



ILLINOIS DIVISION

Western Region

Timetable Number

1

In Effect

At 12:01 AM

Monday, August 4, 2008

Central Standard Time

For The Government of Employees Only



COMMITTED
TO SAFETY

DOUBLE ZEROS

ZERO INJURIES

ZERO INCIDENTS

Communication is the Key

ILLINOIS DIVISION TIMETABLE

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ILLINOIS DIVISION TIMETABLE

GENERAL INFORMATION

A. STATION PAGE

Each station page will contain the following information:

1. Rules in Effect
2. Maximum Speeds
3. Checking Locomotive Speed Indicator
4. Diesel Unit Ratings
5. Locomotive and Car Restrictions
6. Switches and Derails
7. Communication Information
8. Detector Instructions
9. District Instructions

B. EXPLANATION OF CHARACTERS

Symbols:

- Ⓐ — Automatic Interlocking
- Ⓒ — Controlled Interlocking
- ⒸP — Controlled Point
- CS — Controlled Siding
- 999 — Dispatcher Radio Call-in Code
- ⒹB — Drawbridge
- - - - — Foreign R.R.
- Frt. — Freight Trains
- Jct. — Junction
- Ⓔ — Non-Interlocked Railroad Crossing at Grade
- N/S — Non-Signaled
- Psgr. — Passenger Trains
- Ⓔ — Radio Channel
- Rhwy. — Rail-highway Trains
- SS — Signaled Siding
- ss — Spring Switch
- S — Stop Sign
- Y — Wye
- ⒶL — Yard Limit

Train Inspection Detectors:

- DED — Dragging Equipment Detector
- HCD — High Car Detector (includes Excessive Height Detectors)
- HBD — Hot Box Detector (includes TSA, SAD and HBD detectors)
- HWD — Hot Wheel Detector
- WCD — Wide Car Detector
- SSD — Stress State Detector
- SWD — Sliding Wheel Detector

All train inspection detectors are listed on the station pages according to milepost location. Unless otherwise indicated, train inspection detectors are Radio Alarm and operate in both directions on single or multiple track.

Detectors on Single Track — Track will not be shown.

ILLINOIS DIVISION TIMETABLE

GENERAL INFORMATION (CONT.)

C. DIESEL UNIT GROUPS

- GROUP 1 = B-23-7, GP-38, GP-38-2, GP-38-AC, GP-40
2 = B-30-7A, B-36-7, B-40-2, D8-32-B, GP-40X, GP-49, GP-50,
GP-59, GP-60
3 = C-30-7, SD-40, SD-40-2
4 = C-36-7, SD-50
5 = C-39-8, D8-40-C, D9-40-C, D9-40-CW, ES-40-DC, ES-44-DC,
SD-60, SD-70
6 = C-44-AC, C-60-AC, C-90-AC, SD-70-MAC, SD-80, SD-80-MAC,
SD-90-MAC

D. MAIN TRACK CONTROL

Unless otherwise noted on the station pages, the Train Dispatcher/Control Operator controls all Main Tracks, Controlled Points, and Controlled Interlockings.

E. DIVISION SPECIAL INSTRUCTIONS

All Illinois Division Special Instructions have reference to a rule and are numbered or lettered as shown in the following examples:

- IL-GR-13-1 — Refers to NS Operating Rule GR-13.
IL-L-236-1 — Refers to NS-1 Rule L-236.
IL-1110(b)-1 — Refers to NS Safety and General Conduct Rule 1110(b).

- NOTE:**
- General Rules and General Regulations (GR) can be found in both the NS Operating Rules and the Safety and General Conduct Rule Books.
 - NS Operating Rules are Numbered 999 and below.
Safety and General Conduct Rules are numbered 1000 and up.
 - IL indicates the Special Instruction is specific to the Illinois Division.

ILLINOIS DIVISION TIMETABLE

STATION PAGES

Line Segments	Milepost	Page
Lafayette District	D 200.2 – D 375.6	4–19
Frankfort Branch	SP 233.0 – SP 258.2	20–23
Bloomington District	SP 415.3 – C 153.0	24–33
Mansfield Branch	UM 28.5 – UM 47.7	34–36
Decatur Terminal	D 372.4 – D 375.6	37–52
Springfield-Hannibal District	D 375.6 – H 69.9	53–61
Meredosia Branch	M 466.0 – M 471.0	62–64
Brooklyn District	D 375.6 – D 484.9	65–73
Madison Branch	TS 406.8 – TS 394.3	74–75
Monterey Branch	DE 14.0 – DE 0.0	76–77
Alton District (T&E-Line)	A 0.0 – A 9.1	78–81
Alton District (A&E-Line)	AE 21.8 – AE 3.9	82–87
V&C Belt District	VC 5.6 – VC 0.0	88–90
St. Louis District	S 3.3 – S 148.5	91–102
Kansas City District	S 148.1 – S 274.8	103–115
Kansas City Terminal Area		116–123
Des Moines Terminal		124–125
Southern-West District	3.6 W – 167.2 W	126–141
Cairo Branch	CB 126.2 – CB 132.0	142–144
Southern-East District	159.8 W – 270.4 W	145–155
Evansville Branch	0.0 EB – 46.7 EB	156–159
Rockport Branch	16.2 RB – 0.8 RB	160–161
Yankeetown Branch	0.0 BY – 21.6 BY	162–164

LAFAYETTE DISTRICT

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE	
			FT. WAYNE HUNTINGTON DISPATCHER..... [923]		
		D 200.2	JUNCTION..... (YL) (CP)	1, 6, 15	
		D 202.5	Peru	1	
		D 204.5	WEST PERU..... (YL) (CP)	1,2,9,11,15	
			LAFAYETTE DISPATCHER..... [341]		
		D 209.5	HBD-DED (<i>New Waverly</i>)	16	
	SS 12800 	D 212.6	SYCAMORE..... (CP)		
		D 215.1	DANES..... (CP)	10	
	TPW WSRY		D 218.5	LOGANSPORT..... (C)	4, 5, 15
	SS 12400 	D 221.9	PENN..... (CP)		
	WSRY	D 224.3	CLYMERS..... (C)	4, 5, 15	
		D 225.0	HBD-DED (<i>Clymers</i>)		
	SS 8375 	D 232.2	ROCKFIELD..... (CP)		
		D 233.9	YUILL..... (CP)		
		D 236.7	HBD-DED (<i>Delphi</i>)		
	SS 12700 	D 241.4	DELPHI..... (CP)		
		D 244.0	COLBURN..... (CP)		
		D 250.0	BUCK CREEK..... (CP)		
		D 250.3	HBD-DED (<i>East Yard</i>)		
		D 253.1	EAST YARD..... (CP)	12	
		D 254.9	ROYER..... (CP)	12	
		D 256.8	LAFAYETTE JUNCTION..... (CP)	12	
	NS FRANKFORT	D 257.9	DEMUN..... (CP)	12	

LAFAYETTE DISTRICT

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
	SS 12575	D 263.8	LAFAYETTE DISPATCHER..... 341	
		D 266.4	WEST POINT (CP)	
		D 268.8	FLINT (CP)	
			HBD-DED (<i>Flint</i>)	
	SS 11707	D 274.2	RIVERSIDE (CP)	
		D 276.6	ATTICA (CP)	
		D 280.5	HBD-DED (<i>Williamsport</i>)	
	SS 14890	D 288.2	MARSHFIELD (CP)	
		D 291.2	JOHNSONVILLE (CP)	
		D 293.1	IN/IL State Line	
		D 295.2	SSD (<i>State Line</i>)	
		D 296.4	ELDAN (YL) (CP)	3, 14
	2 1 CSXT	D 300.4	DANVILLE JUNCTION (C)	7
		D 300.8	CR CROSSING (C)	7
		D 303.8	Tilton Y	
		D 305.7	ROSS LANE (YL) (CP)	3, 13, 14
		D 309.3	HBD-DED (<i>Catlin</i>)	
		D 313.3	RYAN (CP)	13, 14
	CS 6375	D 319.7	VANCE (CP)	
		D 321.1	HOMER (CP)	
	D 326.7	UP CONNECTION (CP)		
	D 327.7	HBD-DED (<i>Sidney</i>)	16	

LAFAYETTE DISTRICT

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
<p>The diagram shows a vertical main line with several sidings and crossings. From top to bottom: a crossing labeled 'CN'; a siding 'SS' at 11796 feet; a siding 'CS' at 16100 feet; a crossing 'CN' at 16100 feet; a siding 'SS' at 16100 feet; a siding 'SS' at 12500 feet; a crossing labeled 'NS BLOOMINGTON DISTRICT' with tracks 1 and 2; a crossing labeled 'NS NORTH YARD LEAD'; and finally 'LOOP TRACKS' with tracks 1 and 2, and a crossing 'CN' at the bottom.</p>	SS 11796	D 328.0	LAFAYETTE DISPATCHER..... [341]	
		D 330.2	SIDNEY..... (CP)	
		D 336.4	UNITY..... (CP)	
	CS 16100	D 338.0	MARTIN..... (CP)	
	SS 16100	D 339.7	TOLONO..... (C)	8
		D 343.2	DAWN..... (CP)	
		D 344.1	HBD-DED (<i>Sadorus</i>)	16
	SS 12500	D 346.7	RUMPLE..... (CP)	
		D 353.3	SLOAN..... (CP)	
		D 355.4	WIGGINS..... (CP)	
		D 357.5	BEMENT..... (CP)	
		D 359.5	VEECH..... (CP)	
		D 370.6	HBD-DED (<i>Milmine</i>)	16
		D 372.9	SANGAMON..... (CP)	
		D 374.3	BRUSH..... (CP)	
		D 375.6	22ND STREET..... (CP)	
			DECATUR (<i>Wabic</i>)..... (C)	

LAFAYETTE DISTRICT

STATION PAGE INFORMATION

- NOTE 1:** Within Yard Limits between Junction and West Peru, all movements are under the jurisdiction of the Train Dispatcher/Control Operator at Ft. Wayne. Movements against the current of traffic within these limits must not be made without permission of the Train Dispatcher/Control Operator at Ft. Wayne, who must arrange for protection of such movements. No train or engine will enter the Main Track or cross over from one (1) Main Track to the other through hand-operated switches without his permission (**Rule 401** applies). All movements against the current of traffic within these limits must be made at Restricted Speed not exceeding 15 MPH.
- NOTE 2:** Crews entering Peru must not block crossing in excess of five (5) minutes. The following procedure is in effect at Peru:
Monday through Friday from 5:00 AM to 9:00 AM and 2:00 PM to 5:00 PM, all eastward trains at Peru will change crews at Junction rather than Benton Street.
- NOTE 3:** Between Eldan, MP D 296.4, and Ross Lane, MP D 305.7, train operations and the movement of On-Track equipment within the Yard Limits will be under the jurisdiction of the Tilton Yardmaster. Movement against the current of traffic within these limits must not be made without the permission of the Yardmaster at Tilton, who must arrange for protection of such movements. No train or engine will enter the Main Track or cross over from one main to another through hand-operated switches without permission of the Tilton Yardmaster. Permission to leave Tilton will be secured from the Yardmaster on duty. It will be the responsibility of the Conductor or Engineer to secure permission. Operation of On-Track equipment will be handled under the provisions of **Rule 807**. When Tilton Yardmaster is not on duty, track and time authority will be secured from the Lafayette District Dispatcher at Decatur. All movements against the current of traffic within these limits must be made at Restricted Speed not exceeding 15 MPH.
- NOTE 4:** Logansport — WSRy Railroad crossing MP D 218.5
Clymers — WSRy Railroad crossing, MP D 224.3
When home signal indicates Stop, in addition to receiving permission from the Control Station to proceed, train or engine will pass home signal but stop before fouling conflicting route and wait five (5) minutes before proceeding.
- NOTE 5:** Clymers — NS crossing, MP WSRy 66.5
Trains and engines operating over the WSRy from Logansport to Clymers encountering a Stop signal at the Elm or Clymers interlockings will be governed as follows:
1. Contact the NS Dispatcher at Decatur for permission to proceed.
 2. Move past the home signal but stop before fouling NS Main Track.
 3. Wait a minimum of eight (8) minutes.
 4. Visually check to be sure that there are no conflicting movements.
 5. Proceed with caution.
- NOTE 6:** All trains or engines must secure permission from the Train Dispatcher/Control Operator at Ft. Wayne to depart Peru. It will be the responsibility of the Conductor and/or Engineer to secure this permission.
- NOTE 7:** Danville — Danville Junction, MP D 300.4
Danville — CR Crossing, MP D 300.8
The Danville Junction at MP D 300.4, and the CR Crossing at MP D 300.8, is controlled by the CSXT Dispatcher in Jacksonville, FL. The CSXT Dispatcher may be contacted by use of either the Motorola Spectra Clean Cab Radio or the Motorola MCX100 engine radio. Access the CSXT Dispatcher by the DTMF Code "4." Receive and transmit on Channel "94." If neither of these radios are available, contact either the Tilton Yard office or the NS Lafayette District Dispatcher in Decatur, who will in turn contact the CSXT Dispatcher.
The diamonds on the NS eastward and westward Main, MP D 300.8, known as CR Crossing, have been removed.
- NOTE 8:** Tolono — CN Railroad crossing, MP D 338.0
The Controlled Interlocking located at MP D 338.0 is controlled by the CN Dispatcher located at Chicago, IL.

LAFAYETTE DISTRICT

STATION PAGE INFORMATION (CONT.)

- NOTE 9:** When Track Authority is required east of West Peru, MP D 204.4, Joint Track Time Authority will be issued by Lake and Illinois Division Dispatchers.
- NOTE 10:** Eastward trains that cannot clear Main Track without blocking crossing in middle of siding at MP D 214.1 must stop short of Pottawatomie Road, MP D 215.2, until opposing train is approaching meeting point.
Westward trains that cannot clear Main Track without blocking crossing in middle of siding at MP D 214.1 must stop short of Country Club Road, MP D 213.1, until opposing train is approaching meeting point.
- NOTE 11:** The Train Dispatcher at Decatur will not display a Proceed signal for an eastward movement at West Peru without the permission of the Ft. Wayne Dispatcher.
- NOTE 12:** Before entering East Yard or South Yard at Lafayette, the Conductor or Engineer must contact a member of the switch crew working at that particular yard in order to ascertain movements to be made.
- NOTE 13:** Eastward trains must communicate with the yard office at Tilton, IL, before contacting the CSXT Dispatcher at Jacksonville, FL, requesting to be lined up at Danville Interlocking. This must be done before passing 3rd Street at MP D 302.5.
Westward trains must communicate with the yard office at Tilton, IL, before contacting the CSXT Dispatcher at Jacksonville, FL, requesting to be lined up at Danville Interlocking. This must be done before passing Vorhees Street, MP D 299.9.
- NOTE 14:** All trains with high-wide shipments will notify Tilton Yardmaster prior to entering Tilton Yard Limits to ensure proper notification of yard crews working in area.
- NOTE 15:** Trains and engines of the Illinois Division will use tracks of other divisions and foreign lines in accordance with their Timetables, Rules and Regulations as shown below:
Lake Division — Between West Peru, MP D 204.5 and Junction, MP D 200.2
WSRY — Between Logansport, MP 73.0 and Clymers, MP 65.0
- NOTE 16:** SAD has the ability to re-transmit the last radio message by using the DTMF Tones on the radio keypad by pressing "001".

1. RULES IN EFFECT

	Main Track	Main 1 Track	Main 2 Track
Between	Rules		
Junction and West Peru	93 251	93 251	93 251
West Peru and East Yard	261		
East Yard and Lafayette Junction		261	261
Lafayette Junction and Eldan	261		
Eldan and Ross Lane	93 251	93 251	93 251
Ross Lane and Ryan	261	261	
Ryan and Wiggins	261		
Wiggins and Brush	261	261	261
Brush and 22nd Street	261	261	261

LAFAYETTE DISTRICT

2. MAXIMUM SPEEDS

Between	Rhwy.	Frt.
	MPH	
MP D 200.2 and MP D 204.3 (Engines Only)	40	40
Except:		
Trains and engines operating west on the eastward Main Track at Peru, IN, between MP D 201.9 and MP D 202.1 (Benton Street) (Head End Only)	10	10
Trains and engines operating east on the westward Main Track at Peru, IN, between MP D 202.6 and MP D 202.4 (Water Street) (Head End Only)	10	10
MP D 204.3, Peru and MP D 372.9, Brush	60	50
Except:		
MP D 204.5, West Peru, Through Turnout	35	35
MP D 212.6, Sycamore to MP D 215.1, Danes, Through Siding and Turnouts	25	25
MP D 218.5 to MP D 219.2	25	25
MP D 221.9, Penn to MP D 224.3, Clymers, Through Siding and Turnouts at Both Ends of Siding	25	25
MP D 224.3, Over WSRV Crossing	40	40
MP D 232.2, Rockfield to MP D 233.9, Yuill, Through Siding and Turnouts at Both Ends of Siding	25	25
MP D 238.5 to MP D 239.0, Curve	35	35
MP D 239.3 to MP D 239.7, Curve	45	45
MP D 241.4, Delphi to MP D 244.0, Colburn, Through Siding and Turnouts at Both Ends of Siding	25	25
MP D 253.1 to MP D 254.2, Curve No. 1 Track and East Yard Turnout	35	35
MP D 253.3 to MP D 253.7, Curve No. 2 Track	45	40
MP D 253.7 to MP D 254.2, Curve No. 2 Track	40	40
MP D 254.2 to MP D 254.7, Curves	50	40
MP D 254.9, Royer, Through Crossovers	45	40
MP D 255.0 to MP D 256.3, Curves	55	50
MP D 256.3 to MP D 256.6, Curve No. 1 Track	45	40
MP D 256.3 to MP D 256.6, Curve No. 2 Track	55	50
MP D 256.8, Lafayette Jct., Through Crossover from No. 1 Track to No. 2 Track	45	40
MP D 256.8, Lafayette Jct., Through Crossovers from No. 2 Track to the CSXT and Turnout to KBSR Interchange	15	15
MP D 256.8, Lafayette Jct., Through Crossover from No. 2 Track to Frankfort Branch	25	25
MP D 256.7 to MP D 257.0, Curve	55	50
MP D 257.9, Through Turnout and Connecting Track to Frankfort Branch	25	25
MP D 263.8, West Point to MP D 266.4, Flint, Through Siding and Turnouts at Both Ends of Siding	25	25
MP D 274.2, Riverside to MP D 276.6, Attica, Through Siding and Turnouts at Both Ends of Siding	40	40
MP D 276.6, Attica, Through Turnout	35	35
MP D 276.3 to MP D 276.5, Curve	45	45
MP D 276.7 to MP D 277.0, Curve	35	35
MP D 277.0 to MP D 277.4, Over Bridge	40	40
MP D 277.5 to MP D 278.0, Curve	40	40
MP D 288.2, Marshfield to MP D 291.2, Johnsonville, Through Siding and Turnouts at Both Ends of Siding	40	40
MP D 296.4, Through Turnout at Eldan	40	40
MP D 300.4, Over Danville Jct.	25	25
MP D 300.8 to MP D 302.5, Over Street Crossings (Entire Train)	30	30
MP D 305.7, Through Crossovers at Ross Lane	40	40
MP D 313.3, Ryan, Through Turnout	40	40
MP D 319.7, Vance		
When Leaving Siding, Trains may operate on Signal Indication not exceeding	25	25

LAFAYETTE DISTRICT

2. MAXIMUM SPEEDS (CONT.)

Between	Rhwy.	Fr.
	MPH	
MP D 321.1 to MP D 321.2, Homer When Leaving Siding Until Street Crossing Occupied	10	10
After Crossing Occupied, Trains may operate on Signal Indication not exceeding	25	25
MP D 326.7, Through Connection and Turnouts Both Ends of Connection (UP Connection)	25	25
MP D 328.0, Sidney to MP D 330.2, Unity, Through Siding and Turnouts, Both Ends	25	25
MP D 336.4, Martin When Leaving Siding, Trains may operate on Signal Indication not exceeding	25	25
MP D 338.0, Tolono to MP D 339.7, Dawn, Through Siding and Turnouts at Both Ends	25	25
MP D 338.0, Over CN Crossing	40	40
MP D 344.1, Rumble to MP D 346.7, Sloan, Through Siding and Turnouts at Both Ends of Siding	40	40
MP D 353.3, Wiggins, Through Turnout	40	40
MP D 355.2 to MP D 355.5, Bement	45	45
MP D 355.4, Bement, Through Turnout, Bloomington District Switch	40	40
MP D 355.7 to MP D 355.8, Bement, Through Crossovers	40	40
MP D 357.5, Veech, Through Crossovers	25	25
MP D 370.6, Sangamon Crossovers	40	40
MP D 372.9, Brush, Within Interlocking Limits	20	20
MP D 372.9, Brush, Through Turnout	15	15
MP D 372.9, Brush to MP D 374.5, 22nd Street, Both Loop Tracks	20	20
MP D 374.5, 22nd Street, Through Turnout	15	15
MP D 374.5, 22nd Street to MP D 375.6, Wabic, Main Track	20	20
MP D 375.6, Wabic, Within Interlocking Limits	20	20

3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

LOCATION OF TEST MILE SIGNS:

WESTWARD

MP D 205.0 to MP D 206.0
 MP D 212.0 to MP D 213.0
 MP D 228.0 to MP D 229.0
 MP D 269.0 to MP D 270.0

EASTWARD

MP D 315.0 to MP D 316.0
 MP D 350.0 to MP D 351.0
 MP D 361.0 to MP D 360.0

NOTE: Tests for accuracy will be made at other locations when necessary. Engineers when operating in outlying local freight or branch line service will choose location appropriate for making tests to check speed indicators.

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Westward						
Peru to Tilton	2150	2850	3500	4280	4750	5600
Tilton to Decatur	2150	4150	5000	6120	6800	8025
Eastward						
Decatur to Rockfield	3250	4350	5200	6440	7150	8435
Rockfield to Peru	4300	5750	6850	8500	9450	11150

LAFAYETTE DISTRICT

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

The weight of diesel units and cars is limited as follows:

GROSS WEIGHT IN POUNDS

Between	Unit		Loaded Car	
	4-Axle	6-Axle	4-Axle	6-Axle
Peru, IN and Decatur, IL	291,000	420,000	286,000	394,500

6-axle units may not operate over the following tracks:

Lafayette Belt Line

- East Yard — South Tate & Lyle Lead
- East Wye Track — Tilton
- MP D 220.8 — Logansport IBP Foods
- MP D 220.9 — Logansport Refrigeration

Clymers

- MP D 244.3 — Country Mark, 6-axle units may not be operated over any track except No. 3 Track.

B. TRAILING TONNAGE RESTRICTIONS

Trailing tonnage must be limited on line segments as shown below, behind the following equipment:

1. Empty Multi-level cars.
2. Empty Intermodal single-platform flats and such loaded with empty trailers or containers.
3. Empty 85-foot-long or longer flats and such flat cars when loaded with empty trailers or containers, or loaded with only one (1) trailer or container.
4. Empty Intermodal single-axle truck flat car or such cars loaded with empty trailers or containers.
5. Empty single or multiple-unit double-stack (well) cars, or articulated single-platform (spine) cars. Be governed by Appendix 1 in the System Timetable.

Maximum safe trailing tonnage behind Restricted Equipment between Peru and Decatur:

- Northward or Eastward — 11,500
- Southward or Westward — Unrestricted

LAFAYETTE DISTRICT

6. SWITCHES AND DERAILS

A. MAIN TRACK SWITCHES NOT EQUIPPED WITH ELECTRIC LOCKS

Hand-operated switches at the following locations are not equipped with electric locks. Trains and engines must not clear on these tracks:

- MP D 220.8 — Iowa Beef Packers (IBP Foods)
- MP D 220.9 — Logansport Refrigeration
- MP D 224.0 — Ernie's Fertilizer
- MP D 240.8 — Lox Equipment
- MP D 263.8 — Westland Co-Op
- MP D 307.6 — House Track
- MP D 326.9 — Team Fertilizer
- MP D 337.6 — Savoy Elevator
- MP D 338.5 — Wickes Lumber
- MP D 355.9 — Bement No. 2 Track East End
- MP D 356.2 — Bement No. 2 Track West End

No trains or engines shall clear the Main Track at any of the above switches without the authority of the Train Dispatcher/Control Operator.

While movement is using such tracks, an engine or cars must continuously occupy the Main Track or Main Track switch must be kept continually set for movement into such track.

7. COMMUNICATION INFORMATION

RADIO

Emergency	Code 911
CYO	Code 348
Lafayette District Dispatcher	Code 341
Ft. Wayne Huntington Dispatcher	Code 923

TELEPHONE

CYO	800-898-4296
Lafayette District Dispatcher	217-425-2059
Ft. Wayne Dispatcher	260-493-5215

8. DETECTOR INSTRUCTIONS

STRESS STATE DETECTORS

Stress State Detector (SSD) measures various stress levels that occur at the rail to wheel interface point as a train passes over the detector. These measurements include:

- Impact a rail wheel has on the track structure
- Imbalanced loads resulting from improper loading and/or shifted loads

1. LOCATION

A Stress State Detector is in service at State Line, IN, MP D 293.8:

Location	District	Track	Milepost	Direction Activated
State Line, IN	Lafayette	Main	D 293.8	Both

LAFAYETTE DISTRICT

8. DETECTOR INSTRUCTIONS

STATE LINE STRESS STATE DETECTORS (CONT.)

2. RADIO MESSAGES

- (a) Stress State Detectors are equipped to transmit twice via radio on the designated road channel either a "Non-Critical" or "Critical" alarm message when a defect is detected.
- **Non-Critical** — NS SSD MP (milepost location) Track (designation). (Number of alarms detected) alarms detected. Contact Train Dispatcher/Control Operator.
 - **Critical** — Critical Alarm, Critical Alarm, Critical Alarm. NS SSD MP (milepost location) Track (designation). (Number of alarms detected) alarms detected. Contact Train Dispatcher/Control Operator.
- (b) "NO DEFECT" MESSAGE
- If the SSD does not detect any alarm conditions, the detector will announce twice via radio on the designated road channel the following automatic message: NS SSD MP (milepost location) Track (designation) — NO DEFECT.

3. DETECTOR ALARMS

- (a) When a Stress State Detector transmits via radio an alarm message ("Non-Critical" or "Critical"), the train:
- **Non-Critical** — May continue without stopping, not exceeding 30 MPH. Train crew must contact Train Dispatcher/Control Operator via railroad radio or authorized communication device to advise of location and alarm announcement.
Train Dispatcher/Control Operator will provide the train crew with instructions and information regarding defects detected by the SSD.
 - **Critical** — Must be stopped for inspection as soon as possible consistent with safe train handling procedures. Train crew must contact Train Dispatcher/Control Operator via railroad radio or authorized communication device to advise of location and alarm announcement. Train Dispatcher/Control Operator will provide the train crew with instructions and information regarding defects detected by the SSD. If no obvious defects are found upon inspection, the train may proceed not exceeding 30 MPH to the nearest location where the car(s) must be set out.
- (b) If the SSD does NOT transmit a message or a message is NOT received, the train must immediately reduce speed, not exceeding 30 MPH. Train crew must promptly contact Train Dispatcher/Control Operator via railroad radio or authorized communication device to advise of the location and failure of SSD announcement. Unless notified by the Train Dispatcher/Control Operator to stop and inspect a car(s), the train may then proceed at authorized speed without stopping.

The Train Dispatcher/Control Operator must promptly notify the C&S Department of the failure.

LAFAYETTE DISTRICT

8. DETECTOR INSTRUCTIONS (CONT.)

STATE LINE STRESS STATE DETECTORS (CONT.)

4. INSPECTION

When notified by the Train Dispatcher/Control Operator to inspect a car(s), the train crew must visually inspect the car(s) indicated. Based on the defect type, the following conditions should be inspected for:

- (a) Wheel Impact
 - Flat spots/Shelled Tread
 - Broken/Cracked Wheel
 - Tread Build-up
- (b) Imbalanced Load
 - Bulging sides, doors, ends, or top chords
 - Leaning or listing
 - Springs that are completely compressed on one side and loose on the other side
 - A restriction between the wheels and car body
 - Lading improperly distributed and/or shifted in open top cars

5. GENERAL INSTRUCTIONS

Trains that stop on an SSD or do not maintain a minimum of 15 MPH while passing over the SSD may receive multiple messages. When possible, stopping or reducing speed below 15 MPH should be avoided while passing an SSD. If multiple voice messages are received, the train crew must handle them as described in Section 2.

When an SSD announces any alarm, a crew member will promptly notify the Train Dispatcher/Control Operator of the alarm type.

When a car(s) must be inspected for SSD alarms, a crew member must provide the Train Dispatcher/Control Operator with the results of the inspection and furnish the following information:

- Train Identification
- Car initial and number
- Type of defect
- Location of defect

The Train Dispatcher/Control operator will determine proper disposition of car(s) based on any inspection result.

LAFAYETTE DISTRICT

9. DISTRICT INSTRUCTIONS

A. BY LOCATION

1. Within the STATE OF INDIANA, the following laws are in effect:

Engine whistle to be sounded four (4) times beginning not less than 1,320 feet from the approach to any public highway, street, or turnpike. The sounding shall be prolonged and repeated until the crossing is reached. Also, the engine bell shall be rung continuously from the time of the sounding of the whistle until the engine has fully passed the crossing.

When such a whistle and bell are not in good working order, the engine must be stopped before each such crossing and proceed only after manual protection is known to be provided.

It is unlawful for a train, railroad car, or engine to obstruct public travel at public crossing at grade for a period in excess of 10 minutes, except where such train, railroad car, or engine cannot be moved by reason of circumstances over which the railroad has no control.

It is unlawful to permit successive train movement to obstruct vehicular traffic at a public crossing at grade until all vehicular traffic previously delayed by such train movements has been cleared, or a period of five (5) minutes has elapsed between train movements.

Personal liability is imposed by the State of Indiana upon any Engineer or any other person who fails to comply with these laws.

A city or incorporated town must receive permission of the Public Service Commission of Indiana before making any regulation as to the sounding of whistles or ringing of bells. Otherwise, the above requirements must be met.

2. Grain trains on the Lafayette District destined beyond Peru must switch out any empty cars in the train before arriving at Peru.
3. Grain train crews originating at either Decatur, IL, or Peru, IN:
Arrange to contact the East Yard Clerk at Microwave 425-2084 or city phone 765-477-5077 to ascertain correct work to be performed and obtain track lists prior to your departure.

LAFAYETTE DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

B. PERU

1. All outbound Conductors, both Lake and Illinois Division, are to turn on their portable radio upon going on duty and monitor it for calls from the inbound crew. This will expedite the crew change process, reduce crossing blockage, and make for a more orderly operation at Peru.
2. Train consists are now available from the printer in the crew reporting room at Peru for all outbound trains, both to the Illinois and Lake Divisions. Conductors will check printer and if the consists are not available, call the CYO clerk at 800-898-4296.

If there are problems, advise the clerk, the Huntington District Dispatcher, or the supervisor on duty at Ft. Wayne (Microwave 493-5319).

C. LOGANSFORT

1. Yard boards have been erected on the WSRY at the following locations:
 - (a) WSRY MP 73.0 located at Logansport where NS enters the WSRY Track.
 - (b) WSRY MP 65.0 located approximately 10,000 feet west of the West Runaround Track Switch at Clymers.
2. All movements over the WSRY from Logansport to Clymers will be authorized by the IORS Dispatcher. IORS's Dispatcher monitors AAR Radio Channel 23 (160.455 MHz) or can be reached at 513-860-5655 Monday through Friday between the hours of 7:00 AM and 11:00 PM. All movements on the WSRY will be made at Restricted Speed not exceeding 15 MPH. There are two (2) permanent 10 MPH slow orders on the WSRY:
 - (a) Over the NS diamond at Logansport
 - (b) Between WSRY MP 71.0 to WSRY MP 71.4 located at Van Switch to west end of the Wabash River Bridge.
3. Crews operating over WSRY between Logansport and Clymers will obtain all applicable Bulletins for trip from East Yard Clerk at Lafayette.

D. CLYMERS

1. The following instructions are in effect when operating within the Country Mark Elevator facility located on the WSRY at Clymers.
 - (a) 6-axle units may be operated only on North 3 and South 3 Tracks. Units may be operated through the loading shed, but check loading spout for proper clearance before operating through shed.
 - (b) Close clearance exists on both sides of North 3 Track through the loading shed. **Rule GR-13(a)** applies.
 - (c) Close clearance exists on the west side of South 5 Track and on the east side of South 1 Track account trees and brush.
2. Crew members must obtain permission from the NS Dispatcher before fouling the interlocking circuits on the WSRY at Clymers. The interlocking circuits are located approximately 100 feet west of the West Pass Switch at Clymers.

LAFAYETTE DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

D. CLYMERS (CONT.)

3. When crews are spotting more than 50-car units to elevator, all shove movements into plant must be protected by someone on, at, or ahead of the movement.
4. When a train or cut of cars is to be placed on the WSRV Main or Pass Track at Clymers, permission must be obtained from the WSRV Dispatcher. When the WSRV Dispatcher allows cars and/or trains to be set out at Clymers, they should be left no closer than 10 car lengths west of the switch into Essroc Cement.

E. LAFAYETTE

1. The following applies to Tate & Lyle plants at East and South Yard, Lafayette:
 - (a) Tate & Lyle has a policy of no smoking on Tate & Lyle premises at Lafayette. This policy will apply to NS crews while working on Tate & Lyle property in Lafayette.
 - (b) Employees must not ride the outside of any equipment moving inside any building in the Tate & Lyle North Plant or Tate & Lyle South Plant in Lafayette.
 - (c) The North Tate & Lyle Lead is designated as the engine tie up track.
 - (d) Before passing Track No. 5A, the off-loading track for propylene oxide, Tate & Lyle North Plant, crew members must ascertain that the Red light located on the upper right hand corner is dark and Tate & Lyle is not unloading the rail equipment in the track.
 - (e) Watch out for bad footing in the vicinity of Tate & Lyle South Plant West Lead account open trenches.
 - (f) NS employees servicing the Tate & Lyle facility must contact the Guard House at 765-477-5252 to obtain permission to enter the plant.
2. Within the city of Lafayette, Underwood Street can be blocked in excess of 10 minutes.
3. SIA Facility — When the Blue flag is in the UP position on Track 6, close clearance exists if person is riding side of equipment on north/east side into or out of Tracks 4 and 5.
4. Equipment must not be allowed to roll free into Lafayette East Yard Tracks 12 and 13. When switching to these tracks, equipment must be shoved to rest and properly secured.
5. Road trains will receive instructions from East Yard Clerk, Lafayette, designating tracks to be used to yard train.
6. At Lafayette East Yard, the minimum number of hand brakes will be minimum four (4) plus sufficient amount of hand brakes applied on the EAST END of all tracks. Trains making pickups at the east end of East Yard must ensure at least four (4) hand brakes are applied to any remaining cars in said tracks.

F. ATTICA

Close clearance exists from inside derail to the south end of runaround track on ADM Lead when cars are standing in runaround track. Employees are prohibited from riding side of equipment when moving adjacent to this point.

LAFAYETTE DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

G. TILTON

1. Eastward trains approaching Campbell crossing, MP D 297.3, between Danville and Eldan, should stop to clear flasher circuits when being held to meet westward trains at Eldan.
2. The switch that activates the alarm system warning Bunge employees that NS crews will be switching the Corn Plant is located on the building surrounding TKS 3-4-5. This visual and audible alarm must be manually activated and functioning properly before crews enter Corn Plant TKS 3-4-5.
3. Close clearance exists in the following tracks at Bunge, MP D 301.3. Close clearance signs have been erected at these locations:
 - C Track
 - No. 1 and No. 2 Track
 - No. 3 Track
 - No. 5 Track

Employees are prohibited from riding the side of moving equipment when working within Bunge Milling west of Stony Creek Bridge at MP D 301.4. This applies to TKS A, B, C and the LTMS.

Employees switching these tracks must become familiar with these and other places and protect themselves from injury.

4. Crews are not to leave cars east of road crossing on any track in Bunge Milling Long Term Meal Storage facility.
5. All cars left on Tracks 1, 2, 3, 4, and 5 inside the plant at Bunge Milling will be secured with 100% hand brakes.
6. Cars left on Tracks 1, 2, or 3 inside Quaker Oats plant, MP D 299.0, will be secured with 100% hand brakes.
7. The minimum number of hand brakes to be applied to equipment on Tilton Yard Stub Tracks 5 and 6 is a sufficient amount not less than three (3). Hand brakes are to be applied on the west end of the tracks.
8. All train crews receiving instructions for work to be done at Tilton will receive those instructions via radio from Tilton Yardmaster unless no radio communication is available.
9. Scale Track and No. 18 Track is out of service.
10. Equipment must not be allowed to roll free throughout Bunge Milling. Equipment must be shoved to rest and properly secured.
11. The following restrictions are in effect while working Bunge Milling, Danville, IL:
 - (a) Do not operate in No. 3 Track while Blue flag and derail are in effect in No. 4 Track.
 - (b) No more than five (5) cars are to be left on No. 1 Track west of North Street crossing.

LAFAYETTE DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

G. TILTON (CONT.)

12. The following restrictions are in effect while working in Tilton Yard:

Close clearance exists between Tracks 1 and 2 Tilton Yard. Employees are prohibited from riding the side of moving equipment between these two (2) tracks.

13. Equipment must not be allowed to roll free into Tilton Yard Tracks TY08, TY09, TY10, TY11 also known as Long 1, Long 2, Long 3, Long 4. When switching into these tracks, equipment must be shoved to rest and properly secured.

H. PHILO

Elevator Track out of service from four (4) poles east of MP D 332.0 to east end of track.

I. TOLONO

Switch locks have been installed on the No. 1 and No. 2 Apex Tracks at Tolono, IL. After the completion of work within the Apex Tracks, these switches MUST be left lined and locked for the Inspection Track.

J. BEMENT

All crews setting off equipment between Veech and Bement must arrange to leave cars no closer than 500 feet on either side of the middle road crossing.

FRANKFORT BRANCH

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
			LAFAYETTE DISPATCHER..... [341]	
		SP 233.0	East Frankfort..... (VL)	1, 2
		SP 234.8	CSXT Crossing..... (A)	1
		SP 236.0	FRANKFORT YARD	
		SP 238.0	Frankfort Yard Limit..... (VL)	1, 2
		SP 243.6	MULLBERRY	
		SP 250.9	DAYTON (CP)	
		SP 252.9	SOUTH YARD (CP)	
		SP 254.8	ALTAMONT (CP)	
		SP 257.2	ELSTON (CP)	
		D 257.9	DEMUN..... (CP)	
		SP 258.2	LAFAYETTE JUNCTION (CP)	

STATION PAGE INFORMATION

NOTE 1: All movements over the Kokomo Spur between Frankfort, MP TS 206.4 and Kokomo, MP TS 183.7 is under the direction of the Lake Division.

NOTE 2: All movements within Yard Limits at MP SP 233.0 and MP SP 236.0 must contact the Yard Clerk on-duty at Frankfort or Frankfort Local crew for permission to use any track. If no one is on-duty at Frankfort, the East Yard Clerk at Lafayette must be contacted for instruction.

1. RULES IN EFFECT

	Main Track
Between	Rules
East Frankfort and Frankfort Yard	93
Frankfort Yard and Dayton	171
Dayton and Lafayette Junction/Demun	261

FRANKFORT BRANCH

2. MAXIMUM SPEEDS

Between	Fr. MPH
MP SP 234.8, CSXT Crossing and MP SP 258.2, Lafayette Junction	49
Except:	
MP SP 234.8, CSXT Crossing to MP SP 236.0	15
MP SP 236.0 to MP SP 238.0	15
MP SP 236.1, Crossover, between Main Line and No. 1 Track FE01	10
MP SP 250.9, Dayton to MP SP 252.9, South Yard, Through Siding and Turnouts at Both Ends of Siding	20
MP SP 252.9 to MP SP 256.4	
MP SP 252.9, Eastward, Until Lead Engine Passes Over Switch	20
MP SP 252.9, Eastward, After Lead Engine Passes Over Switch	35
MP SP 256.4, Westward, Until Lead Engine Passes Over Switch	20
MP SP 256.4, Westward, After Lead Engine Passes Over Switch	30
MP SP 256.4 and MP SP 257.2, Elston	30
MP SP 257.2, Elston and MP SP 258.2, Lafayette Junction, Through Turnouts and Connecting Track	25
MP SP 257.2, Elston and MP D 257.9, Demun, Through Turnouts and Connecting Track	25
AUXILIARY TRACKS	
MP SP 238.0 and MP SP 258.2, unless a different speed is authorized by Timetable or Special Instructions, speed on all tracks other than the Main Track, Sidings, Through Turnouts and Crossovers, is Restricted Speed not exceeding	10
MP SP 238.0, Frankfort Yard, All Industry Tracks	10

3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

LOCATION OF TEST MILE SIGNS:

WESTWARD AND EASTWARD

MP SP 242.0 to MP SP 243.0

NOTE: Tests for accuracy will be made at other locations when necessary. Engineers when operating in outlying local freight or branch line service will choose location appropriate for making tests to check speed indicators.

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Westward Frankfort to Lafayette	3100	4150	5000	6150	6800	8025
Eastward Lafayette to Frankfort	2350	3150	3750	4650	5150	6075

FRANKFORT BRANCH

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

The weight of diesel units and cars is limited as follows:

GROSS WEIGHT IN POUNDS

Between	Unit		Loaded Car	
	4-Axle	6-Axle	4-Axle	6-Axle
Frankfort, IN and Lafayette, IN	291,000	420,000	286,000	394,500

6-axle units may not operate over the following tracks:

Frito Lay	Forest Products
Sun Chemical	Lafayette Belt Line
Crellin	Tracks 3 and 4, Altamont
Vicks Metal	

B. TRAILING TONNAGE RESTRICTIONS

Trailing tonnage must be limited on line segments as shown below, behind the following equipment:

1. Empty Multi-level cars.
2. Empty Intermodal single-platform flats and such loaded with empty trailers or containers.
3. Empty 85-foot-long or longer flats and such flat cars when loaded with empty trailers or containers, or loaded with only one (1) trailer or container.
4. Empty Intermodal single-axle truck flat car or such cars loaded with empty trailers or containers.
5. Empty single or multiple-unit double-stack (well) cars, or articulated single-platform (spine) cars. Be governed by Appendix 1 in the System Timetable.

Maximum safe trailing tonnage behind Restricted Equipment between:

Frankfort and East Demun	10,000 tons
East and West Demun through Connecting Track	10,000 tons

6. SWITCHES AND DERAILS

None.

FRANKFORT BRANCH

7. COMMUNICATION INFORMATION

RADIO

Emergency	Code 911
CYO	Code 348
Lafayette District Dispatcher	Code 341

TELEPHONE

CYO	800-898-4296
Lafayette District Dispatcher	217-425-2059

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

FRANKFORT

1. Trains entering Frankfort Yard off the Illinois and Lake Division must arrange to remove EOT device from rear of train and place on charger located in crew room unless train is to be immediately run through terminal.
2. Within Frankfort Yard Limits, MP SP 238.0 and MP SP 233.3, Main Line switches may be left lined and locked as last used. **EXCEPTION:** CSXT Connection Track switches must be lined and locked for NS Main Line movement after use. **NOTE:** **Rule 104(g) and 93** govern.
3. To avoid unnecessary blocking of crossings within the city, both public and railroad, Frankfort and CERA movements will be governed as follows:
 - (a) Eastward movements will not depart until authorized by Lake Division Dispatcher.
 - (b) All westward movements must contact Frankfort local crew or Illinois Division Dispatcher by radio or telephone located at MP SP 204.29.
4. When switching the Frito Lay Plant located at MP SP 237.0, all cars must have air hoses coupled between them and have the air brake systems charged to allow use of air when spotting plant.

BLOOMINGTON DISTRICT

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
			BLOOMINGTON DISTRICT DISPATCHER [945]	
			SP 415.3 Peoria	1
			SP 412.9 Wesley Junction	
			SP 411.8 East Peoria Yard	2
			SP 411.3 TZPR Junction (VL)	2, 3
			SP 410.6 FARMDALE (VL)	3
		3882	SP 403.3 CRANDALL (A)	4
			SP 397.2 DED-HBD (<i>Deer Creek</i>)	
			SP 397.1 Deer Creek	
			SP 394.2 Goodfield	
			SP 389.9 Congerville	
			SP 385.4 Carlock	
			SP 382.1 DED-HBD (<i>Yuton</i>)	
		3385	SP 380.9 YUTON	
			SP 380.7 NORMAL	
		SP 379.0 Good Yard		
		SP 375.6 UP JUNCTION (CP)	5	
		SP 375.0 BLOOMINGTON		

BLOOMINGTON DISTRICT

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE	
	4456	SP 372.8	DEAN		
			SP 370.5	DED-HBD (<i>Brokaw</i>)	
	3217	SP 369.6	BROKAW		
			SP 364.0	Holder	
			SP 359.2	Ellsworth	
			SP 358.0	DED-HBD (<i>Ellsworth</i>)	
	4478	SP 355.3	ARROWSMITH		
			SP 348.7	Saybrook	
			SP 345.1	DED-HBD (<i>Derby</i>)	
		SP 340.4	GIBSON CITY		
		SS 8353	SP 340.0/ C 113.3	CN JUNCTION	Ⓢ
			C 120.2	Foosland	
			C 120.8	DED-HBD (<i>Foosland</i>)	
			C 124.8	GOEMBEL.....	Ⓢ
			C 125.1	OSMAN.....	Ⓢ
		C 131.2	MANSFIELD	Ⓢ	
NS MANSFIELD BRANCH					

BLOOMINGTON DISTRICT

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
	SS ─── 8836 ───		BLOOMINGTON DISTRICT DISPATCHER [945]	
		C 136.1	Galesville	
		C 138.5	DED-HBD (<i>Lodge</i>)	
		C 140.8	LODGE	Ⓢ
		C 141.8	MILLS	Ⓢ
		C 145.0	Monticello	
		C 153.0	BEMENT	Ⓢ

STATION PAGE INFORMATION

NOTE 1: PEORIA

1. No restricted car that exceeds 10' 8" in width or 15' 6" in height or is in excess of plate "B" as designated in the equipment register will be allowed to depart Peoria in any NS train without proper waybill 694 attached to car and clearance message.
2. Reference TZPR Bulletin Orders and Superintendent's Notices, the following is in effect:
 - (a) Do not exceed 10 MPH on Nickel Plate main between Wesley Junction and Diesel Shop Switch.
 - (b) All connecting roads that operate over the TZPR must set radio to TZPR Channel 1 or 24 to contact the TZPR Dispatcher.
 - (c) TZPR Dispatcher will be notified of all high-wide shipments and their measurements before occupying TZPR or before departing TZPR Yards.
 - (d) Maximum allowable speed on the TZPR is 10 MPH.
3. Cars left standing on a track at the TZPR Creve Coeur Yard must be secured by applying a minimum of three (3) hand brakes.
Cars left standing on a Main Track at the TZPR must be secured by applying a minimum of five (5) hand brakes.
4. Bloomington District crews assigned to operate on the Tazewell & Peoria Railroad, Peoria, IL, must have a copy of Tazewell & Peoria Special Notice 09-06 before departing Good Yard. Crews must discuss the content of Special Notice 10-06 during daily Job Briefings and again review this information before entering TZPR property.

**TAZEWELL & PEORIA RAILROAD
OFFICE OF THE TERMINAL MANAGER
SPECIAL NOTICE**

Special Notice No. 10-06

Subject: Derails in Track B23

All employees are advised that due to high value of the NS Dimensional train currently being built in B23, the derails will be left locked in the ON position whenever the track is not being switched.

The derails are currently painted Blue, but will be painted a fluorescent color and the T&P locks will be added.

Please be on the lookout for these derails. If the derails are down and in the OFF position, do not enter the track without first contacting the Train Dispatcher/ Control Operator to make sure another crew is not switching in the same track.

BLOOMINGTON DISTRICT

STATION PAGE INFORMATION (CONT.)

NOTE 1: PEORIA (CONT.)

**TAZEWELL & PEORIA RAILROAD
OFFICE OF THE TERMINAL MANAGER
SPECIAL NOTICE**

Special Notice No. 09-06

Subject: TZPR "A" Yard Clearances and Hi-Wide Switching Restrictions

All employees are advised that due to close clearances, some tracks in the "A" Yard have been locked and deemed out-of-service until further notice. Please refer to the chart below, note tracks marked "OS" (Out-of-Service) and highlighted in Red.

In addition, tracks which have greater than 14' track centers have been marked with ****White Reflectors**** and are safe for the switching and holding of hi-wide shipments. Tracks marked with ****Yellow Reflectors**** are restricted from holding or having hi-wide shipments switched in or run through them. Please refer to the chart below for which tracks fall under these restrictions.

All crew members assigned to perform switching operations within this facility are to ensure that any cars left in the "A" Yard must be secured BETWEEN the Yellow and/or White Reflectors posted on both the north and south ends of the following tracks. Any car left outside of a clearance point on either end will be considered in the foul.

Each crew member is to remain vigilant for any potential clearance hazard. Prior to switching any cars in the "A" Yard, crew members are responsible for ensuring that all cars which have been left in the "A" Yard are in the clear and inside the north and south Yellow and/or White Reflectors on all standing tracks. When a clearance hazard has been identified, movement must be stopped and all crew members must be notified of the hazard. When in doubt, take the safest course of action.

A Yard Long	Yellow, White Running or Out of Svc.	Capacity	A Yard Short	Yellow, White Running or Out of Svc.	Capacity
A41	Y	2843	A32	Y	932
A40	Y	2889	A31	Y	1210
A39	OS		A30	Y	1223
A38	Y	2877	A29	Y	1367
A37	Y	2838	A28	OS	
A36	Y	3058	A27	W	1348
A35	W	2988	A26	OS	
A34	Y	2938	A25	W	1340
A33	RUNNING		A24	OS	
B Yard			A23	Y	1020
B32	Y	1221	A22	Y	1316
B31	Y	1249	A21	Y	1151
B30	OS		A20	Y	1034
B29	Y	1346	A19	Y	943
B28	Y	1347	A18	OS	
B27	Y	1396	A17	W	1387
B26	Y	1394	A16	OS	
B25	Y	1422	A15	W	1360
B24	Y	1417	A14	Y	1380
B23	Y	1658	A13	Y	1346
			A12	OS	
			A11	W	1350
			A10	OS	
			A9	W	1404
			A8	OS	
			A7	W	1627

BLOOMINGTON DISTRICT

STATION PAGE INFORMATION (CONT.)

NOTE 1: PEORIA (CONT.)

Any crew that will be operating on the TZPR in Peoria, IL, must obtain a copy of outbound paperwork from the TZPR Dispatcher prior to departing Good Yard. This paperwork will be in addition to the paperwork issued from our CYO and will give any additional restrictions to high wide movements on TZPR property.

NOTE 2: TZPR JUNCTION

1. All trains run via TZPR Railroad between TZPR Junction and East Peoria, and current TZPR Operating Rules and Special Instructions govern movements in this territory.
2. All trains, engines, and On-Track equipment must receive permission from the TZPR Dispatcher before fouling Main Track for movement in either direction between TZPR Junction and Wesley Junction
3. A Remote Control control switch located at West Washington Street crossing, East Peoria, IL, is controlled by TZPR Dispatcher. Trains, engines, and On-Track equipment will operate over territory on signal indication.

All references to TZPR other than TZPR Jct. are TZPR.

NOTE 3: BETWEEN FARMDALE, MP SP 410.6 AND TZPR JUNCTION, MP SP 411.3

1. **Rule 93** is in effect and all movements are under direction of the TPW Dispatcher.
2. Permission must be received from the TPW Dispatcher before any movement enters this track section. Trains and engines must not enter this track section through a hand-operated switch without permission from TPW Dispatcher, and movements clearing this track section through a hand-operated switch must be reported clear to him.
3. All crews going to Peoria must have a Daily Operations Bulletin from the TPW before departing Good Yard.

NOTE 4: Movement must occupy track circuit within 90 feet of Home Signal. Observe TPW Home Signals. If either is displaying a Proceed indication, no action should be taken until TPW movement has been completed or has stopped clear of crossing or until it is evident there is no TPW movements approaching. If TPW Home Signals are at Stop, operate emergency switch to OFF position, pass Home Signal, but stop before fouling TPW Track. Return emergency switch to ON position and wait five (5) minutes clear of the crossing. If no conflicting movement is evident, proceed through interlocking limits at Restricted Speed. If necessary to operate emergency release, notify Train Dispatcher/Control Operator as soon as possible.

NOTE 5: 1. Trains approaching UP Interlocking located at MP SP 375.6, Bloomington, IL, will be governed as follows:

Northward movements must not go north of Route 150, and southward movements must not go south of Market Street until it has been determined that the UP Dispatcher will be able to handle train through Bloomington. To establish communication, the following will be in effect:

To contact the UP Dispatcher from an "all channel" radio, set both the transmit and receive channel to "78." For an MCX100 type engine radio, set the dial tone to "14" and press the "DISP" button to send necessary keying tone. For a Spectra type radio, press the "TONE" button, followed by the digit "8," then press the "DISP" button to transmit the necessary keying tone. In both cases, if the call is accepted, an answer back tone will be heard.

Be sure that all estimated arrival times at the interlocking which you give the Train Dispatcher/Control Operator are accurate. In addition, any delay which would not allow you to make the estimated arrival time must also be given to the UP Dispatcher.

2. When Home Signal indicates Stop, in addition to receiving permission to proceed, train or engine will pass Home Signal but stop before fouling conflicting route and wait five (5) minutes before proceeding.
3. Located at the interlocking is a call box equipped with the UP road frequency. Instructions for using this radio are posted inside the box.
4. UP Dispatcher telephone number: 800-726-1103.

BLOOMINGTON DISTRICT

1. RULES IN EFFECT

Between	Main Track Rules
Farmdale and CN Junction	171
CN Junction and Bement	261

2. MAXIMUM SPEEDS

Between	Rhwy.	Frnt.
	MPH	
MP SP 410.6 and MP SP 395.3	40	40
MP SP 395.3 and MP SP 340.0	49	49
Except: Interlocking Crandall (Engines Only)	20	20
MP SP 392.3 to MP SP 391.5, Curves	45	45
MP SP 377.0 and MP SP 373.5	20	20
Except: MP SP 373.5 to MP SP 372.8, Curves	40	40
MP SP 340.5 and MP SP 340.2	20	20
Gibson City:		
MP C 113.3, West Wye	15	15
CN Connection, East Wye	25	25
CN Connection, North Wye	15	15
Connection Track located 95th Street (Chicago) End of block signs are located at locations on the CN to indicate non-assignable territory. Trains must proceed in accordance with CN Operating Rule 105.	10	10
MP C 113.3 and MP C 153.0	50	50
MP C 152.3 and MP C 153.0, Bement, Curve	40	40
MP D 355.6, Through Turnout to and from Lafayette District	40	40

3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

LOCATION OF TEST MILE SIGNS:

SOUTHWARD

MP C 119.0 to MP C 118.0
 MP SP 396.0 to MP SP 395.0
 MP SP 368.0 to MP SP 367.0

NORTHWARD

MP C 143.0 to MP C 144.0
 MP SP 344.0 to MP SP 345.0
 MP SP 376.0 to MP SP 368.0

NOTE: Tests for accuracy will be made at other locations when necessary. Engineers when operating in outlying local freight or branch line service will choose location appropriate for making tests to check speed indicators.

BLOOMINGTON DISTRICT

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Southward						
Peoria to Gibson City	1850	2450	2950	3650	4050	4780
Chicago to Decatur	3000	4000	4800	5950	6600	7785
Northward						
Decatur to Chicago	3800	5050	6050	7550	8350	9850
Gibson City to Peoria	2350	3150	3750	4650	5150	6075

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

The weight of diesel units and cars is limited as follows:

GROSS WEIGHT IN POUNDS

Between	Unit		Loaded Car	
	4-Axle	6-Axle	4-Axle	6-Axle
Peoria, IL and Bement, IL	291,000	420,000	286,000	394,500

6-axle units may operate over the following tracks at a speed not to exceed 5 MPH:

(These instructions DO NOT apply to Main Track.)

MP SP 379.0	Loop Track Good Yard
MP SP 377.9	Midwest Fiber
MP SP 376.1	UP Interchange
MP SP 373.5	Old Conrail Main

B. TRAILING TONNAGE RESTRICTIONS

Trailing tonnage must be limited on line segments as shown below, behind the following equipment:

1. Empty Multi-level cars.
2. Empty Intermodal single-platform flats and such loaded with empty trailers or containers.
3. Empty 85-foot-long or longer flats and such flat cars when loaded with empty trailers or containers, or loaded with only one (1) trailer or container.
4. Empty Intermodal single-axle truck flat car or such cars loaded with empty trailers or containers.
5. Empty single or multiple-unit double-stack (well) cars, or articulated single-platform (spine) cars. Be governed by Appendix 1 in the System Timetable.

Maximum safe trailing tonnage behind Restricted Equipment between:

TZPR Junction and Gibson City — 4,500 tons

BLOOMINGTON DISTRICT

6. SWITCHES AND DERAILS

A. MAIN TRACK SWITCHES NOT EQUIPPED WITH ELECTRIC LOCKS

Hand-operated switches at the following locations are not equipped with electric locks. Trains and engines must not clear on these tracks:

- MP C 121.1 — Foosland Elevator Track
- MP C 132.1 — O'Malley Grain

No trains or engines shall clear the Main Track at any of the above switches.

While movement is using such tracks, an engine or cars must continuously occupy the Main Track or Main Track switch must be kept continually set for movement into such track.

B. DERAILS

A derail has been installed on the Bloomer Line Main Track approximately 200 feet north of the 10th Street Crossing, near the south end of the Bloomer Line engine house. All NS crews using the Bloomer Line Main Track for headroom when switching are to remove this derail if needed while switching, and replace the derail when done switching. Any NS movements pulling or delivering grain trains or other traffic to and from the Bloomer Line Main must remove and replace the derail as needed. Any cars delivered to the Bloomer Line Main must be left north of the derail and the derail must be restored. The derail is secured with a standard Norfolk Southern lock.

7. COMMUNICATION INFORMATION

RADIO

Emergency	Code 911
CYO	Code 948
Bloomington District Dispatcher	Code 945
CN Dispatcher	Code 72-72
DTMF Tone "2" for CN Desk 2 Dispatcher	
DTMF Tone "5" for CN Desk 1 Dispatcher	

TELEPHONE

CYO	800-898-4296 — Ext. 5072
Bloomington District Dispatcher	217-425-2356
Chief Dispatcher	217-425-2060

The following are Radio Call-In Instructions for movement over the TP&W.

TP&W Road Channel = AAR 86/86

To make a call on the railroad radio system requires you to dial the base access code plus the call code for the person you want to contact. The base access code from Farmdale to TZPR Junction will be the East Peoria Base, *5. The call code for the TP&W Dispatcher on all radio base stations is *1. Therefore, to contact the TP&W Dispatcher on the East Peoria Base, you would dial *5, wait for dial tone, then dial *1 on your radio keypad.

Once you complete your radio transmission, you must dial the base disconnect code, #5. If the base disconnect code is not dialed, the radio base will disconnect automatically after five (5) minutes. However, during that time the radio base cannot be activated. After completing conversation with the TP&W Dispatcher on the East Peoria Base, you would dial #5 on your radio keypad to disconnect.

BLOOMINGTON DISTRICT

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

A. GOOD YARD

1. Close clearance exists on the west side of No. 1 Track at the Mitsubishi Ramp.
2. All crews using utility vehicle must fill out inspection form and must make sure that the utility vehicle is returned back to the yard office without fail after switching at Good Yard.
3. The Loop Track is restricted to 5 MPH.

B. AG RAIL MP SP 376.1

1. Prior to spotting or pulling AG Rail, permission must be obtained from the UP Dispatcher (Channel 78-78, Tone *14) to occupy the UP 3rd Main. When all movements have cleared the 3rd Main, the UP Dispatcher must be notified that the limits have been cleared before departing.
2. All crews spotting the elevator at AG Rail in Bloomington, IL — the empty cars are to be shoved through the crossovers to the east track at the AG Rail elevator (the track closest to the UP Yard). Leave the head (southern most) car one (1) car length north (beyond) the loading spout.

C. HOLDER

When spotting the elevator at Holder, the following instructions are to be followed:

First shove 26 cars on the farthest north track leaving cars in the clear on both ends. The balance of the cars will be left in the south track closest to the Main Line. When shoving the south track, the east car is to be left standing one (1) car length west of the loading spout.

D. ARROWSMITH

Do not spot more than nine (9) empty covered hoppers on the Elevator Track at Arrowsmith, IL. Leave empties south of road crossing for Elevator to reposition for loading. Any excess cars will be left on the siding at Arrowsmith.

E. GIBSON CITY

1. SOLAE — Employees must not ride side of equipment south of No. 10 and No. 11 switch account close clearance at the rail unloading shed. Close clearance signs are posted at three (3) locations on the north side of the rail loading shed.
2. SOLAE — Do not operate engine south of loading facility, MP SP 340.1. When crews set off equipment for loading, do not block the truck drive located on the Lead just south of the NS Main Line switch.
Due to excessive curvature restrictions, equipment exceeding 75 feet in length is prohibited from operation on Industry Tracks at Solae (I15) MP SP 340.5 at Gibson City.

BLOOMINGTON DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

E. GIBSON CITY (CONT.)

3. Do not block crossing at MP SP 341.3 just north of Passing Track at Gibson City.
4. Do not block County Roads 300 North and 400 East south of Gibson City. Trains approaching these crossings must determine that the Illinois Central will handle their train before stopping on these crossings. Train Dispatcher/Control Operator must be notified if train is stopped on these crossings and they must be cut if blocked.
5. Crews working Cargill at Gibson City must pull the cars west out of the plant. Do not attempt to shove the cars out of the plant.

F. OSMAN

When meeting trains, the first train to arrive must stay off the crossing located in the siding. If this cannot be done, crew must cut crossing at Route 100 North.

G. GALESVILLE H05, SPOTTING INSTRUCTIONS

The following instructions are in effect when spotting Grand Prairie Elevator H05. Crews will fill Galesville Tracks 1 and 2 observing clearance marks, then pull the remaining cars north of the elevator spotting the south car under the loading shoot.

H. MONTICELLO

Close clearance exists on the north and south Dock Tracks, General Cable. Employees must not ride side of car from building to bumping post.

I. JOINT TRACKAGE

Trains and engines of the Illinois Division will use track of other division and foreign lines in accordance with their Timetable, Rules and Regulations as shown below:

- TZPR — Between MP SP 415.3, Peoria and MP SP 411.3, TZPR Junction
- TP&W — Between MP SP 411.3, TZPR Junction and MP SP 410.6, Farmdale
- CN Gilman District — Between MP IC 110.0, Gibson City and
MP IC 81.1, Gilman
- CN Chicago District — Between MP IC 81.1, Gilman and
MP IC 12.4, 95th Street

Trains and engines of other divisions and foreign lines will use Illinois Division Tracks in accordance with NS Timetables, Rules, and Special Instructions as shown below:

- TP&W — Between MP SP 403.3, Crandall and MP SP 410.6, Farmdale
- CN at Gibson City between MP SP 340.0 and MP SP 342.0
- BLOL at Gibson City between MP SP 340.0 and MP SP 342.0

MANSFIELD BRANCH

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
			BLOOMINGTON DISTRICT DISPATCHER 945	
		UM 28.5	URBANA	
		UM 31.9	CN CROSSING..... ©	
		UM 33.0	Prospect Street	
		UM 36.5	ANDERSON	
		UM 40.0	RISING	
		UM 42.2	Mahomet	
	UM 47.7	MANSFIELD..... ©		

1. RULES IN EFFECT

Between	Main Track Rules
Urbana and Mansfield	171

2. MAXIMUM SPEEDS

Between	Frt. MPH
MP UM 28.5 and UM 47.7	25
Except:	
MP UM 28.5 to MP UM 34.2	10
MP UM 38.18, Over Bridge	10
MP UM 47.6 to MP UM 47.7	10

3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

LOCATION OF TEST MILE SIGNS:

None.

MANSFIELD BRANCH

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Southward Urbana to Mansfield	2350	3150	3750	4650	5150	6075
Northward Mansfield to Urbana	1800	2400	2900	3550	3950	4660

5. LOCOMOTIVE AND CAR RESTRICTIONS

WEIGHT RESTRICTIONS

The weight of diesel units and cars is limited as follows:

	GROSS WEIGHT IN POUNDS			
	Unit		Loaded Car	
	4-Axle	6-Axle	4-Axle	6-Axle
Between Mansfield, IL and Urbana, IL	291,000	420,000	286,000	394,500

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

RADIO

Emergency	Code 911
CYO	Code 948
Bloomington District Dispatcher	Code 945
CN Dispatcher	Code 72-72
DTMF Tone "2" for CN Desk 2 Dispatcher	
DTMF Tone "5" for CN Desk 1 Dispatcher	

TELEPHONE

CYO	800-898-4296 — Ext. 5072
Bloomington District Dispatcher	217-425-2356
Chief Dispatcher	217-425-2060

8. DETECTOR INSTRUCTIONS

None.

MANSFIELD BRANCH

9. DISTRICT INSTRUCTIONS

A. BY LOCATION

1. Account rusty rail conditions on the Mansfield Branch, trains and engines must approach all crossings equipped with automatic protection prepared to stop unless it is known that automatic protection has been operating continuously for a minimum of 20 seconds prior to occupying the crossing. If automatic protection fails to operate or operates intermittently, protection must be provided.
2. Southward crews at Urbana and northward crews at Anderson must contact the CN Dispatcher to ensure movement will be handled at the CN Interlocking to prevent unnecessary blocking of public grade crossings.

B. URBANA

1. All trains and engines operating on the Mansfield Branch between MP UM 32.0 and UM 28.6 (between CN Interlocking and Smith Road, Urbana) must flag all crossings unless it can positively be determined that crossing protection is operating.
2. End of Track and Track Warrant signs are located at MP UM 28.5.
3. EMULSICOAT — Inbound loads will be left on the south end of No. 7 Track. Emulsicoat will leave empties on No. 8 Track.
Empty tank cars pulled out of EMULSICOAT that have the placard “HOT” applied for the inbound loaded move require no restrictions or special handling when being handled as an empty.
4. SOLO CUP — Close clearance exists between No. 1 Track and the dock. Employees must not ride on the dock side of this track.
Account limited walking space due to a drainage ditch on the east side of Solo Cup No. 1 Track adjacent to the Main Building, all employees MUST CONDUCT ALL WORK BETWEEN NO. 1 and NO. 2 Track.
Employees are not to walk or do any work on the east side of No. 1 Track.

C. CHAMPAIGN

THE ANDERSONS — When setting off unit trains to be loaded, the angle cocks on the west end of each track must be left open.

DECATUR TERMINAL

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
<p>The diagram shows a vertical track layout. At the top, a line labeled 'NS NORTH YARD LEAD' branches into two paths. A horizontal line labeled 'CN' crosses the track from the left. Further down, another 'CN' crossing is shown with an 'X' on the left side. At the bottom, two tracks are labeled '2' and '1' from left to right. A 'CN' crossing is also indicated at the bottom right of the main track line.</p>			DECATUR-LAFAYETTE DISPATCHER [341]	
		D 372.4	NORTH YARD LEAD ©	1
		D 372.9	BRUSH (CP)	
		D 374.3	22ND STREET (CP)	
			DECATUR-BROOKLYN DISPATCHER..... [346]	
		D 375.6	WABIC ©	2

STATION PAGE INFORMATION

- NOTE 1:** There are two (2) CN/NS Railroad Crossings at Grade located at:
- CN/NS crossing is located just west of Brush College Road on old IT Main Track.
 - CN/NS crossing is located approximately eight (8) car lengths north of North Yard Office or approximately 15 cars lengths south of Woodford Street.

These crossings are non-interlocked and protected by swinging gates which are to be left in the position last used. Trains and engines finding gate across NS Track must stop and, after determining that no CN movement is closely approaching the crossing, position gate across CN Track, securing same. After gate is positioned and secured across CN Track, NS movement may be made.

NS movements approaching either crossing are not required to stop if gate is seen positively to be positioned across CN Track and protecting NS movement.

- NOTE 2:** Wabic Interlocking is controlled by the Brooklyn District Dispatcher. Any time a movement is to be made over this interlocking without signal indication, permission must be secured from the Brooklyn District Dispatcher.

If for any reason you also have to get a Track Authority to work east of Wabic Interlocking, you secure this from the Lafayette District Dispatcher, who controls up to, but not including, Wabic Interlocking from the east. Thus, if you are west of Wabic Interlocking and need to go back east and a Track Authority is necessary to work east of Wabic, the Track Authority does not give you permission to go over Wabic Interlocking, because Wabic Interlocking is controlled by a different Train Dispatcher/Control Operator than the one issuing the Track Authority.

DECATUR TERMINAL

1. RULES IN EFFECT

	Main 1 Track	Main 2 Track
Between	Rules	
Brush and 22nd Street	261	261

2. MAXIMUM SPEEDS

	Rhwy.	Frt.
Between	MPH	
All Yard and Industry Tracks between Brush and Wabic	10	10
MP D 372.9, Brush, Within Interlocking Limits	20	20
MP D 372.9, Brush and MP D 374.5, 22nd Street on Both Loop Tracks	20	20
MP D 372.9, Brush, Through Turnout	15	15
MP D 374.5, 22nd Street, Through Turnout	15	15
MP D 374.5, 22nd Street and MP D 375.6, Wabic, Main Track	20	20
MP D 375.6, Wabic, Within Interlocking Limits	20	20
All Tracks known as Old IT Curve, Old IT Main, Old IT Sidings, and All Tracks in North Yard		10
All Tracks in Tate & Lyle		5
All Tracks in ADM West Plant		5
All Tracks in ADM East Plant		5
Except:		
Grain Tracks 6, 7, 8, 9, 10 and 11		10
Middle Lead Tracks 2 and 3		10
Coal Tracks 20, 21 and 22		10

3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

LOCATION OF TEST MILE SIGNS:

None.

4. DIESEL UNIT RATINGS

None.

DECATUR TERMINAL

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. CLOSE CLEARANCES

1. On all tracks in the Diesel Terminal Facility which includes the Blue flag lights and signs arriving and leaving both ends, the overhead piping, fueling structures, and all buildings.
2. Do not ride side of car at any of these locations when equipment is standing on adjacent track; Westbound Yard between Tracks 16 and 17, at the west end of Tracks 17 and 18, the south side of Track 19, and Tracks 36 through 41.
3. Cars are not to be left standing in Westbound 39 Track on the east end within 25 feet of the inside switch stand for Westbound 40 and 41.
4. Close clearance exist between Hideway Switch and 22nd Street, south side of the Eastbound Running Track.
5. Employees are prohibited from riding past hand railing over pit located at the east end of #7 Ice House, account close clearance.
6. Employees are prohibited from riding on the side of car, between Tracks 28 and 29 at the west end of the Eastbound Yard.
7. Close clearance exists at Parke Warehouse, employees must not stand between moving equipment and building. So employees can stand outside the rail on the east side of car, the outside rail has been painted to coincide with the building doors.
8. Employees are prohibited from riding equipment with cars in adjacent tracks between North Yard Tracks 7, 8, and 9 on the north side.
9. Do not ride the south side of car Eastbound Tate & Lyle Storage Track No. 6, Tate & Lyle, account fence is protruding.

ADM WEST PLANT CLOSE CLEARANCES

10. Watch out for bad footing and close clearance around construction areas inside ADM West Plant.
11. Employees are prohibited from riding equipment on east side of ADM West Plant Track No. 7.

ADM EAST PLANT CLOSE CLEARANCES

12. Close clearance and bad footing exists around construction areas inside ADM East Plant.
13. Close clearance exists, do not ride north side of cars with cars on adjacent Tracks No. 2 and 3 Middle Leads East Plant.
14. Close clearance exists on the West side, south end of ADM East Plant Track No. 19.
15. Employees are prohibited from riding equipment on west side of ADM East Plant Track No. 11.

DECATUR TERMINAL

5. LOCOMOTIVE AND CAR RESTRICTIONS (CONT.)

B. LOCOMOTIVE RESTRICTIONS

1. 6-axle units are prohibited:
 - (a) Car Shop Tracks, except:
Tracks SY09, SY48, Steel Plant Lead and Lead to Sol-Tic Industry.
 - (b) South end, North Yard Tracks 7, 8, and 9.
 - (c) ADM West Plant Track No. 4, south side and ADM East Plant Track No. 12 south of load out shed. This due to curvature of track. If you must pull cars from these tracks, use spacer cars ahead of your engine.
2. Locomotive Unit Groups 4, 5, and 6 are prohibited;
 - (a) ADM West Plant, Tracks No. 3, 5 and 6.
 - (b) ADM Rail Car Repair (RCR) Plant.

No engines are to be taken beyond the Beacon Warehouse switch on the Good Dale lead in the ADM West Plant.

3. When high and wide shipments are being handled, special care must be taken to avoid damage to lading. When cars of this type are observed in a cut of cars, the Yardmaster must be contacted and arrangements made to minimize handling of the car. High and wide shipments must not be cut off in motion or allowed to roll free. While a high and wide shipment is being handled, crew members must afford protection. Do not pass a train or equipment standing on adjacent tracks unless it is positively known that the load will clear. High and wide shipments are not to pass high and wide shipments in adjacent tracks. **EXCEPTION:** this move can be made if movement is made under direct observation to determine positively that they will clear. Limit speed to 5 MPH passing or being passed by trains or equipment on adjacent tracks. The car must be placed at the designated location and properly secured.

High and wide shipments must not be placed in classification tracks (WB07 through WB25, EB08 through EB24) without specific permission from the Yardmaster. A classification assignment to one of these tracks on a work order or track list does not constitute authority to place these cars in that track.

Excessive dimension loads are normally identified with "HW" in the handling column of the track list or work order. If the car is bad ordered, the handling column will indicate "B/HW." When a car is identified as a high-wide by one of these designations, or in the absence of these designations, lading is observed to extend over the sides or ends of the car, it must be handled as a high and wide shipment in accordance with these instructions.

DECATUR TERMINAL

6. SWITCHES AND DERAILS

DIESEL INSPECTION TERMINAL (DIT)

Diesel Inspection Terminal (DIT) tracks are numbered; the southern most track of the DIT Facility that leads into the New Fueling Facility is Track No. 1. The tracks count up as you go north in the Facility. The primary tracks for the yard and road crews will be Tracks No. 1, 2, 3, 4, 4A, 5 and 6.

Inbound: Tracks 1 and 2
Outbound: Tracks 5 and 6
Alternate Outbound: Tracks 3, 4 and 4A

1. Five (5) Remote Control derails are located within the DIT at the following locations:
 - (a) One (1) Blue derail is located 80 feet west of the east entrance switch leading to the DIT, Decatur, IL.
 - (b) One (1) Blue derail is located 715 feet east of the west entrance switch leading to the DIT, Decatur, IL.
 - (c) Three (3) Blue derails are located at the clearance points on the east end of Tracks No. 3, 4, and 4A in the DIT, Decatur, IL.
 - (d) The normal position for these Blue flag derails will be in the ON position. These Blue flag derails will be controlled by the Authorized DIT employee within the DIT. Every train entering or departing the DIT from the east end or west end must receive permission from the Authorized DIT employee before passing the derail location. The Authorized DIT employee must ensure the remote derails are in the OFF position before giving a train permission to pass these derails. If a train is entering the DIT, instructions will be given as to where to place the locomotive consist.
 - (e) When entering or leaving the DIT, the Conductor is required to be at the derail(s) and make a visual inspection of the derail to ensure the derail is in the OFF position. The Conductor must then communicate the position of the derail to the Engineer before any part of their train passes over the derail.
 - (f) After your consist has cleared the derail, the Engineer must inform the Authorized DIT employee that the consist has cleared the derail(s) so the Authorized DIT employee can re-apply the derail. This communication is to be between Authorized DIT employee and the Engineer on the train entering or leaving the DIT. Third parties are not to relay information between Authorized DIT employee and Engineer; the communication must be direct between Authorized DIT employee and Engineer. Communication between these parties must also be acknowledged.
 - (g) When departing or leaving the DIT on the east end from Tracks No. 3, 4, 4A, 5 or 6, DO NOT report clear of any derail until the entire consist has cleared the derail that is located 80 feet west of the East Entrance switch. A sign at this point will remind the Engineer to report clear.
The Authorized DIT employee can be reached on Road Channel 1.
2. All crews that enter and depart the DIT will be required to line the switches back for the Westbound Yard. This includes the Payne Crossover, the Kennedy Crossover, and the crossover from the Eastbound to the Westbound Yard at 22nd Street, unless otherwise advised by the Yardmaster.

DECATUR TERMINAL

6. SWITCHES AND DERAILS

DIESEL INSPECTION TERMINAL (DIT) (CONT.)

3. The normal position for the East End Master Switch inside the DIT Facility is lined for the Lead. After using this switch, restore the switch to its normal position (lined for the Lead).
4. Be aware and lookout for a portable BLUE FLAG DERAIL located on the West Lead of the DIT. This derail is located 345 feet east of the West Entrance switch.
5. Prior to entering and/or departing the Roundhouse DIT facilities, all trains operating to or from the East Yard must:
 - (a) Contact Brush Yardmaster and request route and permission,
 - (b) Once route and permission from the Brush Yardmaster is granted, contact East Decatur Yardmaster advising route and request permission to make movement, and
 - (c) After the East Decatur Yardmaster grants permission, switches in connection with the route may be lined and movement made.

In addition, before a train crosses from West Yard to East Yard or East Yard to West Yard, crew must contact the Yardmaster responsible for receiving the train for route and permission. Only after permission and route are granted can switches be lined and movement made.

Utility positions assisting these yard to yard movements must have a clear understanding of the route(s) and order of permission.

6. ADM East Plant Bio Chem has two (2) derails. The first derail is located at the entrance switch. The second derail has been relocated to a point 209 feet beyond the entrance derail.
7. ADM East Plant, a derail is located on the lead at the south end of Tracks 20, 21 and 22 (Co-Gen Plant) three (3) car lengths inside the fence on the west rail.
8. ADM Rail Car Repair Facility has a derail located just inside the gate. Blue derails are located as follows on Tracks 1 through 11 in the Rail Car Repair Facility. These Blue derails are located approximately 20 feet in front of the concrete pads which are located in front of all repair buildings and work areas. These (Blue) derails are to be handled by ADM personnel only.

DECATUR TERMINAL

6. SWITCHES AND DERAILS

DIESEL INSPECTION TERMINAL (DIT) (CONT.)

9. Derails are installed on the following Yard Tracks in Decatur Terminal:
 - Mine Track Lead west end of Tate & Lyle Plant
 - Eastbound Storage Yard Lead at the west end (WS Tracks)
 - No. 1 Old Ice House at the east and west ends
 - East and west ends of the ADM Lead, south side of the ADM West Plant
 - ADM East Plant South Side Tracks 10/11 (Corn Dump)
 - ADM East Plant South Side Track 13 and Track 14
 - ADM East Plant South Side Tracks 18/19
 - ADM East Plant South Side (two (2) derails) on lead protecting Tracks 20, 21, 22 (Co-Gen)
 - ADM East Plant South Side (two (2) derails) on lead protecting Tracks 23, 24, 25 and 26
 - Parke Warehouse at North Yard
 - ADM West Plant, Butterfield Lead (South #9)
 - AMTRAK Track at MP D 375.6
 - Five (5) Remote Control derails at the Diesel Inspection Terminal (DIT):
 - One (1) Blue derail is located 80 feet west of the east entrance switch leading to the DIT.
 - One (1) Blue derail is located 715 feet east of the west entrance switch leading to the DIT.
 - Three (3) Blue derails are located at the clearance points on the east end of Tracks No. 3, 4A, and 4 in the DIT.

DECATUR TERMINAL

7. COMMUNICATION INFORMATION

RADIO

Emergency	Code 911
CYO	Code 348
Decatur-Lafayette Dispatcher	Code 341
Decatur-Brooklyn Dispatcher	Code 346

The following lists the designated AAR Channels when using the “All Channel” radios at Decatur Terminal:

	AAR (TX) Transmit Channel	AAR (RX) Receive Channel
East Yard — Channel	16	16
West Yard — Channel	76	76
ADM Crews — Channel	57	57
M of Way — Channel	92	92
Car Shop — Channel	42	42
Car Yard — Channel	18	62
ARN #9 — Channel	75	27
Police and Special Services	73	73
NS Road	22	22

TELEPHONE

CYO	800-898-4296
Lafayette District Dispatcher	217-425-2059
Springfield/Hannibal District Dispatcher	217-425-2062
Brooklyn District Dispatcher	217-425-2353
Yardmaster East Decatur	217-425-2173
Yardmaster Brush	217-425-2180
Roundhouse	217-425-2117

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

A. SPECIAL INSTRUCTIONS

1. Hand-Throw Crossovers

All hand-throw crossovers in Decatur Terminal have the gear cases painted orange. Provisions of **Rule 104(g)** apply.

2. Switching Signals

When bottom aspect on multi head signal or single unit (dwarf or high) displays “Flashing Red” and switches are properly lined and route is clear, train and engines may pass signal at Restricted Speed to make switching movements or to return to train but must not depart until proper signal is displayed unless authorized by the Train Dispatcher/Control Operator.

DECATUR TERMINAL

9. DISTRICT INSTRUCTIONS (CONT.)

A. SPECIAL INSTRUCTIONS (CONT.)

3. Eastbound Yard / Loop Tracks

Trains and engines arriving and/or departing Decatur Terminal Eastbound Yard and/or the Loop Tracks from the Brooklyn, Springfield-Hannibal, Lafayette and Bloomington Districts will operate on Radio Channel 16 or dial in frequency 160.350 between Wabic Interlocking and MP D 372.0. Crews should use the Road Channel (22-22) to contact the yard and hotel shuttles.

4. Heavy Tracks

When required to pick up and transfer heavy tracks, switch crews will be required to use air.

30–50 cars	— 5 cars minimum of air
50–70 cars	— 10 cars minimum of air
70 or more cars	— 15 cars minimum of air

5. Single Clasp Brake Rigging

Crews working with locomotives equipped with single clasp brake rigging will be governed by the following:

Handling cuts of 40–50 cars, air will be coupled and cut in on a minimum of three (3) cars. Handling cuts of more than 50 cars, air will be coupled and cut in on a minimum of five (5) cars.

With the above-stated in mind, due consideration must be given to the tonnage of the cuts being handled and weather conditions; and when necessary air must be cut in on more cars than the minimum number stated above or on cuts consisting of less than 40 cars.

6. Rail-highway Track

All cars spotted in Rail-highway Track for loading will be secured with 100% hand brakes. Articulated cars with hand brakes on each end must have hand brakes set on each end.

7. Stub End Tracks

A sufficient number, with a minimum of four (4) hand brakes, must be applied in the following stub end tracks before allowing free rolling equipment to be switched in the track.

Westbound Tracks 1, 2, 3 & 4
Eastbound Tracks 1, 2, 3 & 4

Cars left standing must not be placed closer than 30 feet from end of these tracks.

A sufficient number of hand brakes to secure, with a minimum of four (4) hand brakes must be applied to the east end of the following tracks:

Macon County Track
North Connection Track
South Connection Track

DECATUR TERMINAL

9. DISTRICT INSTRUCTIONS (CONT.)

A. SPECIAL INSTRUCTIONS (CONT.)

8. East and West Yard Outbound Tracks

Special hand brake requirements and procedures for securing cars in the **East and West Yard Outbound Tracks** when train is “**Complete**”:

East Yard Tracks: Eastbound Running Track, Eastbound No. 5, 6 and 7.
West Yard Tracks: Westbound Running Track, Westbound No. 5 and 6.

- (a) Yardmaster will advise crew that adds the last cars to head end of the outbound track that this move will “**Complete**” the head end.
- (b) When crew is advised this will “**Complete**” the head end they must apply a sufficient number of hand brakes to the head end with a minimum of **SIX (6)** hand brakes applied. If locomotives are attached, minimum two (2) plus a sufficient amount to hold track.
- (c) Mechanical forces when given the outbound for inspection will check the head end for the required minimum number of hand brakes. If train does not have the required minimum, they will notify the Yardmaster and will not release any hand brakes until minimum number is applied.

9. Westbound Tracks 33 through 36

Westbound Tracks 33 through 36 must be secured with a sufficient number of hand brakes; a minimum of six (6) hand brakes.

It must be known that this minimum is applied before switching into these tracks. After completing switching into these tracks, crew must apply two (2) additional hand brakes to the east end.

EXCEPTION: Westbound Tracks 33–36 may be secured on either end (east or west) to secure an inbound or outbound unit train; it must be known the track has six (6) hand brakes applied.

10. Standing Equipment

Employees must not mount or dismount **STANDING** equipment on the ladder side of a switching lead track.

11. Master Switch Power Switch

A power switch known as the Eastbound Running Track/Ice House Lead Master Switch is located just west of Brush Interlocking, Decatur Terminal. There are three (3) dwarf signals that indicate the position of switch. Dwarf signal locations are as follows:

Westward 50 feet east of switch point.

Eastward 235 feet west of switch point on Ice House Track.

Eastward 235 feet west of switch point on eastward Running Track.

Flashing Red signal (dwarf signal) indicates route lined and authority for movement.

Solid Red signal (dwarf) indicates stop, and movement beyond signal cannot be made without permission from the Train Dispatcher/Control Operator.

Trains leaving Decatur over this switch can proceed to the leaving signal Brush on a flashing Red aspect without permission from Train Dispatcher/Control Operator.

DECATUR TERMINAL

9. DISTRICT INSTRUCTIONS (CONT.)

A. SPECIAL INSTRUCTIONS (CONT.)

12. HOTD/EOTD

All crews requiring a pre-test of their HOTD/EOTD, prior to departing the DIT in Decatur must switch to the Carmen's Channel (18-18) to perform the link and pop test.

13. Westbound Tracks 37-48

Westbound Tracks 37 through 48 will roll eastward if not properly secured. A sufficient number of hand brakes with a minimum of two (2) hand brakes must be applied to hold these track(s).

When crew finishes switching into these tracks, they must leave tracks with a minimum of one (1) additional hand brake applied to the east end.

B. NORTH YARD SPECIAL INSTRUCTIONS

1. The former IT Track from the North Yard going west toward the CN Maroa line is out of service 100 feet east of Jasper Street account rail removed. Crossing out of service.
2. Switch locks are located at both the east and west ends of the New Track along the IT Old Main between 27th Street and the North Yard and at the west end of 27th St. These switches must be locked at all times.
3. Vehicle movements on Brush College Road will be warned of approaching trains by placing the traffic signals to Stop. Train and engine movements will be alerted to the fact that the traffic signals are at stop by a strobe light being activated. This strobe light for the NS track (the CN will work in the same manner), is located on top of a bridge signal over the street on the north side of the NS track. NS trains must not enter the crossing without either the strobe light being activated or proper flag protection. If the strobe light does not function, the Signal Department must be immediately notified through the Chief Dispatcher's Office.
The strobe light will not activate if the gate for the interlocking is lined for the CN. Engines or cars must not be left standing within 150 feet of this crossing.
4. Do not block road crossing used by ADM employee to enter and exit ADM Plants for move than five (5) minutes, during the following time periods:
7:30 AM to 8:00 AM
5. Before setting or pulling Parke Warehouse Ramp, the road crossing inside Parke Warehouse must be inspected and seen that the flangeway is clear. (If flangeway is not clear, cars will not be set or pulled until Parke Warehouse cleans the crossing. Road crossing outside of Parke Warehouse (going to ramp) must be run over to cut flangeway for cars. This also applies to setting of box cars to the east spur at Parke Warehouse. Trainmen must watch engine closely when cutting flangeway.

DECATUR TERMINAL

9. DISTRICT INSTRUCTIONS (CONT.)

C. ADM WEST PLANT SPECIAL INSTRUCTIONS

1. When switching in the area of Faries Parkway, Switchmen are required to wear the florescent optic colored reflectorized radio vests in order to increase visibility to oncoming traffic.
2. There is a control box marked No. 1 on each side of Faries Parkway that controls the signals going into ADM Tracks 5, 6, 7, 8, and 9. There is a control box marked No. 2 on each side of Faries Parkway that controls the signals for ADM Track 3. There is a control box marked No. 3 on both sides of Faries Parkway that controls the signals going into ADM Track 1.

These control boxes have an ON and OFF switch in each box. You may turn the signals ON or OFF from either control box. Each pair of control boxes works in conjunction with each other only. For example, if you turned No. 1 ON, you cannot turn it OFF at No. 2.

These control boxes are locked with Norfolk Southern switch locks and must be locked after activating signals and before leaving the location. You must not leave the location with lights flashing, as they will continue to flash as long as control box is left in an ON position. These flashers do not have battery back up. Therefore, if no electrical power, signals will not function. All signal and control boxes must be locked after use.

3. When crossing Faries Parkway to get into ADM Tracks 1, 3, 5, 6, 7, 8 or 9, you must start the signals from the control box that controls the track or tracks to be used. After movement has crossed Faries Parkway, signals should be stopped. No movements should be made across Faries Parkway through these tracks without signals working unless proper flag protection is provided, and only then if signals are inoperative, notifying Yardmaster immediately if signals are inoperative.

All movements over these crossings will be in compliance with **Rule 122**.

4. It is not permissible to ride on cars when shoving across Faries Parkway into ADM West Plant. After the switches are lined for their movement, employees must walk across Faries before commencing their movement, then activate the flashing light signals to protect the shove movement into the plant.
5. The ADM Packaging Plant (Yellow building west of the West Plant) has an alarm system to warn us of an ammonia release. This alarm system consists of a siren and a rotating Red light located 100 feet west of the ammonia release warning sign.

Any time the siren and light is activated, this signals an ammonia release. You should move out of the area and notify the Yardmaster of the ammonia release. If it is possible to notice the direction of the wind, stay upwind from the plant, if possible.

DECATUR TERMINAL

9. DISTRICT INSTRUCTIONS (CONT.)

C. ADM WEST PLANT SPECIAL INSTRUCTIONS (CONT.)

6. Do not take 6-axle units into Track No. 4, south side ADM West Plant, and Track 12 south of load out shed, ADM East Plant, account of degree of curvature of track. If you must pull cars from these tracks, use spacer cars ahead of your engine.
7. Speaker boxes are located on the north and south sides of the ADM West Plant Track No. 3 at the same location as the switches for the warning buzzers (on the south end on the Yellow tank — on the north end west of Track 3 on the corner of the building). A crew member must communicate with ADM personnel via these speaker boxes before spotting or pulling ADM West Plant Tracks 3 and 4.
8. Do not pull ADM West Plant No. 4 Track unless instructed by ADM Refinery Foreman or NS supervisor.
9. When spotting ADM West Plant Tracks No. 5 and 6, do not couple into cars which are pulled down to the shed. Leave one-half (1/2) car length clearance.
10. Procedure for spotting and/or pulling cars at the ADM West Plant Elevator A, Track No. 1 and No. 2 and elevator C, Tracks No. 5, 6, 7, 8 and 9:
 - (a) NS railroad crews must contact ADM Foreman, using the ARN (walkie talkie) or the plant call box for the particular elevator to be switched. Elevator A call box is located inside the elevator shed on the south side of shed. Elevator C call box is located on the North End, inside the gate on a utility pole just east of the No. 5 and 6 Tracks.
 - (b) NS railroad crew when requesting permission to enter must advise ADM Foreman; track(s) to be used, direction and whether you are spotting or pulling cars.
 - (c) ADM Foreman will acknowledge, and if permission to enter is granted, the ADM Foreman will turn on the Green light for the elevator requested.
 - (d) Once ADM turns on the Green light and the NS crew receives this light, the NS crew will then turn on the alarm prior to entering the track(s).
 - (e) NS railroad crews must receive acknowledgement and Green light from ADM. Then and only then may NS crews turn on the alarm, enter and start their switching moves.

A copy of these instructions will be posted at the call box, but if missing, all procedures as stated must be followed as outlined above.

DECATUR TERMINAL

9. DISTRICT INSTRUCTIONS (CONT.)

D. ADM EAST PLANT SPECIAL INSTRUCTIONS

1. Employees are restricted from riding the side of moving equipment inside ADM's East Plant, except as follows:
 - Spotting grain trains
 - Pulling and spotting coal
 - Shoving from IT lead switch into Tank Farm
 - Pulling and spotting syrup and alcohol
 - Pulling and spotting Corn Sweeteners north of shed
2. When spotting corn to ADM East Plant Tracks 10, 9, or middle on North East Plant 10 and 11, the walkway in the middle of the plant across from the truck dump must be cut one (1) car length, and the road across the middle of the plant will continue to be cut.
3. Watch out for bad footing at ADM East Plant Bio-Chem Tracks 23–26 account surface conditions account spill ditches.
4. A sufficient number with a minimum of two (2) hand brakes must be applied to the south cars when you spot ADM East Plant Track 19.
5. ADM East Plant Corn Dump, before entering Tracks 10 and 11, must have permission from Corn Dump. Corn Dump phone number is 217-424-5645.
6. Before entering ADM BIO-Products at the East Plant switch crews must activate warning lights and alarms, if already activated must not enter.
The phone number to call is 451-2480.
7. ADM East Plant has installed a manual switch that turns on the crossing lights protecting the crossing just north of the alcohol and syrup loadout rack. This effects Loadout Tracks 16, 17, 18 & 19 at the ADM East Plant.
Before occupying the crossing with engine or cars these crossing lights must be activated.
The switch to activate these lights is located on the east side of the alcohol loadout rack. The switch is labeled "Railroad Track Alarm Switch."
After completing your switch, you will no longer need to occupy the crossing and the switch must be turned off.

DECATUR TERMINAL

9. DISTRICT INSTRUCTIONS (CONT.)

D. ADM EAST PLANT SPECIAL INSTRUCTIONS (CONT.)

9. Before switching the ADM Syrup Tracks 16 and 17, the Foreman will need to get the radio from the charger located in the metal box (located outside the guard shack; contractor's entrance) and contact the syrup load out personnel. After contacting them, crew will be able to make the switch as usual. When the switch has been completed, return the radio to the charger in the box and close the box back up.

Crews must have permission before entering any track at the ADM East or West Plant. NS switch engines with or without cars are not permitted within the ADM Plants without permission.

Permission to enter is received when:

- (a) Proper procedure at gate is followed and Green light is received.
 - (b) An ADM Supervisor (record supervisor's name) grants permission to enter specific track(s), and perform a specified with switch.
10. The ADM East Plant is equipped with manual switches to activate crossing lights for protection of the crossings at the Main Gate and the Contractors Gate. These switches are activated by the ADM Guard stationed at the Main Gate. **Rule 122** and Decatur Terminal Operations Bulletin 5-07 remain in effect concerning movement over the crossings.
11. Before switching ADM East Plant 14 Chemical Track or the Feed House a crew member must contact the Feed House Foreman VIA the radio from the Main Gate Guard Shanty.

The radio at the main gate is labeled "NS SWITCH CREW".

This radio must be kept in the possession of a crew member switching the plant and and monitored during our switching of the plant.

Preferably the radio would be placed on the engine to keep the ground person from carrying two (2) radio's. After you have completed your switch just prior to departing the Main Gate contact the Feed House Foreman notifying you are out of the plant and return the radio to the charger at the Main Gate Guard Shanty.

12. ADM personnel will use Blue drails to protect workers prepping and/or loading rail equipment on ADM East Plant Track No. 18, the alcohol load-out track. Only authorized ADM employees are permitted to handle these BLUE DERAILS.

The drails are located on the north and south ends of Track No. 18; the north derail is 40 feet north of the alcohol load-out rack; the south derail is 28 feet south of the alcohol load-out rack.

When NS crews receive permission from ADM to enter and work the alcohol tracks, ADM personnel will advise the NS crew on the position of the derails. NS crews must repeat this information to ensure proper understanding. In addition to the verbal confirmation, a ground crew member must visually inspect both derails to ensure they are in the OFF position. Once confirmed that both derails are in the OFF position, the switchman will relay this information to the Engineer before any part of the train moves past the derail.

DECATUR TERMINAL

9. DISTRICT INSTRUCTIONS (CONT.)

E. TATE & LYLE MANUFACTURING SPECIAL INSTRUCTIONS

Following are excerpts from the Tate & Lyle Manufacturing Company Safety Codes, Decatur Plant, Section 11.2, Railroad Safety. All employees must be governed by these rules of the Safety Codes while operating in the plant:

1. All railroad personnel are subject to Tate & Lyle smoking regulations while in the plant area. Smoking is permitted only in approved smoking areas.
2. Railroad lanterns shall not be taken into buildings in the plant.
3. Railroad cars will NOT be allowed to free roll without personnel attending the brake within the plant with the following exceptions:
 - East of #29 Building.
 - West of the road crossing on the west end of #33 Building.
 - East of #40 Building.
 - Tracks immediately east of Elevators C and D, and west of Elevator E to 24th Street.
 - 12 Lead to main gate crossing.
 - West Scale House to west end of #33 Building.
4. Before beginning any switching operation, all personnel working on or near the track to be switched will be alerted. Railroads will designate a crewman to do this. If Tate & Lyle personnel are making the switch, the Operator of the moving equipment will assure that this is done. Switching operations will not begin until all personnel and equipment are clear.
5. When shoving a car or string of cars, a man must be stationed on the lead car or within the intersection of the roadway. When switching cars across the main gate crossing to the east, the railroad shall position personnel to guard the crossing. The main gate man will not let vehicle traffic into the plant. He will also instruct the pedestrian traffic that the railroad is switching.
6. Switch engines will operate with headlights on when operating in the plant. Convex mirrors are placed in strategic locations in the plant to aid railroad personnel in observing plant traffic.
7. Switch crews must exercise extreme caution when operating on tracks where a flashing caution light is in evidence. Switch crews shall not switch into areas when a Red or Blue light is on.
8. Switch crews will sound whistle upon approach to the crossings inside the Tate & Lyle plant.
9. Tate & Lyle employees will not ride on railroad equipment unless granted permission by the appropriate personnel.
10. All road crossings will be cleared by both Tate & Lyle and the railroad as soon as possible after switching. If an emergency occurs, all plant crossings must be cleared immediately.
11. Anytime yard crews experience a delay of 20 minutes they must report the delay to the Trainmaster on duty at the time of the delay. Example of delays could be a Blue flag at industry, blocked by another movement, mechanical breakdown, industry not ready, CYO, etc.

SPRINGFIELD-HANNIBAL DISTRICT

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
			SPRINGFIELD-HANNIBAL DISTRICT DISPATCHER 342	
		D 375.6	WABIC ©	
		DH 376.5	MOSSER ©	
		DH 381.1	RIGHTER ©	
		DH 382.8	HARRISTOWN ©	
		DH 389.1	ILLIOPOLIS ©	
		DH 389.1	HBD-DED (<i>Illipolis</i>)	7
		DH 394.5	DEKALB ©	
		DH 402.6	DAWSON ©	
		DH 404.7	ABEL ©	
		DH 407.2	HBD-DED (<i>Riverton</i>)	7
		DH 409.8	EAST STARNE ©	
		DH 411.4	STARNE INTERLOCKING ©	
		DH 412.9	IM CROSSING ©	1
		DH 415.0	Springfield	
		DH 416.5	ILES ©	2
		DH 417.0	CN CONNECTION ©	
		DH 417.6	HAZEL DELL ©	
		DH 418.4	WEST END SIDING ©	
		DH 419.6	KC JUNCTION ©	
	DH 423.2	HBD-DED (<i>Curran</i>)	7	

SPRINGFIELD-HANNIBAL DISTRICT

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
	SS 11522	DH 428.3	BATES (CP)	
		DH 430.7	NEW BERLIN (CP)	
		DH 437.6	HBD-DED (<i>Alexander</i>)	7
	SS 10020	DH 441.4	HANNEL (CP)	
		DH 443.5	ARNOLD (CP)	
	BNSF	DH 447.4	JACKSONVILLE (C)	
		DH 450.1	WEST JACKSONVILLE (CP)	
		DH 453.5	HBD-DED (<i>Markham</i>)	7
	SS 10720	DH 458.2	CHAPIN (CP)	
		DH 460.4	DALTON (CP)	
		DH 465.8	Bluffs Yard	
		DH 466.5	BLUFFS (CP)	
		DH 467.5	HBD-DED (<i>Bluffs</i>)	7
	MEREDOSIA BRANCH	DH 469.4	NAPLES (CP)	
		DH 473.8	VALLEY CITY (DB) (CP)	5
	SS 7360	DH 479.0	GRIGGSVILLE (CP)	
		DH 480.6	LAYTON (CP)	
		DH 485.2	HBD-DED (<i>New Salem</i>)	
	SS 12704	DH 491.2	HADLEY (CP)	
		DH 493.7	CRUISE (CP)	3
	DH 498.9	HBD-DED (<i>Barry</i>)		
	DH 506.4	HBD-DED (<i>Hull</i>)		

SPRINGFIELD-HANNIBAL DISTRICT

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
	SS 11114	DH 511.7	BANKS (CP)	3, 6
		DH 513.9	EAST HANNIBAL..... (CP)	6
		DH 514.4	HANNIBAL BRIDGE (DB) (C)	
		DH 514.4	IL./MO State Line	
		DH 515.5/ H 0.0	BNSF CONNECTION..... (CP)	3, 6
		H 2.1	Outer Depot	
		H 4.2	OAKWOOD..... (CP)	3
		H 9.0	HBD-DED (<i>Rensselaer</i>)	
	CS 12720	H 12.5	RENSELAER (CP)	4
		H 15.1	HUNTINGTON (CP)	4
		H 26.6	HBD-DED (<i>Clapper</i>)	
	CS 7740	H 29.1	DEHART (CP)	4
		H 30.8	CLAPPER..... (CP)	4
		H 39.2	GOSS..... (CP)	
		H 40.6	COLT (CP)	
		H 43.9	HBD-DED (<i>Paris</i>)	
	CS 12720	H 51.0	HOLLIDAY (CP)	4
		H 53.5	CORBETT..... (CP)	4
		H 56.5	HBD-DED (<i>Madison</i>)	
		H 61.9	EVANSVILLE..... (CP)	
	H 69.7	Moberly		
	H 69.9/ S 148.5	STAMPER..... (CP)		

ST. LOUIS
DISTRICT

SPRINGFIELD-HANNIBAL DISTRICT

STATION PAGE INFORMATION

- NOTE 1:** Between the hours of 11:00 PM and 7:00 AM when the home signal indicates Stop and you are unable to contact the IM Dispatcher, you must contact NS Dispatcher at Decatur and comply with his instructions.
- NOTE 2:** The UP Main is the South Track.
The NS Main is the Middle Track.
The NS Pass is the North Track.
- NOTE 3:** Trains and engines or On-Track equipment must not occupy the Main Line between Cruise, MP DH 493.7 and Banks, MP DH 511.7 and/or between BNSF Connection, MP DH 515.5 and Oakwood, MP H 4.2 without first securing permission from the Operator at Hannibal Bridge.
Before granting such authority, the Operator at Hannibal Bridge must secure permission from the Train Dispatcher/Control Operator and in addition must know that the track section to be entered is clear of opposing movements.
- NOTE 4:** **Rule 137** is in effect.
- NOTE 5:** Power operated derrails are controlled by Bridge Tender Valley City Bridge, Valley City, MP DH 473.8.
- NOTE 6:** Power operated switches are controlled by Operator Hannibal Bridge at Banks, MP DH 511.7, East Hannibal, MP DH 513.9 and BN Connection, MP DH 515.5.
- NOTE 7:** TSA has the ability to re-transmit the last radio message by using the DTMF Tones on the radio keypad by pressing "001".

1. RULES IN EFFECT

	Main Track	Main 1 Track	Main 2 Track	Main 3 Track
Between	Rules			
Brush and 22nd Street	261	261	261	
22nd Street and Wabic	261			
Wabic and Mosser	261	261	261	
Mosser and Iles	261			
Iles and Hazel Dell	261	261	261	261
Hazel Dell and East Hannibal	261			
East Hannibal and Oakwood	261			
Oakwood and Stamper	261			

SPRINGFIELD-HANNIBAL DISTRICT

2. MAXIMUM SPEEDS

Between	Rhwy.	Frt.
	MPH	
MP D 372.9, Brush and MP H 69.7/MP S 148.3, Stamper	60	50
22nd Street, Both Loop Tracks	20	20
MP D 374.5, 22nd Street, Through Turnout	15	15
MP D 374.5, 22nd Street and Wabic, MP D 375.6, Main Track	20	20
MP D 375.6, Wabic, Within Interlocking Limits	20	20
MP D 375.7, Martin Luther King Blvd., Until Engines Occupy Crossing	20	20
MP D 375.6, Wabic and MP D 376.5, Mosser	25	25
MP D 375.6, Wabic, Through Turnouts and Crossovers	15	15
MP D 376.5, Mosser and MP DH 513.9	60	50
MP D 376.5, Mosser, Through Crossovers	10	10
MP DH 381.1 and MP DH 382.9, Harristown, Through Turnouts and Siding	25	25
MP DH 402.6 and MP DH 404.7, Dawson, Through Turnouts and Siding	25	25
MP DH 408.2 and MP DH 408.8, Curves West of Riverton	35	35
MP DH 408.8 and MP DH 416.5 (Engines Only)	40	40
MP DH 416.5, Iles and MP DH 417.6, Hazel Dell, Through UP Main	60	50
MP DH 416.5, Iles and MP DH 419.6, KC Junction, Through Power Turnouts	45	40
MP DH 416.5, Iles and MP DH 418.4, West End Siding, Through Siding	40	40
MP DH 417.6, Hazel Dell, Through Both Crossovers from NS Main to UP Main	25	25
MP DH 417.6, Hazel Dell, Through Crossover from NS Main to NS Pass	25	25
MP DH 428.3 and MP DH 430.7, New Berlin, Through Turnout and Siding	25	25
MP DH 441.4 and MP DH 443.5, Arnold, Through Turnout and Siding	25	25
MP DH 447.0 and MP DH 448.0, Jacksonville (Engines Only)	35	35
MP DH 447.5, Over BNSF Crossing	35	35
MP DH 448.0 and MP DH 503.0, Kinderhook	50	50
MP DH 458.2 and MP DH 460.4, Chapin, Through Turnout and Siding	25	25
MP DH 479.0 and MP DH 480.6, Griggsville, Through Turnout and Siding	25	25
MP DH 491.2 and MP DH 493.8, Hadley, Through Turnout and Siding	25	25
MP DH 454.7 and MP DH 456.7, Curves	45	45
MP DH 460.4 and MP DH 460.7, Curve	45	45
MP DH 460.7 and MP DH 460.9, Curve	40	40
MP DH 464.2 and MP DH 466.3, Curves	40	40
MP DH 472.8 and MP DH 473.6, Curve	40	40
MP DH 473.6 and MP DH 473.9, Over Illinois River Bridge	30	30
MP DH 473.9 and MP DH 475.5, Curves	40	40
MP DH 475.5 and MP DH 476.0, Curve	35	35
MP DH 513.9 and MP H 69.7, Stamper	50	50
MP DH 513.9 and MP DH 515.1, Over Mississippi River Bridge	10	10
MP DH 515.1 and MP H 3.0 (Engines Only)	20	20
MP H 3.0 and MP H 3.3 (Engines Only)	25	25
MP H 69.6 and MP H 69.8, Curves	35	35
Through Siding between MP H 12.5, Rensselaer and MP H 15.1, Huntington. Restricted Speed until leading end of movement reaches the signal governing movement exiting the Siding, movement can proceed on signal indication, Through Turnout, not exceeding	25	25
Through Siding between MP H 29.1, Dehart and MP H 30.8, Clapper. Restricted Speed not exceeding	10	10
MP H 35.8 and MP H 36.2, Curve	45	45
Through Siding between MP H 51.0, Holliday and MP H 53.5, Corbett. Restricted Speed until leading end of movement reaches the signal governing movement exiting the Siding. Movement can proceed on signal indication, Through Turnout, not exceeding	25	25
MP H 69.7, Over Coates Street until Leading End occupies Crossing	25	25
MP S 148.3, Stamper, Through East Crossover	15	15
MP S 148.5, Stamper, Through West Crossover	25	25
MP S 148.6, Stamper, Crossover to MP S 151.0	35	35
MP S 151.0 and MP S 155.0	50	50

SPRINGFIELD-HANNIBAL DISTRICT

3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

LOCATION OF TEST MILE SIGNS:

- MP DH 386.0 to MP DH 387.0
- MP DH 395.0 to MP DH 396.0
- MP DH 401.0 to MP DH 402.0
- MP DH 425.0 to MP DH 426.0
- MP DH 503.0 to MP DH 504.0
- MP H 13.0 to MP H 14.0
- MP H 48.0 to MP H 49.0
- MP H 62.0 to MP H 63.0

NOTE: Tests for accuracy will be made at other locations when necessary. Engineers when operating in outlying local freight or branch line service will choose location appropriate for making tests to check speed indicators.

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Westward						
Decatur to Bluffs	2350	3150	3800	4700	5200	6135
Bluffs to Moberly	1800	2400	2900	3550	3950	4415
Eastward						
Moberly to Decatur	2350	3150	3750	4650	5150	6075

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

The weight of diesel units and cars is limited as follows:

GROSS WEIGHT IN POUNDS				
Between	Unit		Loaded Car	
	4-Axle	6-Axle	4-Axle	6-Axle
Decatur, IL and Moberly, MO	291,000	420,000	286,000	394,500

B. TRAILING TONNAGE RESTRICTIONS

Line Segments	Between	Maximum Safe Trailing Tonnage		
		Empty Less than 18 Tons	Light Load 18-27 Tons	Loaded 28 Tons or More
Springfield District	Mosser and Hannibal	4,300	4,300	5,200
Hannibal District	Hannibal and Stamper	4,300	4,300	5,200

SPRINGFIELD-HANNIBAL DISTRICT

5. LOCOMOTIVE AND CAR RESTRICTIONS (CONT.)

C. TRAILING TONNAGE RESTRICTIONS

Line Segments	Between	Maximum Safe Trailing Tonnage		
		Empty Less than 18 Tons	Light Load 18–27 Tons	Loaded 28 Tons or More
Springfield District	Mosser and Hannibal	5,100	5,200	5,200
Hannibal District	Hannibal and Stamper	5,100	5,200	5,200

6. SWITCHES AND DERAILS

MAIN TRACK SWITCHES NOT EQUIPPED WITH ELECTRIC LOCKS

Hand-operated switches at the following locations are not equipped with electric locks. Trains and engines must not clear on these tracks:

MP DH 376.7	— Mosser Dunn Coal
MP DH 393.8	— Illiopolis Feed & Seed
MP DH 399.2	— Herrin Feed & Seed
MP DH 403.2	— Dawson Stub Track
MP DH 414.4	— Springfield Journal Register
MP DH 431.1	— New Berlin South Elevator Track
MP DH 433.5	— Island Grove Elevator Track
MP DH 436.8	— Alexander Feed & Seed
MP DH 445.5	— Pactiv
MP DH 450.2	— Jacksonville Meyers Track
MP DH 453.3	— Markham WR Grace Track
MP DH 474.7	— Valley City Station Track
MP DH 488.8	— Baylis Stub Track
MP DH 499.1	— Barry Stub Track
MP DH 503.3	— Kinderhook Feed & Seed
MP H 3.3	— Oakwood Highway Spur
MP H 12.3	— Rensselaer Stub Track
MP H 22.3	— Monroe City Stub Track
MP H 34.3	— Stoutsville Stub Track
MP H 39.5 & MP H 40.1	— Goss Storage Track
MP H 44.0	— Paris
MP H 56.3	— Madison Stub Track
MP H 61.9	— Evansville Stub Track

No trains or engines shall clear the Main Track at any of the above switches.

While movement is using such tracks, an engine or cars must continuously occupy the Main Track or Main Track switch must be kept continually set for movement into such track.

SPRINGFIELD-HANNIBAL DISTRICT

7. COMMUNICATION INFORMATION

RADIO

Emergency		Code 911
CYO		Code 348
MOC		Code 123
I&M Dispatcher	Radio Channel 56-56	
Springfield-Hannibal District Dispatcher		Code 342

TELEPHONE

CYO	800-898-4296
MOC	404-582-6842
I&M Dispatcher	217-788-8640
Hannibal Bridge Operator	800-813-2109
Springfield-Hannibal District Dispatcher	217-425-2062

8. DETECTOR INSTRUCTIONS

STAND ALONE DRAGGING EQUIPMENT DETECTORS

(VOICE RADIO ALARM ONLY)

When the voice radio alarm is activated at a detector, the train must be stopped promptly for inspection. The Train Dispatcher/Control Operator must be advised of the stop and results of inspection and corrections made. Train crews receiving messages transmitted from voice radio alarms located as defect detector sites will stop their train only if their trains are actually passing the detector identified on the radio or if the rear of their train is within one-half (1/2) mile of the detector after having passed it.

When a train is stopped for dragging equipment indication, the following information must be given to the Train Dispatcher/Control Operator as quickly as radio communication can be established:

1. Car number
2. Type of dragging equipment found
3. Type of car
4. Loaded or empty
5. Disposition of car

This information must be furnished each time train is stopped.

9. DISTRICT INSTRUCTIONS

A. SPRINGFIELD

The minimum number of hand brakes to be applied to equipment standing in any track Springfield Yard is a sufficient amount not less than three (3). When practical, brakes should be applied to the east end of all track.

SPRINGFIELD-HANNIBAL DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

B. JACKSONVILLE

Pactiv at Jacksonville, IL, MP DH 415.6, has a portable derail located approximately one (1) car length inside the gate. This derail must be removed by Pactiv personnel prior to switching inside the gate. Account steep grade on Pactiv Lead, the minimum number of hand brakes on six (6) or more cars is four (4) hand brakes.

Because of track restrictions, no cars over 60 ft. long are to be taken into Nestle.

Engines are not to enter the Nestle building, MP DH 449.9, from Tracks 1 through 5; signs have been affixed to the face of the building in the immediate area advising of these restrictions.

Additionally, box cars are prohibited from entering the building on Tracks 1 and 2, and the overhead walkway in these tracks (1 and 2) constitutes additional close clearance.

C. NAPLES

All Main Line switches at Naples have "unlock" controlled by the Train Dispatcher/Control Operator. Crews must contact the Train Dispatcher/Control Operator and request the "unlock" prior to lining this switch.

D. CONSOLIDATED GRAIN & BARGE

Crews must have permission before entering the Consolidated Grain & Barge facility. This permission is granted by CG&B's Outside Operations Superintendent or may be granted to Hannibal Bridge Operator who will convey to crews or directly to crews.

Equipment must not be handled within 100 feet of building at CG&B on Tracks 2 or 3 until clear understanding has been reached with the loading foreman as to the moves to be made.

E. HANNIBAL — OUTER DEPOT

1. Trains setting out or picking up at Outer Depot must not block Paris Gravel Road, MP H 4.5, or Lindell Avenues, MP H 1.9, more than 10 minutes.
2. The minimum number of hand brakes to be applied to equipment standing at Outer Depot Yard is a sufficient amount not less than four (4). When practical, hand brakes should be applied at the east end of the yard.

F. JOINT TRACKAGE

Trains and engines of foreign lines will use Illinois Division tracks in accordance with NS Timetables, Rules, and Special Instructions as shown below:

UP — Between Iles, MP DH 416.5 and Hazel Dell, MP DH 417.6

AMTRAK — Between Iles, MP DH 416.5 and Hazel Dell, MP DH 417.6

KCS — Between CN Junction, MP DH 417.0 and KC Junction, MP DH 419.6

CN — Between CN Junction, MP DH 417.0 and KC Junction, MP DH 419.6

MEREDOSIA BRANCH

WEST 	SIDINGS IN FEET	MP	STATION	NOTE
NS SPRINGFIELD DISTRICT			SPRINGFIELD-HANNIBAL DISTRICT DISPATCHER 342	
		M 466.0	BLUFFS..... (VL)	1
		M 467.0 (VL)	1
		M 470.8 (VL)	1
		M 471.0	MEREDOSIA (VL)	1

STATION PAGE INFORMATION

NOTE 1: Trains and engines enter Yard Limits under authority of the Springfield-Hannibal District Dispatcher.

1. RULES IN EFFECT

	Main Track
Between	Rules
Bluffs and Meredosia, MP 469.8	171
Meredosia, MP 469.8 and Meredosia, MP 471.0	93

2. MAXIMUM SPEEDS

	Rhw. y.	Frt.
Between	MPH	
MP M 467.0 and MP M 470.5	25	25
MP M 470.5 and MP M 471.0	10	10

3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

LOCATION OF TEST MILE SIGNS:

None.

4. DIESEL UNIT RATINGS

None.

MEREDOSIA BRANCH

5. LOCOMOTIVE AND CAR RESTRICTIONS

WEIGHT RESTRICTIONS

The weight of diesel units and cars is limited as follows:

GROSS WEIGHT IN POUNDS

Between	Unit		Loaded Car	
	4-Axle	6-Axle	4-Axle	6-Axle
Bluffs, IL and Meredosia, IL	291,000	420,000	286,000	394,500

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

RADIO

Emergency	Code 911
CYO	Code 348
MOC	Code 123
Springfield-Hannibal District Dispatcher	Code 342

TELEPHONE

CYO	800-898-4296
MOC	404-582-6842
Springfield-Hannibal District Dispatcher	217-425-2062
Consolidated Grain and Barge	217-754-3331
Hannibal Bridge Operator	800-813-2109

8. DETECTOR INSTRUCTIONS

None.

MEREDOSIA BRANCH

9. DISTRICT INSTRUCTIONS

A. BY LOCATION

Celanese at Meredosia, IL, requires that anyone who is working on or visiting their property must be in compliance with their safety regulations. These regulations require the face to be free of hair to allow for the proper fitting of emergency respirator in the event of an emergency and also everyone is required to wear approved hard hats, including Engineers while outside the locomotive cab. Celanese will provide these hard hats and respirators, and they will be located in a box at the speaker where we enter the plant. Enough hats will be available so each employee can either mark or label his own and keep it with him or store in the box. If additional hard hats are needed, contact the NS CYO Clerk or Security Guard at Celanese.

A beard will interfere with the sealing edges of the respirator and renders them useless should an emergency occur. For this reason, Celanese will not allow an NS employee with a beard to enter or work inside the plant. It is the employee's responsibility to notify the call office if he has a beard and whether he intends to shave it off and thus meet the requirements. This ban is applicable to all Springfield-Hannibal District employees that have occasion to switch the plant or conduct other business functions. Compliance with their clean-shaven policy will be required.

Crews are required to call the Security Office 30 minutes prior to arrival. Call 217-584-2322.

B. JUNCTIONS

INTERLOCKED

Milepost	Location	Line/R.R.
DH 466.5 / M 466.0	Bluffs	NS Springfield District

BROOKLYN DISTRICT

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
			BROOKLYN DISTRICT DISPATCHER 946	
		D 375.6	WABIC (CP)	
		D 376.6	MOSSER (CP)	
		D 379.2	Knights	
		D 381.0	BD JUNCTION (CP)	
		D 389.8	Blue Mound	
		D 387.7	DED-HBD (<i>Blue Mound</i>)	
		D 395.3	STONINGTON	
		D 397.4	DED-HBD (<i>Willeys</i>)	
	SS 16690 SS	D 401.6	TAYLORVILLE	
		D 409.4	DED-HBD (<i>Clarksdale</i>)	
		D 412.4	Palmer	
		D 416.2	Morrisonville	
		D 419.2	DED-HBD (<i>Harvel</i>)	
	SS 14450 SS	D 423.6	MIDWAY	
		D 425.5	Raymond	
		D 431.0	DED-HBD (<i>Honey Bend</i>)	
		D 437.8	WINSTON (CP)	
		D 439.1	BROWNING (C)	

BROOKLYN DISTRICT

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
			BROOKLYN DISTRICT DISPATCHER 946	
		D 443.3	DED-HBD (<i>Mt. Olive</i>)	
		D 444.6	Mt. Olive	
	SS 12380	D 445.9	KARNES (CP)	
		D 448.4	RUGER (CP)	
	SS 5650	D 450.4	STAUNTON (CP)	
		D 451.6	REMINGTON (CP)	
		D 454.5	DED-HBD (<i>Worden</i>)	
		D 460.5	Carpenter	
		D 465.8	DED-HBD (<i>Edwardsville</i>)	
		D 469.1	POAG JUNCTION (CP)	
		D 471.6	CITATION (YL) (CP)	1
	A&S	D 474.7	MITCHELL (C)	2
		D 477.7	DED-HBD (<i>Granite City</i>)	
		D 478.5	25th Street	
		D 480.2	Granite City	
	TRRA TO NS LUTHER YARD	D 480.4	WR INTERLOCKING (YL) (C)	1, 3
		D 484.9	Bridge Junction (YL)	

BROOKLYN DISTRICT

STATION PAGE INFORMATION

NOTE 1: All train and engine movements and movement of On-Track equipment are governed by instructions from Luther Operator between Citation, MP D 471.6 and WR Interlocking, MP D 480.4.

NOTE 2: Mitchell is controlled by Lennox Operator.

NOTE 3: WR Interlocking is controlled by TRRA.

1. RULES IN EFFECT

Between	Main Track	Main 1 Track	Main 2 Track
	Rules		
22nd Street and Wabic	261		
Wabic and Mosser	261	261	261
Mosser and BD Junction	261	261	261
BD Junction and Winston	271		
Winston and Poag Junction	261		
Poag Junction and Citation	261	261	261
Citation and WR Interlocking	YL 251/93	YL 251/93	YL 251/93
WR Interlocking and Bridge Junction	93		

2. MAXIMUM SPEEDS

Between	Rhwy.	Frnt.
	MPH	
MP D 372.9, Brush and MP D 479.8, Granite City 22nd Street Except:	60	50
MP D 372.9, Brush to MP D 374.5, 22nd Street, Both Loop Tracks	20	20
MP D 374.5, 22nd Street, Through Turnout	15	15
MP D 374.5, 22nd Street to MP 375.6, Wabic, Main Track	20	20
MP D 375.6, Wabic, Through Turnout	15	15
MP D 375.6, Wabic, Within Interlocking Limits	20	20
MP D 375.7, Martin Luther King Blvd., Until Engines Occupy Crossing	20	20
MP D 375.6, Wabic to MP D 376.5, Mosser	25	25
MP D 376.5, Mosser, Through Crossovers	10	10
MP D 376.5, Mosser, Through Turnout No. 2 Track	25	25
MP D 376.5, Mosser to MP D 377.5	40	40
MP D 381.0, BD Junction, Through Turnout	40	40
MP D 402.5 to MP D 405.5	50	50
MP D 400.0 to MP D 403.3, Taylorville, Through Siding Restricted Speed until Leading End of movement reaches the signal governing movement exiting the Siding, movement can proceed on Signal Indication, not exceeding 25 MPH Through Turnout.	25	25
MP D 403.2, South End Taylorville Siding, Through Turnout approaching Cross Street Crossing, MP D 403.4, until gates are seen to be in down position. If gates are down, train or engine may proceed at prescribed speed.	10	10
MP D 422.4 and MP D 425.0, Midway, Through Siding Restricted Speed until Leading End of movement reaches the signal governing movement exiting the Siding, movement can proceed on Signal Indication, not exceeding 25 MPH Through Turnout.	25	25
MP D 422.4, Midway Siding, approach Harvel Elevator Track Switch at Restricted Speed not exceeding 15 MPH	15	15

BROOKLYN DISTRICT

2. MAXIMUM SPEEDS (CONT.)

Between	Rhwy.	Frt.
	MPH	
MP D 436.0 to MP D 437.4	50	50
MP D 437.4 to MP D 437.8, Through Interlocking	40	40
MP D 439.1, Through Turnouts, Connection BNSF/NS Junction	25	25
MP D 445.9 to MP D 448.4, Through Turnouts and Both Ends of Siding	25	25
MP D 450.4 to MP D 451.6, Through Siding and Turnouts at Both Ends of Siding	25	25
MP D 466.8 to MP D 467.4, Curve	50	50
MP D 469.1, Through Turnout to and from No. 1 Track	40	40
MP D 471.6, Through Crossovers, Citation	15	15
MP D 474.7 to MP D 474.8, Through Interlocking	40	40
MP D 477.6, Pontoon Road (Southward Trains Only), Both Tracks until Engines have Occupied Crossing	50	50
MP D 479.8 to MP D 480.4, Both Tracks	35	35
All Yard Tracks, Triple Crown Yard, Citation — Restricted Speed not exceeding	10	10

3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

LOCATION OF TEST MILE SIGNS:

SOUTHWARD

MP D 391.0 to MP D 392.0

MP D 409.0 to MP D 410.0

NORTHWARD

MP D 473.0 to MP D 472.0

MP D 466.0 to MP D 465.0

NOTE: Tests for accuracy will be made at other locations when necessary. Engineers when operating in outlying local freight or branch line service will choose location appropriate for making tests to check speed indicators.

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Southward						
Decatur to SH Tower	4000	5350	6400	7950	8800	10385
TRRA SH Tower to Luther	3100	4150	4950	6150	6800	8025
Northward						
Luther to SH Tower	1800	2400	2850	3550	3950	4660
TRRA SH Tower to Litchfield	3200	4250	5100	6400	7050	8320
Litchfield to Decatur	3300	4400	5300	6550	7250	8555

BROOKLYN DISTRICT

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

The weight of diesel units and cars is limited as follows:

GROSS WEIGHT IN POUNDS

Between	Unit		Loaded Car	
	4-Axle	6-Axle	4-Axle	6-Axle
Decatur, IL and East St. Louis, IL	291,000	420,000	286,000	394,500

6-axle units may not be operated over the following tracks:

Staunton — Livingston Pipe
(Restriction begins at Livingston Pipe Switch)

Only one unit allowed:

Taylorville — ADM
Taylorville — Ahlstroms
Litchfield — Elevator Spur beyond scale
Mt. Olive — House Track
— No. 15 Lead

B. TRAILING TONNAGE RESTRICTIONS

Line Segments	Between	Maximum Safe Trailing Tonnage		
		Empty Less than 18 Tons	Light Load 18–27 Tons	Loaded 28 Tons or More
Brooklyn District	Mitchell and WR Tower	3,000	3,000	4,500

C. TRAILING TONNAGE RESTRICTIONS

Line Segments	Between	Maximum Safe Trailing Tonnage		
		Empty Less than 18 Tons	Light Load 18–27 Tons	Loaded 28 Tons or More
Brooklyn District	Mitchell and WR Tower	3,700	4,700	5,200

6. SWITCHES AND DERAILS

A. MAIN TRACK SWITCHES NOT EQUIPPED WITH ELECTRIC LOCKS

Hand-operated switches at the following locations are not equipped with electric locks.

Trains and engines must not clear on these tracks:

MP D 378.8 — Knights Stub Track
MP D 444.6 — Mt. Olive Mennell Milling
MP D 444.8 — Mt. Olive House Track
MP D 456.1 — Worden House Track
MP D 467.5 — Edwardsville Stub Track

No trains or engines shall clear the Main Track at any of the above switches.

While movement is using such tracks, an engine or cars must continuously occupy the Main Track or Main Track switch must be kept continually set for movement into such track.

BROOKLYN DISTRICT

6. SWITCHES AND DERAILS (CONT.)

B. SPRING SWITCHES

Spring switches are located as follows:

Taylorville — MP D 400.0 and D 403.2

Midway — MP D 422.4 and D 425.0

7. COMMUNICATION INFORMATION

RADIO

Emergency

Code 911

CYO

Code 948

Brooklyn District Dispatcher

Code 946

TELEPHONE

CYO

800-898-4296 — Ext. 5105

Chief Dispatcher

217-425-2060

Brooklyn District Dispatcher

217-425-2353 — 22 22

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

A. BY LOCATION

Any train out of St. Louis that has cars destined either Georgia Pacific, Mt. Olive, or ADM, Taylorville, the Conductor must notify the Brooklyn District Dispatcher the location of the cars in train.

B. STONINGTON

When spotting grain trains, fill the Elevator Track from clearance point at the middle crossover to the derail at the south end. Leave the balance between south derail and road crossing south of the Elevator office. If unit train consists of more than 45 cars, the balance must be left on the north end.

C. PALMER

Account rusty rail conditions, crossings on other than Main Track with automatic protection must be flagged with man on ground.

D. MORRISONVILLE / HARVEL

1. Unless advised differently, when spotting unit trains to be co-loaded at Morrisonville, pull through Elevator Track (track nearest Elevator) leaving 28 cars south of spout. At Harvel, spot 22 on Elevator Track (track nearest Elevator).
2. Account rusty rail conditions, crossings on other than Main Track with automatic protection must be flagged with man on ground.

BROOKLYN DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

E. RAYMOND

Account rusty rail conditions, crossings on other than Main Track with automatic protection must be flagged with man on ground.

F. GEORGIA PACIFIC PLANT

When switching the Georgia Pacific Plant at Mt. Olive, IL, use the truck driver entrance. Once inside, use the radio to announce that the railroad is here for a switch. If no one responds, use the phone and the numbers located in the cabinet to call the on-duty supervisor. Do not go into the plant attempting to find a supervisor.

G. KARNES

Any trains being delayed at Karnes for meets more than 10 minutes must cut road crossings. Contact Train Dispatcher/Control Operator to see how long your train will be there on arrival.

H. CITATION, IL — TRIPLE CROWN FACILITY, MP D 472.6

Maximum authorized speed when shoving tracks inside the Triple Crown facility, MP D 472.6, is restricted to 5 MPH.

In addition to **NS-1 Rule T-400(2), (3) and (4)** requirements being in effect, crews shoving toward standing equipment, switches, derails, Blue flags, gates or end of track must make a safety stop five (5) car lengths away from the standing equipment, switch, derail, Blue flag, gate or end of track. Once the movement resumes, a stop must be made no closer than two (2) car lengths from the obstruction and no further movement is permitted until the obstruction has been removed and/or the switch(es) and derails have been properly lined.

Before shoving Triple Crown tracks, the EOT must be removed prior to entering all tracks.

All shove moves will be protected with an employee ahead of the shove move. Shove moves must be directed from the ground. Directing movements from vehicles is prohibited.

A clear understanding between all crew members must be established and maintained. This is to include the distance to be shoved, if the track is clear or being occupied by equipment and if the move will require a coupling or stopping short of equipment or fixed obstruction. This information will be acknowledged and repeated back by the Engineer and all crew members before the move commences. This procedure will be repeated every time work requires entering a track or making multiple shove moves within the same track.

Strict compliance with Safety and Operating Rules, NS-1, along with complete and detailed Job Briefings, is required.

BROOKLYN DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

I. CITATION

In accordance with **Rule 807**, the Luther Operator will authorize operation of On-Track equipment in double track ABS territory between Citation, MP D 471.6 and WR Interlocking, MP D 480.4.

Employee in charge of On-Track equipment must secure written authority from the Luther Operator on Track Authority.

The Luther Operator will provide protection by controlled signal by withholding authority for operation of trains and engines.

The employee in charge of On-Track equipment must observe **Rule 808**.

J. ST. LOUIS TERMINAL

1. All operations between St. Louis and the locations shown below will be under the supervision of the Superintendent of Terminals, St. Louis:

- MP S 46.7, St. Louis District
- MP D 469.1, Brooklyn District
- Entire Alton District
- MP 8.3 W, Coapman Yard

2. Trains and engines will be governed by Terminal Railroad Association of St. Louis Operating Rules and Special Instructions between WR Interlocking and May Street Interlocking (when operating over the Merchants Bridge route), between Coapman and SH interlocking (when operating over the Illinois Transfer District), and at all other times when operating on their tracks.

3. When switching within St. Louis Terminal, crews shall not kick cars into clear tracks.

4. Movements against the current of traffic between WR Interlocking and Citation may be made on authority of the Operator at Luther, who must not grant such authorization until protection against opposing movements has been provided. Trains or engines must not enter the Main Track or cross over from one Main Track to the other through hand-operated switches within these limits without permission of the Operator at Luther.

5. Following instructions shall govern crews operating in and out of Mitchell Yard on the Alton and Southern Railway:

- (a) Absolute Block is in effect on A&S Main Track between Mitchell Yard, MP 19.9 (clearance to north end of Mitchell Yard Tracks No. 5 and No. 6) and MP 16.4.
- (b) Trains or engines must not enter this block without authority of A&S Crest Yardmaster.
- (c) Crews must report promptly to Crest Yardmaster when entire train has cleared absolute block and switches have been restored to normal position.

BROOKLYN DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

J. ST. LOUIS TERMINAL (CONT.)

6. Upon arrival Mitchell, MP D 474.6, if A&S crew is waiting for train, NS crew will secure permission of use crossover, line switches for movement to the A&S, wait prescribed time, then cross over to the A&S, stopping at the dwarf signal governing movement to the A&S Railway. NS crews will turn train over to the A&S crew at that point. NS crew will remain at the crossover until the rear of train has cleared onto the A&S Railway and will restore all switches to normal position. If NS crew arrives and A&S crew is not there or permission to cross over will not be granted for an extended period of time, NS crew will deliver train on the southward main as in the past.
7. The Brooklyn main between WR Interlocking, MP D 480.63, and VC Belt Switch at the north end of Brooklyn Yard, MP D 483.55, is within Yard Limits and all train and engine movements must be made at Restricted Speed not exceeding 15 MPH. Operation of trains, engines, and On-Track equipment between WR Interlocking, MP D 480.63, and the VC Belt Switch at the north end of Brooklyn Yard, MP D 483.55, must be authorized by and made under the direction of the Luther Operator. The Operator at Luther will enter all information pertinent to each movement on the prescribed form. When movement is complete and clear of this track section, crew member or employee in charge of On-Track equipment will report clear to Luther Operator.

K. JOINT TRACKAGE

Trains and engines of the Illinois Division will use track of other division and foreign lines in accordance with their Timetable, Rules and Regulations as shown below:

BNSF — Between MP 66.5, NS Junction and MP 77.5, Sorento

TRRA — Between MP D 480.4, WR Interlocking and MP S 5.0, May Street Interlocking

TRRA — Between SH Interlocking and MP 4.8 W, Coapman Yard

TRRA — Between West Approach and North Market

Trains and engines of other divisions and foreign lines will use Illinois Division tracks in accordance with NS Timetables, Rules, and Special Instructions as shown below:

TRRA — Between MP S 5.0, May Street and MP S 7.0, Luther Yard

MADISON BRANCH

WEST 	SIDINGS IN FEET	MP	STATION	NOTE
			BROOKLYN DISTRICT DISPATCHER 946	
		TS 406.8	SORENTO CP	
		TS 400.7	Donnellson	
		TS 394.3	COFFEEN	

1. RULES IN EFFECT

Between	Main Track
	Rules
Sorento and Coffeen	171

2. MAXIMUM SPEEDS

Between	Rhwy.	Frt.
	MPH	
MP TS 406.8, Sorento and TS 394.3, Coffeen	30	30
Except: MP TS 406.8, Through Connection Track	10	10
Trains will operate at Restricted Speed not exceeding 10 MPH on the plant lead between the Main Line switch to the overhead bridge located approximately 600 feet east of the guard shack crossing. All movements west of the bridge overpass to Waters Edge will operate at Restricted Speed not exceeding 5 MPH.		

3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

LOCATION OF TEST MILE SIGNS:

None.

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Westward Coffeen to Sorento	2500	3350	4000	4950	5550	6445
Eastward Sorento to Coffeen	2250	3000	3600	4450	4950	5840

MADISON BRANCH

5. LOCOMOTIVE AND CAR RESTRICTIONS

WEIGHT RESTRICTIONS

The weight of diesel units and cars is limited as follows:

GROSS WEIGHT IN POUNDS

Between	Unit		Loaded Car	
	4-Axle	6-Axle	4-Axle	6-Axle
Sorento, IL and Coffeen, IL	291,000	420,000	286,000	300,000

EXCEPTIONS TO WEIGHT RESTRICTIONS

Cars with gross weight exceeding the limitations shown in the foregoing must not be operated without authority of the Superintendent.

When authorized by the Mechanical Department, 6-axle tank cars up to 394,000 lbs. and 8-axle tank cars up to 526,000 lbs. may be handled where the maximum allowable weight is 263,000 lbs. or greater.

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

RADIO

Emergency	Code 911
CYO	Code 948
Brooklyn District Dispatcher	Code 946

TELEPHONE

CYO	800-898-4296 — Ext. 5105
Chief Dispatcher	217-425-2060
Brooklyn District Dispatcher	217-425-2353

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

COFFEEN — CIPS

East Approach Circuit for the crossing protection at CIPS road crossing has been shortened to 125 feet. Westward movement approaching this crossing must occupy the track circuit for a minimum of 20 seconds prior to entering the crossing to allow flashing light sufficient time to operate.

MONTEREY BRANCH

SOUTH 	SIDINGS IN FEET	MP	STATION	NOTE
UP 			BROOKLYN DISTRICT DISPATCHER 946 EXXON MONTEREY JUNCTION REMINGTON CP	
		ME 4.5 ME 0.0/ DE 14.0 DE 0.0		

1. RULES IN EFFECT

	Main Track
Between	Rules
Remington and Monterey Junction	171
Monterey Junction and Exxon	171

2. MAXIMUM SPEEDS

	Rhwy.	Frt.
Between	MPH	
MP DE 0.0 to MP DE 0.3 (Connection)	10	10
MP DE 0.3 to MP DE 14.0	30	30
MP DE 14.0/MP ME 0.0 to MP ME 4.5 into Monterey Mine	25	25
Any Track other than the Main Line unless a Different Speed is Specified	5	5

3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

LOCATION OF TEST MILE SIGNS:

None.

4. DIESEL UNIT RATINGS

None.

5. LOCOMOTIVE AND CAR RESTRICTIONS

None.

6. SWITCHES AND DERAILS

None.

MONTEREY BRANCH

7. COMMUNICATION INFORMATION

RADIO

Emergency	Code 911
CYO	Code 948
Brooklyn District Dispatcher	Code 946

TELEPHONE

CYO	800-898-4296 — Ext. 5105
Chief Dispatcher	217-245-2060
Brooklyn District Dispatcher	217-425-2353

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

MONTEREY JUNCTION

The normal position for the switch leading from the Main Track into the Monterey Mine on the south end will be lined and locked for movement into the Mine.

Before entering the Lead at Monterey Mine, permission must be granted and received by the Brooklyn District Dispatcher, who will verify train number, engine number, time permission was granted to enter the Mine, who received the permission, and the time the Mine was cleared.

ALTON DISTRICT (T&E-LINE)

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
			LUTHER OPERATOR ②	
		A 0.0	Alton (Piasa Street) ①	1
		A 1.0	Federal	2
		A 3.3	Wood River Creek Bridge	1
		A 4.3	Reuters	1
		A 4.4	IT Junction	1
		A 5.0	WOOD RIVER ③	1
		A 7.0	Route III ①	2
		A 8.0	Roxana	2
		A 9.1	END OF TRACK ①	2

STATION PAGE INFORMATION

NOTE 1: The track section between MP A 0.0, Piasa Street and MP A 1.0, and MP A 3.3, Wood River Creek Bridge and MP A 5.0, Wood River Interlocking, is designated the Federal Thoroughfare and the track section between MP A 5.0, Wood River Interlocking and MP A 7.0, Route 111 is designated the Roxana Thoroughfare. These thoroughfares are not considered Main Track and **Rule 137** governs. All switches on the T&E-Line may be left lined and locked as last used. Trains, engines, and On-Track equipment will use the Federal Thoroughfare and the Roxana Thoroughfare on verbal authority of the Luther Operator. When movement is complete and clear of these thoroughfares, crew member or employee in charge of On-Track equipment will report "Clear" to the Luther Operator.

NOTE 2: Authority to occupy Federal Yard, MP A 1.0 to MP A 3.3 and Route III, MP A 7.0 to MP A 9.1 may be granted by the supervisor at Federal Yard, or in their absence, the Luther Operator. These track sections are not considered Main Lines and **Rule 137** governs.

ALTON DISTRICT (T&E-LINE)

1. RULES IN EFFECT

Between	Main Track Rules
MP A 0.0, Alton (Piasa St.) and MP A 9.1, End of Track	137

2. MAXIMUM SPEEDS

Between	Fr. MPH
MP A 0.4, Alton, ADM Dock and Ridge Street Crossing, Restricted Speed not exceeding	10
MP A 0.4, Ridge Street Crossing and MP A 8.8, Roxana Restricted Speed not exceeding Except: Reuters, Through Turnouts and Siding, Restricted Speed not exceeding	15
MP A 4.9 to MP A 5.0, Over Railroad Crossings at Wood River Interlocking	10
MP A 8.8 and MP A 9.1, End of Track	10

3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

LOCATION OF TEST MILE SIGNS:

None.

4. DIESEL UNIT RATINGS

None.

ALTON DISTRICT (T&E-LINE)

5. LOCOMOTIVE AND CAR RESTRICTIONS

WEIGHT RESTRICTIONS

The weight of diesel units and cars is limited as follows:

GROSS WEIGHT IN POUNDS

Between	Unit		Loaded Car	
	4-Axle	6-Axle	4-Axle	6-Axle
Alton and Roxana	291,000	420,000	315,000	394,500

6-axle units may not be operated over the following tracks:

- Hartford, MP A 6.0 — Wildes Yard Tracks No. 3 and No. 4
- Hartford Tracks No. 1 and No. 2
- Anlin Lead
- Wood River, MP A 5.0 — Dome Railway Services
- Amoco
- Roxana, MP A 8.0 — Conoco Phillips Main Plant

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

RADIO

Emergency Code 911
Luther Operator TX 22 — RX 22

TELEPHONE

CYO 404-589-5971
Luther Operator 314-679-1717 M/W 946-1717
Supervisor Federal Yard 314-679-1702 M/W 946-1702

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

A. REMOTE CONTROL LOCOMOTIVES

Remote Control Locomotives operate within the District and Locomotive cabs may be unoccupied.

ALTON DISTRICT (T&E-LINE)

9. DISTRICT INSTRUCTIONS (CONT.)

B. ALTON

1. A minimum of four (4) hand brakes must be applied to properly secure Tracks 6, 7, 8 and 9 at Federal Yard. If there are eight (8) or less cars in the track, 50% hand brakes will be applied, but not less than two (2) hand brakes.
Tracks 1–5, 10–15 and the Boxboard Lead — Three (3) hand brakes.
2. The following procedures govern the delivery of cars to Alton Steel Company and Azcon, Alton, IL:
 - (a) Cars for Alton Steel Company and Azcon will be placed on the North Leg Track.
 - (b) Anytime the pole-mounted revolving Yellow light at Cut Street is operating, NS Crews must initiate contact by telephone with Azcon Scale Supervisor. If contact is not made with Azcon Scale Supervisor and Alton Steel Company gate at Cut Street accessing the North Leg Track is closed, delivery may be made protected by man walking ahead of the movement.
 - (c) Due to descending grade toward Cut Street and Alton Steel Company, crews releasing hand brakes on cars to be pulled in, kicking cars to a coupling on the North Leg Track is prohibited. When shoving to a coupling with cars previously placed on the North Leg Track, be aware of the provisions of **Rule 105** [know that the cars are secured with sufficient hand brakes and that they will not roll away in the event the coupling does not make.]
 - (d) When coupling loaded gondola cars of scrap metal, position yourself a safe distance away from the cars to avoid being struck by loose pieces of material that might shift and fall off sides or ends of the cars.

C. ROXANA

1. Personal protective equipment requirements for railroad switch crew personnel when working on Conoco Phillips Refining Company property are as follows:
 - (a) Safety glasses
 - (b) Substantial footwear with a defined heel
 - (c) Hard hat*
 - (d) Hearing protection when required
 - (e) Long sleeve shirt with sleeves down and buttoned
 - (f) Hand protection (gloves) as appropriate to task

*Wearing of hard hat and goggles is not necessary when in the locomotive cab.
2. Hand brake requirements:
 - L83 — Asphalt rack — 100% hand brakes
 - L94 — Propane — 2 hand brakes
 - L80 — Acid — 2 hand brakes
 - L85 — Lube Oil — 2 hand brakes
 - L97 — Cardox — 2 hand brakes
 - L86 or L88 — RIP Tracks — 2 hand brakes
 - All other tracks within Conoco Refinery including Old, New and Shell New Yards — 2 hand brakes

ALTON DISTRICT (A&E-LINE)

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
			LUTHER OPERATOR 2	
		AE 21.8	IT JUNCTION VL	
		AE 21.4	Wood River	
		AE 19.5	Hartford	
		AE 17.0	Chemetco	
		AE 13.3	SCHAEFFER ROAD..... VL	1
		AE 11.4	AO Smith Yard	1, 2, 6
		AE 9.9	WR INTERLOCKING ©	1, 4, 6
		AE 9.3	HOYT JUNCTION..... ©	3, 4, 6

ALTON DISTRICT (A&E-LINE)

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
			LUTHER OPERATOR ②	
		AE 8.4	Koppers	3, 6
		AE 8.0	Edwardsville Road	6
		AE 7.3	UP Junction	3
		AE 6.6	UP Madison Yard	3, 5, 6
		AE 5.9	McKinley New Yard	3, 6
		AE 5.4	CP JUNCTION ©	3, 6
		AE 5.2	#3 Siding	3, 6
		AE 4.7	VC Belt	7
		AE 4.6	Stock Yard Crossover	3, 6
		AE 3.9	Bridge Junction ①	3, 6

ALTON DISTRICT (A&E-LINE)

STATION PAGE INFORMATION

- NOTE 1:** The track section on Alton District A&E-Line between MP AE 9.9, WR Interlocking and MP AE 13.3 (Schaeffer Road) is designated the AOSmith Thoroughfare. The thoroughfare is not considered Main Track and **Rule 137** governs. Authority to occupy the thoroughfare at AOSmith Yard may be granted by the supervisor at AOSmith, or in his absence the Luther Operator.
- NOTE 2:** All southward movements out of AOSmith Yard must secure permission from the TRRA Merchants Dispatcher before passing 19th Street Bridge on the AOSmith Thoroughfare.
- NOTE 3:** The track section between Hoyt Junction, MP AE 9.3, and Bridge Junction, MP AE 3.9, is under the control of the Luther Operator. Operation of trains, engines, and On-Track equipment must be authorized by the Luther Operator who will enter all information on the prescribed form. When movement is clear of this track section, crew member or employee in charge of On-Track equipment will report clear.
- NOTE 4:** Trains and engines of the Illinois Division will use track of other division and foreign lines in accordance with their Timetable, Rules and Regulations:
TRRA — Between MP AE 9.9, WR Interlocking and MP AE 9.3, Hoyt Junction
- NOTE 5:** Trains and engines of the Illinois Division will use track of other division and foreign lines in accordance with their Timetable, Rules and Regulations:
TRRA — Between TRRA Madison Yard and MP AE 5.6, UP Madison Yard Eastern Connection
- NOTE 6:** Trains and engines of other divisions and foreign lines will use Illinois Division tracks in accordance with NS Timetables, Rules, and Special Instructions as shown below:
KCS — Between MP AE 3.9, Bridge Junction and MP AE 6.6, UP Madison Yard
UP — Between MP AE 4.6, Stock Yard Crossover and MP AE 11.4, AOSmith Yard
TRRA — Between MP AE 11.4, AOSmith Yard and MP AE 8.0, Edwardsville Road
- NOTE 7:** All movements over VC Belt, MP AE 4.7 non-interlocked railroad crossing must stop at the designated stop boards.

ALTON DISTRICT (A&E-LINE)

STATION PAGE INFORMATION (CONT.)

1. RULES IN EFFECT

Between	Main Track Rules
IT Junction and Schaeffer Road	YL 137
Schaeffer Road and Bridge Junction	YL 137

2. MAXIMUM SPEEDS

Between	Fr. MPH
MP AE 21.8, IT Junction, Through Turnout	10
MP AE 21.8, IT Junction and MP AE 20.1, Rand Avenue	15
MP AE 20.0 and MP AE 13.3, Schaeffer Road, Restricted Speed not exceeding Except:	15
MP AE 20.1 to MP AE 19.1, Over Road Crossings in Hartford, Leading End Only	10
MP AE 13.3, Schaeffer Road and MP AE 11.3, Switch to AOSmith Old Yard, Restricted Speed not exceeding	15
MP AE 13.5 to MP AE 14.0	10
MP AE 11.3, Switch to AOSmith Old Yard and MP AE 9.9, WR Interlocking Except:	15
MP AE 10.1, Over 20th Street Crossing, Leading End of Movement	10
Southward trains and engines approaching 22nd Street Crossing from Yard Tracks No. 11 Through No. 16 proceeding onto Yard Track No. 10 from start of crossing signal circuit until leading end of movement occupies crossing	5
MP AE 9.9, WR Interlocking and MP AE 3.9, Bridge Junction	10
Through all Sidings, Yard Tracks, and Turnouts unless otherwise provided.	10

ALTON DISTRICT (A&E-LINE)

STATION PAGE INFORMATION (CONT.)

3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

LOCATION OF TEST MILE SIGNS:

None.

4. DIESEL UNIT RATINGS

None.

5. LOCOMOTIVE AND CAR RESTRICTIONS

WEIGHT RESTRICTIONS

The weight of diesel units and cars is limited as follows:

GROSS WEIGHT IN POUNDS

Between	Unit		Loaded Car	
	4-Axle	6-Axle	4-Axle	6-Axle
IT Junction and Bridge Junction	291,000	420,000	315,000	394,500

6-axle units may not be operated over the following tracks:

LaPham-Hickey/Metals USA

Packers By Products beyond sign near Silver Shed Track Switch

6. SWITCHES AND DERAILS

The following thoroughfare switches may be left lined and locked as last used:

Switches at north and south ends of AOSmith New Yard

Lead Switch off A&E-Line to AOSmith Old Yard

Lead Switch off A&E-Line to AOSmith Loop Track

7. COMMUNICATION INFORMATION

RADIO

Emergency	Code 911
CYO	Code 348
Luther Operator	TX 22 — RX 22
TRRA Dispatcher	Code 26-26

TELEPHONE

Luther Operator	314-679-1717	M/W 946-1717
AOSmith Supervisor	314-679-1751	M/W 946-1751

ALTON DISTRICT (A&E-LINE)

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

A. BY LOCATION

In order to prevent trains from blocking Illinois Highway Route 3, all eastward trains must contact the TRRA Dispatcher prior to occupying Route 3 to ascertain their movement is lined through the Big Bend Interlocking. Additionally, movements entering the TRRA Yard via Route 3 must contact the TRRA Yardmaster prior to crossing Route 3 to ascertain their movement is authorized the distance necessary to clear.

B. GRANITE CITY

1. A "time out" feature has been installed on the warning lights on Old Route 3 in Granite City, IL, on the AOSmith Old Yard Lead. Trains stopping no closer than one (1) car length from the crossing after lights have been activated will cause warning lights to time out after approximately 16 seconds. After warning lights have timed out, movement must use extreme caution when approaching crossing, making sure warning device has been activated a sufficient amount of time to warn motorists.
2. Hand brake requirements for AOSmith:
 - Venice Ramp — 100% hand brakes
 - Old and New Yards — 3 hand brakes

C. MIDCOAST TERMINAL

Crew members are prohibited from riding the side of any equipment south of the steel dock crossing.

D. BULK SERVICE

1. Crews switching the new dock at Bulk Service will be governed by the following:
 - Employees must not ride the west side of equipment on the southwest track due to the slope of the bank and poor footing conditions.
2. Crews switching the old dock at Bulk Service will be governed by the following:
 - Employees must not ride east side of equipment between Apex Crossing and North A Lead Switch due to close clearance.

V&C BELT DISTRICT

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE	
		VC 5.6	LUTHER OPERATOR 2, 4 VC Belt Junction (VL)	1	
		VC 4.6	A&E Main		
		VC 4.7	BIG BEND ©		
		VC 2.8	WILLOWS ©		
		VC 0.0	Dyke Junction (VL)		

STATION PAGE INFORMATION

NOTE 1: All movements over non-interlocked railroad crossing A&E Main, MP VC 4.6 must stop at designated stop boards.

V&C BELT DISTRICT

1. RULES IN EFFECT

Between	Main Track
	Rules
V.C. Belt Junction and Dyke Junction	YL 137

2. MAXIMUM SPEEDS

Between	Fr.
	MPH
MP VC 5.6 and MP VC 0.0	15
Except: All Industry Tracks	10

3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

LOCATION OF TEST MILE SIGNS:

None.

4. DIESEL UNIT RATINGS

None.

5. LOCOMOTIVE AND CAR RESTRICTIONS

WEIGHT RESTRICTIONS

The weight of diesel units and cars is limited as follows:

GROSS WEIGHT IN POUNDS				
Between	Unit		Loaded Car	
	4-Axle	6-Axle	4-Axle	6-Axle
V.C. Belt Junction to Dyke Junction	291,000	420,000	315,000	394,500

6-axle units may not be operated over the following tracks:

- MP VC 0.0 — United Packaging Corp.
- MP VC 1.2 — Rocorp Corp.
- MP VC 3.5 — Shredders

6. SWITCHES AND DERAILS

None.

V&C BELT DISTRICT

7. COMMUNICATION INFORMATION

RADIO

Emergency	Code 911
CYO	Code 348
Luther Operator	TX 22 — RX 22

TELEPHONE

Luther Operator	314-679-1717	M/W 946-1717
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8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

BY LOCATION

In order to prevent trains from blocking Illinois Highway Route 3, all eastward trains must contact the TRRA Dispatcher prior to occupying Route 3 to ascertain their movement is lined through the Big Bend Interlocking. Additionally, movements entering the TRRA Yard via Route 3 must contact the TRRA Yardmaster prior to crossing Route 3 to ascertain their movement is authorized the distance necessary to clear.

ST. LOUIS DISTRICT

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
<p style="text-align: center;">TO BRANCH STREET</p> <p style="text-align: center;">TRRA</p> <p style="text-align: center;">BN CONNECTION</p> <p style="text-align: center;">TRRA CALVARY CONNECTION</p>			LUTHER YARDMASTER..... 2, 3, 4	
		S 3.3	BRANCH STREET INTERLOCKING..... (TL) (C)	
		S 5.2	MAY STREET INTERLOCKING..... (C)	1
			MOBERLY DISTRICT DISPATCHER..... 347	
		S 8.3	LUTHER YARD (TL) (CP)	
		S 10.3	McLARAN (CP)	
		S 12.5	FERGUSON..... (CP)	
		S 14.5	BERKELEY (CP)	
		S 16.9	ROBERTSON Y (CP)	
		S 19.0	HBD-DED (<i>Robertson</i>)	
		S 23.0	ST. CHARLES (CP)	
		S 27.1	HBD-DED (<i>St. Peters</i>)	
		S 32.3	ST. PETERS (CP)	
		S 36.4	O'Fallon	
		S 37.5	HBD-DED (<i>O'Fallon</i>)	
		S 41.1	GILMORE (CP)	
		S 42.3	JOSEPHVILLE..... (CP)	
		S 44.0	PITMAN (CP)	
		S 45.4	HBD-DED (<i>Wentzville</i>)	
		S 46.7	WENTZVILLE..... (CP)	

ST. LOUIS DISTRICT

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
			MOBERLY DISTRICT DISPATCHER [347]	
		S 53.9	Wright City	
		S 53.9	HBD-DED (<i>Wright City</i>)	
		S 59.2	TRUESDALE	
		S 63.0	HBD-DED (<i>Warrenton</i>)	
		S 65.7	Pendleton	
		S 70.2	Jonesburg	
		S 71.5	HBD-DED (<i>Jonesburg</i>)	
	ss 8976 ss	S 75.3	HIGH HILL	
		S 78.8	New Florence	
		S 83.0	HBD-DED (<i>Montgomery</i>)	
		S 84.2	MONTGOMERY	
		S 92.8	Wellsville Siding	
		S 95.1	HBD-DED (<i>Martinsburg</i>)	
		S 96.6	Martinsburg	
	ss 8690 ss	S 104.0	BENTON CITY	
		S 106.8	HBD-DED (<i>Mexico</i>)	
		S 110.2	MEXICO (A)	2
		S 116.0	Thompson	
		S 118.2	HBD-DED (<i>Thompson</i>)	
 10470 	S 124.0	CENTRALIA		
	S 129.1	HBD-DED (<i>Centralia</i>)		

ST. LOUIS DISTRICT

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE	
			MOBERLY DISTRICT DISPATCHER..... 347		
		S 132.0	Sturgeon		
		S 136.8	CLARK	(A)	3
		S 140.2	HBD-DED (Renick)		
		S 142.3	Renick		
		S 146.4	URBANDALE	(CP)	
		S 148.1	Moberly.....	Y	
	S 148.5	STAMPER.....	(CP)		

STATION PAGE INFORMATION

NOTE 1: May Street Interlocking is a controlled interlocking controlled by the Merchants Dispatcher, TRRA Railroad.

NOTE 2: Mexico KCS crossing is an automatic interlocking. If a Stop signal is encountered and no other movement is evident, the following instructions must be followed, which are also posted in box at the interlocking.

- (a) Be sure no other trains are on or closely approaching the crossing.
- (b) Check position of switches. If switches are lined for KCS route, operate emergency push button. Hold depressed for two (2) seconds before releasing. Then after two (2) minutes, switches should be unlocked and can be lined for NS route. The required signal should display Proceed indication.
- (c) If switches are lined for NS route, if no conflicting movement is evident, train will pass Home Signal but stop before fouling conflicting route and wait two (2) minutes before proceeding at Restricted Speed.
- (d) Crews must notify Train Dispatcher/Control Operator if necessary to flag interlocking.

ST. LOUIS DISTRICT

STATION PAGE INFORMATION (CONT.)

- NOTE 3:** Clark KCS crossing is an automatic interlocking. If a Stop signal is encountered and no other movement is evident, the following instructions must be followed, which are also posted in box at the interlocking.
- (a) Observe the indicator lamp in the manual release box. If the lamp is lighted when first observed:
 - 1. Make sure there is no opposing or conflicting movements inside the interlocking limits. If no movement is present, turn the knob of the time release to zero (0) and release. At this time the indicator lamp will go out. After the time release returns to the normal position, if the indicator lamp is lighted and no opposing movement is detected, trainman can give signal to proceed if required signal is displaying a Stop indication.
 - 2. After the time release returns to normal, if indicator lamp is not lighted, movement is to pull by the Home Signal, staying clear of the KCS crossing. After waiting five (5) minutes, if no opposing movement is detected at or near the crossing, movement may proceed at Restricted Speed.
 - (b) If indicator lamp is not lighted when first observed:
 - 1. Wait five (5) minutes. If no opposing movement is detected, turn the knob on the emergency time release to zero (0) and release. After timer returns to the normal position, if indicator lamp is lighted and no opposing movement is detected, trainman can give a signal to proceed if required signal is displaying a Stop indication.
 - 2. If indicator lamp is not lighted after time release returns to the normal position, movement is to pull by the Home Signal, staying clear of the KCS crossing. After waiting five (5) minutes, if no opposing movement is detected at or near the crossing, movement can proceed at Restricted Speed.
 - 3. If it has been necessary to operate the time release, train crew will notify the Train Dispatcher/Control Operator at Decatur. They will advise the Train Dispatcher/Control Operator if indicator light operates.
 - 4. Ensure box is locked when leaving.

1. RULES IN EFFECT

Between	Main Track Rules
Branch Street and May Street	137
May Street and Luther	93
Luther and Wentzville	261
Wentzville and Urbandale	271
Urbandale and Stamper	261

2. MAXIMUM SPEEDS

Between	Rhwy.	Frnt.
MPH		
MP S 3.0, End of Track east of Branch Street and MP S 5.6, Adelaide Avenue, Restricted Speed not exceeding	10	10
MP S 5.6, Adelaide Avenue and MP S 7.6, Broadway Bridge, while occupying either Broadway Main Track No. 1 or Track No. 2, Restricted Speed not exceeding	15	15
Except: All other tracks at Luther Yard, Restricted Speed not exceeding	10	10
Operating Through Turnouts at MP S 6.3, east end Track No. 1; MP S 7.5, west end Track No. 1; and Crossover from Outbound to Inbound Main at Broadway Bridge, MP S 7.6	15	15
MP S 7.6, Broadway Bridge, on both Inbound and Outbound Mains to and including Turnout at MP S 8.3, Restricted Speed until leading end of westbound movement reaches signal at MP S 8.3. After leading end of westbound movement reaches MP S 8.3, movement may proceed on signal indication.	25	25

ST. LOUIS DISTRICT

2. MAXIMUM SPEEDS (CONT.)

Between	Rhwy.	Frt.
	MPH	
MP S 8.3, Luther and MP S 15.0, Berkeley	50	50
MP S 12.5, Ferguson, at Turnout	30	30
MP S 12.5, Ferguson and MP S 14.0, EverGreen, Berkeley Lead	30	30
MP S 14.0, EverGreen and MP S 14.2, Berkeley, Berkeley Lead	25	25
MP S 15.0, Berkeley and MP S 146.4, Urbandale	60	50
Except:		
MP S 21.3 to MP S 22.9, Over Missouri River Bridge	30	30
MP S 25.1 to MP S 25.6, Curves	50	50
MP S 41.1, Gilmore, Turnout East End	25	25
MP S 41.1, Gilmore to MP S 44.0, Pitman, Through Siding	25	25
MP S 42.3, Joesephville, Turnout East Lead Switch and Middle Crossover in Siding	15	15
MP S 44.0, Pitman, Turnout West End	15	15
MP S 74.4 to MP S 76.2, High Hill, Through Siding Through High Hill Siding is restricted speed until leading end of movement reaches the signal governing movement exiting the Siding. Movement can then proceed on signal indication not exceeding 25 MPH Turnouts when leaving east end of High Hill Siding or Rule 137 applies throughout Siding.	25	25
MP S 74.3 to MP S 73.7, East End High Hill when Leaving Siding until Crossings are Occupied	10	10
MP S 83.57 to MP S 85.19, Montgomery City between Walker Street and Route B (Engines Only)	45	45
MP S 92.2 to MP S 93.5, Wellsville, Through Turnouts and Siding	10	10
MP S 103.2 to MP S 104.9, Benton City, Through Siding Through Siding is restricted speed until leading end of movement reaches the signal governing movement exiting the Siding. Movement can then proceed on signal indication not exceeding 25 MPH Through Turnouts or Rule 137 applies throughout Siding.	25	25
MP S 103.2, When Leaving Siding until Crossing is Occupied	10	10
MP S 108.7 to MP S 111.7, within City Limits of Mexico	30	30
MP S 112.3 to MP S 112.5	40	40
MP S 136.8, Clark Interlocking, Over KCS Crossing	40	40
MP S 146.4, Urbandale and MP S 147.7, Carpenter Street	40	40
MP S 147.7, Carpenter Street and MP S 148.6, Stamper	25	25
MP S 148.2, Over Coates Street, until Leading End Occupies Crossing	25	25
MP S 148.3, Stamper, Through East Crossover	15	15
MP S 148.5, Stamper, Through West Crossover	25	25
MP S 148.4, Stamper Crossover to MP S 151.0	35	35
MP S 151.0 and MP S 155.0	60	50
Except:		
MP S 154.3 to MP S 155.0, Curve	50	50
AUXILIARY TRACKS		
Except:		
Where a different speed is authorized by Timetable or Special Instructions, speed on all tracks other than the Main Track, Sidings, Through Turnouts and Crossovers, is Restricted Speed not exceeding	10	10

ST. LOUIS DISTRICT

3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

LOCATION OF TEST MILE SIGNS:

EASTWARD

MP S 117.0 to MP S 116.0
MP S 140.0 to MP S 139.0

WESTWARD

MP S 100.0 to MP S 101.0
MP S 28.0 to MP S 29.0

NOTE: Tests for accuracy will be made at other locations when necessary. Engineers when operating in outlying local freight or branch line service will choose location appropriate for making tests to check speed indicators.

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Westward						
TRRA SH Tower to Luther	3100	4150	4950	6100	6800	8025
Luther to Moberly	2000	2650	3200	3950	4400	5190
Eastward						
Moberly to Luther	2650	3550	4250	5250	5800	6845
Luther to TRRA SH Tower	1800	2400	2850	3550	3950	4660

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

The weight of diesel units and cars is limited as follows:

GROSS WEIGHT IN POUNDS

Between	Unit		Loaded Car	
	4-Axle	6-Axle	4-Axle	6-Axle
St. Louis, MO and Moberly, MO	291,000	420,000	286,000	394,500

6-axle units may not operate over following tracks:

- Berkeley — East Swamp Lead
- Olin Lead
- Chrysler Lead at Brown Campus
- Westlake Spur
- St. Charles — Old Downtown Track
- St. Peters — Kaplan Lumber Track
- New Florence — Fertilizer Spur
- Mexico — APGreen Industrial Tracks

Only one (1) unit allowed:

- St. Charles — Old Downtown Track
- High Hill — Christi Mineral Spur
- New Florence — Fertilizer Spur
- Mexico — APGreen Industrial Tracks

NOTE: Does not include TK Lead back to Bridge.

Not allowed beyond sign:

- Truesdale — Warrenton Refining Plant Tracks

ST. LOUIS DISTRICT

5. LOCOMOTIVE AND CAR RESTRICTIONS (CONT.)

B. TRAILING TONNAGE RESTRICTIONS

Line Segments	Between	Maximum Safe Trailing Tonnage		
		Empty Less than 18 Tons	Light Load 18-27 Tons	Loaded 28 Tons or More
St. Louis District	Stamper and Moberly	4,300	4,300	5,200
	May Street and Moberly	3,000	3,000	4,500
St. Louis Terminal TRRA WM Line	WR Tower (TRRA) and May Street (TRRA)	3,000	3,000	4,500

C. TRAILING TONNAGE RESTRICTIONS

Line Segments	Between	Maximum Safe Trailing Tonnage		
		Empty Less than 18 Tons	Light Load 18-27 Tons	Loaded 28 Tons or More
St. Louis District	Stamper and Moberly	5,100	5,200	5,200
	May Street and Moberly	3,700	4,700	5,200
St. Louis Terminal TRRA WM Line	WR Tower (TRRA) and May Street (TRRA)	3,700	4,700	5,200

6. SWITCHES AND DERAILS

A. MAIN TRACK SWITCHES NOT EQUIPPED WITH ELECTRIC LOCKS

Hand-operated switches at the following locations are not equipped with electric locks. Trains and engines must not clear on these tracks:

MP S 31.1	St. Peters	Hill Behan Lumber Company
MP S 31.9	St. Peters	Kaplan Lumber Company
MP S 42.1	Wentzville	Clay Track
MP S 44.2	Wentzville	Exxon Corporation
MP S 44.8	Wentzville	Team Track
MP S 45.3	Wentzville	MFA Fertilizer
MP S 46.4	Wentzville	Missouri Concrete Products
MP S 148.0	Moberly	Stamper Mill Switch

No trains or engines shall clear the Main Track at any of the above switches.

While movement is using such tracks, an engine or cars must continuously occupy the Main Track or Main Track switch must be kept continually set for movement into such track.

ST. LOUIS DISTRICT

6. SWITCHES AND DERAILS (CONT.)

B. SPRING SWITCHES

Spring switches are located as follows:

MP S 74.4 and MP S 76.2	High Hill
MP S 103.2 and MP S 104.9	Benton City

While a train or engine is operating under signal indication indicating Proceed at Restricted Speed at a facing point spring switch, the following instructions are in effect:

1. A crew member must be on the ground at the switch ahead of the movement and examine the facing spring switch point to determine that it is properly fitting up and remain there until the leading wheel occupies the point.
2. **EXCEPTION:** This procedure is not required when spring switch is equipped with a spring switch light displaying the color Green.

NOTE: If leaving signal from siding continues to display Stop, **Rule 237** will apply. If authorized to proceed, crew member must line switch to reverse position and observe that points are properly positioned, then line switch back to normal position. If signal does not then indicate Proceed, proceed at Restricted Speed.

7. COMMUNICATION INFORMATION

RADIO

Emergency	Code 911
CYO	Code 348
Moberly District Dispatcher	Code 347

TELEPHONE

CYO	800-898-4296	M/W 7-589-5759
Moberly District Dispatcher	217-425-2242	

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

A. ST. LOUIS TERMINAL (Also see St. Louis Terminal under Brooklyn District)

1. Conductors deadheading by taxi to St. Louis for rest will contact the Luther Yardmaster for instructions prior to arriving at the motel.

ST. LOUIS DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

A. ST. LOUIS TERMINAL (CONT.)

- The following hand brake requirements are in effect for the following tracks at St. Louis Terminal. These requirements apply to cars coupled in each track. If cars are not coupled, individual cars or coupled groups of cars within the same track must meet the requirements below. These listed instructions meet the exemptions listed in **NS-1 Rule C-102**:

Tracks 5–36, A, B, C ramps and the Runaround — 3 hand brakes

Tracks 1–4 (**NS-1 Rule C-102 will be required**)

A **MINIMUM** of 10 effective hand brakes for 30 or more cars of a loaded bulk commodity (coal / grain / stone)

A **MINIMUM** of 5 effective hand brakes for all mixed freight, intermodal and empty bulk commodity cars

Tracks 37–45 — A **MINIMUM** of 4 hand brakes
(**NS-1 Rule C-102 will be required**)

The above hand brake requirements do not include and do not exempt locomotives. All tracks with locomotives attached must be secured with the above hand brake requirement plus 100% hand brakes on the locomotives in accordance with NS-1 instructions.

- While equipment is moving through No. 1 Pocket at the east end of Luther Yard, personnel shall not attempt to line adjacent switches account close clearance.
- When equipment of excessive dimensional width is operated on either the River Track or Broadway Track between Carrie Avenue, Luther Yard, and Grand Avenue, located immediately west of Merchant's Bridge, the adjacent track must be clear unless arrangements have been made to observe and protect excessive width equipment.
- Due to problems with locomotive fumes being pulled into the Beck Flavor Company central air conditioning system, crews of eastward trains from Luther Yard will stop their trains short of Prairie Avenue, MP S 5.2, or pull them down to the clearance point at the end of the double track at east Grand Avenue, MP S 5.1 when instructed to pull down for an air test or when waiting for a signal from the TRRA at May Street.
- Permission must be secured from the Yardmaster at Luther prior to movements that will require the use of the Broadway Riverside Inbound and Outbound Main Tracks between May Street Interlocking control signal MP S 5.2 and home signal at the west end Luther Yard, MP S 80.2.
- An environmental spill pan has been installed on the north end of the Calvary Connection. This pan is designed to capture the contents of any leaking hazardous cars. This pan is mounted on the ties on both sides of the rails, and employees should be cautious when walking in this area.
- Due to the amount of activity within the intermodal ramps at Luther Yard, whenever a locomotive is operated through "B" or "C" ramp, the locomotive bell must be rung continuously.

ST. LOUIS DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

A. ST. LOUIS TERMINAL (CONT.)

9. End doors must be closed and secured on enclosed multi-level cars before they are moved.

EXCEPTION: Empty multi-level cars moving between St. Louis (Luther Yard) and Wentzville may be moved with the end doors open, provided these cars are not equipped with bi-fold or tri-fold doors. Cars equipped with bi-fold or tri-fold doors must have end doors closed and secured before movement because these doors extend past the ends and side of the rail cars when in the open position.

EXCEPTION: Multi-level cars moving between vehicle loading ramp and adjacent support yard can be handled with end doors open to allow for pre-tripping and/or closing and sealing of end doors in support yard.

10. Security gates are installed across the track at both ends of the Mallinckrodt Chemical Company Plant on the St. Louis Avenue Lead.

The gate at the north end is located under the McKinley Bridge overpass, north of Salisbury Street, MP S 4.1. The gate at the south end is located north of Angelrodt Street, MP S 3.8. These gates will open automatically in advance of train or engine movement and will take 20 seconds to fully open. The gates will be closed by Remote Control by Mallinckrodt security personnel. All train and engine movements must approach these gates prepared to stop in the event the gates fail to open. Should gates fail to open (power failure, mechanical failure, etc.), train or engine movement should stop 20 feet from gates and crew members should communicate with Mallinckrodt security by speaker system located adjacent to the gate.

11. You can expect to find a derail and Blue flag on any track at Luther that is not protected by an electric lock and a locked switch.

Train crews can expect to find portable derails and Blue flags used regularly by the Car Department at the below listed locations:

Kline

Broadway Main, just south of Carrie Avenue

River Main, just south of Carrie Avenue

No. 1 Pocket

No. 15 Pocket

Middle Lead

ST. LOUIS DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

B. BERKELEY

Crossing protection at Missouri Bottom Road on the Brown Campus Lead, MP S 17.4 and at Earth City Expressway on the Earth City Lead, MP S 21.2 is not equipped for track circuit operation. Prior to any movement entering these crossings, an employee must unlock push button located approximately 50 feet from each edge of crossing, depress start button and allow crossing protection to operate a minimum of 20 seconds before any part of the movement enters the crossing. Crossing protection must remain in operation until the entire movement has cleared the crossing. After movement has cleared, the stop button must be depressed and both boxes will be left locked.

C. WENTZVILLE

1. Under no circumstances is a locomotive to enter the General Motors building at Wentzville.
2. Hand brake requirements for Wentzville Yard:
 - Inbound and Outbound ramps, all spots within the GM plant — 100% hand brakes
 - Tracks 3–29 — 3 hand brakes
 - Tracks 1 and 2 — **(NS-1 Rule C-102 will be required)**
 - When handling cars into No. 1 or No. 2 Tracks at Wentzville, the air brakes must be charged and used for braking. If cars are to be left standing in either of these tracks, in addition to complying with **Rule 105**, cars east of maintenance road crossing at the east end must have hand brakes applied on the east 10 cars. If the total cars are less than 10 cars, all hand brakes must be applied.

D. WRIGHT CITY

Aldi Track is out of service account track conditions.

E. MEXICO

1. Westward trains picking up cars off CMLA Track, Mexico, MO, are to cut and leave train east of JJ Street crossing unless train length is 5,300 feet or less.
2. When working at APGreen Industries, Mexico, MO, private crossing located at MP S 109.3 must not be blocked. Sound whistle and ring bell approaching and passing over Saw Dust and Fork Lift road crossings located at MP S 109.5.
3. The North Storage and Transfer Tracks are designated interchange points at Mexico, MO.
4. The Stock Track is out of service and switch spiked.

ST. LOUIS DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

F. CENTRALIA

1. All trains and engines using siding at Centralia, MO, must protect the crossing and not enter the crossing until the warning device is known to be operating at the following locations:

Howard Burton Drive	MP S 123.7
Jefferson Street	MP S 123.9
Allen Street	MP S 124.3
2. COLT Railroad interchanges on yard tracks and passing track. COLT employees must notify NS Dispatcher at Decatur for permission to enter and when in the clear of Passing Track when departing.
3. Employees must follow the following guidelines when using the Wye at Centralia, MO, MP S 124.0:
 - (a) Train crew must contact the NS Dispatcher at Decatur in advance of their movement for permission to use the Wye.
 - (b) No equipment is to be left on either leg of the Wye without permission from the NS Dispatcher at Decatur.
 - (c) The normal position of the South Wye switch is lined for the east leg of Wye.
 - (d) When using the Wye, NS crews are not to pass Centralia station sign located at Colt Railroad, MP S 124.8.
4. Any trains delivering cars for interchange to the Colt Railroad at Centralia, MO, MP S 124.5 will be governed by the following instructions:
 - (a) Cars delivered for interchange to the Colt Railroad from NS will be left east of the east leg of the Centralia Wye.
 - (b) Cars delivered by the Colt Railroad to NS will be left west of the west leg of the Centralia Wye.

G. MOBERLY

1. Crews arriving Moberly are not to leave train without permission from Moberly Yard Clerk on duty. Crews will yard trains as directed by Yard Clerk on duty.
2. **Environmental Spill Pan**
Environmental Spill Pan is located on the Burma Road Track 50 ft. west of the North Main Diamond. This pan is designed to capture the contents of any leaking hazardous car.

KANSAS CITY DISTRICT

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
			MOBERLY DISTRICT DISPATCHER..... 347	
		S 148.1	Moberly.....	Y
		S 148.5	STAMPER.....	CP
		S 150.0	WAYSIDE.....	CP
		S 155.0	HUNTSVILLE	CP
		S 161.3	CLIFTON.....	CP
		S 165.0	HBD-DED (<i>Clifton</i>)	
	SS 8320	S 169.4	SALISBURY	CP
		S 171.2	BENTLEY	CP
		S 177.1	SIDO	CP
		S 179.5	HBD-DED (<i>Dalton</i>)	
		S 182.9	PALMER CREEK	CP
		S 187.3	BRUNSWICK.....	CP
	SS 6306	S 192.3	METTLER.....	CP
		S 193.6	DEWITT	CP
		S 195.6	HBD-DED (<i>Miami</i>)	

KANSAS CITY DISTRICT

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE	
	SS 7720		MOBERLY DISTRICT DISPATCHER [347]		
		S 203.9	WAKENDA..... (CP)		
		S 205.5	CARTER (CP)		
		S 208.5	HBD-DED (<i>Carrollton</i>)		
			BNSF DISPATCHER [1]		
		S 212.8	WB JUNCTION (CP)	6	
		S 226.0	HBD-DED (<i>Hardin South Track only</i>)		
		S 230.0	HARDIN (CP)	6	
		S 239.8	HBD-DED (<i>Camden South Track only</i>)		
		S 241.9	CA JUNCTION (CP)	6	
			MOBERLY DISTRICT DISPATCHER [347]		
		CS 5034	S 245.9	CURRY (CP)	3
			S 246.9	ORRICK..... (CP)	3
			S 250.6	MAXWELL..... (CP)	
			S 252.6	TAURUS..... (CP)	
			S 254.7	EXCELSIOR SPRINGS..... (CP)	
			S 258.0	HBD-DED (<i>Missouri City</i>)	

KANSAS CITY DISTRICT

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
			K.N. OPERATOR ③	
		S 261.1	SOUTH LIBERTY ①	1, 4
		S 264.3	EAST VOLTZ ①	1, 4
		S 265.5	WEST VOLTZ ①	1
		S 266.1	WEST MC ①	
		S 266.6	BIRMINGHAM ①	1, 2, 5, 7
		S 269.2	RANDOLPH	1, 2, 7
		S 271.9	BLOCK 224 ①	1, 2, 5, 7
		S 273.3	N. Kansas City (Avondale Yard)	1, 2, 5, 7
		S 274.5	BLOCK 224 ①	1, 2, 5, 7
		S 274.5	HARLEM ①	
		S 274.8	USTICK TOWER ①	

STATION PAGE INFORMATION

- NOTE 1:** KN Operator controls under jurisdiction of Moberly District Dispatcher. No. 1 Main is located on north side. No. 2 Main is located on south side.
- NOTE 2:** All movements between Birmingham and Block 224 are controlled by KN Operator and are governed by BNSF Rules, Timetable, and Special Instructions. BNSF signal aspects are displayed between Birmingham and Block 224. Eastward signal at IC&E Crossing will also display BNSF aspects.
- NOTE 3:** The following siding in TC Territory is a Controlled Siding (**Rule 137**): Curry, MP S 245.9 to Orrick, MP S 246.9.
- NOTE 4:** Joint Track Time between MP S 261.1, South Liberty and MP S 264.3, East Voltz must be secured from KN Operator and Moberly District Dispatcher.
- NOTE 5:** Joint Track Time between MP S 266.6, Birmingham and MP S 274.5, Block 224 must be secured from KN Operator and BNSF Dispatcher.
- NOTE 6:** Joint Trackage between BNSF Railroad between MP S 212.8, WB Junction and MP S 241.9, CA Junction. All movements are controlled by BNSF Dispatcher and are governed by BNSF Rules.
- NOTE 7:** Joint Trackage between BNSF Railroad between MP S 266.6, Birmingham and MP S 276.4, Block 224.

KANSAS CITY DISTRICT

1. RULES IN EFFECT

	Main Track	Main 1 Track	Main 2 Track	Main 3 Track
Between	Rules			
Stamper and Huntsville		261	261	
Huntsville and Sido	261			
Sido and Brunswick		261	261	
Brunswick and WB Junction	261			
WB Junction and Hardin		BNSF	BNSF	
Hardin and CA Junction		BNSF	BNSF	BNSF
CA Junction and Maxwell	261			
Maxwell and Excelsior Springs		261	261	
Excelsior Springs and South Liberty	261			
South Liberty and Birmingham		261	261	
Birmingham and Block 224		BNSF	BNSF	

2. MAXIMUM SPEEDS

	Rhw. MPH	Frt. MPH
Between	MPH	
MP S 148.5 and MP S 151.0	35	35
MP S 151.0, Stamper and MP S 212.8, WB Junction	60	50
Except:		
MP S 154.3 to MP S 155.0, Curves	50	50
MP S 155.0, Equilateral Turnout	50	50
MP S 167.3 to MP S 169.4, Curves	50	50
MP S 169.4, Salisbury to MP S 171.1, Bentley, Entering, Leaving and Through Siding	25	25
MP S 176.2 to MP S 176.5, Keytesville, Curve	50	50
MP S 177.0, Sido, Turnout	40	40
MP S 182.9, Palmer Creek, Through Crossovers	40	40
MP S 187.0, Brunswick, Through Turnouts	40	40
MP S 187.0 to MP S 187.5, Brunswick, Curves	35	35
MP S 188.8 to MP S 189.9, Curves West of Kelly	50	50
MP S 191.8 to MP S 192.2, Dewitt, Curve	50	50
MP S 192.3, Mettler to MP S 193.6, Dewitt, Entering, Leaving and Through Siding	25	25
MP S 198.5 to MP S 199.0, Curve	50	50
MP S 203.9, Wakenda to MP S 205.5, Entering, Leaving and Through Siding	25	25
MP S 210.5 to MP S 211.3, Carrollton, Curve	55	50
MP S 212.8, WB Junction and MP S 241.9, CA Junction (NS-BNSF Joint Trackage) WB Junction and CA Junction, North Track	60	50
Except:		
MP S 213.1, Crossover to BNSF	40	40
Hardin and CA Junction, Middle Track	60	50
Hardin and WB Junction, South Track	60	50
CA Junction and Hardin, South Track	50	50
Except:		
MP S 241.12 to MP S 241.40, Curve	40	40
Connection Track West of Hardin to South Track Only	25	25
Hardin, Crossovers	30	30
Middle Track to South Track at CA Junction, Through Connection Track	30	30
Middle Track to North Track at CA Junction, Through Connection Track	40	40
NOTE: WB Junction and CA Junction only, the following Speed Restrictions also apply: Freight trains when averaging 100 tons or over per car, or over 8,500 tons total	45	45
MP S 245.9, Curry to MP S 246.9, Orrick, Entering, Leaving and Through Siding	10	10

KANSAS CITY DISTRICT

2. MAXIMUM SPEEDS

Between	Rhwy.	Frt.
	MPH	
MP S 241.9, CA Junction and MP S 264.3, East Voltz Except: MP S 250.6, Maxwell, Through Turnout	60	50
MP S 252.6, Taurus, Through Crossovers	40	40
MP S 254.8, Excelsior Springs, Through Turnout	40	40
MP S 256.5 to MP S 257.0, Curves	55	50
MP S 257.0 to MP S 258.2, Curves	50	50
MP S 261.1, South Liberty, Turnout	40	40
MP S 264.3 and MP S 266.6 between East Voltz and Birmingham, both tracks Except: MP S 264.3, East Voltz, Turnout and Crossover	40	40
MP S 265.5 to MP S 265.7, West Voltz, Turnout and Crossover	25	25
MP S 266.3, Birmingham, Over IC&E Crossing Diamond, Both Tracks	25	25
MP S 266.3, Birmingham, Through IC&E Connection	40	40
MP S 266.3, Birmingham, Through IC&E Connection	13	13
MP S 266.3, Birmingham and MP S 271.9, Block 222		
No. 1 Main	35	35
No. 2 Main	50	50
Except: Birmingham to N. Kansas City, Curves	35	35
MP S 266.6, Birmingham, Crossover	12	12
MP S 266.6, Birmingham, Turnout Kearney Branch	15	15
MP S 271.9, Block 222 and MP S 274.8, Ustick Tower		
No. 1 Main	20	20
No. 2 Main	35	35
Except: MP S 271.9, Block 222, Crossover	10	10
MP S 274.4, Block 224, Crossover	10	10
MP S 275.4 to East End Missouri River Bridge	10	10
East End Missouri River Bridge and MP S 276.4, 5th Street	10	10
AUXILIARY TRACKS:		
Except: Where a different speed is authorized by Timetable or Special Instructions, speed on all tracks other than the Main Track, Sidings, Through Turnouts and Crossovers, is Restricted Speed not exceeding	10	10
On Kearney Industrial Track	10	10

3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

LOCATION OF TEST MILE SIGNS:

WESTWARD

MP S 158.0 to MP S 159.0

MP S 181.0 to MP S 182.0

EASTWARD

MP S 260.0 to MP S 259.0

MP S 249.0 to MP S 248.0

NOTE: Tests for accuracy will be made at other locations when necessary.

Engineers when operating in outlying local freight or branch line service will choose location appropriate for making tests to check speed indicators.

KANSAS CITY DISTRICT

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Westward						
Moberly to Brunswick	2650	3550	4250	5250	5800	6845
Brunswick to Kansas City	3300	4400	5300	6550	7250	8555
Eastward						
Kansas City to Brunswick	3300	4400	5300	6550	7250	8555
Brunswick to Moberly	3150	4200	5050	6250	6950	4660

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

The weight of diesel units and cars is limited as follows:

GROSS WEIGHT IN POUNDS

Between	Unit		Loaded Car	
	4-Axle	6-Axle	4-Axle	6-Axle
Moberly, MO and Kansas City, MO	291,000	420,000	286,000	394,500

EXCEPTIONS TO WEIGHT RESTRICTIONS

6-axle units may not operate over following tracks:

- Salisbury — All Industrial Tracks
- Brunswick — River Terminal Inside Switch
- West End of No. 3 through Rip Tracks
- North Side Elevator Track

- Wakenda — House Track
- Carrollton — House Track

NOTE: Equipment greater than 60' not permitted.

- Hardin — Yard Tracks Hardin Yard
- Orrick — House and Elevator Tracks
- South Liberty — House and Industrial Tracks

Only one (1) unit allowed:

- Salisbury — All Industrial Tracks

Not allowed beyond sign:

- Missouri City — N.W. Elec. Coop

B. TRAILING TONNAGE RESTRICTIONS

Line Segments	Between	Maximum Safe Trailing Tonnage		
		Empty Less than 18 Tons	Light Load 18–27 Tons	Loaded 28 Tons or More
Kansas City District	Moberly and CA Jct.	4,300	4,300	5,200
Kansas City District-BNSF BNSF AT Line	WB Jct. (BNSF AT389) and CA Jct. (BNSF AT418)	4,300	4,300	5,200
Kansas City District-BNSF BNSF Emporia	Argentine Yard and Sante Fe Jct.	4,300	4,300	5,200
Kansas City District-BNSF BNSF KCT	Sante Fe Jct. and CA Jct.	4,300	4,300	5,200

KANSAS CITY DISTRICT

5. LOCOMOTIVE AND CAR RESTRICTIONS (CONT.)

C. TRAILING TONNAGE RESTRICTIONS

Line Segments	Between	Maximum Safe Trailing Tonnage		
		Empty Less than 18 Tons	Light Load 18–27 Tons	Loaded 28 Tons or More
Kansas City District	Moberly and CA Jct.	5,100	5,200	5,200
Kansas City District-BNSF BNSF AT Line	WB Jct. (BNSF AT389) and CA Jct. (BNSF AT418)	5,100	5,200	5,200
Kansas City District-BNSF BNSF Emporia	Argentine Yard and Sante Fe Jct.	5,100	5,200	5,200
Kansas City District-BNSF BNSF KCT	Sante Fe Jct. and CA Jct.	5,100	5,200	5,200

6. SWITCHES AND DERAILS

A. MAIN TRACK SWITCHES NOT EQUIPPED WITH ELECTRIC LOCKS

Hand-operated switches at the following locations are not equipped with electric locks. Trains and engines must not clear on these tracks:

Between Huntsville and WB Junction:

MP S 155.1	Huntsville	Track No. 4
MP S 162.5	Clifton	Spur
MP S 168.7	Salisbury	Naylor Spur
MP S 176.1	Keytesville	Spur
MP S 180.3	Dalton	Elevator Track
MP S 191.9	Dewitt	Brunswick River Terminal Spur
MP S 204.1	Wakenda	Elevator Track

Between WB Junction and CA Junction (South Track):

MP S 220.6	Norborne	East End Old Siding
MP S 221.2	Norborne	West End Old Siding
MP S 235.5	Henrietta	Elevator Track

Between CA Junction and Block 224:

MP S 269.6	Randolph	Chemtech
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No trains or engines shall clear the Main Track at any of the above switches.

While movement is using such tracks, an engine or cars must continuously occupy the Main Track or Main Track switch must be kept continually set for movement into such track.

Stamper Mill Switch at MP S 148.0 is not equipped with electric lock. Trains or engines must not clear the Main Track at this location.

KANSAS CITY DISTRICT

7. COMMUNICATION INFORMATION

RADIO

Emergency		Code 911
CYO		Code 348
Moberly District Dispatcher		Code 347
BNSF Dispatcher	Channel 30-30	Tone 1

TELEPHONE

CYO	800-898-4296	M/W 7-589-5759
Moberly District Dispatcher	217-425-2242	

Train and engine crews will monitor NS Radio Channel between WB Junction and CA Junction crews operating west of CA Junction on BNSF Railroad will switch to BNSF Channel unless otherwise instructed by BNSF Dispatcher.

*22 on Channel 18 contact NS Yardmaster NKC.

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

A. MOBERLY

1. UP Track Warrant and associated track bulletins will be issued to NS trains at Moberly and yard engines at N. Kansas City, if necessary. NS crews operating on UP trackage must have UP Warrant, Bulletins and Timetable in their possession. If unable to secure the UP Track Warrant and Dispatcher's Bulletin, contact the Train Dispatcher/Control Operator at Decatur prior to leaving Moberly.
2. Crews arriving Moberly are not to leave train without permission from Moberly yard clerk on duty. Crews will yard trains as directed by yard clerk on duty.
3. A KCT Railroad Operations Bulletin Book has been established at the crew room, Moberly, MO, and N. Kansas City, MO. All T&E crews handling trains over KCT Railroad must check bulletin book before each trip.
4. **Environmental Spill Pan**
Environmental Spill Pan is located on the Burma Road Track 50 feet west of the North Main Diamond. This pan is designed to capture the contents of any leaking hazardous car.
5. Eastward trains from Kansas City District must not pass JJ Road Crossing without permission from Moberly Yard Clerk.

KANSAS CITY DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

B. CARROLLTON

Switches at each end of Carrollton Storage Track are electric lock switches. Refer to System Instructions for operation of electronic lock switches. Time to get out of west end of track will be 10 minutes 35 seconds. Time to get out of east end of track will be 7 minutes 44 seconds.

Length of storage track at Carrollton is 5,000 feet from derail to derail. Crews setting cars out must cut crossing if necessary.

C. WB JUNCTION TO CA JUNCTION

Train movements between WB Junction and CA Junction will be made under the direction of the BNSF Dispatcher at Ft. Worth. All signal aspects and indications on the No. 1, No. 2 and No. 3 Tracks display BNSF signal indications. BNSF Timetable and BNSF Special Instructions govern.

Train and engine crews operating west of WB Junction and east of CA Junction on BNSF Railroad will switch to BNSF Channel unless otherwise instructed by BNSF Dispatcher.

D. VOLTZ

Switching Signals: When bottom aspect on multi-head signal or dwarf signal displays "flashing red" aspect and switches are properly lined and route is clear, trains and engines may pass this signal at Restricted Speed to make switching movements or to return to their train. Trains must not depart until proper signal is displayed unless authorized by the KN Operator.

KANSAS CITY DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

E. MIXING CENTER

1. All rail movements within the Voltz Mixing Center are under the jurisdiction of the Mixing Center Rail Coordinator. Permission to enter and yarding instructions must be received from the Rail Coordinator before entering the Mixing Center. The Rail Coordinator monitors NS Radio Frequency 18-18. All movements within the Mixing Center will be made at Restricted Speed and in accordance with **Rule 137**. While in the ramp portion of the Mixing Center, movements must not exceed 5 MPH and engine bell must be rung continuously and be on the lookout for contractor personnel working and driving vehicle. Trains must report clear after departing the Mixing Center.
2. Gates have been installed across the track at the Granger Lead/Mixing Center west lead rail crossing. The gates are located on both sides of the diamond. They are light weight, single arm gates, with Red stop signs attached and are operated by swinging gates either across the Granger Lead, or across the Mixing Center Leads. Normal positions for the gates are across Granger Lead, protecting movements on Mixing Center West Lead No. 1, West Lead No. 2 and West Lead No. 3. When using the Granger Lead and you are required to proceed westward across the diamond, authority must first be obtained from the Mixing Center. When permission is granted, the gates must be placed across the Mixing Center Leads. When movement over the diamond is complete, the gates must be restored to normal position and the Mixing Center must be notified that movement is clear and the gates are restored.

F. BIRMINGHAM

1. In case of train accident or personal injury occurring between Birmingham and 5th Street, Conductors will promptly notify both BNSF and NS Chief Dispatchers and Superintendents.
2. Trains setting out and/or picking up at the Middle Track Birmingham, or when running around train between Birmingham and Randolph will stop short of Minneville Road crossing. Plan your work to minimize blocking this grade crossing.

G. CLAYCOMO

1. Prior to entering the Claycomo Spur, all trains, engines, hi-rail vehicles or On-Track equipment must obtain permission to use the Claycomo Spur from the Trainmaster on duty at Claycomo Yard. If Trainmaster is not on duty, permission must be secured from the Trainmaster at Voltz.
2. Train and engine movements on the Claycomo Spur between Remote Control signal at Kearney Branch and Claycomo Yard must proceed at Restricted Speed not exceeding 15 MPH. Remote control signal governing movement from the Claycomo Spur to the Kearney Branch is a BNSF signal and displays BNSF signal aspects.

KANSAS CITY DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

G. CLAYCOMO (CONT.)

3. When cars are picked up from the Middle Track or off the Main Line and brought to Claycomo Yard, it must be known that all air hoses are coupled and train line air brake pressure is continuous to the rear car. When picking up cars that have been set out on the Claycomo Spur, they must be handled with air brakes operative.
4. The minimum number of hand brakes to be applied at Claycomo Yard will be two (2) hand brakes on all tracks. The hand brakes will be applied to the south end of tracks in the east and west yards.
5. At south end of Claycomo Yard, trains doubling cuts of 25 or more cars must have air cut in and know that brakes apply and release on rear car of the first cut.
6. Trains and engines switching at the south end of the yard, when handling 25 or more cars, must have air brakes cut in on the five (5) cars next to the engine and know that brakes apply and release on all five (5) cars.

H. NORTH KANSAS CITY

1. Power operated derails at the North Kansas City Roundhouse protect all locomotive service tracks and Car Repair Tracks 4, 5, 6 and 7. They are under the exclusive control of the Mechanical Department.
2. Blue Signal Protection is determined by the electronic strobe lights beside each derail. Blue strobe light indicates Blue Signal Protection is in effect and derail is on. Amber strobe light indicates derail is off and track may be used. Strobe lights are for both day and night Blue Signal Protection.
3. When engines need to enter or depart from the Roundhouse locomotive servicing tracks, contact the Roundhouse Mechanical Supervisor by radio. He will arrange to have the appropriate derails removed and provide instructions as to where to leave incoming engines or route to be taken for outbound engines. Crews must make certain that all governing derails are in the OFF position before entering or exiting the tracks.
4. Normal position for switches at east end of Roundhouse Departure Track and at east end of Tracks KC54 and KC55 will be lined for movement on the Lead. These switches must be left in this position after use.
5. When necessary to make switching arrangements (lining of power switches, etc.) with the KN Operator, such arrangements must be made directly with him when communication is available.
6. All NS tracks under the jurisdiction of the NS Kansas City Superintendent of Terminals are designated as Interchange Tracks.

KANSAS CITY DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

I. KANSAS CITY

1. When operating on tracks not owned by Norfolk Southern Corp. the Greater Kansas City Area Operating and Special Instructions in effect will govern.

2. All Norfolk Southern train crews operating on foreign railroads in the Kansas City Terminal must advise the North Kansas City Yardmaster via radio when they experience a delay of more than 45 minutes at any foreign railroad location.

This requirement includes delays on IC&E, KCS, KCT, UPRR or BNSF in yard or road operations. It applies equally to inbound, outbound, road, local and yard trains.

After reporting the delay, NS Yardmaster will notify the Trainmaster and issue further instructions to the delayed trains.

3. The Union Pacific Railroad has installed "radio controlled" hydra switches at Armourdale Yard in Kansas City. The method of operation for hydra switches is as follows:

Radio on Channel 96-96

- (a) Press the # or number key.
- (b) Key in the zone, which is number 7 at Armourdale.
- (c) Key in switch number you wish to throw.
- (d) Key in the number 1 to line the switch for normal position or number 3 for reverse. The number 5 in this place will query the switch. The switch talks to you via radio.

Example:

To line the number 5 switch normal you would key #751.

To line the number 5 switch reverse you would key #753.

To query the number 5 switch you would key #755.

You must stay off the circuit or the switch will not line. The circuits are generally located 50 feet from the fouling point of the track.

Push button operation just requires you to unlock the box and push a button.

KANSAS CITY DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

J. JOINT TRACKAGE

Trains and engines of the Illinois Division will use tracks of other division and foreign lines in accordance with their Timetable, Rules and Regulations as shown below:

1. BNSF Railroad between MP S 212.8, WB Junction and MP S 242.4, CA Junction.
2. BNSF and KCT between BNSF MP 418.2, CA Junction and BNSF MP 3.9, Argentine Yard.
3. BNSF Railroad between MP S 266.6, Birmingham and MP S 276.4, 5th Street. (Greater Kansas City Area Operating and Special Instructions apply.)
4. KCT Railroad between MP S 276.4, 5th Street and UP Yards at 18th Street, and Armourdale Yard and the KCT Mill Street Yard. (Greater Kansas City Area Operating and Special Instructions apply.)
5. BNSF Railroad between Ustick Tower and Kansas City Southern Knoche Yard via ASB Bridge. (Greater Kansas City Area Operating and Special Instructions apply.)

Trains and engines of other division and foreign lines will use Illinois Division tracks in accordance with NS Timetables, Rules and Special Instructions as shown below:

BNSF between MP S 266.6, Birmingham and MP S 274.8, Ustick Tower

BNSF between MP S 250.6, Maxwell and MP S 266.6, Birmingham

KANSAS CITY TERMINAL AREA	
1.	RULES IN EFFECT
None.	
2.	MAXIMUM SPEEDS
None.	
3.	CHECKING LOCOMOTIVE SPEED INDICATOR
None.	
4.	DIESEL UNIT RATINGS
None.	
5.	LOCOMOTIVE AND CAR RESTRICTIONS
None.	
6.	SWITCHES AND DERAILS
None.	

KANSAS CITY TERMINAL AREA

7. COMMUNICATION INFORMATION

RADIO

Emergency	Code 911
CYO	Code 348
Moberly District Dispatcher	Code 347

TELEPHONE

CYO	800-898-4296	M/W 7-589-5759
Moberly District Dispatcher	217-425-2242	
KN Operator	816-346-2073	

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

A. TELEPHONE NUMBERS

Position	Company Line	Outside Line
Terminal Superintendent	944-2050	816-346-2050
Fax	944-2035	816-346-2035
Trainmaster Voltz	944-2078	816-346-2078
Mixing Center Rail Coordinator	584-5160	816-414-5106
Trainmaster Claycomo	944-2008	816-346-2008
Trainmaster North Kansas City	944-2004	816-346-2004
Yardmaster	944-2026	816-346-2026
Fax	944-2059	816-346-2059
KN Operator	944-2073	816-346-2073

B. RADIO

1. Yardmaster monitors Road Frequency 18-18 for all road movements operating within North Kansas City Yard.
2. Yard crews operating within North Kansas City Yard will use Radio Frequency 72-72.
3. Trainmaster and Clerk at Claycomo monitor Road Frequency 18-18 for all road movements operating at Claycomo.
4. Switch locals operating at Claycomo will use Radio Frequency 31-31.
5. All movements operating at Voltz will use Radio Frequency 18-18.

KANSAS CITY TERMINAL AREA

9. DISTRICT INSTRUCTIONS (CONT.)

C. ENVIRONMENTAL SPILL PANS

Environmental spill pan is located on the east end of No. 1 Track at North Kansas City Yard. This pan is designed to capture the contents of any leaking hazardous car.

D. CLAYCOMO

1. Tracks CL25, CL26, CL27 and CL28 have curves located within their lengths. Free rolling cars must not be allowed to roll against standing cars in these tracks if any car is on one of the curves. CL25, CL26, CL27 and CL28 must be coupled up before being shoved in either direction so bypassed couplers are not shoved through these curves. A minimum of two (2) required hand brakes on these tracks must be on the south end account they are not bowled.
2. All train crews, when setting off cars at Claycomo, must apply sufficient hand brakes to the south cars (minimum of two (2)). Before cutting away from the cars, crew must notify Claycomo Tower that cars are secure and what track. Claycomo will note Conductor's name and what cars were verified secure.
Note: Cars equipped with WABCO brakes count only as half a brake; therefore, you must tie additional brakes when this type car is used to comply with minimum. Four (4) cars with WABCO brakes equals two (2) car minimum.
3. Crews working on the south end of Claycomo Yard must not allow cars to roll free into Tracks CL25 through CL28. In other tracks, switching at either end, crews must ensure that cars go in the clear and stay in the clear.
4. The East Tail Track is designated as engine tie-up track and permanent derail installed.
5. Employees are prohibited from riding or mounting the side of cars between CL40 and CL41 Tracks in the curves at the north end when there are cars in the adjacent track. Insufficient clearance due to overhang in the curve.
6. Yellow marks have been painted on the rails at the north end on CL41 Track, Claycomo, to indicate the true clearance point. Cars left in CL41 must be secured south of these marks unless CL41 is intentionally and obviously left fouling CL40. Cars left north of these marks will not clear a man on the west side of a car in CL40 Track due to track curvature.
7. When crews are running around cars on the High and Low Leads at Claycomo, such as when working the truck Body Shop at Ford, employees must not ride the side of equipment between the High and Low Leads. Equipment may be ridden on the outside of either the High or Low Lead.
8. Trains and engines switching at the south end of the yard, when handling 25 or more cars, must have air brakes cut in on the five (5) cars next to the engine and know that brakes apply and release on all five (5) cars.

KANSAS CITY TERMINAL AREA

9. DISTRICT INSTRUCTIONS (CONT.)

E. FORD MOTOR PLANT

1. During house sets at the Body Shop, as well as the main plant, plug doors may be left open on any cars that are not pulled or respotted during that particular house set, but dock boards must be removed from each car in a spread or block before the block is coupled to. Plug doors must be closed on cars in that block that are actually pulled.

For example, if cars on spots 19 through 25 on Plant 2 are to come out empty, there must be no dock boards in the car on spot 17, but plug doors may remain open on spot 17.

2. The checking and/or closing of the car doors by the carmen does not relieve train crew members from checking that all conditions prescribed by **Rule 121** are met before each switch.
3. All cuts of cars spotted on Ford Motor Company tracks will be secured with a minimum of two (2) hand brakes. In addition, cars spotted to the North End Track and the Tire Warehouse Track will be spotted with trainline air brakes in use. 100% hand brake application is not necessary for cars to be spotted or pulled from Ford Motor Company tracks when cars left within 50 feet from end of track.
4. In the application of **Rule 103**, when spotting railcars at Ford Motor Company, Claycomo, MO, the employee controlling the shove movement will positively determine that there is sufficient room in the track to hold the cars and that there are no obstructions nor conflicting movements. After this confirmation, the controlling employee may remain at the track entrance doorway, observing the movement, and spot the cars at the pre-determined locations. Compliance with **Rule 103** will not require walking ahead of the movement in the track wells.
5. Account exhaust fumes, do not take locomotives inside the Ford Motor Company Plant; use idler cars when pulling or spotting this industry. Do not place cars against bumping blocks on Ford Motor Company tracks.
6. Do not allow auto racks to move inside the Ford plant doorways in Plant 1 and Plant 2, north or south end of plant, account wind screens will not clear auto racks.
7. Both Body Shop tracks are equipped with derails located 70 feet outside the Body Shop doors which are hand-thrown, two-way derails to be operated only by Ford Motor Company personnel. The Blue signals for these derails are located above their respective doors where Body Shop tracks enter the building. These signals will display Blue when the derails are on and will display Yellow when the derails are off, bridges are down, and doors are open. The display of Blue signals at the Body Shop will also be indicated by a two-light indicator on the west bank of Thornton Mill Creek to the north side of the Body Shop Lead.

KANSAS CITY TERMINAL AREA

9. DISTRICT INSTRUCTIONS (CONT.)

E. FORD MOTOR PLANT (CONT.)

8. Crews handling cars to the Body Shop finding a Red light on the indicator must not proceed up the grade to Body Shop until Green light is displayed. This is to prevent having to stop and start on the 1.5% grade up to the Body Shop.
9. Light engines must stop clear of Claycomo Road until Blue signal is removed at Body Shop and doors and derails are off.
10. Enginemen must not sound locomotive whistle for Claycomo Road crossing nor the Ford Road crossing to the west in front of the Body Shop doors except in case of emergency. Claycomo Road crossing is protected by automatic crossing flasher signals and gates, while the Ford Road crossing to the west is protected by flashing lights only. Engine bell must be rung approaching and passing these private grade crossings.
11. Due to 11 degree curves between Claycomo Road and the Body Shop, employees are prohibited from riding the side of cars between Body 1 and Body 2 when there is equipment on the adjacent track. **NOTE: Rule GR-15.**
12. Cars must not be cut off and left standing on the Body Shop Lead Tracks between the west end of Creek Bridge and the derails due to 1.5% grade at this location.
13. In compliance with **Rule GR-13(a)**, employees must not be in a track well on the dock side when equipment is moving FOR ANY REASON. If necessary to operate cut lever to make a cut, it can be done ONLY when equipment is standing. If necessary to take slack to operate cut lever, employee CANNOT be in the track well on the dock side when slack is taken. It is permissible to take slack to operate cut lever on the non-dock side.

F. RANDOLPH

The normal position for the inside switch at Randolph Yard, MP S 269.1, is designated as lined straight rail toward the Stub Track. Crews working at Randolph Yard must restore the inside switch to normal before departing. This protects the Main Line from cars and equipment inside Randolph Yard.

KANSAS CITY TERMINAL AREA

9. DISTRICT INSTRUCTIONS (CONT.)

G. NORTH KANSAS CITY

1. Power operated derails at North Kansas City Roundhouse protect all locomotive service tracks and car repair Tracks 4, 5, 6 and 7. They are under the exclusive control of the Mechanical Department.
2. Blue Signal Protection is determined by the electronic strobe lights beside each derail. Blue strobe light indicates Blue signal protection is in effect and derail is on. Amber strobe light indicates derail is off and track may be used. Strobe lights are for both day and night Blue signal protection.
3. Crews on engines departing NKC Roundhouse will contact the Yardmaster or KN Operator, as necessary, for permission to depart BEFORE contacting the Roundhouse for permission to depart. This is to allow Mechanical Department to continue to work in the event traffic or congestion prevents you from departing the Roundhouse.
4. When engines need to enter or depart from the Roundhouse locomotive serving tracks, contact the Roundhouse Mechanical Supervisor by radio. He will arrange to have the appropriate derails removed and provide instructions as to where to leave incoming engine or route to be taken for outbound engines. Crews must make certain that all governing derails are in the OFF position before entering or exiting the tracks.
5. If you have received clearance from the Yardmaster to depart and Roundhouse is unable to take the Blue signals down or will not give you permission to depart, notify the Yardmaster immediately. Any prolonged time to get permission from the Roundhouse should be reported to the Yardmaster.
6. Normal position for switches at east end of Roundhouse Departure Track and at east end of Tracks KC54 and KC55 will be lined for movement on the lead. These switches must be left in this position after use.
7. When necessary to make switching arrangements (lining of power switches, etc.) with the KN Operator, such arrangements must be made directly with him when communication is available.
8. All NS tracks under the jurisdiction of the NS Kansas City Superintendent of Terminals are designated as interchange tracks.
9. When operating on tracks not owned by Norfolk Southern, the Greater Kansas City Area Operating and Special Instructions dated June 1, 2007, will govern.
10. All crews handling transfers to foreign yards, while in foreign yards or returning from foreign yards, will immediately contact the NS North Kansas City Yardmaster by radio if they become blocked or held. Time of interchange delivery will be reported by a crew member to the North Kansas City Yardmaster as soon as possible.

KANSAS CITY TERMINAL AREA

9. DISTRICT INSTRUCTIONS (CONT.)

G. NORTH KANSAS CITY (CONT.)

11. Any time NS crews are delivering transfers/trains to a foreign road and the foreign road instructs them to perform duties they deem to be in excess of their required moves and will result in a penalty or additional time claims, the crew MUST contact the NS supervisor on duty to obtain permission before the excess moves are done.
12. High-wide shipments are to be placed in appropriate setout tracks which have sufficient clearance to prevent sideswipes.

Designated Setout Tracks

North Kansas City: KC01 RY01 KC56
Claycomo: East Tail Track

When designated setout tracks are not available, adjacent tracks are to be left clear to prevent the possibility of a sideswipe.

Crews handling high-wide shipments must observe movement through turnouts, curves and all other tracks to ensure there is sufficient clearance when passing equipment or being passed by equipment on adjacent track.

13. Reference Terminal Operations Bulletins in the MEMO Bulletin Board under "ILKCOPB," in the event that you start a tour of duty and the computerized MEMO system is down, the KN Operator can be contacted to determine the latest Terminal Operations Bulletin and, if necessary, fax a copy to your reporting location.
14. Cars being cut off or left on any tracks in NKC Yard shall be left a minimum of one (1) car length from the clearance point within the track. Clearance points have been painted Yellow on all tracks in NKC Yard as well as Claycomo Yard. This applies to both ends of the track. If tracks are found not in compliance, the Yardmaster is to be notified immediately.
15. When switching within Kansas City Terminal, crews are not to kick cars into clear tracks.

KANSAS CITY TERMINAL AREA

9. DISTRICT INSTRUCTIONS (CONT.)

H. JOINT TRACKAGE

Trains and engines of the Illinois Division will use tracks of other division and foreign lines in accordance with their Timetable, Rules and Regulations as shown below:

1. BNSF Railroad between MP S 212.8, WB Junction and MP S 242.4, CA Junction.
2. BNSF and KCT between BNSF MP 418.2, CA Junction and BNSF MP 3.9, Argentine Yard.
3. BNSF Railroad between MP S 266.6, Birmingham and MP S 276.4, 5th Street. (Greater Kansas City Area Operating and Special Instructions apply.)
4. KCT Railroad between MP S 276.4, 5th Street and UP Yards at 18th Street, and Armourdale Yard and the GWWR Mill Street Yard.
(Greater Kansas City Area Operating and Special Instructions apply.)
5. BNSF Railroad between Ustick Tower and Kansas City Southern Knoche Yard via ASB Bridge.
(Greater Kansas City Area Operating and Special Instructions apply.)

Trains and engines of other division and foreign lines will use Illinois Division tracks in accordance with NS Timetables, Rules and Special Instructions as shown below:

BNSF between MP S 266.6, Birmingham and MP S 274.8, Ustick Tower

BNSF between MP S 250.6, Maxwell and MP S 266.6, Birmingham

DES MOINES TERMINAL

1. RULES IN EFFECT

At Des Moines, IA, NS crews will operate on former BN Tracks within Yard Limits and on NS tracks. The railroad will conduct its operation under the following conditions:

1. No train shall be operated at speeds in excess of Restricted Speed not exceeding 10 MPH. **Rule 137** applies.
2. No revenue passenger trains shall be operated.

2. MAXIMUM SPEEDS

	Main Track
Between	MPH
All Tracks, Restricted Speed not exceeding	10

3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

LOCATION OF TEST MILE SIGNS:

None.

4. DIESEL UNIT RATINGS

None.

5. LOCOMOTIVE AND CAR RESTRICTIONS

1. No 6-axle locomotives are allowed on the Wye Tracks at East Yard.
2. No 6-axle locomotives are allowed on any Industrial Tracks.

6. SWITCHES AND DERAILS

None.

DES MOINES TERMINAL

7. COMMUNICATION INFORMATION

RADIO

Emergency
CYO
UP Dispatcher

Code 911
Code 348
UP Code 14-14 Road
71-71 Yard

TELEPHONE

CYO 800-898-4296
Moberly District Dispatcher 217-425-2242

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

A. BY LOCATION

No freight trains may be operated that contain more than five (5) cars required to be placarded by the Hazardous Materials Regulations.

B. RAILROAD CROSSINGS AT GRADE

INTERLOCKED

Milepost	Location	Line/R.R.
East 22nd Street and Market	NS Track	UP
East 22nd Street and Market	former BN Track	UP

The above at grade crossings with the UP are controlled interlockings controlled by the UP Dispatcher at Omaha, NE.

To contact the UP Dispatcher, tune multi-channel radio to Channel 14-14 for Road Channel and Channel 71-71 for Yard Channel. After Radio Channel is selected, key 1853 on touch tone pad, after which you should hear three (3) beeps, indicating Dispatcher has been keyed.

C. JUNCTIONS

NON-INTERLOCKED

Milepost	Location	Line/R.R.
West end	East Yard	UP
West end	East Yard	IAIS

The above junctions are non-interlocked. Trains must stop before fouling Stop sign and not proceed until way is seen to be clear on cross line railroad. Before proceeding, Engineers will sound whistle signal 14(b).

SOUTHERN-WEST DISTRICT

EAST ↓	SIDINGS IN FEET	MP	STATION	NOTE
			LUTHER OPERATOR [4, 2]	
		3.6 W	Coapman West (VL)	1, 11
		4.6 W	VC Belt Y (VL)	2, 11
		4.7 W	SOUTHERN CROSSING (CP)	11
	-----	4.9 W	East St. Louis	11
	8969	6.3 W	A&S Junction (A)	11, 13
	-----	8.3 W	COAPMAN (VL)	11, 21
	SS		SOUTHERN-WEST DISTRICT DISPATCHER [104]	
		13.2 W	HBD-DED (<i>Belleville</i>)	
		24.9 W	HBD-DED (<i>Scott Air Force Base</i>)	
	SS	34.5 W	NEW BADEN	18
	-----	40.2 W	HBD-DED (<i>Albers</i>)	
	10299	48.8 W	HBD-DED (<i>Bartelso</i>)	
	-----	55.5 W	HBD-DED (<i>Centralia</i>)	
	SS	58.4 W	SHATTUC	
	-----	60.6 W	Centralia West (VL)	4, 12
	10466		BNSF DISPATCHER [66-66]	
	-----	64.8 W	BN JUNCTION (C) (VL) (CP)	3
	SS	66.0 W	CN CROSSING (C) (VL) (CP)	14
	6980		SOUTHERN-WEST DISTRICT DISPATCHER [104]	
		66.2 W	Centralia East (VL)	19
		71.3 W	HBD-DED (<i>Walnut Hill</i>)	
		81.0 W	HBD-DED (<i>Mt. Vernon</i>)	
	SS	86.1 W	MT. VERNON	
-----	87.8 W	UP CROSSING (C) (CP)	20	
10687	93.2 W	HBD-DED (<i>Marlow</i>)		
SS				

SOUTHERN-WEST DISTRICT

EAST ↓	SIDINGS IN FEET	MP	STATION	NOTE
			SOUTHERN-WEST DISTRICT DISPATCHER..... 104	
		103.6 W	HBD-DED (<i>Wayne City</i>)	
	SS 12467	111.7 W	MOON	20
	SS 10958	116.0 W	HBD-DED (<i>Fairfield</i>)	
		126.1 W	GOLDEN GATE	21
	SS 10468	131.0 W	SOUTHERN-EAST DISTRICT DISPATCHER 105 HBD-DED (<i>Ellery</i>)	
		140.7 W	SIMPSON	
	SS 143.8 W	143.8 W	HBD-DED (<i>Bellmont</i>)	
	NS	148.9 W	Lee.....SS, Y	10, 16
		150.1 W	CB Junction.....(CP)	
	PSI	152.2 W	Gibson.....SS, Y	16, 17
		157.8 W	HBD-DED (<i>Lyle</i>)	
		160.3 W	LYLE.....(CP)	
	CSXT	160.6 W	BECK.....(YL) (CP)	8
		162.4 W	CSXT Crossing.....(A)	15
		163.3 W	WEST DOUGLAS.....(YL) (CP)	5, 6, 9, 21
	TOYOTA	20000	164.8 W East Junction.....Y	
		167.2 W	EAST DOUGLAS.....(YL) (CP)	5, 6, 7, 9

SOUTHERN-WEST DISTRICT

STATION PAGE INFORMATION

- NOTE 1:** Permission must be secured from the Yardmaster at Luther prior to movements that will require the use of the Broadway Riverside Inbound and Outbound Main Tracks between May Street Interlocking control signal MP S 5.2 and home signal at the west end Luther Yard, MP S 80.2.
- NOTE 2:** Movements west of MP 4.6 W, VC Belt toward AOSmith Yard will be governed by applicable instructions as contained in Alton District A&E Line Segment, V&C Belt Line Segment and Brooklyn District Line Segment. Track on Alton District A&E-Line between MP AE 9.8 and MP AE 13.4, AOSmith Yard is designated as the AOSmith Thoroughfare and is not considered a Main Track. **Rule 137** governs.
Authority to occupy the Thoroughfare at AOSmith Yard may be granted by the Yardmaster or Supervisor at AOSmith or, in his absence, the Luther Operator.
All southward movements in or out of AOSmith Yard, St. Louis, must secure permission from the TRRA Merchants Dispatcher before proceeding at Restricted Speed not exceeding 15 MPH.
- NOTE 3:** BNSF Junction, MP 64.8 W to MP 66.0 W controlled by BNSF Dispatcher.
- NOTE 4:** Before entering Centralia Yard Limits, authority must be obtained from NS Southern-West District Dispatcher.
- NOTE 5:** Before entering Princeton Yard Limits, authority must be obtained from the Princeton Operator.
- NOTE 6:** All movements entering and operating through Douglas Siding, MP 163.3 W to MP 167.2 W, will do so on the authority of the Princeton Operator, and movements are not to exceed Restricted Speed.
- NOTE 7:** Westward road crews approaching Princeton must contact the Princeton Operator starting at Francisco to determine the disposition of train and to receive authority to pass Yard Limit sign, MP 167.2 W, East Douglas.
- NOTE 8:** Eastward road crews approaching Princeton must contact the Princeton Operator starting at Gibson to determine disposition of train and must not pass Yard Limit sign, MP 160.6 W, Beck until authorized.
- NOTE 9:** Operation of trains, engines and On-Track equipment between NS Main Line, MP 165.1 W and MP 165.4 W, via Toyota Lead to the Toyota Yard Tracks and Thoroughfare must be authorized by and made under the direction of the Princeton Operator. The Princeton Operator will enter all train movement information on the prescribed form.
- NOTE 10:** Listed below are instructions for trains entering the Main Track at Lee, MP 148.9 W. Prior to operating push buttons on panel board, permission must be obtained from the Decatur Dispatcher.
Push buttons and indicator lights are located in small box on side of signal case near dwarf signal.
- If both eastward and westward indicator lights are illuminated, this indicates block is **CLEAR**. Operate push button marked "START." Dwarf signals should clear within 12 minutes. If signal does not clear, then movement should be made in accordance with **Rule 401** with an additional waiting time of 12 minutes prior to leading wheels fouling frog.
 - If eastward or westward indicator lights are **NOT** illuminated, this indicates block is **OCCUPIED**. If Train Dispatcher/Control Operator gives permission to occupy Main Track, then movement must be made in accordance with **Rule 401**, with a waiting time of 12 minutes prior to leading wheels fouling frog.
 - If movement is not made, operate push button marked "Cancel."

SOUTHERN-WEST DISTRICT

STATION PAGE INFORMATION (CONT.)

- Note 11:** All train and engine movements and all movements of On-Track equipment between Yard Limit sign, MP 8.3 W, and 10th Street, East St. Louis, MP 3.6 W, must be authorized by the Operator at Luther Yard.
- Note 12:** The BNSF Railroad has installed signals displaying "Distant Signal Approach" aspects at MP 65.5 W, Centralia, IL, adjacent to Broadway Street.
- This double signal will govern westward trains approaching the BNSF Railroad Centralized Traffic Control Territory for westward trains at McCord Street. Also, this signal will be a left hand signal governing eastward trains approaching CN interlocking at MP 65.9 W.
- BNSF Signal Rule 229**, name "Distant Signal Approach" indication approach next signal prepared to stop short of signal, will govern.
- The signal is located on a tall mast displaying a single Yellow aspect with the letter "D" posted below on mast.
- This signal does not afford automatic block protection.
- Should the Yellow aspect be burned out, the day time signal will govern and trains may pass at Restricted Speed.
- All NS trains must contact the BNSF Dispatcher at Ft. Worth, TX, via radio by selecting Channel 66-66 (then push tone 470 in order on key pad) and wait for BNSF Dispatcher to answer, or by Bell phone, area code (817) 234-6026, to obtain authority and route instructions to obtain track authority and route from BNSF Dispatcher.
- Before attempting to move through Centralia, all NS trains, regardless of direction, must contact BNSF Dispatcher.
- Upon contacting BNSF Dispatcher, NS train should properly identify itself, state the number of cars in train, state train direction and approximate arrival time and ask for direct permission to occupy the BNSF Main Line at Centralia.
- Upon receiving permission to occupy BNSF Main Track, the NS crew will then contact Desk 3 CN Dispatcher, Channel 72-72, Tone 3, requesting permission to occupy the CN interlocking.
- If the IC can run our train, then the crew should repeat the authority and the time received, as outlined below:
- "NS Train 112 understands that we have permission to occupy the CN interlocking at Centralia at 2:50 AM."
- If the NS train cannot be handled at this time by the CN, then the crew should stop the train so as not to foul any public crossings and contact the BNSF Dispatcher by radio or through the NS Decatur Dispatcher and notify them of the duration specified and indicate NS train will call back when the CN can run them and obtain a new authority to occupy the BNSF main at Centralia. Any NS crew that is denied immediate authority on the BNSF main or the CN interlocking must always obtain new permission from both railroads before attempting to move through Centralia. Once permission is received and the train or engine is delayed, the Conductor must promptly notify the BNSF and CN and the train or engine must not be moved until permissions obtained.
- Note 13:** East St. Louis, A&S Railroad Crossing, MP 6.3 W:
- Push button and indicator lights are located in small box on side of signal bungalow on northeast quadrant of A&S crossing.
- If signals do not clear automatically and there is no conflicting movement, crew member will follow instructions posted in push button control box as follows:
- If indicator light is illuminated, this indicates block is clear. Operate push button and hold five (5) seconds before releasing.
 - If indicator light is not illuminated, this indicates block is occupied. Wait 2 minutes and if no conflicting movement is evident, then operate push button and hold five (5) seconds before releasing.
 - If home signal continues to display Stop after 1 minute 30 seconds and indicator light is not illuminated, train may proceed in accordance with **Rule 238(b)**.

SOUTHERN-WEST DISTRICT

STATION PAGE INFORMATION (CONT.)

NOTE 14: Centralia, CN Railroad Crossing, MP 66.1 W:

The following instructions will govern train and engine movements that encounter a Stop signal at the CN Railroad Crossing:

- (a) All trains must contact the BN Dispatcher at Ft. Worth, TX, via radio by selecting Channel 66-66 (then push tone 4-7-0 in order on key pad), and wait for BN Dispatcher to answer, or by Bell phone, area code (817) 234-6026, to obtain authority and route instructions to occupy BN Main Track. After receiving Track Authority from the BN Dispatcher, NS crews must then contact the CN Desk "3" Dispatcher via radio Channel 72-72 (by pushing 3 on the key pad) and inform the CN Dispatcher of intended move and BN Dispatcher's authority and route from the BN Dispatcher prior to the arrival of all NS train crews.
- (b) All train and engine movements must stop and not proceed until there are no conflicting movements.
- (c) After stopping, authority to proceed past the Stop signal must be secured from the CN Desk "3" Dispatcher on Channel 72-72.
- (d) If CN Desk "3" Dispatcher advises via radio instructions enabling the train to pass the signal after stopping, the train or engine may proceed after a member of the crew has walked through the entire route, checking the position of all switches. After checking the route, a member of the crew must stand at the facing point of switches involved in the movement until the lead wheel moves onto the first facing point switch. If instructions are given that the train may proceed after taking switches off power and lining by hand, a member of the crew must take all switches off power, hand line each switch for the route, and then check the route. If no exceptions are taken to the switches, and all switches are fitting up properly, the movement may proceed until clear of the CN Interlocking. A member of the crew must then reline the switches and place all switches back in power.
- (e) After stopping and receiving permission to proceed, all train and engine movements must proceed at Restricted Speed, unless or until a more favorable signal indication is received.

NOTE 15: Princeton, CSXT Railroad Crossing, MP 162.4 W:

Instructions to NS trains stopped by home signals, eastward or westward, at CSXT-NS Interlocking, Princeton, IN:

- (a) Indicator illuminated indicates that signals for the conflicting route display Stop. Push release button and hold for five (5) seconds. Home signal should indicate proceed within seven (7) minutes.
- (b) If indicator is not illuminated, consult CSXT Dispatcher concerning conflicting movements before operating release button.
- (c) If CSXT Dispatcher advises there are no conflicting movements, then operate the release button and hold for 5 seconds.
- (d) If signal continues to display Stop after seven (7) minutes, crew member must protect against conflicting movements in accordance with **Rule 238(b)** before signaling train to proceed over crossing.
- (e) If necessary to make reverse movement after train has passed through plant, push NS release button to set home signal at Proceed.

Trains must not stop on the CSXT Crossing at Princeton unless it is necessary.

A time-out circuit has been installed on the west approach to CSXT Interlocking at Princeton, IN, MP 162.4 W. The time-out circuit allows CSXT train movements to pass through interlocking without flagging when Princeton yard engines or other trains are occupying westward approach to the CSXT crossing.

When it is necessary to protect train movement through CSXT Interlocking at MP 162.4 W in a westward move, procedures as provided for in box at CSXT crossing must not be commenced until engine has passed the approach signal located at MP 162.5 W (140 feet east of the street overpass).

SOUTHERN-WEST DISTRICT

STATION PAGE INFORMATION (CONT.)

- NOTE 16:** Before entering PSI Yard Limits at Gibson, all trains must secure permission from the Princeton Yard Operator.
- NOTE 17:** Listed below are instructions for trains entering the Main Track at Gibson, MP 152.1 W and MP 152.4 W.
Prior to operating push buttons on panel board, permission must be obtained from the Decatur Dispatcher.
Push buttons and indicator lights are located in small box on side of signal case near dwarf signal.
- (a) If both eastward and westward indicator lights are illuminated, this indicates block is clear. Operate push button marked "clear." Dwarf signal should clear within 5 minutes and 30 seconds. If signal does not clear, then movement onto Main Track must be time of five (5) minutes prior to leading wheels fouling frog.
 - (b) If eastward or westward indicator lights are not illuminated, this indicates block is occupied. If Train Dispatcher/Control Operator gives permission to occupy Main Track, then movement must be made in accordance with **Rule 401** requiring a waiting period of 5 minutes and 30 seconds prior to leading wheels fouling frog.
 - (c) If movement is not made, operate push button marked "cancel."
- NOTE 18:** All westward trains will notify the Southern-West District Dispatcher at Decatur via radio when their train passes New Baden, IL.
- NOTE 19:** All westward trains will arrange to stop short of Highway 51, MP 66.5 W, until it is known that the interlocking Centralia has been cleared for their movement. NS trains will monitor CN radio during approach to interlocking and until train has cleared interlocking for instructions from control operator.
- NOTE 20:** **MP 87.8 (UP Crossing)**
Contact Southern West Dispatcher and make a request for signal eastward leaving Centralia and westward leaving Moon. UP Dispatcher controls Interlocking.
- NOTE 21:**
- (a) A portion of the Southern-West District, from Coapman to and including the East Switch at Golden Gate will be dispatched by the "D" Desk Dispatcher at Decatur. The DTMF radio tone to reach this Dispatcher will be "104". Telephone number to reach this Dispatcher is 217-425-2386 or Microwave 7-425-2386.
 - (b) The remainder of the Southern-West District from, but not including, the East Switch at Golden Gate to Princeton and all of the Southern-East District will continue to be dispatched by the "E" Desk Dispatcher. The DTMF key up tone "105" and phone number 217-425-2354 or Microwave 7-425-2354.
 - (c) The Southern-West and Southern-East District Dispatcher Bulletins will read as follows: All speed restrictions, bad footing orders or other information pertaining to the territory east of the East Siding Switch at Golden Gate, MP 128.1 W, including restrictions or operating conditions for Princeton Yard, will be published in the Southern-East District Dispatcher Bulletin. All speed restrictions, bad footing orders or other information pertaining to the territory west of, and including the East Siding Switch at Golden Gate, MP 128.1 W will continue to be published on the Southern-West District Dispatcher Bulletin.
 - (d) All train and engine crews operating between Princeton and St. Louis MUST have a copy of BOTH Train Clearances and MUST clear each with the appropriate Dispatcher before leaving a Terminal.

SOUTHERN-WEST DISTRICT

1. RULES IN EFFECT

Between	Main Track Rules
Coapman West and Coapman East	93
Coapman East and Centralia West	271
Centralia West and BN Junction	93
BN Junction and CN Crossing	261
CN Crossing and Centralia East	93
Centralia East and CB Junction	271
CB Junction and CB Junction	261
CB Junction and Lyle	271
Lyle and Beck	261
Beck and West Douglas	93
West Douglas and East Douglas	261

2. MAXIMUM SPEEDS

Between	Rhwy.	Frt.
	MPH	
MP 3.6 W, St. Louis Terminal and MP 4.6 W, Between W-Line 10th Street and VC Turnout	10	10
MP 4.6 W and MP 6.3 W, Between V&C Turnout and A&S Crossing	20	20
MP 6.3 W and MP 8.3 W, Between A&S Crossing and East Coapman Yard Limit Sign	30	30
MP 5.0 W and MP 8.2 W Outbound Track Coapman Yard	10	10
MP 8.3 W, Coapman and MP 66.2 W, Centralia, East Yard Limit Sign	60	50
Except:		
MP 8.3 W to MP 9.0 W, Curves	35	35
MP 9.0 W to MP 9.9 W, Curve	40	40
MP 9.9 W to MP 11.7 W, Curves	45	45
MP 11.7 W to MP 15.8 W, Curves	50	45
MP 15.8 W to MP 17.9 W, Curves	40	40
MP 17.9 W to MP 18.2 W, Curve	40	35
MP 18.2 W to MP 18.5 W, Curve	50	45
MP 33.5 W, New Baden Siding, Through Turnout	25	25
MP 33.5 W to MP 35.5 W, Through New Baden Siding	25	25
MP 35.5 W, New Baden Siding, Through Turnout	25	25
MP 36.2 W to MP 36.8 W, Curve	45	45
MP 36.8 W to MP 37.1 W, Curve	55	50
MP 42.0 W to MP 43.8 W, Curves	55	50
MP 43.8 W to MP 44.0 W, Curve	50	45
MP 47.5 W to MP 48.0 W, Curves	45	45
MP 52.1 W to MP 56.8 W, Curves	55	50
MP 58.5 W, Shattuc Siding, Through Turnout	25	25
MP 58.5 W to MP 60.5 W, Through Shattuc Siding	25	25
MP 60.5 W, Shattuc Siding, Through Turnout	25	25
MP 62.5 W, New Pass, Through Turnout	20	20
MP 62.5 W to MP 64.0 W, Through New Pass at Centralia	15	15
MP 64.0 W, New Pass, Through Turnout	15	15
MP 64.0 W to MP 64.4 W, Curves	20	20
MP 64.4 W to MP 66.2 W, BNSF Crossover, BNSF Main, and Over CN Crossing	10	10

SOUTHERN-WEST DISTRICT

2. MAXIMUM SPEEDS (CONT.)

Between	Rhwy.	Frt.
	MPH	
MP 66.2 W, Centralia and MP 168.0 W, Princeton, East Yard Limit Sign Except:	50	50
MP 66.2 W to MP 66.4 W, Curve	10	10
MP 66.2 W to MP 66.5 W All Trains and Engines Over All Crossings (Engines Only) are restricted to	15	15
MP 66.4 W to MP 66.6 W, Curve	35	35
MP 66.6 W to MP 67.2 W, Curve	40	40
MP 67.2 W to MP 67.7 W, Curve	45	45
MP 77.9 W to MP 78.2 W, Curves	45	45
MP 81.3 W to MP 82.6 W, Curves	45	45
MP 84.1 W, Mt. Vernon Siding, Through Turnout	15	15
MP 84.1 W to MP 86.1 W, Through Mt. Vernon Siding	15	15
MP 86.1 W, Mt. Vernon Siding, Through Turnout	15	15
MP 85.6 W to MP 87.3 W, Curves	45	45
MP 87.3 W to MP 88.2 W, Curves	25	25
MP 87.8 W, Mt. Vernon, Over UP Crossing	25	25
MP 88.2 W to MP 89.2 W, Curve	45	45
MP 96.8 W to MP 97.1 W, Curve	45	45
MP 98.0 W, Eastward Trains with more than 75 cars (Engines Only)	25	25
MP 110.2 W, Moon Siding, Through Turnout	20	20
MP 110.2 W to MP 112.6 W, Through Moon Siding	20	20
MP 112.6 W, Moon Siding, Through Turnout	20	20
MP 116.6 W to MP 116.8 W, Curve	50	45
MP 119.0 W, Eastward Trains with more than 75 cars (Entire Train)	30	30
MP 126.0 W, Golden Gate Siding, Through Turnout	20	20
MP 126.0 W to MP 128.1 W, Through Golden Gate Siding	20	20
MP 128.1 W Through Turnout Golden Gate Siding	20	20
MP 134.1 W to MP 134.6 W, Curves	50	45
MP 139.9 W, Simpson Siding, Through Turnout	15	15
MP 139.9 W to MP 141.9 W, Through Simpson Siding	15	15
MP 141.9 W, Simpson Siding, Through Turnout	15	15
MP 149.9 W to MP 151.0 W, Curves	35	35
MP 151.0 W to MP 151.5 W, Wabash River Bridge	40	40
MP 151.5 W to MP 151.8 W, Curve	45	45
MP 160.7 W to MP 161.8 W, Curves	35	35
MP 161.8 W to MP 162.3 W, Curve	35	35
MP 162.4 W, Princeton, Over CSXT Crossing	15	15
MP 162.3 W to MP 162.7 W, Curves	15	15
MP 162.7 W to MP 164.6 W, Curves	45	45
MP 164.6 W to MP 164.9 W, Curves	40	40
MP 164.9 W to MP 165.4 W, Curves	45	45
AUXILIARY TRACKS — PRINCETON, IN		
The Thoroughfare from the CSXT Connection Track Switch East: Restricted Speed not exceeding	14	14
The Toyota Lead, including both legs of Wye: Restricted Speed not exceeding	14	14
All Yard and Industrial Tracks other than Main Tracks unless otherwise provided	10	10

SOUTHERN-WEST DISTRICT

3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

LOCATION OF TEST MILE SIGNS:

MP 157.0 W to MP 156.0 W
 MP 153.0 W to MP 152.0 W
 MP 141.0 W to MP 140.0 W
 MP 91.0 W to MP 90.0 W
 MP 71.0 W to MP 70.0 W
 MP 58.0 W to MP 57.0 W
 MP 24.0 W to MP 23.0 W
 MP 21.0 W to MP 20.0 W

NOTE: Tests for accuracy will be made at other locations when necessary. Engineers when operating in outlying local freight or branch line service will choose location appropriate for making tests to check speed indicators.

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Eastward						
Coapman to Cooper	2300	3100	3650	4545	5050	5960
Cooper to Mt. Carmel	3600	4800	5750	7110	7900	9320
Mt. Carmel to Princeton	2900	3850	4650	5715	6350	7490
Westward						
Princeton to Coapman	2550	3550	4250	5220	5800	6845

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

The weight of diesel units and cars is limited as follows:

GROSS WEIGHT IN POUNDS				
Between	Unit		Loaded Car	
	4-Axle	6-Axle	4-Axle	6-Axle
Coapman, IL and Princeton, IN	291,000	420,000	286,000	394,500

SOUTHERN-WEST DISTRICT

5. LOCOMOTIVE AND CAR RESTRICTIONS (CONT.)

B. TRAILING TONNAGE RESTRICTIONS

Trailing tonnage must be limited on line segments as shown below, behind the following equipment:

1. Empty Multi-level cars.
2. Empty Intermodal single-platform flats and such loaded with empty trailers or containers.
3. Empty 85-foot-long or longer flats and such flat cars when loaded with empty trailers or containers, or loaded with only one (1) trailer or container.
4. Empty Intermodal single-axle truck flat car or such cars loaded with empty trailers or containers.
5. Empty single or multiple-unit double-stack (well) cars, or articulated single-platform (spine) cars. Be governed by Appendix 1 in the System Timetable.

Trailing tonnage must be limited to 3,500 tons behind applicable empty 85-foot-long or longer cars, empty multi-level cars, empty intermodal single platform flats or such loaded with empty trailers or containers, or similar equipment when operating trains east from Luther Yard across the Merchant's Bridge, north to WR Interlocking and south to CP Junction over TRRA trackage.

C. LOCATION OF ENGINE RESTRICTIONS

6-axle Diesel Units

These restrictions do not apply to Main Track.

6-axle units may not operate over the following tracks:

- MP 14.9 W — Weyerhaeuser
- MP 18.8 W — Illinois Power
- MP 66.8 W — Illinois Power
- MP 87.5 W — Shapiro Brothers Scrap Company
- MP 133.3 W — Illinois Power
- MP 163.0 W — Brass Track

SOUTHERN-WEST DISTRICT

6. SWITCHES AND DERAILS

On both Old Track and New Track, James Co-Op, Princeton Yard, MP 163.3 W, the normal position of switch is lined and locked toward West No. 2 Track.

A. SPRING SWITCHES

Spring switches are located as follows:

Milepost	Location	Normal Position
141.9 W	East End of Simpson Siding	Main Track
139.9 W	West End of Simpson Siding	Main Track
128.1 W	East End of Golden Gate	Main Track
126.0 W	West End of Golden Gate	Main Track
112.6 W	East End of Moon Siding	Main Track
110.2 W	West End of Moon Siding	Main Track
86.1 W	East End of Mt. Vernon	Main Track
84.1 W	West End of Mt. Vernon	Main Track
60.5 W	East End of Shattuc	Main Track
58.5 W	West End of Shattuc	Main Track
35.5 W	East End of New Baden	Main Track
33.5 W	West End of New Baden	Main Track

B. WAITING TIMES

For the purpose of **Rule 401** at the following locations, waiting times shown must be observed:

Milepost	Location	Time
62.6 W	West End New Pass	7 minutes
64.0 W	East End New Pass	7 minutes
63.3 W	West End Old Pass	7 minutes
148.9 W	PSI Lead, Lee	12 minutes
150.1 W	CB Junction	5 minutes
152.1 W	West Wye, Gibson	5 minutes, 30 seconds
152.4 W	East Wye, Gibson	5 minutes, 30 seconds
156.8 W	Lyles	12 minutes
160.3 W	Indiana Grain	12 minutes
159.8 W–168.0 W	Princeton (within Yard Limits)	6 minutes

The following switches may be left lined and locked as last used:

Switches at north and south ends of AOSmith New Yard
Lead Switch off A&E-Line to AOSmith Old Yard

Switches on both ends of the Connecting Track between the A&E, MP AE 5.0 and VC Belt, MP VC 4.8 must be lined and locked for the W-Line. Trains and engines must approach these switches prepared to stop until route is seen to be lined for their movement.

The normal position of the switch connecting the Outbound Track and the A&S Connection Track west of the A&S Crossing is lined and locked for straight movement on the Outbound Track.

The normal position for switches at Coapman Yard between the A&S Crossing the TRRA Connection Track, MP 4.8 W, will be lined and locked for movement on Main Track. Main line switch governing movement to TRRA Connection Track, MP 4.8 W, may be left lined as last used.

The normal position for the VC Belt Main Track switch located at MP VC 0.0 and/or the W-Line, MP 4.67 (Coapman) is lined and locked for the VC Belt.

SOUTHERN-WEST DISTRICT

7. COMMUNICATION INFORMATION

RADIO

Emergency		Code 911
CYO		Code 348
Southern-East District Dispatcher		Code 105
Southern-West District Dispatcher		Code 104
BNSF Dispatcher	Channel 66-66	Tone 470
CN Operator Centralia	Channel 72-72	Tone 3
CSX Dispatcher	Channel 94-94	Tone 4
Terminal	Channel 26-26	
Willows	Channel 60-60	

TELEPHONE

CYO	800-898-4296	
Southern-East District Dispatcher	217-425-2354	M/W 7-425-2354
Southern-West District Dispatcher	217-425-2386	
BNSF Dispatcher	817-234-6026	
CN Operator Centralia	618-533-3344	

8. DETECTOR INSTRUCTIONS

STAND ALONE DRAGGING EQUIPMENT DETECTORS (Voice Radio Alarm Only)

When the voice radio alarm is activated at a detector, the train must be stopped promptly for inspection. The Train Dispatcher/Control Operator must be advised of the stop and results of inspection and corrections made. Train crews receiving messages transmitted from voice radio alarms located as defect detector sites will stop their train only if their trains are actually passing the detector identified on the radio or if the rear of their train is within one-half (1/2) mile of the detector after having passed it.

When a train is stopped for dragging equipment indication, the following information must be given to the Train Dispatcher/Control Operator as quickly as radio communication can be established:

1. Car number
2. Type of dragging equipment found
3. Type of car
4. Loaded or empty
5. Disposition of car

This information must be furnished each time train is stopped.

SOUTHERN-WEST DISTRICT

9. DISTRICT INSTRUCTIONS

A. ST. LOUIS TERMINAL

1. All operations between St. Louis and the locations shown below will be under the supervision of the Superintendent of Terminals, St. Louis:
 - MP S 46.7, St. Louis District
 - MP D 469.1, Brooklyn District
 - Entire Alton District
 - MP 8.3 W, Coapman Yard
2. Trains and engines will be governed by Terminal Railroad Association of St. Louis Operating Rules and Special Instructions between WR Interlocking and May Street Interlocking (when operating over the Merchants Bridge route), between Coapman and SH interlocking (when operating over the Illinois Transfer District), and at all other times when operating on their tracks.
3. When switching within St. Louis Terminal, crews shall not kick cars into clear tracks.

B. GENERAL INSTRUCTIONS

1. WR Interlocking and V&C Belt Switch

The Brooklyn Main between WR Interlocking, MP D 480.63, and V&C Belt Switch at the north end of Brooklyn Yard, MP D 483.55, is within Yard Limits. Operation of trains, engines and On-Track equipment between WR Interlocking, MP D 480.63, and the V&C Belt Switch at the north end of Brooklyn Yard, MP D 480.55, must be authorized by and made under the direction of the Luther Operator. The Operator at Luther will enter all information pertinent to each movement on the prescribed form.

The V&C Belt between the north end of Brooklyn Yard, MP D 483.88, and the W-Line Switch, Coapman Yard, MP 4.5 W, is within Yard Limits. Operation of trains, engines and On-Track equipment between the north end of Brooklyn Yard, MP D 483.55, and the W-Line Switch, Coapman Yard, MP 4.5 W, must be authorized by and made under the direction of the Luther Operator. The Operator at Luther will enter all information pertinent to each movement on the prescribed form.

2. A&S Interlocking at Coapman Yard

Eastward crews called out of St. Louis will clear and verify their Train Clearance PRIOR to leaving their initial station where train is made up, i.e., Luther and AOSmith.

In an effort to minimize blocking of the A&S Interlocking at Coapman Yard, trains making pickups at Coapman will precharge and pretest their pickup in accordance with Form **NS-1 Rule A-14** prior to doubling the pickup to the body of their train.

SOUTHERN-WEST DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

B. GENERAL INSTRUCTIONS (CONT.)

3. Deliveries and Pickups

All trains working at Coapman Yard must clear the A&S Interlocking while making setoffs.

When deliveries are made to A&S Railway at Coapman Yard, it will be the responsibility of the Conductor to report time of delivery to the Operator at Luther.

When picking up interchange cars at Coapman Yard, crew members must inspect cars to determine if any cars are high/wide loads, including double-stack containers. If any of these type cars are found in pickup, the Conductor must contact the Chief Dispatcher at Decatur for movement authority.

4. Dyke Branch

Dyke Branch in service between 10th Street, East St. Louis, MP 3.65 W, for a distance of 1,200 feet to Converse Street crossing. Dyke Branch out of service between Converse Street crossing and TRRA Wiggins No. 5 Yard. Only single diesel units may be operated on the Dyke Branch.

5. Coapman

Locomotives, cabooses, EOT devices and/or "high value" equipment must not be left at Coapman without permission from proper authority.

6. St. Louis and Princeton

Conductors on train operating between St. Louis and Princeton will show the following information:

Blocks picked up at Coapman (A&S), including loads, empties and tonnage in each station block.

7. Prairie Avenue

Train crews departing Luther shall either stop their train short of Prairie Avenue or pull it to May Street Interlocking control signal located at MP 5.2 when instructed to either pull down for an air test or when waiting for a signal from the TRRA at May Street.

8. Weyerhauser

Prior to coupling to cars spotted at Weyerhauser, movement must be stopped to ensure wheel chocks have been removed.

9. Koeling Road Crossing

Do not block Koeling Road crossing, MP 56.6 W. Trains will stop short of the crossing, if possible, or cut the crossing, if necessary.

10. Centralia

Crews making setoffs and/or pickups at Centralia must ensure that AC Mann and Beech Street crossings are left open for vehicular traffic.

High/Wide shipments received in interchange or set out at Centralia must be left on the west end of the Team Track, MP 65.0 W, until cleared for release and instructions received from the Chief Dispatcher for movement.

SOUTHERN-WEST DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

B. GENERAL INSTRUCTIONS (CONT.)

11. Little Fuse Crossing

Little Fuse Crossing, Centralia, MP 64.3 W, is the only authorized path to both the BNSF and NS yard offices for employees to travel and must not be blocked unnecessarily. Therefore, NS eastward trains not having clearance to run from both BNSF and CN must stay at a location west of Beech Street or AC Mann until clearance is obtained.

12. Fairfield

Trains leaving cars on siding at Fairfield will leave cars clear of street crossings in accordance with Operating Rules. In addition, the pedestrian crossing located at Southwest 5th Street, MP 116.9 W, must also be cut.

13. Princeton

It will be necessary to apply four (4) hand brakes when setting out cars in Tracks East No. 1 and East No. 2 at Princeton, IN, MP 163.4 W. Four (4) hand brakes should be applied to the four (4) west cars which are set out.

Please note the below example:

1 car — 1 hand brake

2 cars — 2 hand brakes

3 cars — 3 hand brakes

4 cars — 4 hand brakes plus a sufficient number of additional hand brakes to secure the cut of cars

At Yard Tracks CR 150E (Woods Crossing), MP 164.0 W, all trains must stop short of the grade crossing and not proceed until the crossing lights are flashing and the gates have been in the horizontal position for at least five (5) seconds.

At Yard Tracks CR 100E (Ohio St.), MP 163.4 W, all trains must stop short of the grade crossing and not proceed until the crossing lights are flashing and the gates have been in the horizontal position for at least five (5) seconds.

SOUTHERN-WEST DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

B. GENERAL INSTRUCTIONS (CONT.)

14. Passing Times

When necessary for a train to pass another train standing on the Main Track, push button devices will be activated on bungalow at locations with waiting period as listed.

Milepost	Location	Time
3.3 W	East End Coapman Siding	8 minutes
33.5 W	West End New Baden Siding	8 minutes
35.5 W	East End New Baden Siding	8 minutes
58.4 W	West End Shattuc Siding	8 minutes
60.6 W	East End Shattuc Siding	8 minutes
84.1 W	West Wye Mt. Vernon Siding	5 minutes
86.1 W	East Wye Mt. Vernon Siding	8 minutes
110.2 W	West End Moon Siding	5 minutes
112.6 W	East End Moon Siding	8 minutes
126.0 W	West End Golden Gate Siding	5 minutes
128.1 W	East End Golden Gate Siding	5 minutes
139.9 W	West End Simpson Siding	5 minutes
141.9 W	East End Simpson Siding	8 minutes

C. JOINT TRACKAGE

Trains and engines of the Illinois Division will use tracks of other divisions and foreign lines in accordance with their Timetables, Rules and Regulations as shown below:

1. Coapman to Luther via TRRA
(Greater St. Louis Operating Rules will govern operation via TRRA)
2. BNSF Junction, between MP 64.8 W and MP 66.0 W

CAIRO BRANCH

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
			PRINCETON OPERATOR..... 4	
		CB 126.2	CB JunctionY (YL) (CP)	1, 4
		CB 127.4	CO Junction.....Y (YL)	1, 4
		CB 127.5	PSI LEAD (North Leg).....Y (MB) (YL)	1, 2
		CB 128.2	PSI LEAD (South Leg)Y (MB) (YL)	1, 2
		CB 128.3	} NORTH KEENSBURG BLOCK (MB) (YL)	3, 4
		CB 129.5		
		CB 132.0	Keensburg (YL)	1

STATION PAGE INFORMATION

- NOTE 1:** Before entering Yard Limits, authority must be obtained from the Princeton Operator.
- NOTE 2:** Before entering PSI Lead Manual Block, authority must be obtained from the Princeton Operator.
- NOTE 3:** Before entering the North Keensburg and South Keensburg Manual Blocks, authority must be obtained from the Princeton Operator. All train, engine and Maintenance of Way movements within these limits will be made on manual voice block authority of the Princeton Operator. Trains will move only in the direction specified. Stationary Block Signs are erected designating block limits.
- NOTE 4:** Maintenance of Way movements within the limits of CB Junction, MP CB 126.2 and North Keensburg Block, MP CB 128.3 and the limits between Lee, MP 148.9 W and CO Junction, MP CB 127.4 will be authorized by the Princeton Operator.

1. RULES IN EFFECT

	Main Track
Between	Rules
CB Junction and Keensburg	93
Lee and CO Junction	93

CAIRO BRANCH

2. MAXIMUM SPEEDS

Between	Main Track MPH
PSI Lead Track between East/West Wye switch and PSI switch is governed by Rule 137 not exceeding 15 MPH	15
All tracks other than the PSI Lead, including tracks within PSI are governed by Rule 137 not exceeding 10 MPH	10

3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

LOCATION OF TEST MILE SIGNS:

None.

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Westward Lee to Carol	3600	4800	5750	7110	7900	9320
Eastward Keensburg to CB Junction	3600	4800	5750	7110	7900	9320

5. LOCOMOTIVE AND CAR RESTRICTIONS

WEIGHT RESTRICTIONS

The weight of diesel units and cars is limited as follows:

Between	GROSS WEIGHT IN POUNDS			
	Unit		Loaded Car	
	4-Axle	6-Axle	4-Axle	6-Axle
CB Jct., IL and Keensburg, IL	291,000	420,000	286,000	394,500
CB Jct., IL and Carol (PSI), IN	291,000	420,000	286,000	394,500

6. SWITCHES AND DERAILS

MAIN TRACK SWITCHES NOT EQUIPPED WITH ELECTRIC LOCKS

Main Line switches normal position will be lined and locked for the Main Line except:

MP MS 128.1 — PSI Block Wye Divide Switch, may be left as last used.

MP CB 127.4 — CO Junction Switch, from CB Main to Lee, may be left as last used.

CAIRO BRANCH

7. COMMUNICATION INFORMATION

RADIO

Emergency		Code 911
CYO		Code 948
Southern-East District Dispatcher	Channel 56-56	Code 105
Princeton Operator	Channel 4	

TELEPHONE

CYO	800-898-4296	
Southern-East District Dispatcher	217-425-2354	M/W 7-425-2354
Princeton Operator	812-385-5081	M/W 7-223-4541

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

KEENSBURG

Be governed by the following requirements and procedures for NS employees handling coal trains on AMAX property, Keensburg, IL:

When moving AMAX empties to Keensburg, it will be necessary to contact the Princeton Operator not less than 30 minutes prior to entering Loop track at Maud Road to ensure AMAX personnel are at Maud Road when you arrive.

After entering Loop Track, movement over the scale must be made not to exceed 3 MPH. This speed applies to both loaded and empty scale movement.

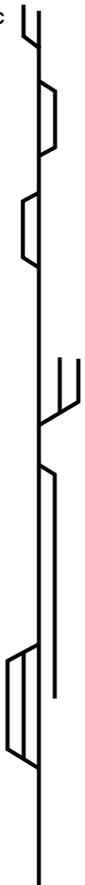
Upon arrival at loading silo, movement must stop and not enter building until AMAX personnel meet train and give okay to proceed into the silo for loading.

DO NOT allow locomotives to stop on the scale. The rail cars may be stopped on the scale as necessary.

SOUTHERN-EAST DISTRICT

EAST ↓	SIDINGS IN FEET	MP	STATION	NOTE	
		160.3 W	SOUTHERN-EAST DISTRICT DISPATCHER 105		
		160.6 W	LYLE	(CP)	
		162.4 W	BECK	(YL) (CP)	1
			CSXT Crossing.....	(A)	
	CS	163.3 W	WEST DOUGLAS	(YL) (CP)	6
	22000		East Junction	Y	
		167.2 W	EAST DOUGLAS	(YL) (CP)	1, 2
		175.1 W	Oakland City.....	(A)	3
		176.6 W	OAKLAND CITY JUNCTION		
	ss	177.3 W	Hatfield Junction		
		178.3 W	HBD-DED (<i>Ayrshire</i>)		
	10505	181.3 W	AW&W Junction		
		181.5 W	AYRSHIRE		
	ss	190.6 W	HBD-DED (<i>Velpen</i>)		
		197.0 W	HUNTINGBURG WEST	(YL)	4
	ss	199.1 W	Huntingburg.....	Y	
	12463	202.0 W	HUNTINGBURG EAST	(YL)	4
	ss	204.8 W	HBD-DED (<i>St. Anthony</i>)		
	2466	213.9 W	BIRDSEYE		
	ss	216.3 W	HBD-DED (<i>Riceville</i>)		
ss	222.3 W	TASWELL			
10325	231.0 W	HBD-DED (<i>Temple</i>)			
ss	239.1 W	HBD-DED (<i>Milltown</i>)			
2195	240.0 W	MILLTOWN			
ss	243.8 W	DEPAUW			
10042	247.4 W	HBD-DED (<i>Ramsey</i>)			
ss					

SOUTHERN-EAST DISTRICT

EAST ↓	SIDINGS IN FEET	MP	STATION	NOTE
LNAC 			SOUTHERN-EAST DISTRICT DISPATCHER 105	
	ss	250.7 W	Corydon Junction	
	10431	253.0 W	CRANDALL	
	ss	257.3 W	HBD-DED (<i>Georgetown</i>)	
	ss	11265	DUNCAN	
	ss	265.9 W	HBD-DED (<i>New Albany</i>)	
		267.6 W	New Albany	
		268.3 W	TATEM CP	
		268.9W	K&I Junction..... YL	
		270.2 W	DI Tower..... YL	
		270.4 W	Louisville..... Y YL	6

STATION PAGE INFORMATION

- NOTE 1:** Before entering Princeton Yard Limits, authority must be obtained from the Princeton Operator.
- NOTE 2:** Westward road crews approaching Princeton must contact with Princeton Operator starting at Francisco to receive authority to enter Yard Limits at East Douglas, MP 167.2 W.

SOUTHERN-EAST DISTRICT

STATION PAGE INFORMATION (CONT.)

NOTE 3: Oakland City, IN — Indiana Southern Railroad Crossing, MP 175.1 W

EASTWARD TRAINS:

Eastward signal MP 174.2 W, **Rules 301(b), 307(b) and 310(b)** govern.

When this signal displays STOP [**Rule 310(b)**], a member of the crew must go to the push button box located on the west side of signal case at MP 174.2 W and must be governed by the following instructions.

- (a) Open push button box and depress push button marked #1.
- (b) If Green push button light is illuminated, depress push button marked #2 immediately.
- (c) If Red push button light is illuminated, wait 8 minutes, then depress push button marked #2.
- (d) If signal does not clear, proceed governed by **Rule 238(a)** to interlocking signal at Oakland City, MP 175.1 W.
- (e) After stopping at interlocking signal at Oakland City, train or engine may proceed after complying with **Rules 238(a) and 238(b)**.

WESTWARD TRAINS:

The westward interlocking signal will display indications governed by **Rules 301(c), 307(c), 309(b) and 310(c)**. When this signal displays STOP [**Rule 310(c)**] and there are no conflicting movements, a member of the crew must go to the push button box located in telephone box on west end of signal case at crossing and must be governed by the following posted instructions.

- (f) If Red push button light is dark, Indiana Southern signals may be indicating proceed. No action must be taken until after waiting eight (8) minutes. If no Indiana Southern movement is then evident, proceed with instructions (h).
- (g) If Red push button light is illuminated, Indiana Southern signals are in STOP position.
- (h) Operate push button and hold for five (5) seconds. White push button light should illuminate and signal display Proceed.
- (i) If White push button light does not illuminate, wait an additional eight (8) minutes. White push button light should illuminate and signal should indicate Proceed.
- (j) If White push button light does not illuminate or signal does not display a more favorable indication than STOP after complying with instruction (i), be governed by **Rules 238(a) and 238(b)**.

Whenever it is necessary for an eastward train to work the interchange track at Oakland City and must return to train, the same procedures must be followed as stated in instructions (f), (g), (h), (i) and (j).

NOTE 5: Before entering Huntingburg Yard Limits, authority must be obtained from the Southern-East District Dispatcher.

- NOTE 6:**
- (a) A portion of the Southern-West District, from Coapman to and including the East Switch at Golden Gate will be dispatched by the "D" Desk Dispatcher at Decatur. The DTMF radio tone to reach this Dispatcher will be "104". New telephone number to reach this Dispatcher is 217-425-2386 or Microwave 7-425-2386.
 - (b) The remainder of the Southern-West District from, but not including, the East Switch at Golden Gate to Princeton and all of the Southern-East District will continue to be dispatched by the "E" Desk Dispatcher. The DTMF key up tone "105" and phone number 217-425-2354 or Microwave 7-425-2354 will remain unchanged.
 - (c) The Southern-West and Southern-East District Dispatcher Bulletins will read as follows: All speed restrictions, bad footing orders or other information pertaining to the territory east of the East Siding Switch at Golden Gate, MP 128.1 W, including restrictions or operating conditions for Princeton Yard, will be published in the Southern-East District Dispatcher Bulletin. All speed restrictions, bad footing orders or other information pertaining to the territory west of, and including the East Siding Switch at Golden Gate, MP 128.1 W will continue to be published on the Southern-West District Dispatcher Bulletin.
 - (d) All train and engine crews operating between Princeton and St. Louis MUST have a copy of BOTH Train Clearances and MUST clear each with the appropriate Dispatcher before leaving a Terminal.

SOUTHERN-EAST DISTRICT

1. RULES IN EFFECT

	Main Track	Main 1 Track	Main 2 Track
Between	Rules		
Beck and West Douglas	93		
West Douglas and East Douglas	261		
East Douglas and Huntingburg West	271		
Huntingburg West and Huntingburg East	93		
Huntingburg East and Tatem	271		
Tatem and K&I Junction	261	261	261
K&I Junction and Louisville	93	93	93

2. MAXIMUM SPEEDS

	Rhw. MPH	Frt. MPH
Between	MPH	
MP 168.0 W, Princeton, IN and MP 209.0 W, Kyana, IN Except:	50	50
MP 163.1 W to MP 167.1 W, Through Douglas Siding and Turnouts	25	25
MP 164.9 W, Crossovers	15	15
MP 171.5 W to MP 172.7 W, Curve	45	45
MP 174.3 W to MP 174.8 W, Oakland City until Lead Locomotive occupies Last Crossing	35	35
MP 175.1 W, Indiana Southern Crossing	25	25
MP 180.6 W, Ayrshire Siding, Through Turnout	15	15
MP 180.6 W to MP 182.6 W, Through Ayrshire Siding	15	15
MP 182.6 W, Ayrshire Siding, Through Turnout	15	15
MP 181.4 W to MP 181.7 W, Curve	45	45
MP 186.4 W to MP 187.7 W, Curves	40	40
MP 198.4 W to MP 199.6 W, Curves	30	30
MP 199.2 W, Huntingburg Siding, Through Turnout	25	25
MP 199.2 W to MP 201.6 W, Through Huntingburg Siding	25	25
MP 201.6 W, Huntingburg Siding, Through Turnout	20	20
MP 203.0 W to MP 204.5 W, Curves	30	30
MP 209.0 W, Kyana, IN and MP 268.3 W, Tatem, IN Except:	45	45
MP 209.9 W to MP 215.1 W, Curves	40	40
MP 213.4 W, Birdseye Siding, Through Turnout	10	10
MP 213.4 W to MP 213.9 W, Through Birdseye Siding	10	10
MP 213.9 W, Birdseye Siding, Through Turnout	10	10
MP 215.1 W to MP 223.5 W, Curves	35	35
MP 220.5 W, Taswell Siding, Through Turnout	10	10
MP 220.5 W to MP 222.4 W, Through Taswell Siding	10	10
MP 222.4 W, Taswell Siding, Through Turnout	10	10
MP 223.5 W to MP 228.0 W, Curves	25	25
MP 228.0 W to MP 234.1 W, Curves	30	30
MP 234.1 W to MP 238.8 W, Curves	35	35
MP 239.6 W, Milltown Siding, Through Turnout	10	10
MP 239.6 W to MP 240.0 W, Through Milltown Siding	10	10
MP 240.0 W, Milltown Siding, Through Turnout	10	10
MP 241.7 W, Depauw Siding, Through Turnout	20	20
MP 241.7 W to MP 243.8 W, Through Depauw Siding	20	20
MP 243.8 W, Through Depauw Siding	20	20

SOUTHERN-EAST DISTRICT

2. MAXIMUM SPEEDS (CONT.)

Between	Rhwy.	Frnt.
	MPH	
MP 253.0 W, Crandall Siding, Through Turnout	15	15
MP 253.0 W to MP 255.1 W, Through Crandall Siding	15	15
MP 255.1 W, Crandall Siding, Through Turnout	20	20
MP 255.8 W to MP 258.7 W, Curves	35	35
MP 258.7 W to MP 262.1W, Curves	40	40
MP 259.7 W, Duncan Siding, Through Turnout	10	10
MP 259.7 W to MP 262.0 W, Through Duncan Siding	10	10
MP 262.0 W, Duncan Siding, Through Turnout	10	10
MP 262.1 W to MP 263.7 W, Curves	25	25
MP 263.7 W to MP 266.7 W, Curves	30	30
MP 266.7 W to MP 268.3 W, Curves	25	25
AUXILIARY TRACK:		
MP 177.2 W, Oakland City Junction, Through East Leg Wye	10	10
AUXILIARY TRACKS — PRINCETON, IN		
The Thoroughfare from the CSXT Connection Track Switch East Restricted Speed not exceeding	14	14
The Toyota Lead, including both legs of Wye: Restricted Speed not exceeding	14	14
MP 170.6 W, Black Beauty Mine, Francisco, Through Turnout, From Main Line switch to Loop Track Switch: Restricted Speed not exceeding	10	10
Oakland City Junction and Ayrshire (Algiers, Winslow & Western Railway): All movements on AW&W are to be at Restricted Speed:		
1. Maximum speed on AW&W is	10	10
2. Maximum speed when diverging Through any turnout on AW&W is	10	10
3. Maximum speed on Scale Track is	5	5

3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

LOCATION OF TEST MILE SIGNS:

WESTWARD

MP 169.0 W to MP 170.0 W
MP 180.0 W to MP 181.0 W
MP 195.0 W to MP 196.0 W
MP 207.0 W to MP 208.0 W

EASTWARD

MP 259.0 W to MP 258.0 W
MP 255.0 W to MP 254.0 W

NOTE: Tests for accuracy will be made at other locations when necessary.

Engineers when operating in outlying local freight or branch line service will choose location appropriate for making tests to check speed indicators.

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Eastward						
Princeton to Huntingburg	2900	3850	4650	5715	6350	7490
Huntingburg to Louisville	1550	2050	2450	3060	3400	4010
Westward						
Louisville to Duncan	900	1200	1450	1755	1950	2300
Duncan to Huntingburg	1500	2000	2400	2970	3300	3890
Huntingburg to Princeton	2650	3550	4250	5220	5800	6840

SOUTHERN-EAST DISTRICT

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

The weight of diesel units and cars is limited as follows:

GROSS WEIGHT IN POUNDS

Between	Unit		Loaded Car	
	4-Axle	6-Axle	4-Axle	6-Axle
Princeton, IN and New Albany, IN	291,000	420,000	286,000	394,500
New Albany, IN and Louisville, KY	291,000	420,000	286,000	394,500

B. TRAILING TONNAGE RESTRICTIONS

Trailing tonnage must be limited on line segments as shown below, behind the following equipment:

1. Empty Multi-level cars.
2. Empty Intermodal single-platform flats and such loaded with empty trailers or containers.
3. Empty 85-foot-long or longer flats and such flat cars when loaded with empty trailers or containers, or loaded with only one (1) trailer or container.
4. Empty Intermodal single-axle truck flat car or such cars loaded with empty trailers or containers.
5. Empty single or multiple-unit double-stack (well) cars, or articulated single-platform (spine) cars. Be governed by Appendix 1 in the System Timetable.

Maximum safe trailing tonnage behind restricted equipment between:

Princeton and Huntingburg is

Eastward – 11,100

Westward – 9,500

Huntingburg and Louisville is

Eastward – 3,500

Westward – 4,800

C. LOCATION OF ENGINE RESTRICTIONS

6-axle Diesel Units

These restrictions do not apply to Main Track.

1. 6-axle units may operate over the following track at speeds not to exceed 10 MPH:

AW&W Railway, except on Shy Siding and Scale Track
2. 6-axle units may operate over the following tracks at a speed not to exceed 5 MPH:

AW&W Railway Shy Siding and Scale Track

MP 213.5 W — Birdseye Siding

Temple (All Tracks)

MP 235.9 W — House Track-Marengo

MP 243.9 W — House Track-Depauw

MP 247.5 W — Ramsey Spur

MP 250.8 W — Connection Track-Corydon

MP 261.5 W — House Track-Duncan

New Albany — Do not go into yard beyond 5th Street

SOUTHERN-EAST DISTRICT

6. SWITCHES AND DERAILS

A. SPRING SWITCHES

Spring switches are located as follows:

Milepost	Location	Normal Position
176.6 W	East Wye Switch Oakland City Junction	Main Track
180.7 W	West End Ayrshire Siding	Main Track
181.5 W	AW&W Railway Connection	Main Track
182.7 W	East End Ayrshire Siding	Main Track
199.3 W	West End Huntingburg Siding	Main Track
201.6 W	East End Huntingburg Siding	Main Track
220.4 W	West End Taswell Siding	Main Track
222.3 W	East End Taswell Siding	Main Track
241.6 W	West End Depauw Siding	Main Track
243.9 W	East End Depauw Siding	Main Track
253.1 W	West End Crandall Siding	Main Track
255.1 W	East End Crandall Siding	Main Track
259.8 W	West End Duncan Siding	Main Track
261.9 W	East End Duncan Siding	Main Track

B. WAITING TIMES

For the purpose of **Rule 401** at the following locations, waiting times shown must be observed:

Milepost	Location	Normal Position
176.6 W	Oakland City Junction (East Leg Wye, West Leg Wye and Connection Track)	6 minutes
180.6 W	West End Ayrshire Siding	6 minutes
182.6 W	East End Ayrshire Siding	6 minutes
189.7 W	Velpen	8 minutes
198.0 W	Huntingburg	
201.9 W	(Yard Limits)	6 minutes
220.4 W	West End Taswell	8 minutes
222.3 W	East End Taswell	8 minutes
241.6 W	West End Depauw Siding	8 minutes
243.9 W	East End Depauw Siding	11 minutes
253.1 W	West End Crandall Siding	10 minutes
255.1 W	East End Crandall Siding	6 minutes
259.8 W	West End Duncan Siding	6 minutes
261.9 W	East End Duncan Siding	8 minutes

Southern-East T&E crews departing AW&W at Laidlaw will not be required to restore the Inside Switch at AW&W, allowing the outbound crew to depart AW&W using the spring switch once permission has been obtained to depart AW&W.

Southern-East T&E crews can expect to find the AW&W Inside Switch lined and locked for either position.

Southern-East T&E crews departing AW&W at Laidlaw with a loaded coal train will not be required to restore the derail that protected the outbound coal train as made ready by AW&W.

SOUTHERN-EAST DISTRICT

7. COMMUNICATION INFORMATION

RADIO

Emergency	Code 911
CYO	Code 948
Southern-East District Dispatcher	Code 105

TELEPHONE

CYO	888-898-4296	
Southern-East District Dispatcher	217-425-2354	M/W 7-425-2354

8. DETECTOR INSTRUCTIONS

STAND ALONE DRAGGING EQUIPMENT DETECTORS (Voice Radio Alarm Only)

When the voice radio alarm is activated at a detector, the train must be stopped promptly for inspection. The Train Dispatcher/Control Operator must be advised of the stop and results of inspection and corrections made. Train crews receiving messages transmitted from voice radio alarms located as defect detector sites will stop their train only if their trains are actually passing the detector identified on the radio or if the rear of their train is within one-half (1/2) mile of the detector after having passed it.

When a train is stopped for dragging equipment indication, the following information must be given to the Train Dispatcher/Control Operator as quickly as radio communication can be established:

1. Car number
2. Type of dragging equipment found
3. Type of car
4. Loaded or empty
5. Disposition of car

This information must be furnished each time train is stopped.

9. DISTRICT INSTRUCTIONS

A. OAKLAND CITY JUNCTION & AYRSHIRE (AW&W RAILWAY)

The following instructions apply to Norfolk Southern trains and engines when using Algers, Winslow & Western Railway Company tracks at Oakland City Junction and Ayrshire:

1. A mail box is located northeast of the connecting switch to AW&W Main Line and the Norfolk Southern eastward connection track at Oakland City Junction, IN. All waybills, switch lists, manifests or company mail for AW&W are to be placed in this box.
2. Trains or engines entering or leaving the AW&W Railway via the west leg of the Wye at Oakland City Junction, MP 176.6 W, must approach Indiana State Highway 64 crossing prepared to stop. Be sure that the crossing signals have been operating at least 20 seconds before proceeding over the crossing. The insulated joints for the crossing are painted Yellow.

SOUTHERN-EAST DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

A. OAKLAND CITY JUNCTION & AYRSHIRE (AW&W RAILWAY) (CONT.)

3. Clearance post sign has been installed on north side of Main Track at west end of Ayrshire siding, MP 180.65 W, to indicate clearance point westward trains should stop clear of to prevent setting signals against eastward movements between west end of Ayrshire, MP 180.6 W, and Oakland City, MP 174.1 W. This will allow eastward opposing movements to enter the AW&W Railway connections at either Oakland City Junction, MP 177.3 W or MP 176.6 W on favorable signals when westward train is standing on Main Track or siding at Ayrshire. Eastward movements from Oakland City will be able to proceed on favorable signal to Ayrshire.
4. Southern-East T&E crews delivering empty hopper trains to AW&W at Laidlaw, MP 181.5 W, will clear the NS Lead and shove the rear of their train back on the AW&W Lead. The train will be left at Laidlaw.
5. Track Authority Rules are in effect on the former AW&W trackage as follows:
All trains must contact NS East End Dispatcher before entering former AWW Yard Limits.

Enos Block:

Beginning at Kay, MP E 3.2 (just north of Kay Road Crossing) and extending south to Enos, MP E 6.3 (Old Ben Mine Loop). "Start Yard Limits" and "End TA Limits" sign northward and an "End Yard Limits" and "Start TA Limits" sign southward placed just north of Kay Road, also a Track Authority sign identifying this point as "Kay".

Cato Block:

Beginning at Evans, MP C 1.6 (just south of Jack Rogers Crossing) and extending north to Charger, MP C 12.1 (Charger Mine Loop). "Start Yard Limits" and "End TA Limits" sign southward and an "End Yard Limits" and "Start TA Limits" sign northward placed at MP C 1.6, just southwest of Jack Rogers Crossing and a Track Authority sign identifying this point as "Evans".

The portion of track identified below will remain under Yard Limit Rules:

AWW Yard Limits:

From MP E 3.2 and extending to Hatfield Junction, MP E 0.0 which is also MP C 0.0 where the Wye connects with the NS W-Line. Yard Limits continuing north on the C-Line to MP C 1.6 which will start Track Authority limits on the Cato Block. The ISRR Connection, McQueen Junction, Ayrcoe Lead, Coe Siding, and Shy Siding will be encompassed with the AWW Yard Limits. Yard Limit signs are in place.

Speed on all tracks on the former AW&W remains at 10 MPH except Scale Track which is 5 MPH.

When working in AWW Yard, all employees upon completion of duties will secure and lock entrance gate prior to leaving area unattended.

SOUTHERN-EAST DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

B. HUNTINGBURG

1. Eastward trains setting off and picking up at Huntingburg must not block Washington Street crossing, MP 199.1 W.
2. A minimum of four (4) hand brakes must be applied to rail cars on the east end of all tracks, Huntingburg Yard, and cars must be left a minimum of one (1) car length from derail. No cars are to be cut off in motion to any track unless track is at least one-half (1/2) filled to capacity.
3. The county crossing at Huntingburg, IN, MP 200.7 W, must not be blocked for more than 10 minutes except under the following conditions:
 - (a) By a moving train.
 - (b) By equipment while performing switching movement at or near the crossing.
 - (c) To perform required air brake tests.
 - (d) When air brakes are applied in emergency or when other mechanical failure prevents clearing the crossing.
4. Close Clearance Locations:
All Yard Tracks
5. All crews picking up or setting out cars at Huntingburg Yard, MP 200.0 W must contact CYO upon arrival and again before departure to ensure all scheduled freight is appropriately handled in a timely manner.
6. At Washington St. Crossing, MP 46.7 EB, all trains must approach the crossing prepared to stop, allowing the lights to flash a minimum of 20 seconds before proceeding across the grade crossing.

SOUTHERN-EAST DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

C. DUNCAN HILL

1. Except a light locomotive consist, eastward trains will not exceed 15 MPH at MP 262.0 W, maintaining this speed or less with throttle and dynamic brake if possible to road crossing MP 263.3 W. At any time between these two (2) points, if speed exceeds 18 MPH, train air brake will be applied. All trains must apply air brake if needed no later than road crossing MP 263.3 W. Train speed will then be controlled by use of dynamic and air brake not to exceed 25 MPH until rear of train reaches MP 263.7 W.
2. Westward trains doubling Duncan Hill must change ends on locomotive consist and operate from east unit when returning down Duncan Hill to pick up rear portion of train.
3. Westward freight trains must not back out of Duncan Siding, MP 262.0 W.
4. When trains double Duncan Hill, east end of first cut MUST be left west of private crossing, MP 261.9 W. Also, west end of second cut MUST be left east of Main Line signal location at east end Duncan Siding.
5. Engines engaged in pusher service, after having assisted a train over Duncan Hill, must in addition to Track Authority receive oral permission from the Decatur Dispatcher prior to departing Duncan in an eastward direction.
6. When necessary for train to double Duncan Hill or assisted by pushers on second cut, in order to move majority of train over crest of hill, first cut must be left west of crossover, MP 261.0 W.
7. All eastward trains not using trainline air brake within previous hour must stop and apply the automatic brake prior to descending Duncan Hill.
8. Light locomotive consists stopped on Duncan Hill between MP 262.0 W and MP 265.0 W must be secured by 100% hand brakes.
9. When a train is assisted by another train crew or pusher crew, it will be necessary for the Conductor on the train being assisted, or proper authority, to furnish the assisting train or pusher crew the initial, number, and location of all hazardous material cars in train consist prior to pusher engines coupling to rear of train or assisting train.

D. JOINT TRACKAGE

Trains and engines of the Illinois Division will use tracks of other divisions and foreign lines in accordance with their Timetables, Rules and Regulations.

EVANSVILLE BRANCH

EAST ↓	SIDINGS IN FEET	MP	STATION	NOTE
<p style="font-size: small; margin: 0;">TO WARRICK TO LYNNVILLE</p> <p style="font-size: small; margin: 0;">NS TO ROCKPORT</p>			SOUTHERN-EAST DISTRICT DISPATCHER [105]	
		0.0 EB	Evansville West..... (VL)	1
		2.0 EB	EVANSVILLE..... (VL)	
		15.2 EB	Boonville West	
		15.7 EB	Yankeetown Branch	
		15.9 EB	Boonville Wye Y	2
		18.2 EB	Boonville East	
		32.2 EB	ROCKPORT JUNCTIONSS	
		36.0 EB	HBD-DED (<i>Dale</i>)	
		46.0 EB	Huntingburg (VL)	3
		46.7 EB	HUNTINGBURG EASTY (VL)	3

STATION PAGE INFORMATION

- NOTE 1:** Before entering Evansville Yard Limits, authority must be obtained from the Southern-East District Dispatcher.
- NOTE 2:** All eastward and westward NS Railway movements over Yankeetown Branch, non-interlocked railroad crossing at Boonville Wye, MP 15.7 EB, must stop at the designated stop boards.
- NOTE 3:** Before entering Huntingburg Yard Limits, authority must be obtained from the Southern-East District Dispatcher.

1. RULES IN EFFECT

	Main Track
Between	Rules
Evansville West and Evansville East	93
Evansville East and Huntingburg South	171
Huntingburg South and Huntingburg	93

EVANSVILLE BRANCH

2. MAXIMUM SPEEDS

Between	Main Track
	MPH
MP 0.0 EB, Evansville and MP 46.7 EB, Huntingburg	35
Except:	
MP 0.0 EB to MP 4.9 EB	10
MP 0.9 EB, Crossing U.S. Highway 41	5
MP 1.1 EB, Crossing Willow Road (Engine Only)	5
MP 3.2 EB, Asylum Lead	10
MP 3.5 EB, Crossing Green River Road (Engine Only)	5
MP 4.9 EB and MP 16.6 EB	10
MP 30.7 EB, US 231/SR 45 A train with less than five (5) cars must approach grade crossings prepared to stop, unless it is known that crossing signals are working properly. Protection must be afforded highway traffic.	—
MP 32.0 EB to MP 32.3 EB, Curve	25
MP 32.2 EB, Through Turnout "EB" Line	25
MP 36.8 EB, SR 62, Crossing A train with less than five (5) cars must approach grade crossings prepared to stop, unless it is known that crossing signals are working properly. Protection must be afforded highway traffic.	—

3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

LOCATION OF TEST MILE SIGNS:

WESTWARD

MP 2.0 EB to MP 3.0 EB

MP 5.0 EB to MP 6.0 EB

MP 20.0 EB to MP 21.0 EB

EASTWARD

MP 44.0 EB to MP 43.0 EB

MP 21.0 EB to MP 20.0 EB

MP 15.0 EB to MP 14.0 EB

NOTE: Tests for accuracy will be made at other locations when necessary. Engineers when operating in outlying local freight or branch line service will choose location appropriate for making tests to check speed indicators.

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Eastward						
Evansville to Boonville	2500	3350	3975	4950	5500	6475
Boonville to Huntingburg	2500	3350	3975	4950	5500	6475
Westward						
Huntingburg to Boonville	3700	4950	5900	7350	8150	9600
Boonville to Evansville	2650	3550	4200	5250	5850	6850

EVANSVILLE BRANCH

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

The weight of diesel units and cars is limited as follows:

GROSS WEIGHT IN POUNDS

Between	Unit		Loaded Car	
	4-Axle	6-Axle	4-Axle	6-Axle
Evansville, IN and Boonville, IN	291,000	420,000	286,000	394,500
Boonville, IN and Huntingburg, IN	291,000	420,000	286,000	394,500

B. TRAILING TONNAGE RESTRICTIONS

None.

6. SWITCHES AND DERAILS

SPRING SWITCHES

Spring switches are located as follows:

Milepost	Location	Normal Position
32.1 EB	Rockport Junction	Rockport Branch

All tracks west of U.S. 41 Highway Crossing, MP 0.9 EB, are yard tracks. **Rule 137** applies. All switches between MP 0.0 EB and MP 0.9 EB do not have a normal position. Crews handling any cars for the first time during a particular tour of duty must examine any switches under these cars for proper alignment before moving the cars. The normal position for the Rockport Junction Switch, MP 16.2 RB/MP 32.2 EB, is lined for the Rockport Branch.

7. COMMUNICATION INFORMATION

RADIO

Emergency	Code 911
CYO	Code 948
Southern-East District Dispatcher	Code 105

TELEPHONE

CYO	888-898-4296	
Southern-East District Dispatcher	215-425-2354	M/W 7-425-2354

EVANSVILLE BRANCH

8. DETECTOR INSTRUCTIONS

STAND ALONE DRAGGING EQUIPMENT DETECTORS (Voice Radio Alarm Only)

When the voice radio alarm is activated at a detector, the train must be stopped promptly for inspection. The Train Dispatcher/Control Operator must be advised of the stop and results of inspection and corrections made. Train crews receiving messages transmitted from voice radio alarms located as defect detector sites will stop their train only if their trains are actually passing the detector identified on the radio or if the rear of their train is within one-half (1/2) mile of the detector after having passed it.

When a train is stopped for dragging equipment indication, the following information must be given to the Train Dispatcher/Control Operator as quickly as radio communication can be established:

1. Car number
2. Type of dragging equipment found
3. Type of car
4. Loaded or empty
5. Disposition of car

This information must be furnished each time train is stopped.

9. DISTRICT INSTRUCTIONS

EVANSVILLE

EASTWARD TRAINS

Main Track

Eastward trains operating on Main Track must STOP at least two (2) feet east of Yellow post located 50 feet west of Highway 41 on south side of Main Track until lights are flashing and gates are down on both Highway 41 and Franklin Street. The train may then proceed east.

Industrial Spur

Eastward trains operating on spur track must STOP at least two (2) feet east of Yellow post located 25 feet west of Highway 41 on south side of spur track until lights are flashing and gates down on both Highway 41 and Franklin Street. The train may then proceed east.

WESTWARD TRAINS

Main Track

Westward trains operating on Main Track must STOP at least two (2) feet west of Yellow post located 30 feet east of Franklin Street on south side of Main Track until lights are flashing and gates are down on both Franklin Street and Highway 41. The train may then proceed west.

Industrial Spur

Westward trains operating on industrial spur must STOP at least two (2) feet west of Yellow post located 40 feet east of Franklin Street on north side of spur track until lights are flashing and gates down on Franklin Street and Highway 41. The train may then proceed west.

ROCKPORT BRANCH

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
			SOUTHERN-EAST DISTRICT DISPATCHER 105	1, 2
		16.2 RB	ROCKPORT JUNCTION	
		6.4 RB	AK Steel..... (VL)	
		3.2 RB	AEP	
		0.8 RB	ROCKPORT	

STATION PAGE INFORMATION

NOTE 1: Before entering AK Steel Yard Limits, permission must be obtained from Cohen Brothers at AK Steel.

NOTE 2: Normal position for the switch at AK Steel, MP 6.4 RB will be lined and locked for movement into AK Steel.

1. RULES IN EFFECT

Between	Main Track
Rockport Junction and Rockport	Rules 171

2. MAXIMUM SPEEDS

Between	Main Track
	MPH
MP 16.2 RB and MP 6.4 RB	35
Except: MP 16.2 RB, Through Turnout	25
MP 6.4 RB and MP 3.2 RB	10
MP 6.4 RB, AK Steel	15
Main Line Approach and Outer Loop — Restricted Speed not exceeding	5
Switching and Yard Tracks — not to exceed	3
Scale and Radiation Detector Tracks — not to exceed	3

3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

LOCATION OF TEST MILE SIGNS:

None.

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Rockport Junction to American Electric Power	3700	4950	5900	7350	8150	9600
American Electric Power to Rockport Junction	2500	3350	3975	4950	5500	6475

ROCKPORT BRANCH

5. LOCOMOTIVE AND CAR RESTRICTIONS

WEIGHT RESTRICTIONS

The weight of diesel units and cars is limited as follows:

GROSS WEIGHT IN POUNDS

Between	Unit		Loaded Car	
	4-Axle	6-Axle	4-Axle	6-Axle
Rockport Junction and American Electric Power	291,000	420,000	286,000	394,5000

6. SWITCHES AND DERAILS

The normal position for the Rockport Junction Switch, MP 16.2 RB/MP 32.2 EB, is lined for the Rockport Branch.

7. COMMUNICATION INFORMATION

RADIO

Emergency	Code 911
CYO	Code 948
Southern-East District Dispatcher	Code 105

TELEPHONE

CYO	888-898-4296	
Southern-East District Dispatcher	217-425-2354	M/W 7-425-2354
Cohen Brothers	Day: 812-362-6522	
	Night: 812-362-6524	

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

None.

YANKEETOWN BRANCH

NORTH ↓ 	SIDINGS IN FEET	MP	STATION	NOTE
			SOUTHERN-EAST DISTRICT DISPATCHER 105	1
		0.0 BY	WARRICK	
		10.3 BY	BOONVILLE JUNCTION	
		17.2 BY	EBY	
		21.6 BY	LYNNVILLE MINE	

STATION PAGE INFORMATION

NOTE 1: All movements over the Evansville Branch, non-interlocked railroad crossing at Boonville Junction, MP 10.3 BY, must stop at designated stop boards.

1. RULES IN EFFECT

	Main Track
Between	Rules
Warrick and Lynnville Mine	171

2. MAXIMUM SPEEDS

	Main Track
Between	MPH
MP 0.0 BY, Warrick and MP 21.6 BY, Lynnville Mine	10

3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

LOCATION OF TEST MILE SIGNS:

None.

4. DIESEL UNIT RATINGS

None.

YANKEETOWN BRANCH

5. LOCOMOTIVE AND CAR RESTRICTIONS

WEIGHT RESTRICTIONS

The weight of diesel units and cars is limited as follows:

GROSS WEIGHT IN POUNDS

Between	Unit		Loaded Car	
	4-Axle	6-Axle	4-Axle	6-Axle
Warrick and Lynnville	291,000	420,000	286,000	394,5000

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

RADIO

Emergency	Code 911
CYO	Code 948
Southern-East District Dispatcher	Code 105

TELEPHONE

CYO	888-898-4296	
Southern-East District Dispatcher	217-425-2354	M/W 7-425-2354

8. DETECTOR INSTRUCTIONS

None.

YANKEETOWN BRANCH

9. DISTRICT INSTRUCTIONS

A. WARRICK

All tracks serving Alcoa's Warrick Works are yard tracks. **Rule 137** applies. Unless otherwise provided, the maximum speed for all tracks at Warrick is 10 MPH.

NS crews serving Warrick are cautioned to look out for trackmobiles and track machinery that is working at any location. NS movements are not to use the track involved until notified by Warrick Yard Office Personnel or by the Alcoa supervisor handling the trackmobile/track machinery movement that such equipment is in the clear or protected by flag.

NS crews must keep a constant lookout for substandard clearances on all tracks and in all buildings. When substandard clearance is encountered, apply **Rule GR-13(a)**.

All tracks that are, at any time, used for the loading or unloading of rail shipments are protected by derails. These derails are handled by Alcoa personnel only. Before entering or leaving any of these tracks, NS crews must arrange for the proper Alcoa employee to handle the derail in question. This may be accomplished, via radio. NS crews must observe the position of these derails before allowing their movement to pass over any such derail.

NS crews switching or handling cars within Alcoa must have the air hoses coupled between all cars and the angle cocks properly positioned. Cars are not to be cut off in motion.

A coupled, in-motion track scale is located adjacent to the South Alcoa Crossover switch at MP 0.6 BY of the Yankeetown Branch. All inbound and outbound NS trains or engines must pass over this scale enroute to or from the Yankeetown Branch. From either direction, the scale must be approached at a speed of less than 3 MPH and weighing must be handled at a speed to less than 2 MPH. After crossing the scale with the lead engine, the signals located adjacent to the scale will give the following indications: Green = Normal Speed — Proceed; Amber = Caution — Slow to Normal Speed; Red = Excess Speed — Slow to Normal Speed. When practicable, a crew member must be in position to observe these signal indications or arrange for communication of their indications, via radio, by another competent employee. Stopping or braking on the scale should occur only in the event of an emergency. Movement in one (1) direction must clear the scale prior to making a reverse movement.

B. JOINT TRACKAGE

Trains and engines of other divisions and foreign lines will use Illinois Division tracks in accordance with NS Timetables, Rules, and Special Instructions as shown below:

1. Indiana Southern Railroad between Lynnville Mine, MP 21.6 BY and Warrick, MP 0.0 BY.
2. Squaw Creek Southern Railroad (Respondex) between Lynnville Mine, MP 21.6 BY and Warrick, MP 0.0 BY.

ILLINOIS DIVISION SPECIAL INSTRUCTIONS

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ILLINOIS DIVISION

SPECIAL INSTRUCTIONS

System Emergency: 800-981-COPS (2677)

IL-A-20(b)-1. WHEEL CONTAMINATION — BRAKE APPLICATION

In an effort to clean the build-up of grain from wheels of equipment, when picking up covered grain hoppers in interchange or on line-of-road, yard and road crews will make a 10 lb. automatic air brake application for a sufficient amount of time to properly clean the wheels.

IL-B-1. TAKING CHARGE OF TRAIN

Train and engine service crews taking charge of trains outside Yard Limits and between signals must have permission from the Train Dispatcher/Control Operator before moving trains and, in addition, will compare Dispatcher's Bulletins, orders and instructions with the Train Dispatcher/Control Operator prior to moving train if they have not already done so. Train and engine service crews taking charge of trains within Yard Limits must have permission from the Yardmaster or proper authority (where Yardmasters are not employed) before moving train.

IL-C-113-1. LEAKING GRAIN CARS

A program to identify covered hoppers leaking grain product has now been expanded to all locations on the Illinois Division. Any car observed leaking grain should be reported to Yardmaster or other employee on duty at terminal locations or to the Train Dispatcher/Control Operator if found on line-of-road. Mechanical inspection will be made as soon as possible to determine cause and to take appropriate action. We have met with much success and cooperation from both shippers and receivers in attempting to improve both the quality of equipment supplied and in their internal process to properly secure covered hopper outlets. Continued cooperation with every employee to timely report covered hoppers involved in spillage will make this a success across the entire Illinois Division.

IL-EQ-11-1. UNIT TRAINS

All unit grain trains must be intact with no other loads or empties within the train.

IL-GR-1-1. COUPLING TO AN OCCUPIED LOCOMOTIVE

Before a coupling is made to any locomotive, it must be ascertained that such locomotive is unoccupied or a crew member must notify the occupant of the impending coupling.

IL-GR-6-1. AVAILABLE FOR DUTY

All operating employees are full-time employees. As such, employees will be required to perform or be available for service to fully meet the needs of the Company. Contingent upon the needs of the service, reasonable mark off privileges will be permitted.

ILLINOIS DIVISION

SPECIAL INSTRUCTIONS (CONT.)

IL-GR-7-1. MARKING UP

When taking paid personal days or single day vacation, employees must mark up by midnight of the last day of their vacation or personal leave unless arrangements have been made in advance with the Crew Management Office. Employees taking one week vacations, employees must mark up by 7:00 AM the day following their last day of vacation unless arrangements have been made in advance with the Crew Management Office.

IL-GR-8-1. HOURS OF SERVICE

Provisions of the Federal Hours of Service Act will be complied with completely:

1. Two hours prior to the Hours of Service Law affecting a crew member of a train operating on line-of-road on the Illinois Division, the Conductor of that train will notify the Chief Dispatcher of the exact time and the crew member or members affected by the Hours of Service Law.
2. The Conductor of a crew taking charge of a train where the crew has been relieved for the Hours of Service Law will compare all Dispatcher's Bulletins, orders and instructions with the Train Dispatcher/Control Operator before authority will be given to move engines and/or train.

IL-GR-8-2. REQUESTING REST

Employees that request 24 hours undisturbed rest after working the 7th consecutive day must inform the crew caller when tying up at their home terminal upon completion of their tour of duty.

IL-GR-13(g)-1. RIDING EQUIPMENT

Due to grab iron configuration, caution must be used when riding the side of flat car series SOU 150800-150860.

When cars are under load, hand brakes may be applied only when movement is stopped.

IL-GR-13(p)-1. PINCH POINTS ON TOFC/COFC

When necessary to ride a loaded TOFC cars, be aware there are pinch points between the raised bridge plate and equipment loaded on the car. Also, on TOFC cars there are pinch points between containers and frames of highway vehicles onto which they are loaded. On COFC equipment there are pinch points between the container and floor mounting brackets that hold the container in place. Do not place hands in pinch points on this type of equipment, as movement causes these pinch points to close.

IL-GR-14-1. DRAWBAR ALIGNMENT STRAP

Use of a drawbar alignment strap has been approved at Decatur, IL; St. Louis Terminal; Kansas City, MO; and Claycomo, MO.

ILLINOIS DIVISION

SPECIAL INSTRUCTIONS (CONT.)

IL-GR-14-2. DRAWBARS/KNUCKLES

The following guidelines should be followed when adjusting drawbars or opening/replacing knuckles in accordance with **Rule GR-14**:

1. Employees must seek assistance from a fellow crew member if a drawbar cannot be adjusted or a knuckle cannot be replaced with normal effort.
2. Employees must ascertain that the knuckle pin is properly positioned before opening a knuckle.
3. When a knuckle pin is removed to replace a knuckle or repair the locking mechanism of a coupler, it must be placed in a manner that will prevent it from rolling or falling.
4. Employees replacing a knuckle must determine that it is properly aligned before attempting to position it in the coupler.

IL-GR-17-1. USE OF COMPANY PROVIDED FACILITIES

All train and engine service employees lodging at Company provided facilities must register in using full name. This also includes dormitories. Unauthorized use of facilities must be immediately reported to your supervisor.

IL-GR-27-1. PROHIBITED RADIOS AND PUBLICATIONS

The use of public broadcast, AM, FM, or other short-wave radios or televisions by train and engine service employees while on equipment, working adjacent to "live" tracks, or when fouling tracks is prohibited.

The same restrictions apply to newspapers, magazines and other publications not required in the performance of duties.

IL-M-1. AUTOMATIC DOORWAYS

Employees must not place themselves or railway equipment in the foul of automatic doorways until the door is stopped in the fully raised or open position. Automatic doors that do not function properly must be reported to proper authority for correction, and Railway employees must not attempt to maneuver the door manually.

IL-SP-1-1. IDENTIFYING EMPTY EQUIPMENT

Conductors can determine empty multi-level equipment in their train by referring to their line-by-line consist or track list. An "E" in the load or empty column of the consist or list designates an "Empty." A "V" (for vehicles) before any three (3) numbers in the AAR car type code column of the consist or lists designates a multi-level. Examples of such multi-level equipment designations are: V421, V921, V610, etc.

The Load/Empty column on a train consist shows empty cars (including multi-levels) moving on revenue billing as "RREQP." These cars must be counted as empties when computing the total number of empty multi-levels for the purpose of complying with existing timetable speed instructions.

ILLINOIS DIVISION

SPECIAL INSTRUCTIONS (CONT.)

IL-SP-5-1. OBSERVING FLANGEWAY

Auxiliary tracks, sidings, and industrial tracks are subject to drifting snow, accumulations of ice and snow, and build-up of mud on track structures in and around road crossings, buildings, ramps, and other structures and shelters. Extreme care must be taken when entering, passing through, or leaving such tracks to prevent derailment due to these conditions. Whenever necessary, a crew member must be sent ahead of movement to walk track and make a thorough inspection of track and structure before movement is made, and must remain in position to keep close watch while movement is being made in the event it becomes necessary to stop the movement to avoid derailment.

IL-11-1. HANDLING AND STORAGE OF FUSEES

The following instructions are issued in connection with the handling and storage of fusees:

1. Fusees will be stored on locomotives and cabooses in the locations so provided.
2. When fusees are stored on vehicles other than locomotives and cabooses, they must be protected from damage such as oil, water, acid, open flame, and abrasive elements.
3. In no case will a fusee be cut open and the powder removed.
4. Damaged, frayed, or suspect fusees must be returned to the local Material Management Department.
5. Fusees must never be stored adjacent to acid or acid-producing elements such as coal.

IL-14(I)-1. ENGINE WHISTLE

Within the State of Indiana, the following laws are in effect:

Engine whistle to be sounded four (4) times beginning not less than 80 rods from the approach to any public highway, street or turnpike. The sounding shall be prolonged and repeated until the crossing is reached. Also, the engine bell shall be rung continuously from the time of the sounding of the whistle until the engine has fully passed the crossing.

When such whistle and bell are not in good working order, the engine must be stopped before each such crossing and proceed only after manual protection is provided at the crossing by a member of the crew unless such manual protection is known to be provided.

ILLINOIS DIVISION

SPECIAL INSTRUCTIONS (CONT.)

IL-26(g)-1. BLUE SIGNAL PROTECTION

When a Mechanical Department employee requests Blue signal protection that will involve a Control Operator lining a remotely controlled switch away from the track(s) where work will be done, the employee requesting the protection will state the identification of the track(s) involved as follows:

- Single digit numbers will be pronounced then spelled. Example: "Track 9, N-I-N-E."
- Multiple digit numbers will be pronounced then repeated digit by digit. Example: "Track 57, FIVE - SEVEN."

To ensure correct identification of the track(s) involved, the Control Operator will observe the same requirements when advising the requesting employee that protection has been provided.

IL-81-1. NOTIFICATION OF SIGNALS

Immediately after complying with **Rule 81**, student Engineers will be required to notify the other crew members in the locomotive operating cab the location of the next signal ahead affecting the movement of their train.

IL-81-2. CALLING SIGNALS

To enhance safety of operations, it is necessary that we fully understand and comply with our Operating Rules. Rules compliance is our safeguard against accidents, injuries, and loss of life. Therefore, to safeguard you and our fellow employees, any violation of **Rule 81** will be considered to be injurious or life threatening. Non-compliance will be treated in the most serious manner, including the possibility of immediate removal from service and may result in formal handling. If there is any doubt as to the meaning of **Rule 81**, please apply to the proper authority for an explanation. By raising our level of awareness, our understanding of the rules, and our use of the proper procedures through good work habits, we can eliminate accidents on the Illinois Division.

IL-81-3. OPERATING FROM LEAD LOCOMOTIVE

When making extended yard or road movements with light locomotive consists, the Engineer must operate the lead locomotive in the direction of movement.

IL-81-4. RIDING ON LEADING LOCOMOTIVE

Conductors will ride on the controlling leading unit of moving freight trains unless instructed otherwise by Division Officer.

Trainmen are required to occupy the lead locomotive, provided seats are available. Should conditions or circumstances warrant otherwise, the trainman will place himself as instructed by the Conductor or other proper authority.

ILLINOIS DIVISION

SPECIAL INSTRUCTIONS (CONT.)

IL-83-1. REPORTING TRAIN DELAY

When reporting off duty, all Conductors must report train delays using the computerized crew call end of trip screen. Delay locations must be reported using the mile post where the delay occurred. Mile post should be entered with the correct prefix or suffix as shown in the timetable. When delayed by other trains, the train symbols must be shown in remarks.

IL-87(a)-1. VERIFICATION OF LOCOMOTIVE NUMBER

At each origin location (or at an intermediate location where the locomotive consist is altered), the Engineer will verify by radio to a designated person that his locomotive initial, number and sequence agree with the list of locomotives that have been furnished as being on his train. These instructions include locomotives on locals, work trains, light engines, special trains, etc. The designated person receiving this radio verification is as follows:

1. Yardmaster — if Yardmaster is on duty at this location.
2. Operator/Clerk — if no Yardmaster but Operator or clerical employee on duty at this location.
3. Dispatcher — if no Yardmaster, Operator or clerical employee, direct verification with Train Dispatcher/Control Operator is necessary.

IL-103-1. PROTECTING SHOVE MOVEMENT UTILIZING VEHICLE

Rule 103 requires crew members protecting shove movements to be on, at or ahead of the leading end of the equipment being shoved under certain conditions. When these conditions are in effect and you are required to be on, at or ahead of the leading end of the equipment being shoved, it is permissible to utilize a vehicle under the following conditions:

1. You must exit the vehicle at all intervening switches and/or derails.
2. You must walk up to the switch or derail.
3. You must examine the position of the switch or derail and if properly aligned for your movement, advise the Engineer of its position.

The Engineer will then ask for a double check of the position of the switch or derail in question and you will then double check the switch or derail and advise the Engineer that said switch or derail has been double checked.

Then and only then do you allow the movement you are protecting and directing to shove over the switch or past the derail.

ILLINOIS DIVISION

SPECIAL INSTRUCTIONS (CONT.)

IL-103-2. SAFETY STOPS

The following "Safety Stop" procedures are to be adhered to when shoving cars in accordance with conditions listed below.

A stub or end of track is defined as a track connected at one (1) end only, i.e. track with bumping post, wheel stops, dirt mound or gravel mound end of track sign, etc.

Except when necessary to spot revenue customers, do not leave cars closer than 50 feet or one (1) car length from end of track or from derail.

When necessary to spot equipment closer than 50 feet or one (1) car length from end of track, make "Safety Stop" 100 feet or two (2) car lengths from end of track. After stop is made, employee directing the shove movement will advise the Engineer of the conditions, i.e. how many car lengths to end of track, bumping post, etc., before advising distance needed for final shove. Employee must be at, on or ahead of leading end of equipment on final shove.

Where movement on a particular track is intended as a Running Track or Through Track, a "Safety Stop" will not be required if switch is lined for intended movement.

If the intended shove move stopping point is to be made within five (5) car lengths from derail, derail must be placed in the non-derailing position. Prior to equipment getting closer than 250 feet of derail, if the stop is made in order to remove derail, such will suffice as complying with "Safety Stop" requirements.

When coupling to equipment which is standing within 50 feet or one (1) car length from end of track, stub track or derail in derailing position, the following will apply:

Crew must make a "Safety Stop" one (1) car length prior to coupling to equipment. Equipment being coupled to must have 100% hand brakes applied before coupling into.

Failure to comply with these instructions will constitute a violation of **Rule 103**.

IL-103-3. PROTECTING SHOVE MOVEMENTS IN INDUSTRY AND LOCOMOTIVE TERMINAL TRACKS

When shoving cars or engines on any Industry Track or within a locomotive terminal or engine time up track, a crew member or other employee suitably equipped to control the movement and protect against conflicting movements must place himself or herself at, on or ahead of the leading end of cars or engines.

Exceptions outlined in **Rule 103** do not apply at these locations.

IL-103-4. RIDING EQUIPMENT TO COUPLING

Employees are prohibited from riding any equipment to a coupling.

Prior to a coupling, employee must stop at least 50 feet short of coupling being made, dismount, then continue the movement.

This does not apply to employee riding locomotive(s) to a coupling.

ILLINOIS DIVISION

SPECIAL INSTRUCTIONS (CONT.)

IL-104(c)-1. MAIN LINE HAND-THROW SWITCHES

Compliance with Operating Rules and Special Instructions is fundamental to safety of operations. A basic but crucially important duty Train and Engine Service employees perform is ensuring that hand-throw Main Track switches are restored and secured in their normal position after their use. **Rules 104 and 104(c)** address the proper handling, position, and securement of a hand-throw Main Track switch.

An employee who fails to return and secure a hand-throw Main Track switch to its normal position will be withheld from service pending a formal investigation. If an employee(s) is not in compliance with the applicable rules, such non-compliance is considered a "Major" offense under S.T.A.R.T. and may subject the employee(s) to dismissal.

Commitment to safety is and must remain our first priority in the discharge of our duties while maintaining our situational awareness.

IL-104(g)-1. CROSSOVER SWITCHES

If the switches of an unattended crossover are observed to be out of correspondence, they will, when practical, be placed in corresponding position or the Train Dispatcher/Control Operator, Yardmaster, or other proper authority must be promptly notified. When notified, the Train Dispatcher/Control Operator, Yardmaster, or other proper authority must make immediate arrangements to have the switches restored to their proper position.

IL-105-1. SWITCHING WITH HAND BRAKES

Cars are not to be switched with hand brakes applied except where necessary to apply brakes prior to spotting cars or cutting off. Particular caution is required if necessary to move cars with hand brakes applied in curves.

IL-107-1. WHEEL CHOCKS

The use of wheel chocks by train and engine employees is strictly prohibited.

ILLINOIS DIVISION

SPECIAL INSTRUCTIONS (CONT.)

IL-111-1. **RUNNING SWITCHES (GRAVITY DROPS)**

Running Switches (Gravity Drops) in accordance with **Rule 111(a), (b) and (c)** are restricted to a maximum of five (5) cars authorized at the following locations:

Southern-West

Indiana Grain, MP 160.5 W

Kansas City Terminal

Claycomo from the lead into Ford's South-End toward the yard

Springfield-Hannibal District

Jacksonville, IL, at Nestles on the Main Line

Naples, IL, at Consolidated Grain and Barge (west end middle crossover to the Main Line)

Bluffs, IL, at Yard (west end of yard towards Meredosia Branch Line)

Lafayette District

Lafayette South Yard, MP SP 253.0

Logansport Tyson Foods, MP D 200.7

Hanson Cold Storage, MP D 221.1

Only Gravity Drop to the spur, not towards the Main Line

IL-120-1. **SWITCHING INDUSTRIAL AREAS**

When switching in the industrial areas and you find a gate not equipped with proper lock, you must notify your supervisor that there is not a suitable lock or catch on the gate. You must be careful to protect moves in and out of the industry until proper and necessary corrections are made.

IL-123-1. **STANDING EQUIPMENT CLEARANCE**

All trains and engines operating within the States of Missouri, Indiana and Illinois are to be governed by the following:

Missouri: Cars left standing must be at least 250 feet from edge of road crossing.

These restrictions are in effect except as provided below:

1. Physical conditions requiring temporary use of track.
2. Physical conditions are such that the 250 feet minimum distance cannot be obtained, and then only as to cars awaiting loading or unloading (or pickup thereafter) or to bad order cars set out from trains. These minimums will not apply to cars placed on yard tracks.

Indiana: Cars left standing must be at least 1,500 feet from edge of road crossing.

Illinois: Cars left standing must be at least 500 feet from edge of road crossing.

Where it is known that a road crossing will be blocked over 10 minutes, the Conductor and/or Engineer will arrange to have a crew member in place to cut train, if necessary, to avoid delays to the public. When a train can be stopped short of a crossing to avoid blocking it, arrange to do so. If there is an emergency that prevents the crossing from being cut, the Conductor will immediately notify the Chief Dispatcher by the quickest means of communication, advising why the crossing cannot be cut, and approximately how long it will be blocked.

ILLINOIS DIVISION

SPECIAL INSTRUCTIONS (CONT.)

IL-245.1-1. AIR BRAKE USE ON HEAVY DESCENDING GRADES

NS-1 Rule L-245(a) regarding AIR BRAKE USE ON HEAVY DESCENDING GRADES WHEN TRAIN HAS STOPPED AND TRAIN AIR BRAKES WILL BE REQUIRED TO SAFELY CONTROL THE MOVEMENT.

To ensure trains being secured in these situations, following instructions are to be adhered to:

- At locations where independent brakes will not hold a train, a sufficient number of hand brakes must be applied to secure train while air brake system is being charged.
- When air brakes have released, a signal will be given to the Engineer to apply a holding brake (a holding brake is a brake service reduction sufficient to hold train while hand brakes are being released).
- When ready to depart, Engineer will release independent brake and apply power, if necessary. As soon as the train begins to move, Engineer must apply full dynamic brake and make a sufficient air brake application to control speed of train.
- Any time a train is descending a heavy grade and automatic brake application is required to control speed of train, should the equalizing reservoir pressure be reduced to 65 PSI (70 PSI when carrying 100 PSI feed valve setting) on the lead locomotive, the train must be stopped immediately, sufficient hand brakes applied to hold train on grade and air brake system recharged before proceeding downgrade.
- When air brakes have released, a signal will be given to the Engineer to apply a holding brake (a holding brake is a brake service reduction sufficient to hold train while hand brakes are being released).

IL-248-1. PUSHER ENGINEER

Before a pusher Engineer couples to a train, he is to advise the train crew he is assisting, stating:

"This is pusher Engineer ____ on the D(____) pusher. I will be your pusher." Before coupling (including handling EOT), the pusher Engineer must notify the Engineer on the train to apply his automatic brake and that he will be working between the locomotives and the rear car and not to release the brake or move until he has notified him his work is complete. When coupling has been completed, the pusher Engineer must notify the Engineer on the train as follows:

"This is pusher Engineer ____ on the D(____) pusher. I am in the clear of your train and ready to proceed when you are ready." Before uncoupling the pusher Engineer must notify the Engineer on the train to apply his automatic brake and that he will be moving between the locomotives and the rear car and not to release the brake or move until he has notified him his work is complete. When uncoupling has been completed (including handling EOT device), pusher Engineer should further separate the pusher engines from rear of train a minimum of three (3) car lengths for slack adjustment before releasing train brakes. The pusher Engineer must notify the Engineer on the train as follows: "This is pusher Engineer ____ on the D(____) pusher. I am in the clear of your train with locomotives cut off."

ILLINOIS DIVISION

SPECIAL INSTRUCTIONS (CONT.)

IL-501(c)-1. TAXI CREWS — COMMUNICATION

All T&E service employees in deadhead service must monitor radio for possible communications.

IL-509-1. SWITCH AND DERAIL ACKNOWLEDGEMENT

Before a shove move is made into or out of a track, the switches and/or derails connected with the movement must be properly lined. The employee directing the move will communicate that the switches are lined and the derail is off to the Engineer. The Engineer must acknowledge the information and tell the employee directing the movement to double check the alignment of the switches and/or derails (stating the route is double-checked during the initial transmission is not in compliance).

The Engineer must not make a movement until notified again the specific number of switches and derails checked and that they are properly lined. Additionally, in compliance with **Rule 509**, the Engineer must not move until he is given a direction of move and distance seen or known to be clear.

IL-509-2. PROTECTING SHOVE MOVEMENTS

When Utility Switchman/Trainman is assisting road train in shove moves, the road ground crew must not leave the rear car of the shove until it has been positively ascertained that the Utility Switchman/Trainman has clear visibility of the rear car of the shove and can safely protect the control of the movement.

IL-614-1. LOCOMOTIVE ENGINEER TRAINEES

Locomotive Engineer Trainees may operate an engine only under the direct supervision of a coach-trained Engineer who has had a minimum of one (1) year of service as an Engineer.

IL-1001-1. PROTECTIVE EQUIPMENT — GLOVES

Gloves must be worn when your duties may expose your hands to injuries from cuts and bruises. Under all conditions, gloves must be of a construction that they do not present a safety hazard and are suitable for duties to be performed.

IL-1002-1. PROHIBITED OPERATION OF VEHICLES

Under no circumstances is any employee to operate a contract motor vehicle (taxi, van or any other vehicle) used to transport crews from one location to another in deadhead service. If any problems arise such as car trouble or driver's performance, contact the Chief Dispatcher.

IL-1013-1. REPORT OF TRESPASSERS

If a trespasser is seen on, in, or in the immediate vicinity of a bridge, trestle or tunnel, the Train Dispatcher/Control Operator, Yardmaster or other proper authority shall be notified by the quickest means of communication. They in turn will promptly notify the Railroad Police Department. Attention is directed to **Safety Rule 1013**, which remains in full force.

ILLINOIS DIVISION

SPECIAL INSTRUCTIONS (CONT.)

IL-1050(a)-1. RUNNING

Running ahead of a movement to line switches and derails is prohibited. Engineers will adjust speed to allow the proper operation of switches and derails as required by **Safety and General Conduct Rules 1110 and 1111.**

IL-1070-1. MOUNT/DISMOUNT LOCOMOTIVES — BUDDY SYSTEM

When necessary to mount or dismount a locomotive with items/baggage, attention must be focused on this task and the safety of mounting or dismounting. Attention to other tasks or duties while mounting or dismounting with hand-held items or baggage is prohibited. Mounting or dismounting with hand-held items or baggage is only permissible when it can be done safely and presents no hazard.

These guidelines must be followed:

1. Prior to either mounting or dismounting, crew members must discuss, utilizing the buddy system, how to safely load or unload baggage, coolers and other items on and off locomotives. In that discussion, consideration must be given to where each employee will be positioned, approximate size and weight conditions, and other conditions what would restrict the safe loading or unloading of items/baggage.
2. If the items/baggage that are being carried onto the locomotive cannot be safely handled or properly stored because of size, shape or weight, they are prohibited.
3. All efforts must be made to avoid injury.

IL-1070-2. CLOSE CLEARANCE

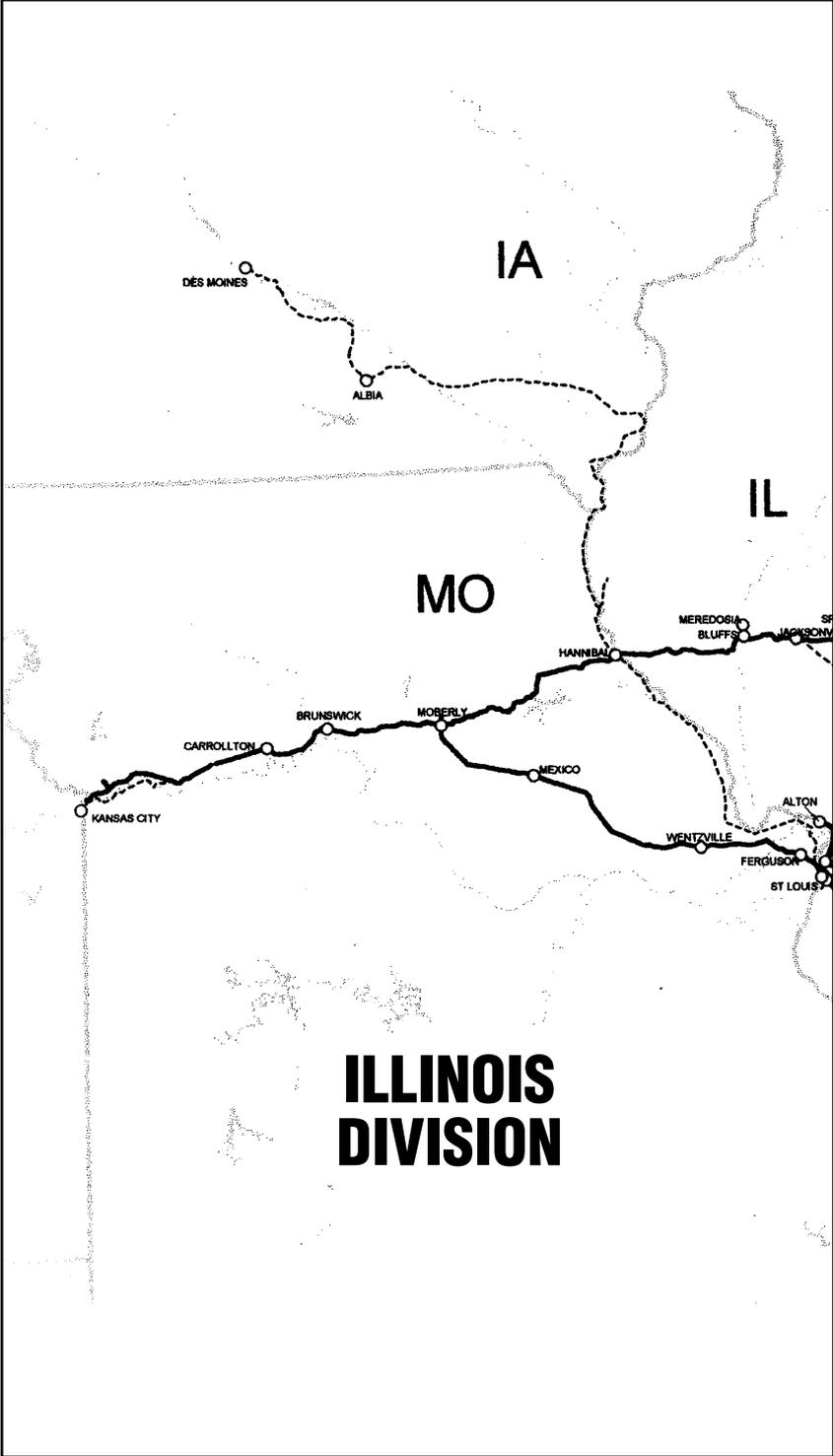
Your attention is directed to the portions of **Safety and General Conduct Rule GR-13(a) and Rule 1070** concerning close-clearance between On-Track equipment and adjacent structures. Railway employees will report any knowledge of fixed structural variances in clearances that may jeopardize an employee riding on or getting on or off equipment. This report must be made to their immediate supervisor as soon as practicable after the changes are noted. Each report should contain the name of the district, mile post, customer and/or facility, and a brief description of the change. If the report cannot be made to the immediate supervisor, it should be forwarded to the Chief Dispatcher's Office.

IL-1080-1. RIDING EQUIPMENT

Employees are prohibited from riding the leading end of a car when it PLACES THE EMPLOYEE BETWEEN THE GAUGE OF THE TRACK, except when it is necessary to operate the hand brake on a moving car. This does not prohibit an employee from riding under the slope sheets of a hopper, covered hopper, or on the end platform of a tank car outside the gauge of the track. In addition, employees must not cross over on end of moving cars or between moving coupled cars.

IL-1110-1. OPERATION OF SWITCHES AND DERAILS

If a switch is hard to throw, its use must be discontinued and it must be reported to the Train Dispatcher/Control Operator, Yardmaster or other proper authority. The switch must not be returned to service until it has been inspected and repaired by Maintenance of Way.



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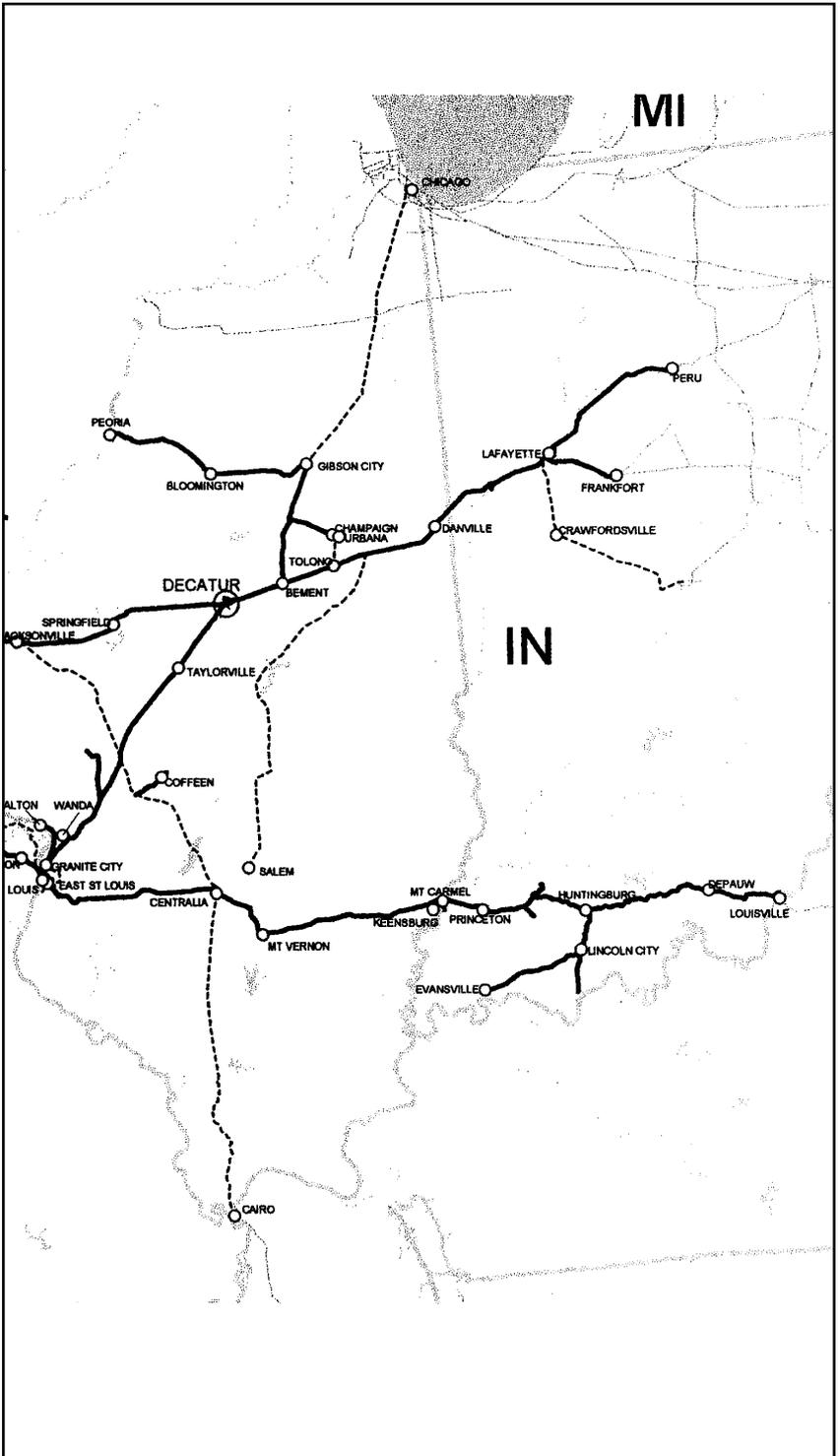
ALTON

WENTZVILLE

FERGUSON

ST LOUIS

ILLINOIS DIVISION



NOTES

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Our NS Goal-No Damage