the employee may enter the limits after verifying the derail is in the non-derailing position.

Before moving a locomotive within the limits of the blue signal, the employee must receive permission from locomotive servicing personnel. If unable to contact locomotive servicing personnel, determine from the yardmaster if locomotive servicing personnel are on duty. If no locomotive servicing personnel are on duty, the employee may move the locomotive. The employee must verify the derail is in the non-derailing position before departing the limits.

---END---

Station Number	GCOR 4.3	Method of Operation	NORTHWARD ↑ Distance From DeQuincy	LAKE CHARLES SUBDIVISION STATION PAGE # Denotes Control Point Or Manual Interlocking	SOUTHWARD ↓ Mile Post Location	Yard Limits	Siding Length	Continuos Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location
0719	T		0.0	*(Beaumont Sub)* **DEQUINCY**	B-719.0				
				0.6					
	A		0.6	**UP RRX**	B-719.6				
				9.1					B-726.4
2729		**CTC**	9.7	# Buhler North **BUHLER** # Buhler South	B-727.5 B-728.7 B-729.1		7,546		
				4.0					
2733			13.7	**# GULF STATES UTILITIES**	B-732.7				
				0.7					
2734	A		14.4	**TIBR RRX**	B-733.4				
				2.0					
2736	B C		16.4	**MOSSVILLE**	B-735.4				
		6.28		3.7					
2740			20.1	**WESTLAKE**	B-739.1				
	A			0.3					
			20.4	**END OF LINE**	B-739.4				

	MPH
MAXIMUM SPEED	**45**

Exceptions:

MP B-719.0 - MP B-720.0 20
MP B-732.2 - MP B-732.7 25
MP B-732.7 - MP B-734.7 20
MP B-734.7 – MP B-736.7
Including Yard Track 1-14 and the Pass 15
MP B-736.7 - B-739.4 10
All Switches and Sidings unless listed below 10

Turnouts and Sidings

Buhler..... 25*
*Indicates Loaded Bulk Commodity Trains 10

Radio Channels

	AAR	Dispr Call In
Road	013-013	
Yard	063-063	
Disp.	052-013	1
Critical Incident Desk	052-013	3
UPRR Channels		
Road	017-017	
Rosebluff Yard	040-040	
Lake Charles Yard	020-020	
West of HWY 108 Yard	024-024	

TrAM Area

The Lake Charles Sub is TrAM Area 1.

Block System

Centralized Traffic Control (CTC) is in use between DeQuincy and Gulf States Utilities.

Rule 6.28 Other Than Main Track

Rule 6.28 is in use between TIBR RRX and End of Line.

Rosebluff

All movements at Rosebluff are Rule 6.28 and include:

- PPG A – Plant Lead – 0.43 miles
- PPG B – Plant Lead – 0.75 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.

Positive Train Control (PTC)

PTC is in effect on the Lake Charles Sub.

Interlockings/Control Points

Automatic Interlocking Approach Location: (Main Track and Siding, if applicable)
• UP RRX at MP B-719.6.
NWD Beaumont Subdivision Approach: B-721.5
SWD Beaumont Subdivision Approach: B- 714.1
NWD Approach: B-724.3

Movement over Public Crossings

Lotte-Axial Industry
A DTMF controlled warning device has been installed at Pete Manena Road crossing entering the Lotte-Axial Industry at Rosebluff.

When approaching the crossing it will be necessary to activate the warning devices to occupy the crossing and deactivate the warning device when clear of the crossing using DTMF tones.

DTMF 123* will activate; DTMF 123# will de-activate

Trackside Warning Detectors

Mile Post	Type of Detector	Call Back
B-726.4	HBD/DED	#88

Other Tracks Not Shown as Stations (Business Tracks)

Name	DOE	MP	Footage
South DeQuincy Wye +	N	719.2	LEAD
North Buhler Back Track +	S	727.6	7,274
South Buhler Back Track +	N	729.0	7,274
Energy Gulf States	S	732.7	IND

+ Indicates Connected to Siding

Switch Information

Mossville New Yard
DTMF Yard Switches are installed on the Main Track at milepost B-733.5 and on the Mossville North Lead milepost B-734.5. When approaching a DTMF Yard switch it will be necessary to operate the DTMF switches.
Main Track switch DTMF code:
normal switch – DTMF #733511; reverse switch to Mossville North Lead – DTMF #733522.
Mossville North Lead switch DTMF code:
normal switch - DTMF #734511; reverse switch to Mossville Lower Yard Lead - DTMF #734522

Scale Track
DTMF yard switch is installed at the south end of the scale track. When approaching a DTMF Yard switch it will be necessary to operate the DTMF switch.
South Scale Track DTMF Code: normal switch DTMF # 736011 – reverse switch DTMF #736022

Do not exceed 3 MPH over the scales when weighing and 5 MPH when not weighing.

General Information

Distributed Power
Northbound trains in excess of 10,000 feet must have distributed power placed in train approximately two thirds of the train's length from the lead locomotive consist.

Gulf States Power Plant Spur
Train crews operating empty coal trains will perform a Class IA air brake test prior to departing Buhler.

Mossville New Yard
Before leaving equipment unattended on the main track, pass, or the group of tracks numbered 1 through 14 within CPKC Mossville New Yard equipment will be secured by applying 3 handbrakes on each track, after ensuring all equipment is fully coupled. This will not apply when engaged in continuous switching operations.

Mossville
For access to Conoco, contact Phillips 66 main gate on Channel 063-063.

Remote Operations
Mossville/Westlake has been established as a Remote Control Operating Area.

A Remote-Control Zone is established on the North end of Mossville New Yard on the North lead between the two (2) track switch extending northward to the clearance point of the Mainline DTMF switch at MP B-733.5. This zone shall be identified as RCZ 1.

Prior to activating RCZ 1, the crew must disable the power functionality of the North lead switch ("Switch 45") at MP B-734.5 by placing the power toggle switch in "Disable", locking the door to the power toggle switch, and tagging the door with a sign indicating "Remote Control Mode". The switch must be restored to the power function, with locks and tags removed, prior to the remote-control crew ending tour of duty.

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.
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.

---END---

Station Number	GCOR 4.3	Method of Operation	NORTHWARD ↑ Distance From Rosenberg	ROSENBERG SUBDIVISION STATION PAGE TRAM AREA 1 # Denotes Control Point Or Manual Interlocking	SOUTHWARD ↓ Mile Post Location	Yard Limits	Siding Length	Continuos Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location
1600		CTC UP	0.0	*(UP)* **# ROSENBERG**	892.3				
				12.2					898.1
1625	X B C		12.2	# CP 902 **KENDLETON** # CP 905	902.1 904.5 905.3		8,764		906.0 908.8
				13.4					912.8
1640			25.6	# Wharton North # Wharton South **WHARTON**	914.8 917.2 917.9		11,644	CQ MP 917.28 To MP 959.41	
				13.4					923.0
1650			39.0	**EL CAMPO**	931.3				
				8.5					
1665		CTC	47.5	# Louise North **LOUISE** # Louise South	938.7 939.8 940.8		10,058		942.6
				18.8					950.3
1685			66.3	**EDNA**	958.6				954.5
				5.1					956.2
1690			71.4	# El Toro North **EL TORO** # El Toro South	962.7 963.7 964.6		9,410		
				10.4					968.5
1695			81.8	# Telferner North **Telferner** # Telferner South	972.9 974.1 975.3		11,934		
				4.5					
1705			86.3	**THRASHER**	978.6				
				0.7					
2175	T	CTC UP	87.0	**# VICTORIA** *(UP)*	979.3				

	MPH
MAXIMUM SPEED	**59**

Exceptions:
MP 917.4 – MP 919.3 35
MP 930.5 – MP 932.5 25

All Switches and Sidings unless listed below 10

Through Turnouts and on Sidings
CP 902 Switch Only 25
CP 903 North XO 25
CP 903 South XO.....30
CP 905 Switch and Siding.....30
Wharton 40
Louise and El Toro 30
Telferner.....40
Zone 7
Tracks 101 & 102 including X-over 15
Tracks 201 & 202 15

Kendleton
The Kendleton switching lead is governed by Rule 6.28 not to exceed 20

Tons per Operative Brake
When maximum subdivision speed is over 45 MPH, the maximum speed permitted will be determined by the tons per operative brake.
Over 150 .....45 MPH

Radio Channels

	AAR	Dispr Call In
Road	067-067	
Yard	047-047	
Disp.	097-067	1
Critical Incident Desk	097-067	3

TrAM Area

The Rosenberg Sub is TrAM Area 1.

Block System

Centralized Traffic Control (CTC) is in use between Rosenberg and Victoria.

Positive Train Control (PTC)

PTC is in effect on the Rosenberg Sub.

Continuous Quiet Zone – GCOR 5.8.4

FM 102 .....MP 917.28
Spanish Camp .....MP 917.75
W. Milam Street .....MP 917.91
Sam Bishkin Road .....MP 929.82
FM 653 .....MP 930.55
Higbee Street .....MP 930.78
Washington Street .....MP 931.06
Mechanic Street .....MP 931.13
Alamo Street .....MP 931.20
Hoskins Broadway .....MP 931.35
Palacios Street .....MP 931.78
Gladys Street .....MP 932.12
Meadow Lane.....MP 932.39
Wharton Street .....MP 941.14
Colorado Street .....MP 941.28
Orange Street .....MP 941.71
East Street .....MP 958.31
Wells Street/SH 111 .....MP 958.46
Allen Street .....MP 958.66
Pumphrey Street .....MP 958.95
Colorado Street.....MP 959.16
Apollo Street/FM 1822 .....MP 959.41

Electric Locks

Station	MP	Location of switch
Edna	959.4	North Edna Switch
Edna	960.3	South Edna Switch
Thrasher	978.5	North Thrasher Switch
Thrasher	979.2	South Thrasher Switch

Trackside Warning Detectors

Mile post	Type of Detector	Call Back
898.1	HBD/DED	#88
906.0	DED	
908.8	DED	
912.8	HBD/DED/Oversized Load (C) (S)	
923.0	HBD/DED/Oversized Load (C) (N)	
942.6	HBD/DED	
950.3	DED	
954.5	DED	
956.2	HBD/DED/Oversized Load (C) (S)	
968.5	HBD/DED/Oversized Load (C) (N)	

Other Tracks Not Shown as Stations (Business Tracks)

Name	DOE	MP	Footage
N Kendleton Switching Lead	S	902.1	7,037
N Kendleton IM Switching Lead ++	S	902.3	5730
N Kendleton Switching Lead North X-Over ++	S	903.4	XO
N Kendleton IM Lead++	S	903.4	LEAD
N Kendleton Switching Lead South X-Over ++	S	903.5	XO
N Kendleton Team Track 1++	S	903.5	8,734
CP 903 X-Over/ + Kendleton Siding X-Over	S	903.5	XO
CP 903 X-Over/South Kendleton Switching Lead	N	903.6	7,037
Kendleton Siding Crossover – Main track	S	903.6	XO
Kendleton Siding + Crossover – Siding	N	903.7	XO
S Kendleton Team Trk 1 +	N	905.2	8,734
N Wharton Setout E +	N	914.9	300
N Wharton Setout	N	919.5	833
El Campo		927.6	CP
N Louise Team Track	S	938.8	1,396
S Louise Team Track	N	939.2	1,396
Ganado		940.8	CP
N Edna	S	959.4	4,075
S Edna Storage ++	S	960.3	275
S Edna	N	960.3	4,075
N El Toro Team Track +	S	962.8	1,842
S El Toro Team Track +	N	963.2	1,842
Telferner		972.9	CP
N Thrasher	S	978.5	3,738
S Thrasher	N	979.2	3,738
Caterpillar Industry Lead ++	N	979.1	919

+ Indicates connected to siding
++ Indicates connected to business track

General Information

Kendleton
The Kendleton switching lead is governed by Rule 6.28 not to exceed 20 MPH.

North Kendleton Intermodal Switching Lead
DTMF Yard Switch is installed on the North Kendleton Intermodal Switching Lead. The proper DTMF Code must be entered on Radio Channel 047-047 before movement is made over the switch. To operate the DTMF yard switch: normal switch DTMF #902311 – reverse DTMF #902322

North Kendleton Switching Lead Crossover
DTMF Yard Switches are installed on the North Kendleton Switching Lead X-Over. The proper DTMF Code must be entered on Radio Channel 047-047 before movement is made over the switches. To operate the DTMF yard switches: normal switch DTMF #903411 – reverse DTMF #903422

Rosenberg Subdivision
T&E employees will be governed by UP form 20849 conductor report in lieu of CPKC form 4751.

Milepost Equalization:
• CPKC Rosenberg Subdivision MP 894.8 = UPRR Rosenberg Subdivision MP 2.5.
• CPKC Rosenberg Subdivision MP 979.3 = UPRR MP 87.0.

---END---

LAREDO SUBDIVISION
STATION PAGE
 # DENOTES CONTROL POINT OR MANUAL INTERLOCKING

Station Number	GCOR 4.3	Method of Operation	EASTWARD ↑ Distance From Corpus Christi		WESTWARD ↓ Mile Post Location	Yard Limits	Siding Length	Continuos Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location
2157	B C T	**YL**	0.0	*(UP)* **CORPUS CHRISTI**	157.0	MP 159.5 - MP 145.5			
				10.1					144.7
2145			10.1	**ROBSTOWN**	146.9				
				1.4					
	A		11.5	**# UP CROSSING**	145.5				
				0.4					
			11.9	**UP CONNECTION**	145.1				
				2.1					
2143			14.0	# Spear East **SPEAR** # Spear West	144.3 143.0 142.2		10,135		
				14.7					133.4
2129			28.7	# Bentonville East **BENTONVILLE** # Bentonville West	129.3 128.3 127.3		9,832		
				8.8					122.4
2119			37.5	**ALICE**	119.5				
				8.6					113.1
2110			46.1	# Matthews East **MATTHEWS** # Matthews West	111.5 110.9 110.2		6,173		
				4.1					
2109			50.2	# San Diego East **SAN DIEGO** # San Diego West	107.8 106.8 105.7		10,221		98.1
				22.2					86.9
2089		**CTC**	72.4	# Berry East **Berry** # Berry West	85.8 84.6 83.5		11,340		
				7.3					
2077			79.7	**REALITOS**	77.3				
				14.1					71.9
2062			93.8	# Hebbronville East **HEBBRONVILLE** # Hebbronville West	65.1 63.2 62.3		14,305		60.0
				15.3					
2049			108.8	**BRUNI** # Bruni East # Bruni West	47.9 48.0 45.9		10,089		
				23.4					42.0
2025			132.2	# Killam East **KILLAM** # Killam West	25.8 24.8 23.8		9,991		30.8
				6.3					
			138.5	**# CP 18**	18.5				
				1.4					
2017			139.9	# Milagro East **Milagro** # Milagro West	18.4 17.1 15.8		13,044		
				5.9					18.5
			145.8	**# CP 11**	11.2				
				2.2					
			148.0	**LAREDO YARD**	9.0	MP 10.0 - MP 0.0			
		YL		6.1					4.2
2003	B C		154.1	**LAREDO** *(Saltillo Sub)*	2.9				0.4

MAXIMUM SPEED	MPH 59
Exceptions:	
MP 159.5 – MP 155.7	10
MP 155.7 – MP 145.0	20
MP 145.0 – MP 142.0	HER 30
MP 142.0 – MP 135.5	50
MP 135.5 – MP 135.0	45
MP 135.0 – MP 123.2	50
MP 123.2 – MP 120.5	40
MP 120.5 – MP 118.0	25
MP 118.0 – MP 117.0	40
MP 117.0 – MP 112.0	55
MP 112.0 – MP 111.0	40
MP 111.0 – MP 109.7	35
MP 109.7 – MP 109.0	HER 25
MP 109.0 – MP 107.8	35
MP 107.8 – MP 97.3	50
MP 97.3 – MP 97.0	40
MP 97.0 – MP 95.0	45
MP 95.0 – MP 92.5	50
MP 92.5 – MP 87.2	40
MP 83.6 – MP 82.5	50
MP 82.5 – MP 80.7	45
MP 73.8 – MP 73.5	50
MP 68.7 – MP 67.7	45
MP 63.0 – MP 60.8	50
MP 51.5 – MP 49.1	50
MP 49.1 – MP 48.6	45
MP 39.8 – MP 39.5	50
MP 38.7 – MP 35.0	45
MP 35.0 – MP 30.0	50
MP 30.0 – MP 29.0	50
MP 27.0 – MP 26.5	50
MP 22.4 – MP 11.0	50
MP 11.0 – MP 10.0	45
MP 10.0 – MP 0.0	20
All Switches and Sidings unless listed below	10
Through Turnouts and on Sidings	
Bentonville, San Diego, Berry, Bruni & Milagro	40
Spear & Killam	30
Hebbronville	25
CP 11 (Switch)	25
East Laredo YD XO (MP 9.2)	25
East Intermodal Lead (MP 9.2)	25
Laredo West XO's (MP 6.9 – 6.7)	25
J.O. Alverez XO (MP 6.7)	25
West Main 3 (MP 4.3)	25
West Main 2 (MP 4.2)	25
West Main 1 (MP 4.2)	25
Zone 3 Tracks	
1 – 9	15
100 – 106	15
224 & 225	15
700	15

Tons per Operative Brake

When maximum subdivision speed is over 45 MPH, the maximum speed permitted will be determined by the tons per operative brake.

Over 150 45

Radio Channels

	AAR	Dispr Call In
Road	074-074	
Yard	039/051/009-039/051/009	
Disp.	097-074	1
Critical Incident Desk	097-074	3

TrAM Area

The Laredo Sub is TrAM Area 1.

Block System

Centralized Traffic Control (CTC) is in use between Robstown and Laredo Yard.

Positive Train Control (PTC)

PTC is in effect on the Laredo Sub.

Yard Limits

East MP		West MP
159.6	Corpus Christi	145.5
10.0	Laredo	9.2
7.3	Laredo (#3 MT)	4.3
9.2	Laredo (#1 MT)	4.2
9.1	Laredo (#2 MT)	4.2
4.2	Laredo	0.0

Interlockings/Control Points

Automatic Interlocking Approach Locations:
(Main Track and Siding, if applicable)

- UP RRX at MP 145.5
  WWD Approach: MP 148.08.
  EWD Approach: MP 142.17.

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.

Equipment Restrictions

Six Axle Locomotives Prohibited From Operating On All Industry and Wye Tracks:
Except:

- Commercial Metals – MP 154.2
- CCPC – MP 150.2
- Weatherford – MP 128.3, MP 127.9
- Carbo Ceramics/Santrol – MP 117.5, MP 117.2
- Wright Brothers – MP 73.9
- Laredo Aggregate – MP 18.5

Six Axle Locomotives May Be Used To the Clearance Point Only On:

- Bell Processing
- Titan Services
- Nor-Alcoa/Tetra
- Stock Track
- Realitos Siding

Electric Locks

Station	MP	Location of switch
Weatherford	129.7	West Weatherford Switch
Bentonville	127.5	Team Track
Alice	119.3	East Alice House Track
Alice	118.9	West Alice House Track
Wright Brothers	73.9	Wright Brothers
Bruni	46.0	Bruni Team Track

Trackside Warning Detectors

Mile Post	Type of Detector	Call Back
144.7	DED	#88
133.4	HBD/DED	
122.4	HBD/DED	
113.1	HBD/DED	
98.1	HBD/DED	
86.9	HBD/DED	
71.9	HBD/DED	
60.0	HBD/DED	
42.0	HBD/DED	
30.8	HBD/DED	
18.5	HBD/DED	
4.2	DED/Oversized Load	
0.4	DED	

Other Tracks Not Shown as Stations (Business Tracks)

Name	DOE	MP	Footage
H&H Recycling	E	159.4	300
Ingram Ready Mix	W	158.6	IND
East HEB Run Around	W	158.1	1,073
Savage Industrial Lead	E	158.0	IND
West HEB Run Around	E	157.9	1,073
HEB Lead	W	157.9	IND
Old Scale Track	W	157.1	YARD
East Corpus Christi Yard 3	W	157.1	YARD
East Corpus Christi Yard Lead	W	157.0	YARD
West Corpus Christi Yard Lead	E	156.4	YARD
West Corpus Christi Yard 3	E	155.9	YARD
Commercial Metals	E	154.2	1,150
Mineral Processing	E	154.0	IND
Rangeland Energy Lead	E	153.4	IND
CCPC	W	150.3	7,500
Tex Mex Jct. (CP J141)		145.4	CP
Robstown Team Track +++	E	145.2	811
CP 145	E	145.1	CONN
East Weatherford	W	128.7	3,868
Bentonville Team Track +	W	127.5	1,504
Alice		121.3	CP
East Alice House Track	W	119.3	1,506
Alice Rip Track ++	E	119.0	790
Alice Track #6 Industrial ++ / Park Bell Processing Titan +++ Services Nor-Alcoa/Tetra	E	119.0	15,000
West Alice House Track	E	118.9	1,506
East Carbo Ceramics/Santrol	W	117.5	1,500
West Carbo Ceramics/Santrol	E	117.2	1,500
CP 95		95.0	CP
Benavides Team Track +++	W	92.2	2,442
CP 85		85.0	CP
East Realitos	W	77.8	6,459
Wright Brothers	W	73.9	9,000
CP 74		73.9	CP
Baker Hughes/Milpark +	W	62.6	546
M.I. Drilling/Trans Texas + (City Track #1)	W	62.5	2,573
Bruni Team Track +	E	46.0	1,435
Mirando City		36.8	CP
Aguilares Team Track +++	E	30.8	750
Killam Storage + / +++	E	23.9	513
CP 18		18.5	CP
Laredo Aggregates D+	E	18.5	IND
CP 10		10.0	CP
East Intermodal Lead ++	W	9.2	Yard
West Intermodal Lead	E	7.3	Yard
J.O. Alvarez	W	5.3	IND
West Main 3	E	4.3	15,899
West Main 2	E	4.2	25,750
East Delivery Track +++	W	3.3	IND
Laredo Switching Lead D	W	1.2	10,110
Laredo Team Track	W	0.4	1,510
UP Yard Connection	E	0.1	YARD

+ Indicates Connected to Siding
++ Indicates Connected to Business Track
+++ Indicates MW Equipment only

Switch Information

Corpus Christi Terminal
All switches within yard limits, MP 159.5 and 145.5 - 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.

Laredo Terminal
All switches within yard limits MP 0.0 and MP 10.0 Laredo Terminal may be left as last used.

DTMF Yard Switch is installed on the International Bridge Switch CPKC to UP Lead. The proper DTMF Code must be entered on Radio Channel 010-010 before movement is made over the switch. To operate the DTMF yard switch:
normal switch DTMF #000111
reverse switch DTMF # 000122.

The switch point indicator will indicate the following:

Green - normal position (CPKC Main Track)
Yellow - reverse position (UPRR Yard)
Red - in transition or out of correspondence
Note: OS Signs are installed on each side of the switch. The OS must not be fouled until the switch is lined for intended movement.

Laredo Aggregates
Dual control derail is installed on the industry track. This derail operates in conjunction with the main line CP18 switch. When operating the dual control switch by hand, it is also necessary to operate the power derail by hand.

Power Assisted Switches (PAS):
Robstown North (East Robstown).
Radio Channel 074-074
Normal DTMF #148011 Reverse DTMF #148022

Robstown South (Old East Robstown).
Radio Channel 074-074
Normal DTMF #147211 Reverse DTMF #147222

Robstown South (Old West Robstown).
Radio Channel 074-074
Normal DTMF #146211 Reverse DTMF #146222

Robstown North (West Robstown).
Radio Channel 074-074
Normal DTMF #146011 Reverse DTMF #146022

General Information

US BORDER PATROL INSPECTIONS
The U.S. Border Patrol will inspect all eastward trains at Hebbronville.

Communication with inspectors will be made on channel 074-074. 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.

Realitos Siding
Siding between MP 76.5 and MP 77.7 is for MW equipment only.

Spear Sidings
Sidings are identified geographically north to south as Spear 2, North, and South.

Corpus Christi Terminal
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.

At the Corpus Christi Grain Elevator, a locomotive must not occupy the scale.

All Northbound trains departing Robstown and Corpus Christi must report departure time from CPKC tracks to dispatcher.

Trains Transporting Transformers
Transformers being transported across the Laredo Subdivision must remain on the mainline unless permission is granted by the Roadmaster.

Eastward Train Movement To UPRR Trackage
Eastward trains en route to the UP-trackage rights must not pass East Spear MP 144.3 until the train crew has permission from the UP-train dispatcher to enter Control Point (CP J141).

Laredo Terminal
All tracks within Laredo Yard are designated as Interchange Tracks for all trains to and from CPKCM.

Trains coming into the U.S. from Mexico may proceed to Laredo Yard if a brake release is indicated by an end of train device located at the rear of the train with at least a 5 psi increase after releasing the automatic brake is replaced with:

A Class III brake test must be performed before departing the International Bridge at Laredo.

UP Yard Connection
DTMF Yard Switch is installed on the International Bridge Switch CPKC to UP Connection. The proper DTMF Code must be entered on Radio Channel 010-010 before movement is made over the switch. To operate the DTMF yard switch: normal switch DTMF #000111 – reverse DTMF #000122.

The switch point indicator will indicate the following:

Green – normal position (CPKC Main Track)
Yellow – reverse position (UPRR Yard)
Red – in transition or out of correspondence
Note: OS Signs are installed on each side of the switch. The OS must not be fouled until the switch is lined for intended movement

Arkansas Avenue
DTMF Yard Switches are installed on the West Main 1 and West Main 2. The proper DTMF Code must be entered on Radio Channel 051-051 before movement is made over the switch. To operate the DTMF yard switch:
• Main to Main 1 – DTMF code #042211
• Main to Main 2 – DTMF code #042222
• Main to Main 3 – DTMF code #042233

East Laredo Crossover
DTMF Yard Switches are installed on the East Yard Lead East X-Over. The proper DTMF Code must be entered on Radio Channel 051-051 before movement is made over the switch. To operate the DTMF yard switch: normal switch DTMF #010211 – reverse DTMF #010233.

East Intermodal Lead
DTMF Yard Switch is installed on the East Intermodal Lead. The proper DTMF Code must be entered on Radio Channel 051-051 before movement is made over the switch. To operate the DTMF yard switch: normal switch DTMF #010111 – reverse DTMF #010133.

Laredo Aggregates
A dual control derail is installed on the industry track. This derail operates in conjunction with the dual control industry switch. When operating the industry switch by hand, it is also necessary to operate the split point derail by hand.

BROKEN RAIL DETECTION (BRD)
Broken Rail Detection (BRD) limits are in effect on the main track between MP 0.34 and MP 04.16.

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.

BRD INDICATORS

Aspect	Indication
Flashing Green	No Defects
Flashing Red	Expect next indication to be red
Red or Dark	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 red changes to an indication requiring a train to proceed at restricted speed, the train must immediately reduce speed 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.

---END---

Station Number	GCOR 4.3	Method of Operation	NORTHWARD ↑ Distance From Port Neches Wye	PORT NECHES BELT LINE STATION PAGE # Denotes Control Point Or Manual Interlocking	SOUTHWARD ↓ Mile Post Location	Yard Limits	Siding Length	Continuos Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location
		6.28	0.0	*(Beaumont Sub)* **PORT NECHES WYE**	A-1.74				
				6.6					
			6.6	**END OF LINE**	A-8.38				

	MPH
MAXIMUM SPEED	**20**

Exceptions:
MP A-6.35 – MP A-7.17 10
MP A-7.17 – MP A-8.22 (Pabtex Loop 735).....10
MP A-7.29 – MP A-8.38 (Pabtex Loop 729).....10
Switches and Sidings 10

Radio Channels

	AAR	Dispr Call In
Road	013-013	
Yard	076-076	
Disp.	052-013	1
Critical Incident Desk	052-013	3

TrAM Area

The Port Neches Belt Line is TrAM Area 1.

Rule 6.28 Other than Main Track

Other than Main Track used between Port Neches Wye and End of Line.

Other Tracks Not Shown as Stations (Business Tracks)

Name	DOE	MP	Footage
South Port Neches Wye	N	A-1.95	WYE
Calabrian 730	N	A-3.45	IND
Atreco Team Track	N	A-5.09	IND
Total Petrochemical 725	N	A-5.12	IND
USD Lead	S	A-5.87	IND
North Pabtex Loop 735	S	A-7.0	IND

General Information

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.

A DTMF Yard Switch is installed for the USD Lead. A power derail is installed on the lead track that works in conjunction with the switch. If necessary to operate the switch by hand, the derail must also be operated by hand. When entering the lead track, it will be necessary to operate the DTMF switches.

DTMF code: normal switch DTMF #005811 – reverse switch DTMF #005822.

---END---

Station Number	GCOR 4.3	Method of Operation	NORTHWARD ↑ Distance From End of Line	PORT NECHES BRANCH STATION PAGE # Denotes Control Point Or Manual Interlocking	SOUTHWARD ↓ Mile Post Location	Yard Limits	Siding Length	Continuos Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location
		6.28	0.0	**END OF LINE**	N-2.97				
				2.97					
			2.97	**PORT NECHES JCT WYE** *(Port Neches belt)*	N-0.0				

	MPH
MAXIMUM SPEED	**20**

Exceptions:
MP N-1.74 – MP N-2.97..... 10
Switches and Sidings.....10

Radio Channels

	AAR	Dispr Call In
Road	013-013	
Yard	076-076	
Disp.	052-013	1
Critical Incident Desk	052-013	3

TrAM Area

The Port Neches Branch is TrAM Area 1.

Rule 6.28 Other than Main Track

Other than Main Track used between Port Neches JCT Wye and End of Line.

Other Tracks Not Shown as Stations (Business Tracks)

Name	DOE	MP	Footage
Lion Elastomer 721	S	N-2.85	IND
Lion Elastomer 718	S	N-2.62	IND
East Port Neches Wyes	S	N-2.03	WYE
West Port Neches Wye	N	N-1.74	WYE
East Port Neches Siding	S	N-1.72	2,569
TPC 705 Lead	N	N-1.31	IND
West Port Neches Siding	N	N-1.15	2,569
Huntsman Chemical Lead	N	N-0.34	IND

---END---

WHO WE ARE

At CPKC, we are a team of railroaders providing superior service to our customers to the benefit of our communities, economy and one another.

HOW WE WORK:
Our Values
Our Values drive our actions, foster respect and inspire our journey towards excellence.

WHAT WE DO:
Our Foundations
Our Foundations ground us in the principles of Precision Scheduled Railroading.

BUILT ON RESPECT:
Our Bedrock
Respect is non-negotiable. It fuels our success and is expected in everything we do.

Precision Scheduled Railroading: The CPKC way

An unrelenting commitment to moving customers' freight in the safest, most reliable and efficient manner possible.

Our Values

Our Values drive our actions, foster respect and inspire our journey toward excellence.

ACCOUNTABILITY

We are accountable for our commitments and our actions. Together, we provide exceptional service to our customers and communities while never sacrificing safety.

DIVERSITY

We embrace our cross cultural heritage and work to strengthen diversity. We respect and value the unique skills and abilities of everyone.

PRIDE

We honour our history and the railroaders who came before. We lead with integrity, doing what's right even when it's not easy. We are grateful for our CPKC family, past, present and future.

Our Foundations

Our Foundations ground us in the principles of Precision Scheduled Railroading.

OPERATE SAFELY

Protect our people. Protect our customers' goods. Protect our communities. Protect our environment. Safety is an obligation, not an option.

CONTROL COSTS

We always ask if we can safely do it better and more efficiently. We look at every cost, even small items, to improve.

DEVELOP PEOPLE

We are all railroaders. The passion, skills and dedication of our people fuel the engine of our growth and success.

OPTIMIZE ASSETS

We have only the assets we need to provide the service we promised. We intelligently exhaust all other ways to deliver or improve before spending one dollar of capital.

PROVIDE SERVICE

We do what we say we will do, meeting our commitments and always working to do better.

CPKC POLICE DEPARTMENT

24 HOUR COMMUNICATIONS CENTER

TOLL FREE NUMBER 1-800-716-9132 (Canada and USA)

Please call direct or through the Train Dispatcher/Operations Supervisor to report near misses and other incidents which affect the safe operation of the railway.

PSCC@cppoliceservice.com