

**THE KANSAS CITY SOUTHERN RAILWAY COMPANY**

**LEGEND**

- █ GULF DIVISION
- █ TRANSCONTINENTAL DIVISION
- █ GATEWAY WESTERN
- █ TEX MEX
- █ HAULAGE RIGHTS
- █ TRACKAGE RIGHTS



The Kansas City Southern Railway Company  
and  
Subsidiaries



For the Information and Government of Employees Only

**SYSTEM  
TIMETABLE  
No. 3**

Effective 0001 hours, Thursday, July 1, 1999

*You have the right and  
obligation to work safely.*

**M.R. Haverty**  
President and CEO

**G.K. Davies**  
Executive Vice-President & COO

**W.C. Lyman**  
Senior Vice-President Operations

## Explanation of Characters

A	—	Automatic Interlocking
B	—	General Orders/Circulars
C	—	Radio Communication
E	—	Electric Lock
G	—	Gate, normal position against conflicting route
G	—	Gate, normal position against this subdivision
M	—	Manual Interlocking
S	—	RR Crossing protected by permanent stop sign
T	—	Turning Facility
X	—	Crossover
Y	—	Yard Limits

## Explanation of Abbreviations

Aux	—	Auxiliary Track	MT	—	Main Track
ABS	—	Automatic Block System	#MT	—	Multiple Main Track
ATS	—	Automatic Train Control			(Note: Facing northward or westward track to right is No. 1 MT other main track(s) is number consecutively, i.e. No. 2-No. 3
Br	—	Bridge	NWD	—	Northward
BRT	—	Block Register Territory	OOS	—	Out of Service
BLT	—	Branch Line Territory	RL	—	Restricted Limits
CONN	—	Connection	RRX	—	Railroad Crossing
MTC	—	Empty Coal Trains	Sdg	—	Siding
CTC	—	Centralized Traffic Control	SS	—	Spring Switch
RS	—	Restricted Speed	SI	—	Special Instructions
Cv	—	Curve	SWD	—	Southward
DCS	—	Dual Control Switch	Sw	—	Switch
DOE	—	Direction of Entry	Tnl	—	Tunnel
DTC	—	Direct Traffic Control	Trk	—	Track
EOL	—	End of Line	WWD	—	Westward
EWD	—	Eastward	Xing	—	Street or Highway Crossing
FRT	—	Freight	X-over	—	Crossover
Gr	—	Grade	YL	—	Yard Limits
IMT	—	Trains consisting entirely of Intermodal equipment and/or auto-motive business	YD	—	Yard
IND	—	Industry			
LBC	—	Loaded Bulk Commodity			

## Explanation of Colors

	—	CTC		—	DTC
	—	ABS		—	YL, RL, BLT or BRT

## Emergency Call Procedures

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

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

MCX 100 radio:

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

## Transportation CSC Toll Free Numbers

<b>PHONE:</b>	
Kansas City .....	1-800-279-6792
Beaumont/Port Arthur .....	1-800-552-6386
All other areas .....	1-800-527-9273
Bossier Operations Center .....	1-800-454-7849
<b>FAX:</b>	
Customer Service Center .....	1-800-954-3303
Bossier Operations Center .....	1-800-454-7854

## Gulf Division

*Bill Slinkard - Superintendent*

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NWD ↑		Pittsburg Subdiv.		↓ SWD		
Station No.	Siding Feet	STATIONS	Meth of Oper.	Mile Post		
0004		KANSAS CITY 1.4	BCTY	YL	3.7	
		KCS CROSSING 0.2	M	C	5.1	
		AIRLINE JUNCTION 0.1			5.3	
		UP CROSSING 0.1	M		T	5.4
		MALONE JUNCTION 0.4			C	5.5
		KCS JUNCTION 0.2				5.9
		KCT CROSSING (2) 0.0	M	Y	6.1	
		BNSF CROSSING 0.0	M		L	6.1
		BIG BLUE JUNCTION 0.6	Y		6.1	
		ARMCO STEEL CROSSING 2.2	AY		6.7	
0009	8455	BLUE VALLEY 14.6		C	8.9	
0023	12352	GRANDVIEW 9.2			23.5	
0033	6787	JAUDON 20.4			32.7	
0053	11244	DREXEL 9.3			53.1	
0062	6792	AMSTERDAM 18.3	T		T	62.4
0081	7541	HUME 18.2			C	80.7
0099	10214	EVE 15.7				98.9
		BNSF CROSSING 3.5	A			114.6
0118	12331	MULBERRY, MO 10.1				118.1
		PITTSBURG, KS 124.5	2MT BCTY		YL	128.2

#### METHOD OF OPERATION

Method	Mileposts
YL	1.0 - 5.1
CTC	5.1 - 6.1
ABS/YL	6.1 - 8.1
CTC	8.1 - 126.8
YL	126.8 - 129.0

#### SPEED REGULATIONS

Maximum Speed Between:	FRT MPH
MP 1.0 and MP 6.0	10
MP 6.0 and MP 19.0	40
MP 19.0 and MP 126.8	55
MP 126.8 and MP 129.0	#1MT 20
MP 126.8 and MP 129.0	#2MT 20+

#### SPEED RESTRICTIONS

	Mileposts	MPH		Mileposts	MPH
Sw	8.6	20+	Br	102.6	50
Cv	19.0 - 23.5	45	Br	107.4 - 107.9	45
Cv	37.0 - 42.5	45	RRX	114.6	45
Br-Cv	72.0 - 74.3	45			

+ - Indicates engine only

## Pittsburg Subdivision

### SPEED RESTRICTIONS - SWITCHES & SIDINGS

Maximum speed permitted through turnout of switches and sidings, except main track switches listed below, 10 MPH.

Station		Location	MPH
Blue Valley	D	Both Ends - Siding	20
Grandview	D	Both Ends - Siding	20
Jaudon	D	Both Ends - Siding	20
Drexel	D	Both Ends - Siding	20
Amsterdam	D	Both Ends - Siding	20
Hume	D	Both Ends - Siding	20
Eve	D	Both Ends - Siding	20
Mulberry	D	Both Ends - Siding	20
Pittsburg	D	Both Ends - No. 1 MT	20

D - Dual Control

### CONTROL POINTS

Name	Milepost
West Wye (Southbound)	5.0 *
West Wye (Northbound)	5.1 *
Airline Junction (Southbound)	5.2 *
UP Crossing & Malone Junction	5.3 *
UP Crossing & Malone Junction (Northbound)	5.6 *
KCS Junction/KCT Crossing (Southbound)	5.8 *
KCT Crossing/KCS Junction (Northbound)	6.1 *
North Blue Valley	8.1
South Blue Valley	9.5
North Grandview	23.3
South Grandview	25.9
North Jaudon	32.8
South Jaudon	34.2
North Drexel	51.0
South Drexel	53.1
North Amsterdam	61.3
Amsterdam Wye (North Leg Wye in Siding)	61.6
South Amsterdam	62.7
North Hume	80.0
South Hume	81.5
North Eve	97.9
South Eve	100.0
North Mulberry	116.0
South Mulberry	118.4
North Pittsburg	126.8

\* Controlled by KCT Control Operator

### TRACKSIDE WARNING DETECTORS

Type	Milepost
Dragging Equipment	12.5
Hot Journal/Oversize Load/Dragging Equipment	15.1
Hot Journal/Dragging Equipment	26.1
Hot Journal/Oversize Load/Dragging Equipment	46.1
Hot Journal/Dragging Equipment	58.4
Hot Journal/Dragging Equipment	77.6
Dragging Equipment	86.8
Dragging Equipment	89.4
Hot Journal/Oversize Load/Dragging Equipment	95.2
Hot Journal/Oversize Load/Dragging Equipment	110.4
Hot Journal/Oversize Load/Dragging Equipment	124.9

# Pittsburg Subdivision

## BUSINESS TRACKS

Name	DOE	MP	Footage
Cave Switch	S	8.6	4918
Grandview Ind. Spur	◆ N	23.1	645
Team	+ N	23.9	1722
Grandview Pocket	N	23.9	597
American Ingredients	N	24.8	1525
Hatfield Lumber	+ S	25.1	1236
Prestige Park	+ S	25.4	509
A.O. Thompson	+ S	25.7	543
Cleveland	N	39.0	800
Team - Drexel	+ S	53.0	1471
N.L. KCPL - Amsterdam	+ S	61.6	838
S.L. KCPL - Amsterdam	+ N	61.9	842
Team - Amsterdam	+ S	62.2	1541
Amoret	S	68.7	800
N.E. Team - Hume	+ S	80.8	2766
S.E. Team - Hume	+ N	81.4	2766
Richards	S	93.3	800
N.E. Team - Eve	+ S	98.3	1170
S.E. Team - Eve	+ N	98.6	665
Oskaloosa	N	112.3	1250
Team - Mulberry	+ N	118.2	580

◆ Electrically Locked Switches

+ Connected to siding

## SPECIAL INSTRUCTIONS

**TRAINS DEPARTING KANSAS CITY:** KCS Southward trains will contact Yardmaster for permission to depart KC Yard. The Yardmaster will report movement to KCS Dispatcher and Kansas City Terminal Control Operator.

**KANSAS CITY JOINT AGENCY:** The General Code of Operating Rules will govern all Transportation Department employees operating within the limits of the IMRL - KCS Joint Agency.

These Special Instructions govern Joint Agency employees and KCS and IMRL road crews while operating on trackage of the KCS-IMRL Joint Agency. Additional Special Instructions may be issued by Joint Agency Bulletins and Circulars. They will be issued and cancelled by the General Superintendent.

KCS Crews operating on Kansas City Terminal trackage will use KCS Channel 10-10.

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

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

- (1) When a train is routed via the Kansas City Terminal Railway, notify the Kansas City Tower of the arriving and leaving time at Big Blue Junction.
- (2) Notify the Kansas City Tower when arriving Air Line Junction to obtain a route and clearance to the BNSF.
- (3) When arriving Harlem Street or Ustick Tower, call the Kansas City Tower to request transportation from the BNSF yard and advise the delivery time.
- (4) Show on the timeslip the time the engine arrives at the first set of puzzle switches after passing Harlem Street or Ustick Tower. This is the entrance to BNSF's Murray yard.
- (5) Any delay in excess of fifteen minutes enroute to the BNSF must be reported at once to the Kansas City yardmaster. If delay continues, a status report must be made every fifteen minutes to permit supervisors to handle.

# Pittsburg Subdivision

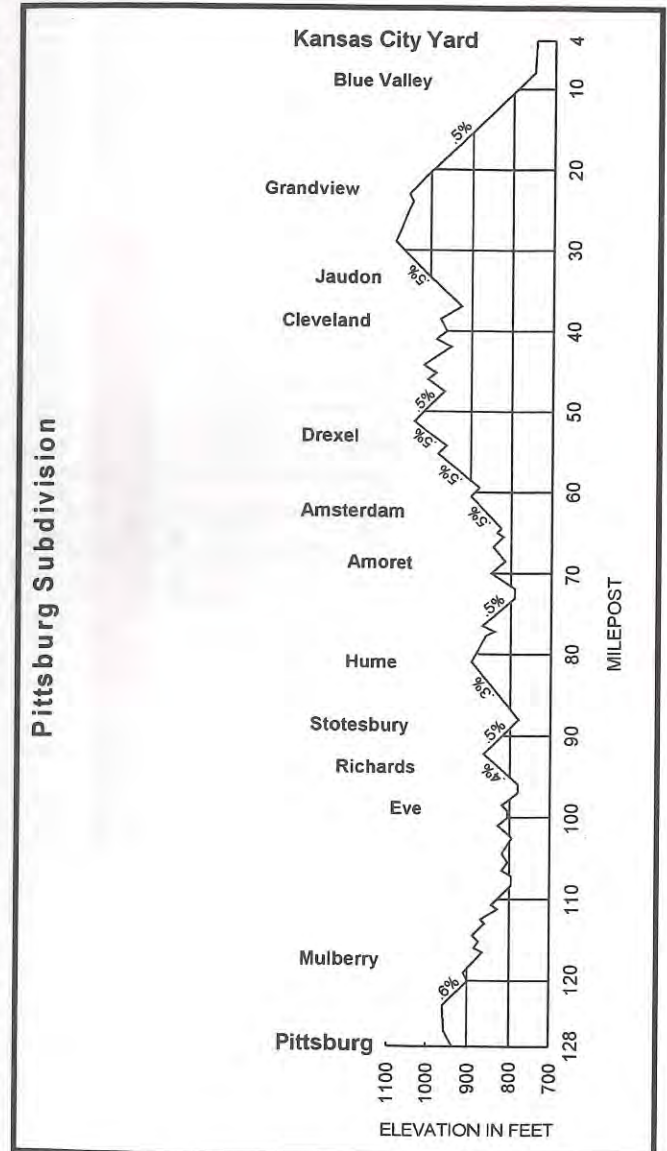
Maintenance of Way employees desiring to perform track work on the main track between MP 5.0 and MP 6.1 must obtain permission from the KCT Operator.

Maintenance of Way employees desiring to perform track work on the main track between MP 6.1 and MP 8.1 must obtain permission from the yardmaster at Kansas City. After permission is granted to occupy or work on the track, the yardmaster will not allow trains or engines to occupy that portion of track until the track is released by those performing the work.

One derail has been placed on SLIC Track 700 (No. 2 MT) south of the Kansas City yard office, 65 feet south of MP 3.8, to be used by Mechanical forces only.

## ARMCO STEEL INTERLOCKING:

- 1) Northward movements must report engine/train number and total cars in train to KCS tower before passing the North Siding Switch Blue Valley. KCS Tower will report Northward train movement to Kansas City Terminal, Control Operator.
- 2) Northward trains observing Medium approach, (Rule 9.1.4), signal indication at Armco Steel Interlocking will continue in Northward direction. If an approach (Rule 9.1.6) indication is displayed at Armco Steel Interlocking, train will be stopped without blocking road crossings, unless otherwise instructed.



NWD ↑		Heavener Subdiv.			↓ SWD	
Station No.	Siding Feet	STATIONS			Meth of Oper.	Mile Post
0128		PITTSBURG	2MT	BCTY	YL	128.2
		0.6 SEK CONNECTION		Y		128.8
		0.1 SEK CROSSING		g		128.9
		0.8 SEK JUNCTION				129.7
0134		EMPIRE, KS				133.9
0140	6963	ASBURY, MO				140.3
0155	5554	JOPLIN				154.3
		0.5 MNA CROSSING		g		154.8
		0.3 MNA CONNECTION				155.1
0160	2601	SAGINAW		E		160.0
0170	6629	DALBY				170.1
		2.6 BNSF CROSSING		A		172.7
0174	3581	NEOSHO		BC		174.1
0181	18250	McELHANY				180.8
0201	8513	NOEL, MO				200.7
0215	8610	DORSEY, AR				214.2
0217	1876	DECATUR			C	217.0
0222	7831	GENTRY			T	222.5
0224		FLINT CREEK			C	223.7
0229	8063	SILLOAM SPRINGS, AR		BC		229.3
0236	8449	WATTS, OK				236.0
0244	3394	WESTVILLE				244.4
0258	7794	STILWELL				258.2
0268	8620	CAVE SPRINGS				268.9
0281	8333	MARBLE CITY				281.1
		9.3 UP CROSSING		A		290.4
0291	5851	SALLISAW		B		291.1
0299	8144	GANS				299.2
0312	6909	SPIRO				311.7
0315		BONANZA				314.7
0320	7661	SHADY POINT				320.0
0326		POTEAU				326.4
0333	7663	HOWE				333.8
0338	16314	HEAVENER	2MT	BCTY	YL	338.0
209.8						

**METHOD OF OPERATION**

Method	Mileposts
YL	126.8 - 129.0
CTC	MT 129.0 - 335.3
YL	335.3 - 338.4

## Heavener Subdivision

**SPEED REGULATIONS**


Maximum Speed Between:		FRT MPH
MP 126.8 and MP 128.9	#1MT	20
MP 126.8 and MP 128.9	#2MT	20+
MP 128.9 and MP 166.0		50
MP 166.0 and MP 301.0		40
MP 301.0 and MP 335.3		50
MP 335.3 and MP 338.4	#1MT	20
MP 335.3 and MP 338.4	#2MT	20+

**SPEED RESTRICTIONS**

	Mileposts	FRT MPH
RRX-Xing	128.9 - 129.3	40
Xing	129.0 - 129.3	40+
Cv	147.2 - 154.5	40
Xing	154.5 - 156.5	25
Cv-Xing	156.5 - 158.0	40
Cv-Xing	164.6 - 166.0	45
Cv	166.0 - 168.5	30
Gr-Cv	172.7 - 177.5	25
Cv	185.9 - 186.2	30
Cv	191.0 - 192.3	30
Cv	194.4 - 194.7	30
Cv	196.3 - 196.7	25
Cv	196.7 - 210.0	30
Cv	216.9 - 217.1	30
Cv	224.1 - 226.1	30
Cv	230.0 - 234.3	35
Cv	239.5 - 240.0	30
Cv	250.0 - 256.9	35
Cv	262.5 - 264.0	30
Cv	277.5 - 279.0	30
Cv	285.4 - 285.6	30
RRX	290.4	25
Trk	306.0 - 310.0	45
Cv	331.7 - 335.3	40
Y-2MT	336.3 - 336.9	10

+ - Indicates engine only

Heavener Subdivision



*the Key to your  
Career is  
Safety*

# Heavener Subdivision

## SPEED RESTRICTIONS - SWITCHES & SIDINGS

Maximum speed permitted through turnout of switches and sidings, except main track switches listed below, 10 MPH.

Station or MP	Location	MPH
Pittsburg	D Both Ends - No. 1 MT	20
Asbury	D Both Ends - Siding	20
Joplin	D Both Ends - Siding	20
Dalby	D Both Ends - Siding	20
McElhany	D Both Ends - Siding	20
Noel	D Both Ends - Siding	20
Dorsey	D Both Ends - Siding	30
Gentry	D Both Ends - Siding	20
Siloam Springs	D Both Ends - Siding	20
Watts	D Both Ends - Siding	20
Stilwell	D Both Ends - Siding	20
Cave Springs	D Both Ends - Siding	30
Marble City	D Both Ends - Siding	20
Salisaw	D Both Ends - Siding	20
Gans	D Both Ends - Siding	20
Spiro	D Both Ends - Siding	20
Shady Point	D Both Ends - Siding	20
Howe	D Both Ends - Siding	20
Heavener	D Both Ends - No. 1 MT	20

D - Dual Control

## CONTROL POINTS

Name	Milepost
South Pittsburg	128.9
Empire	133.9
North Asbury	140.0
South Asbury	141.4
North Joplin	153.6
South Joplin	154.7
North Dalby	169.4
South Dalby	170.8
North McElhany	179.1
South McElhany	182.6
North Noel	200.4
South Noel	202.1
North Dorsey	213.2
South Dorsey	215.1
North Gentry	221.3
South Gentry	222.9
Flint Creek	223.7
North Siloam Springs	228.6
South Siloam Springs	230.2
North Watts	234.3
South Watts	236.1
Westville	244.7
North Stilwell	257.0
South Stilwell	258.6
North Cave Springs	267.3
South Cave Springs	269.0
North Marble City	280.5
South Marble City	282.2
North Sallisaw	290.4
South Sallisaw	291.6
North Gans	298.4
South Gans	300.1
North Spiro	311.2
South Spiro	312.8
Bonanza	314.7
North Shady Point	319.2
South Shady Point	320.7
North Howe	333.1
South Howe	334.7
North Heavener	335.3

# Heavener Subdivision

## TRACKSIDE WARNING DETECTORS

Type	Milepost
Dragging Equipment	142.4
Hot Journal/Oversize Load/Dragging Equipment	144.0
Hot Journal/Dragging Equipment	164.3
Hot Journal/Oversize Load/Dragging Equipment	183.8
Dragging Equipment	195.5
Hot Journal/Oversize Load/Dragging Equipment	205.6
Hot Journal/Dragging Equipment	226.7
Hot Journal/Oversize Load/Dragging Equipment	247.2
Hot Journal/Oversize Load/Dragging Equipment	262.1
Hot Journal/Oversize Load/Dragging Equipment	284.4
Hot Journal/Dragging Equipment	301.9
Dragging Equipment	305.3
Dragging Equipment	308.3
Hot Journal/Oversize Load/Dragging Equipment	315.7
Hot Journal/Oversize Load/Dragging Equipment	331.4



*Training is the key to quality, safety, and strict rules compliance*

# Heavener Subdivision

## BUSINESS TRACKS

Name	DOE	MP	Footage
SEK Connection	S	128.8	Conn
Kelso	N	129.5	370
SEK Junction	◆ S	129.7	720
Mission Clay	N	129.8	1000
International Paper	N	130.3	520
Asbury Team Track	+ S	140.2	190
Joplin Union Depot	◆ N	154.6	680
Old Gas Track - Joplin	+ N	154.6	493
MNA Connection	S	155.1	920
BNSF Connection	S	155.1	400
Long Bell American	◆ S	157.5	3750
Gulf States Paper	◆ S	158.3	2300
Ozark Terminal Spur	◆ S	172.2	3000
N.E. BNSF Interchange	S	172.9	2900
S.E. BNSF Interchange	N	173.2	2900
Old Ramp	N	173.6	320
Neosho S. Switch	◆ N	174.5	3581
Neosho N. Switch	◆ S	174.5	3581
Linde Spur	◆ N	177.1	5599
N.E. Coach Track	S	178.3	1700
S.E. Coach Track	N	178.7	1700
Pole Track - McElhaney	+ S	180.6	2366
Government Lead	◆ N	180.7	Yard
McElhaney - Long Team	◆ N	182.6	6534
Goodman Spur	◆ S	184.6	600
Anderson N. Switch	◆ S	191.8	1650
Anderson S. Switch	◆ N	192.1	1650
Lanagan	N	195.2	500
Noel Team	N	200.9	744
Gravette West Team	S	209.9	400
Gravette East Team	N	210.1	500
Petterson Spur	◆ N	216.1	4665
Decatur N. Switch	◆ S	217.0	1860
Decatur S. Switch	◆ N	217.5	1860
Gentry - McKee Foods	◆ N	222.1	1380
Gentry - Farmers Coop	+ N	222.3	360
Gentry Housetrack	N	222.6	800
Webb Wheel	N	227.1	13331
Siloam Springs Ramp Track	N	229.1	785
Siloam Springs Allen Canning	N	229.3	276
Siloam Springs N.W. Sdg	◆ S	229.3	3580
Siloam Springs Lumber Track	N	229.5	380
Allen Can	N	229.9	467
Siloam Springs S.W. Sdg	◆ N	230.0	3580
Jet Stream Plastics	S	230.0	2091
Soroco	S	230.1	2091
Watts South Storage	◆ N	236.8	2936
Watts North Storage	◆ S	236.1	2936
South Feeder	◆ N	241.6	4300
North Feeder	◆ S	240.7	4300
North Westville	◆ S	244.2	1090
South Westville	◆ N	244.5	1090
Baron	N	250.0	1050
Conner Industries	◆ S	255.8	600
Henningesen Cold Storage	S	258.8	1137
Bunch	N	271.8	1400
Marble City Storage	+ S	280.7	2403
Marble City Storage	+ N	281.3	2403
Quarry Spur	+ N	281.3	6600
Gans Team Track	S	299.3	510
Spiro	N	312.0	600
Poteau - Fort Smith Br.	◆ N	325.6	1711
Poteau - Wortz Baking	◆ N	326.1	1711
Howe Storage	S	333.1	1780
Howe Storage	N	335.5	1780

◆ Electrically Locked Switches  
+ Connected to siding

# Heavener Subdivision

## SPECIAL INSTRUCTIONS

**PITTSBURG:** SEK Trains entering KCS Pittsburg Yard must have permission from person in charge of yard prior to entering. SEK trains must report to person in charge of yard when clear of yard limits at Pittsburg. SEK trains operating between Pittsburg and SEK Junction are governed by GCOR, KCS Timetable Special Instructions, KCS General Orders and Track Bulletin. SEK Crews must receive verbal permission from the Train Dispatcher to enter CTC at Pittsburg and SEK Junction. Report when clear of yard.

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

**EMPIRE POWER PLANT SPUR:** Train crews operating empty coal trains will perform 1000 mile air brake test prior to departure.

**JOPLIN:** Northward trains encountering a STOP indication at the MNA electric lock gate crossing, MP 154.9 will also receive a dark signal at the south siding switch at Joplin until the engine occupies the crossing limits. Trains encountering a STOP indication at the MNA electric lock gate crossing may proceed after stopping without authority from the train dispatcher after the crew has lined and locked the gate to permit movement on the KCS.

**NEOSHO:** Due to heavy grade conditions, all movements on the Ozark Terminal spur will be made with the automatic air brakes cut in and operative.

### PETERSON SPUR:

- Cars must not be left between the main track switch and the switch point derail which is located 554 feet from the main track switch.
- Crew members are prohibited from riding equipment within the dumper room.

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

**FLINT CREEK SPUR: SWEPCO POWER PLANT:** Train crews operating empty coal trains will perform 1000 mile air brake test prior to departure.

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

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

**SALLISAW (Rule 10.1 and 10.3):** The interlocking signals at the UP crossing are also designated as a control point. When a crew encounters a STOP signal at this location and fails to receive a proceed indication after following instructions in the release box, authority must be received from the train dispatcher before proceeding, except when entering or operating within the limits of track and time.

# Heavener Subdivision

EWD ↑		Fort Smith Branch		↓ WWD	
Station No.	Siding Feet	STATIONS	Meth of Oper.	Mile Post	
6356		FORT SMITH VIA A&M TO MP 6.4 0.9	gY	Y	0.0
		UP CROSSING, AR	SY	L	0.9
6336	1949	CAMERON, OK 19.6		B	20.5
0326		POTEAU 7.2		L	27.7
		27.7		T	

METHOD OF OPERATION	
Method	Mileposts
YL	0.0 - 6.8
BLT	6.8 - 27.7

SPEED REGULATIONS	
Maximum Speed Between:	MPH
MP 0.0 and 27.7	25

SPEED RESTRICTIONS					
	Mileposts	MPH		Mileposts	MPH
Y	0.0 - 6.8	20	Br	27.4	10
Tnl	11.0 - 13.0	10			

### SPECIAL INSTRUCTIONS

POTEAU TO FORT SMITH: Operation is per Rule 6.14.1.

FORT SMITH OPERATION VIA THE A&M RAILWAY: From A&M MP 422.5 to A&M MP 417.0, Track Warrant Control is in effect. Trains must secure track warrants and track bulletins from the A&M Dispatcher at (501) 751-1281. Yard limits are in effect between A&M MP 412.0 and A&M MP 417.0.

WWD ↑		Waldron Branch		↓ EWD	
Station No.	Siding Feet	STATIONS	Meth of Oper.	Mile Post	
0338		HEAVENER, OK 31.8	BTY	YL	0.0
6432	950	WALDRON, AR 1.2		BLT	31.8
6307		END OF LINE 33.0		YL	33.0

METHOD OF OPERATION	
Method	Mileposts
YL	0.0 - 3.1
BLT	3.1 - 30.1
YL	30.1 - 33.0

SPEED REGULATIONS	
Maximum Speed Between:	MPH
MP 0.0 and MP 3.1	10
MP 3.1 and MP 30.5	25
MP 30.5 and MP 33.0	10

SPEED RESTRICTIONS					
	Mileposts	MPH		Mileposts	MPH
Trk	6.8 - 9.0	10	Br	27.4	10
Sw	14.9	10			

All KCS tracks, Waldron - 5 MPH.

# Heavener Subdivision

### BUSINESS TRACKS

Name	DOE	MP	Footage
Farrell Cooper	E	1.0	1400
Midsouth Wood Yard	E	1.3	450
OK Feed Mill	W&E	2.0	Yard
Bates Team Track	E	14.9	150
Nekoosa Wood Yard	W	30.8	400
Tyson Feed Mill	W&E	31.1	1150
Waldron Furniture	W	31.3	300

### SPECIAL INSTRUCTIONS

Waldron Branch: Operation is per Rule 6.14.1.

Derails on MT located at MP 31.8 and MP 30.9.

### WALDRON:

- Automatic gates and crossing lights at Tyson Feed Mill crossing
  - Gates and lights will work automatically when moving over the crossing on the main track.
  - When moving over the crossing on the Feed Mill track, the electric switch must be moved to the ON position to activate the gates and lights, and moved to the OFF position when the switching on this track is completed. The electric switch is located in a box on a pole located on the northwest side of the crossing.
  - Do not store cars on the main track between the marks located approximately 150 feet each side of the crossing.
- Train movements over the old Highway 71 road crossing must be protected by a trainman at the crossing. This crossing must not be blocked for excessive periods of time.

### OK FEED:

- Crew members are prohibited from riding equipment within the dumper room.
- Speed through the dumper room and over the scales is restricted to 5 MPH.



Noise annoys,  
then destroys.  
Wear your  
hearing protection

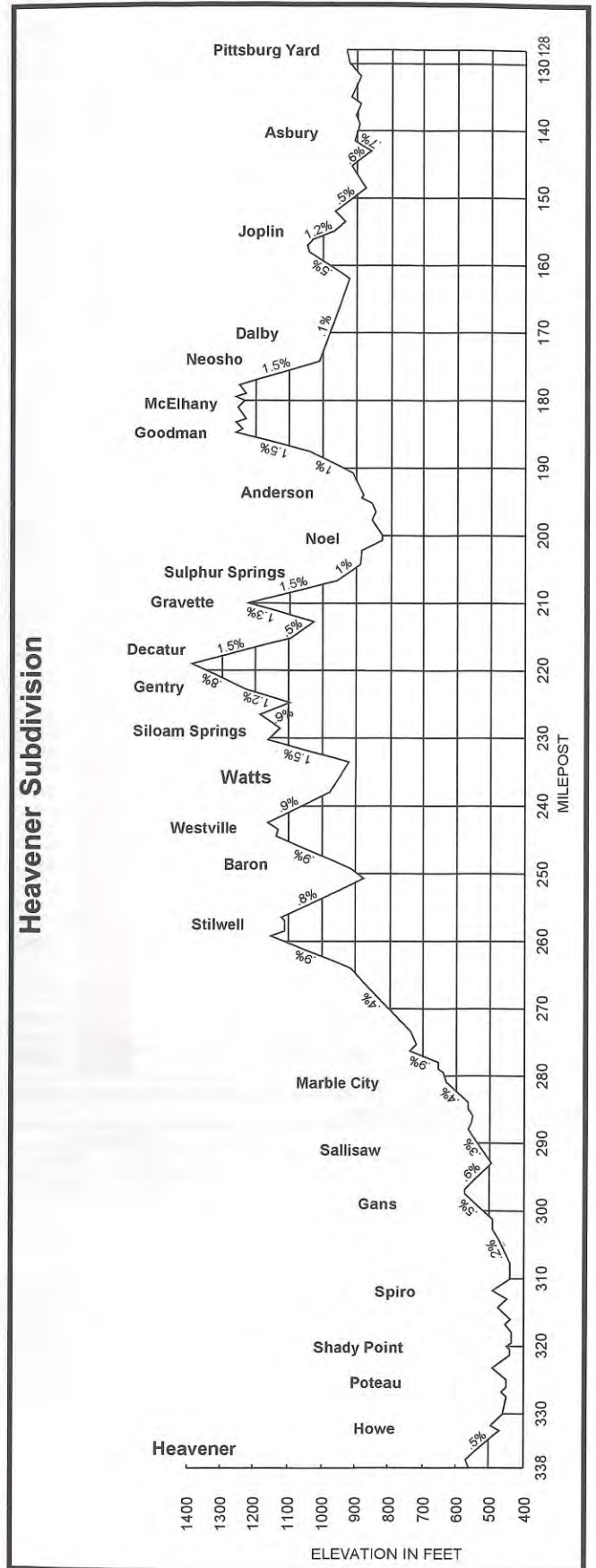


# Heavener Subdivision



*There are no shortcuts to safety*

# Heavener Subdivision



NWD ↑		Shreveport Subdiv.		↓ SWD	
Station No.	Siding Feet	STATIONS	Meth of Oper.	Mile Post	
0338	16314	HEAVENER 16.7	BTY	YL	338.0
0355	6702	PAGE, OK 12.6			354.7
0367	9041	RICH MOUNTAIN, AR 12.5			367.3
0380	3324	MENA 6.5			379.8
0386	6810	POTTER 15.5			386.3
0402	6821	VANDERVOORT 3.2			401.8
		HATTON 3.8	BT		405.0
0409	11838	WICKES 12.5			408.8
0421	6608	GILLHAM 11.6			421.3
		DEQUEEN CONNECTION 0.2			432.9
0433	7453	DEQUEEN 0.7	B		433.1
		D&E CROSSING 4.4	A		433.8
0438	6564	WADE 11.1		C	438.2
0450	10703	WINTHROP 13.7		T	449.3
0464	7284	WILTON 4.6		C	463.0
		KRR CROSSING 2.6	A		467.6
0469	10501	ASHDOWN 16.7	BT		470.2
0488	10393	TEXARKANA 0.5	B		486.9
		TNER CROSSING 0.1	A		487.4
		UP CROSSINGS (2) 1.9	A		487.5
		KERR-MCGEE CROSSING 0.0	A		489.4
		UP CROSSING 3.4	A		489.4
0494	6485	JURY, TX 24.0			492.8
0518	7811	SANDRA, LA 15.0			516.8
0533	12474	SHORELINE 16.5			531.8
0549	6588	BLANCHARD 0.7			548.3
		TEXAS JUNCTION	T		549.0
211.0					

**METHOD OF OPERATION**

Method	Mileposts
YL	335.3 - 338.4
CTC	338.4 - 549.0
YL	549.0

**SPEED REGULATIONS**

Maximum Speed Between:		MPH
MP 335.3 and MP 338.4	#1MT	20
MP 335.3 and MP 338.4	#2MT	20+
MP 338.4 and MP 444.7		40
MP 444.7 and MP 549.0		55

**Shreveport Subdivision**

**SPEED RESTRICTIONS**

	Mileposts	FRT MPH	IMT MPH
Y	336.6 - 336.9 (2MT)	10	10
Cv	345.4 - 345.7	30	30
Cv	402.3 - 402.6	30	30
Cv	407.1 - 408.3	30	30
Cv	415.7 - 428.0	30	30
RRX	433.8	35	35
RRX	467.6	20	20
Trk	467.6 - 470.5	20+	20+
Trk	470.5 - 481.7	45	45
Br	478	25	25
RRX	487.0 - 490.0	20	20
Cv	497.4 - 497.8	40	40
Br	513.5	45	45
Cv	526.0 - 527.5	30	30

+ - Indicates engine only

**SPEED RESTRICTIONS - SWITCHES & SIDINGS**

Maximum speed permitted through turnout of switches and sidings, except main track switches listed below, 10 MPH.

Station or MP	Location	MPH
Heavener	D Both Ends - East MT	20
Page	D Both Ends - Siding	20
Rich Mountain	D Both Ends - Siding	20
Potter	D Both Ends - Siding	20
Vandervoort	D Both Ends - Siding	20
Wickes	D Both Ends - Siding	20
Gilliam	D Both Ends - Siding	20
DeQueen	D Both Ends - Siding	20
Wade	D Both Ends - Siding	20
Winthrop	D Both Ends - Siding	20
Wilton	D Both Ends - Siding	20
Ashdown	D Both Ends - Siding	20
Texarkana	D Both Ends - Siding	20
Jury	D Both Ends - Siding	20
Sandra	D Both Ends - Siding	20
Shoreline	D Both Ends - Siding	20
Blanchard	D Both Ends - Siding	20

D - Dual Control



*Safety & shortcuts don't mix*

Shreveport Subdivision

# Shreveport Subdivision

## CONTROL POINTS

Name	Milepost
South Heavener	338.4
North Page	353.9
South Page	355.3
North Rich Mountain	366.1
South Rich Mountain	367.9
North Potter	385.5
South Potter	387.0
North Vandervoort	400.5
South Vandervoort	402.0
North Wickes	408.4
South Wickes	410.7
North Gillham	420.9
South Gillham	422.4
North DeQueen	431.6
D&E Connection	432.9
South DeQueen	433.1
North Wade	438.0
South Wade	439.3
North Winthrop	447.5
South Winthrop	449.7
North Wilton	462.3
South Wilton	463.8
KRR	467.6
North Ashdown	468.0
South Ashdown	470.1
Ogden	473.3
North Trigg Street	484.8
South Trigg Street	486.9
North Jury	492.2
South Jury	493.5
Cass	502.8
North Sandra	516.4
South Sandra	517.2
North Shoreline	529.8
South Shoreline	532.3
North Blanchard	547.5
North Leg Texas Wye	548.3
Texas Junction	549.0

## TRACKSIDE WARNING DETECTORS

Type	Milepost
Hot Journal/Oversize Load/Drugging Equipment	347.9
Hot Journal/Drugging Equipment	363.8
Hot Journal/Oversize Load/Drugging Equipment	384.1
Hot Journal/Drugging Equipment	406.5
Hot Journal/Drugging Equipment	425.0
Hot Journal/Oversize Load/Drugging Equipment	440.5
Drugging Equipment	459.5
Hot Journal/Oversize Load/Drugging Equipment	474.5
Drugging Equipment	476.5
Drugging Equipment	479.2
Hot Journal/Oversize Load/Drugging Equipment	490.9
Drugging Equipment	496.5
Drugging Equipment	498.5
Hot Journal/Oversize Load/Drugging Equipment	505.5
Hot Journal/Oversize Load/Drugging Equipment	523.3
Hot Journal/Oversize Load/Drugging Equipment	544.0

# Shreveport Subdivision

## BUSINESS TRACKS

Name	DOE	MP	Footage
Page Team	+	N 354.6	630
Page Team	+	S 354.7	630
Rich Mountain Team	+	N 367.1	1039
Rich Mountain Team	+	S 367.3	1039
Mena Team		S 379.6	250
Johnston Mena Feed Mill		N 379.9	1871
Johnston Mena Feed Mill		S 380.4	1871
Mena Old Pass		N 380.1	3070
Mena Old Pass		S 380.4	1871
Mena Stock Pen	+	N 380.2	1570
Mena Stock Pen	+	S 380.6	1570
Olson		S 382.6	2100
Potter Team	+	S 386.7	740
Hatfield N. Sw	◆	S 391.4	750
Hatfield S. Sw	◆	N 392.4	790
Vandervoort Team	+	N 401.5	1674
Vandervoort Team	+	S 401.8	1674
Hatton - N. leg of wye	◆	S 404.7	748
Hatton - S. leg of wye	◆	N 405.0	793
Wickes Team	+	N 408.6	377
Wickes Team	+	S 408.7	377
Gillham Team	+	N 421.1	750
DeQueen House Track		N 433.3	500
Gifford Hill		N 460.9	2250
Ashdown - KRR Conn	◆	N 467.6	Conn
Ashdown Siding - Nashville Branch		468.0	Conn
Ashdown - N. Sw to Old Storage T =		S 469.5	2740
Ashdown - S. Sw to Old Storage T ◆=		N 470.1	2740
Ashdown - N. leg of wye	◆	S 470.2	1000
Ashdown - S. leg of wye	◆	N 470.5	900
Texarkana - MT X Sw	◆	S 486.4	Xover
Stock Pen N. Sw		S 487.9	1510
Stock Pen S. Sw		N 488.3	1510
Texarkana - Kerr-McGee	◆	S 489.4	500
Baroid Sales Company		N 490.4	550
S. Texarkana N. Sw	◆	S 499.0	Yard
S. Texarkana S. Sw	◆	N 499.3	Yard
Bloomburg		N 507.2	1250
Vivian		N 527.0	300
Superior Tie N. Sw		S 529.8	IND
Superior Tie S. Sw		N 530.3	IND
Oil City		S 536.0	1400
Southwestern Gas & Electric		S 538.4	350
Brian - UOP	◆	S 544.9	IND
Blanchard Team		N 548.1	150

◆ Electrically Locked Switches

+ Connected to siding

= Train crews must obtain permission from the Train dispatcher to use these tracks



*A safe mind  
is a safe body*

# Shreveport Subdivision

## SPECIAL INSTRUCTIONS

**HEAVENER:** A power operated split rail derail on the south lead at Heavener yard is located 345 feet north of the east main switch and operates in conjunction with the east main switch which is controlled by the train dispatcher. When operating the east main switch by hand, it will also be necessary to operate the derail by hand.

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

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

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

Make a minimum reduction, release hand brakes and move train WITHOUT releasing minimum set.

**DEQUEEN:** D&E trains must obtain a proceed signal indication, verbal authority, Rule 9.12.1, or track and time from the train dispatcher before entering the main track at DeQueen.

### ASHDOWN (RULE 10.1 AND 10.3):

- (a) The interlocking signals at the KRR crossing are also designated as a control point. When a crew encounters a STOP signal at this location and fails to receive a proceed indication after following instructions in the release box, authority must be received from the train dispatcher before proceeding, except to enter or operate within the limits of track and time.
- (b) KRR trains and engines must obtain track and time from the KCS train dispatcher before entering the main track or siding.

### TEXARKANA:

- (a) Foreign line trains and engines must obtain track and time from the KCS train dispatcher before entering the main track at Texarkana.
- (b) The UP connection switch at Texarkana located within the interlocking limits of the KCS/UP/TNER interlocking MP 487.4. Departure from this connection is governed as follows:

For northward movement out of the UP connection onto the KCS main track, the crew must first obtain permission from the KCS train dispatcher or obtain track and time. Then the UP connection switch must be reversed and an engine or car must be within 300 feet of the signal to receive a proceed indication.

If the signal fails to display a proceed indication, be governed by the instructions in the release box.

The UP main track is CTC. For southward movements out of the UP connection onto the UP main track, the crew must first obtain track and time from the UP dispatcher at Omaha, NE, Telephone No. (800) 726-1082 or (402) 636-1762, Radio Frequency 14-14.

- (c) The UP connection switch at Texarkana is located just north of the interlocking limits at the KCS/UP/TNER interlocking, MP 487.5.

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

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

- (d) GCOR 9.9.1, is amended to read:
  - Moving below 15 MPH and passing a signal displaying an indication more favorable than Approach that governs the approach to an automatic interlocking.
  - or
  - Speed is reduced to below 15 MPH after passing a signal displaying an indication more favorable than Approach that governs the approach to an automatic interlocking.

# Shreveport Subdivision

NWD ↑ **Nashville Branch** ↓ SWD

Station No.	Siding Feet	STATIONS	Meth of Oper.	Mile Post	
		END OF LINE		0.0	
		0.3 UP CROSSING		0.3	
6532		0.1 NASHVILLE	B	YL	0.4
6531		0.4 ELBERTA			0.8
6530	1375	1.2 TYSON MILL			2.0
6526	330	4.6 MINERAL SPRINGS			6.6
6518	550	7.0 OK JUNCTION		B L T	13.6
6510	500	9.7 MILLWOOD			23.3
0469	550	8.7 ASHDOWN	BT		32.0
		32.0			

### METHOD OF OPERATION

Method	Mileposts
YL	0.0 - 2.5
BLT	2.5 - 32.0

### SPEED REGULATIONS

Maximum Speed Between:	MPH
MP 0.0 and 32.0	20

### SPEED RESTRICTIONS

	Mileposts	MPH		Mileposts	MPH
Y	0.0 - 2.5	10	Trk	7.0 - 10.0	10
Trk	2.5 - 6.0	20			

### SPECIAL INSTRUCTIONS

**NASHVILLE BRANCH:** Operation is per Rule 6.14.1

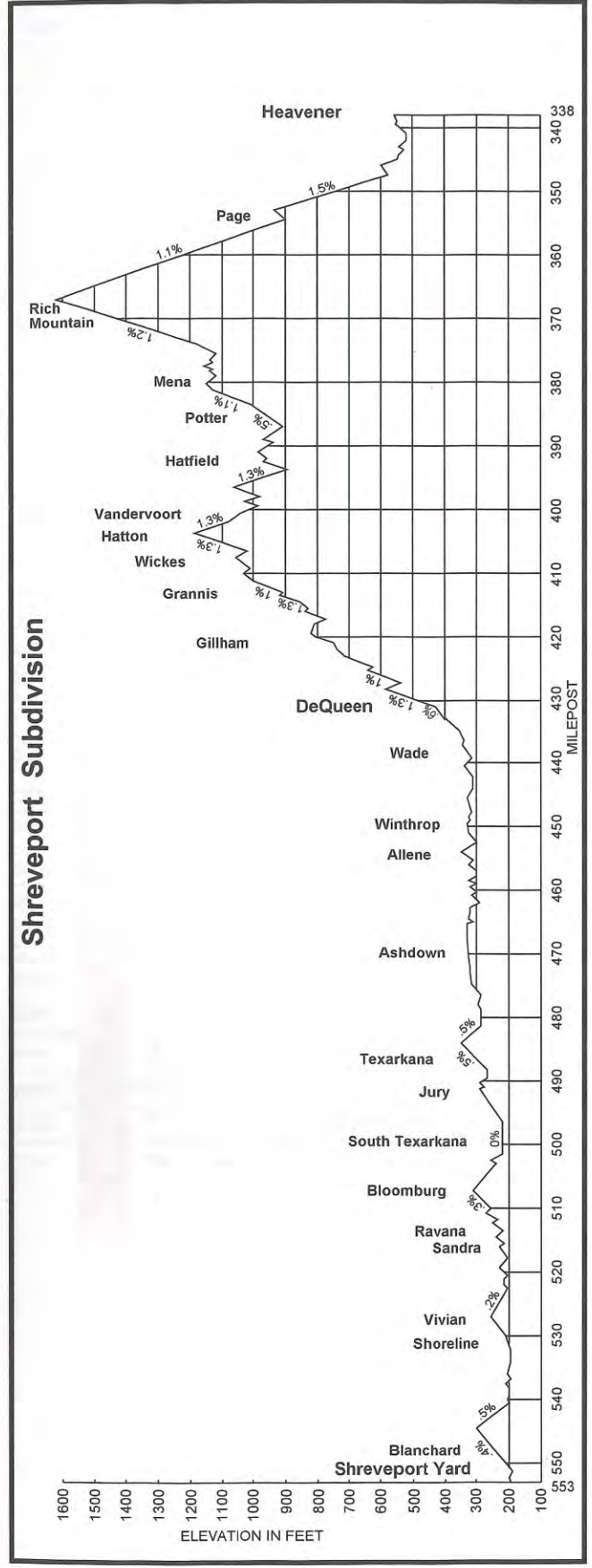


*Safety . . .  
Meet the challenge*

*Teamwork divides  
the task and  
doubles  
the success*



Shreveport Subdivision



NWD ↑		Beaumont Subdiv.		↓ SWD	
Station No.	Siding Feet	STATIONS	Meth of Oper.	Mile Post	
		SHREVEPORT YARD LIMITS		566.3	
		10.0			
0577	8212	FRIERSON		576.3	
		4.2			
0580		BAYOU PIERRE	AT	580.5	
		10.8			
0592	5645	MANSFIELD		591.3	
		6.7			
0599	3520	TRENTON	C	598.0	
		6.5			
0605	4575	BENSON	T	604.5	
		5.6			
0611	9381	CONVERSE	C	610.1	
		11.7			
0623	3554	ZWOLLE		621.8	
		4.1			
0627	5682	LORING		625.9	
		7.4			
0634	1015	MANY		633.3	
		5.6			
0640	3565	FISHER		638.9	
		19.7			
0660	8374	ANACOCO		658.6	
		9.8			
0669	5569	LEESVILLE	BY	668.4	
		4.2	YL		
		DAUB (FT. POLK)	T	672.6	
		7.2	C		
0680	6645	NEAME	T	679.8	
		7.2	C		
0687		LUDINGTON	Y	687.0	
		2.2	Y		
0690		DERIDDER	Y	689.2	
		0.6	L		
		BNSF CROSSING	g	689.8	
		15.3			
0705	6897	SINGER		705.1	
		13.9			
0719		DEQUINCY	T	719.0	
		1.3			
		CS JUNCTION		720.3	
		0.4			
		UP LONG LEAD		720.7	
		2.9			
0724	5020	HELME	C	723.6	
		4.8			
0729	5044	LUCAS	T	728.4	
		6.8			
0736	8103	STARKS, LA	C	735.2	
		5.4			
0741	5008	RULIFF, TX		740.6	
		9.6			
0751	10497	MAURICEVILLE		750.2	
		0.0			
		SRN CROSSING	A	750.2	
		10.2			
0761	13424	VIDOR		760.4	
		4.4			
		UP JUNCTION		764.8	
		1.2			
0767		BEAUMONT (Neches River Bridge)	MB	766.0	
		0.0			
		UP CROSSING	A	766.0	
		0.6			
		GCL JUNCTION	T	766.6	
		2.5			
0769		CHAISSON	BTY	769.1	
		0.7			
		UP CROSSING	A	769.8	
		9.8	Y		
0779		NECHES JUNCTION	TY	779.6	
		5.3	L		
0787		UP CROSSING	A	784.9	
		1.2			
0787		PORT ARTHUR	BTY	786.1	

219.8

## Beaumont Subdivision

### METHOD OF OPERATION

Method	Mileposts
YL (Shreveport Terminal)	566.3
CTC	566.3 - 667.3
YL	667.3 - 670.3
CTC	670.3 - 686.0
YL	686.0 - 690.4
CTC	690.4 - 766.8
YL	766.8 - 790.0

### SPEED REGULATIONS

Maximum Speed Between:	FRT MPH	IMT MPH
MP 566.3 and MP 790.0	55	59

### SPEED RESTRICTIONS

	Mileposts	FRT MPH	IMT MPH
Br	571.6 - 588.0	45	45
Cv	588.0 - 591.1	40	40
Xing	591.1 - 593.1	30+	30+
Cv	593.1 - 621.0	45	45
Cv	621.0 - 655.0	40	40
Trk	655.0 - 664.5	45	45
Cv	664.5 - 671.0	40	40
Trk	671.0 - 686.0	45	45
Y-RRX	689.3	20	20
Cv-Sw	718.8 - 720.3	20	20
Br	735.5 - 737.8	45	45
Br	737.8 - 740.5	25	25
Trk	740.5 - 750.2	50	50
RRX	750.2	25	25
Trk	750.2 - 764.9	50	50
Sw	764.9	20+	20+
Trk	764.9 - 765.8	40	40
Br-Xing	765.8 - 766.8	10	10
Y	766.8 - 768.0	20	20
Y	768.0 - 769.8	10	10
Y	769.8 - 784.9	20	20
Y	784.9 - EOL	10	10

+ - Indicates engine only

# Beaumont Subdivision

## SPEED RESTRICTIONS - SWITCHES & SIDINGS

Maximum speed permitted through turnout of switches and sidings, except main track switches listed below, 10 MPH.

Station or MP	Location	MPH
Frierson	D Both Ends - Siding	20
Mansfield	D Both Ends - Siding	20
Converse	D Both Ends - Siding	20
Loring	D Both Ends - Siding	20*
Anacoco	D Both Ends - Siding	20
Neame	D Both Ends - Siding	20
Singer	D Both Ends - Siding	20
Maruriceville	D Both Ends - Siding	20
Vidor	D Both Ends - Siding	20

\* Loaded Bulk Commodity Trains - 10 MPH.

D - Dual Control

## CONTROL POINTS

Name	Milepost
Forbing	566.3
North Frierson	575.2
South Frierson	577.0
North Bayou Pierre	580.3
South Bayou Pierre	580.8
North Mansfield	590.1
South Mansfield	591.7
North Benson	604.0
South Benson	605.0
North Converse	609.6
South Converse	611.5
North Loring	625.4
South Loring	626.5
North Fisher	639.0
South Fisher	639.7
North Anacoco	658.0
South Anacoco	659.6
North Leesville	667.3
South Leesville	670.5
North Neame	679.4
South Neame	681.0
Ludington	686.0
Deridder	690.4
North Singer	704.1
South Singer	705.8
North DeQuincy	718.8
CS Junction	720.3
Long Lead	720.7
North Helme	723.0
South Helme	724.1
North Lucas	727.9
South Lucas	728.9
North Starks	734.2
South Starks	735.9
North Ruliff	740.6
South Ruliff	741.5
North Mauriceville	748.1
South Mauriceville	750.1
North Vidor	760.1
South Vidor	762.7
Tower 31	764.8
Station 15 (Neches River Bridge)	765.8
Station 14 (2MT)	766.1
Station 13 (2MT)	766.6
Station 12 (2MT)	766.7
Station 11 (2MT)	766.8
Station 11A (2MT)	766.9

# Beaumont Subdivision

## TRACKSIDE WARNING DETECTORS

Type	Milepost
Hot Journal/Oversize Load/Dragging Equipment	567.6
Hot Journal/Oversize Load/Dragging Equipment	578.2
Hot Journal/Dragging Equipment	600.8
Hot Journal/Oversize Load/Dragging Equipment	614.9
Hot Journal/Dragging Equipment	629.3
Hot Journal/Dragging Equipment	645.2
Hot Journal/Oversize Load/Dragging Equipment	663.0
Hot Journal/Oversize Load/Dragging Equipment	683.4
Hot Journal/Dragging Equipment	708.8
Hot Journal/Dragging Equipment	726.0
Hot Journal/Dragging Equipment	743.4
Hot Journal/Oversize Load/Dragging Equipment	764.9
Oversize Load/Dragging Equipment	766.4

## BUSINESS TRACKS

Name	DOE	MP	Footage
Team Track	N	591.6	250
Mansfield - Swift Fertilizer	◆=	N 591.7	IND
Hendrix	S	592.6	400
Trenton Sdg N. Sw	◆	S 597.6	3520
Trenton Sdg S. Sw	◆	N 598.4	3520
Willamette Industries	S	621.4	IND
Zwolle - N. Sw	◆	S 621.5	3554
Zwolle Railcar Co.	+	N 622.2	IND
Zwolle - S. Sw	◆	N 622.3	3554
Stock Pen	N	633.7	IND
ConAgra	S	634.4	2080
ConAgra	N	634.7	2080
Boise Cascade	◆	N 639.6	600
Boise Cascade	S	641.4	1350
Florien	S	642.3	2000
Gandy Spur	S	644.4	350
Hawthorne	S	664.0	600
Daub North Leg of Wye (Ft. Polk)	◆	S 672.5	Wye
Daub South Leg of Wye (Ft. Polk)	◆	N 673.2	Wye
Oneal's Lead	S	689.1	2750
Hill Track	N	689.5	312
Ampacet	S	687.3	1750
Boise Southern Paper	S	687.4	Lead
BNSF Connection	N	690.0	Conn
Chevron Track	N	690.0	604
Westvaco Spur	S	690.1	Yard
Singer Team	S	704.5	450
Dequincy Industrial Park	N	721.0	Lead
Alton Box Company	N	721.2	1000
New Dequincy Ind. Park	◆	N 721.5	Lead
Asbury Graphite	S	726.8	Lead
Lemonville (SRN Conn)	+	S 748.1	Conn
Mauriceville - UP Conn	◆	N 750.3	Conn
Korf	N	764.9	Yard
Wilson Tracks	N	770.2	1250
Team Track	N	770.4	1250
Texas Gulf Sulpher	N	771.3	Yard
Dupont North Track	S	771.9	Conn
Dupont South Track	N	773.5	Conn
Sun Team Track	S	774.9	1400
Nederland Team	N	776.0	160
Hayes	S	782.7	750
Texaco	N	784.5	Yard
Texaco	S	784.5	Yard

◆ Electrically Locked Switches

+ Connected to siding

= Train crews must obtain permission from the Train dispatcher

# Beaumont Subdivision

## SPECIAL INSTRUCTIONS

**LUDINGTON - DERIDDER:** Prior to departing Ludington or Deridder Southward, a crew member must contact the train dispatcher and obtain authority to proceed to CTC limits.

**DERIDDER:** Close clearance at O'Neal Lead at 4th Street on east side.

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

Trains moving via the south leg of the wye at DeQuincy must be within fifty (50) feet of either side of Louisiana Highway 12 (Fourth Street) MP 719.2 to activate crossing warning.

**NECHES RIVER BRIDGE, MP 765.9:** This drawbridge is designated as a manual interlocking controlled by the KCS control operator at Beaumont.

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

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

**CS JUNCTION - GCL JUNCTION:** UP trains operate over the KCS main track between CS Junction and GCL Junction and are governed by the General Code of Operating Rules, UP Timetable and Special Instructions, KCS Timetable and Special Instructions and KCS General Orders. All UP trains must receive and verify a KCS Track Bulletin before entering the main track at either of these locations.

**BEAUMONT - PORT ARTHUR:** Trains and engines encountering a STOP indication at the UP interlockings located at MP 769.8 or MP 784.9, after verifying that signals on the conflicting route indicate STOP and no conflicting movement is evident, may proceed through the interlockings at Restricted Speed.

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

Signals and dual control switches between Wall Street and Franklin Street and the westward signal east end of the Connell siding are controlled by the KCS control operator.

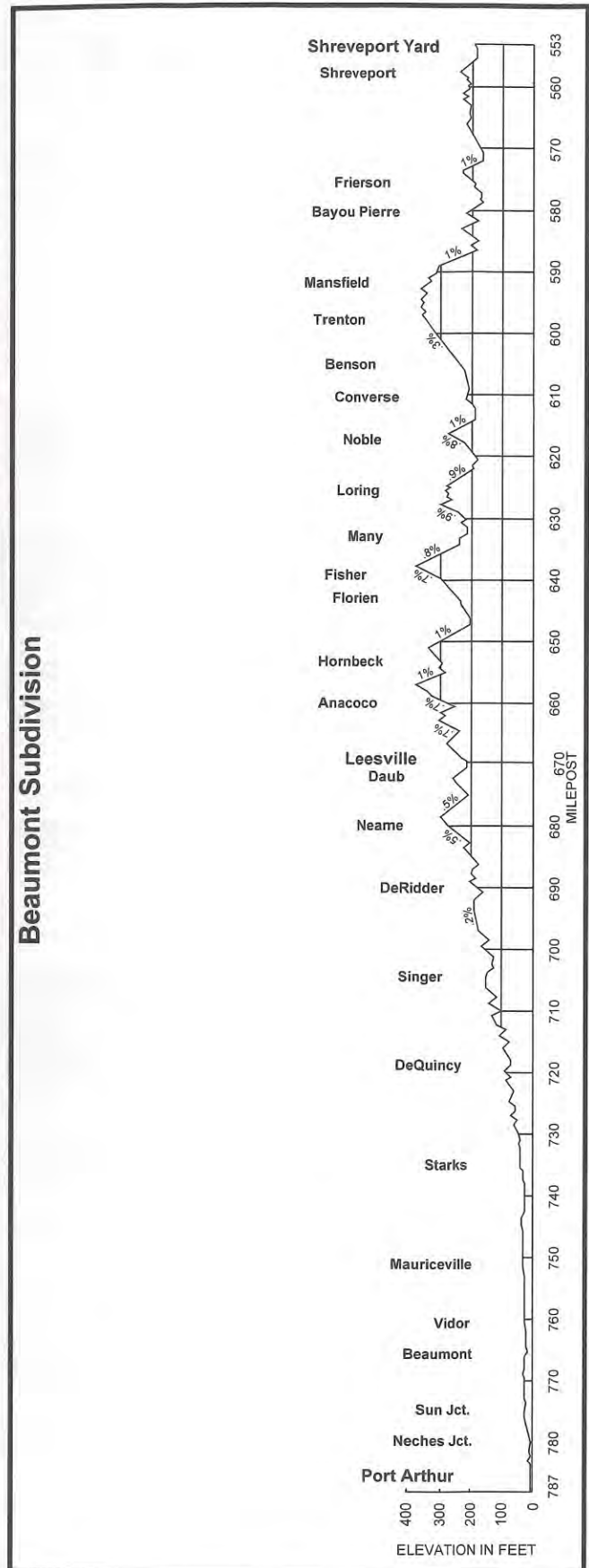
All trains entering yard limits at Beaumont must contact yardmaster.

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

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

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

# Beaumont Subdivision





NWD ↑ Lake Charles Subdiv. ↓ SWD				
Station No.	Siding Feet	STATIONS	Meth of Oper.	Mile Post
0719		DEQUINCY 0.6	T	B-719.0
		UP CROSSING 9.1	A	B-719.6
2729	7332	BUHLER 4.0	C	B-728.7
2733		GULF STATES UTILITIES 0.7	Y	B-732.7
2734		SGR CROSSING 2.0	A	B-733.4
2736		MOSSVILLE 3.7	BTY	B-735.4
2740		WESTLAKE 0.3	Y	B-739.1
		END OF LINE 20.4	Y	B-739.4

#### METHOD OF OPERATION

Method	Mileposts
CTC	B-718.7 - B-732.7
YL	B-732.7 - B-739.4

#### SPEED REGULATIONS

Maximum Speed Between:	MPH
MP B-718.8 and MP B-732.7	35
MP B-732.7 and MP B-739.4	10

#### SPEED RESTRICTIONS

	Mileposts	MPH
RRX	B-718.8 - B-720.0	20

#### SPEED RESTRICTIONS - SWITCHES & SIDINGS

Maximum speed permitted through turnout of switches and sidings, except main track switches listed below, 10 MPH.

Station or MP	Location	MPH
Buhler	D Both Ends - Siding	20*

\* Loaded Bulk Commodity Trains - 10 MPH.

D - Dual Control

#### CONTROL POINTS

Name	Milepost
Dequincy North Wye Switch	B-718.8
North Buhler	B-727.6
South Buhler	B-729.0
GSM	B-732.7

#### TRACKSIDE WARNING DETECTORS

Type	Milepost
Hot Journal/Dragging Equipment	B-726.4

#### SPECIAL INSTRUCTIONS

##### DEQUINCY:

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

Trains moving via the south leg of the wye at DeQuincy must be within fifty (50) feet of either side of Louisiana Highway 12 (Fourth Street) to engage the flashing light signals.

**BUHLER:** Rule 10.1 Authority to Enter CTC Limits. Signal for Southward movement from Back Track at Buhler will not give proceed indication until hand-operated switch is lined for movement from Back Track.

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

## Lake Charles Subdivision

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

##### MOSSVILLE:

- Do not exceed 3 MPH over the scales when weighing and 5 MPH when not weighing.
- At Old Spanish Trail, MP B-735.75 allow a minimum of twenty (20) seconds for the flashers to operate before moving over this crossing.

**UP INTERLOCKING ROSEBLUFF YARD:** Instructions are posted at crossing, MP B-737.17.

**UP INTERLOCKING OLIN CORP:** Instructions are posted at crossing.

##### WESTLAKE:

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

**WEST LAKE CHARLES:** At Highway 108 crossing, MP 1.77, at Cities Service Coker/Backside switch, allow a minimum of twenty (20) seconds for the flashers to operate before moving over this crossing. This can be accomplished by moving the engine into the circuit and waiting, or by operation of the push button located at all three points entering this crossing.

**VISTA CHEMICAL TRACK:** When making a move through the crossing of Old Spanish Trail on the Vista Chemical Track, milepost B-737.55, train or engine must stop short of the crossing but not more than 100 feet away and comply with GCOR Rule 6.32.2. If the crossing lights fail to flash there is a push button box mounted on the flasher pole on either side of the crossing with instructions in the box reading:

#### FLASHER SIGNALS ACTIVATION INSTRUCTIONS

Operate push button and hold for 5 seconds before releasing, after flashers have been operating for a minimum of 20 seconds train or engine may proceed.

Any trouble with this crossing shall be reported to the KCS Signal Coordinator at Shreveport for repairs.

# Alexandria Subdivision

NWD ↑	Alexandria Subdiv.		↓ SWD
Station No.	Siding Feet	STATIONS	Meth of Oper.
		SHREVEPORT TERMINAL	YL
		7.0	
3009	5958	CURTIS	
		16.8	
3026	8550	NINOCK	
		17.0	
3043	1925	I.P. PASS	
		1.4	
3044	1777	COUSHATTA	
		13.1	
3058	1370	KRAFT	B D
		4.2	
3062	10589	CAMPTI	T
		4.8	
3063		PORT OF NACHITOCES	C
		15.8	
3082	1660	MONTGOMERY	
		15.0	
3097	5269	COLFAX	
		16.8	
3114	8650	BARRETT	
		4.4	
		UP CROSSING	A
		2.1	
3121	2100	PINEVILLE	
		0.8	
		PINEVILLE JUNCTION	T
		5.3	
		ALEXANDRIA IND. SPUR	
		6.1	
3133	8129	LATANIER	BY YL
		130.6	

### METHOD OF OPERATION

Method	Mileposts
YL (Shreveport Terminal)	562.2
DTC	562.2 - 690.0
YL	690.0 - 695.6

### SPEED REGULATIONS

<b>Maximum Speed Between:</b>	<b>MPH</b>
MP 565.7 and MP 690.0	49

### SPEED RESTRICTIONS

	Mileposts	MPH		Mileposts	MPH
Cv	558.2	10	Xing	621.0 - 622.0	25+
Xing	562.5 - 565.7	20+	Br	665.7	40
Trk	587.5 - 588.7	25	RRX	678.5	20+
Xing	603.5 - 605.5	25+	Br	680.3	10

+ - Indicates engine only

### SPEED RESTRICTIONS - SWITCHES & SIDINGS

Maximum speed permitted through turnout of switches and sidings, except main track switches listed below, 10 MPH.

Station or MP	Location	MPH
Ninock	S South End - Siding	20*
Barrett	S South End - Siding	20*

\* Loaded Bulk Commodity Trains - 10 MPH.

S - Spring Switch

### CONTROL POINTS

Name	Milepost
Shreveport Yard	562.2
North Curtis	568.6
South Curtis	569.8
North Elm Grove	577.1
South Elm Grove	577.7
North Ninock	584.2
South Ninock	586.2
North East Point	592.0
South East Point	592.3
North IP Pass	603.0
South IP Pass	603.6
North Coushatta	604.2
South Coushatta	604.6
North Grappe Bluff	614.9
South Grappe Bluff	615.7
Kraft	617.4
North Campti	621.8
South Campti	623.9
Linn	627.8
St. Maurice	634.4
North Montgomery	642.3
South Montgomery	642.8
North Colfax	656.7
South Colfax	657.7
North Barrett	673.9
South Barrett	675.6
North Pineville	680.4
South Pineville	681.2
Alexandria Ind. Spur	686.7
North Latanier	690.0

### TRACKSIDE WARNING DETECTORS

Type	Milepost
Oversize Load/Drugging Equipment	560.0
Hot Journal/Oversize Load/Drugging Equipment	566.5
Hot Journal/Drugging Equipment	590.6
High Water	606.1
Hot Journal/Drugging Equipment	611.3
Hot Journal/Drugging Equipment	626.6
Hot Journal/Drugging Equipment	651.5
Hot Journal/Oversize Load/Drugging Equipment	677.7
Drugging Equipment	685.0
Drugging Equipment	686.9

### BUSINESS TRACKS

Name	DOE	MP	Footage
Elm Grove	N	577.5	2000
East Point	N&S	592.1	1450
Hood Ind.	N&S	603.0	1000
Sand House Spur	N	606.0	240
Grappe Bluff Spur	N&S	615.8	3000
Port of Natchitoches	N	626.4	12109
Linn	N	627.4	800
Beer Spur	N	628.9	940
Madden Spur	N	629.6	1000
St. Maurice	S	634.4	900
Mallin	N	678.5	6000
Mallin	S	679.5	6000
Alexandria Industrial Spur	N	686.7	Lead

Alexandria Subdivision

# Alexandria Subdivision

## SPECIAL INSTRUCTIONS

**SHREVEPORT TERMINAL:** All trains and engines entering Shreveport terminal must contact the yardmaster prior to departing Curtis.

**KRAFT:** Do not exceed five (5) MPH at Williamette Industries on lead track and slick tracks no. 020, 021, 022, 023 and 024.

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

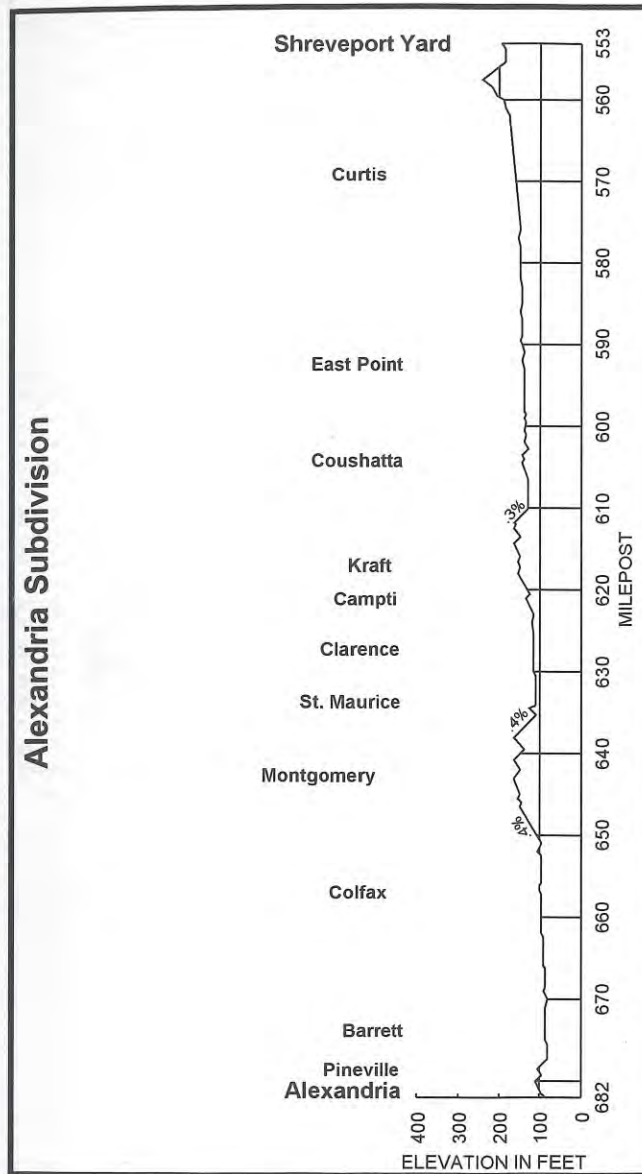
**ALEXANDRIA INDUSTRIAL SPUR:** The normal position for the spring switch located at MP 686.7 will be for the main track.

All movements on the Alexandria Industrial Spur will be made per Rule 6.28, movements will not exceed 20 MPH and 10 MPH through turnouts.

### SPRING SWITCHES:

- North siding switch Curtis
- South siding switch Ninock
- International Paper Company Pass  
South end
- South siding switch Campiti
- North siding switch Colfax
- South siding switch Barrett
- Pineville Jct
- Alexandria Industrial Spur

# Alexandria Subdivision



*Practicing safety  
today ensures  
quality of life  
tomorrow*



NWD ↑ New Orleans Subdiv. ↓ SWD

Station No.	Siding Feet	STATIONS	Meth of Oper.	Mile Post
3133	8129	LATANIER 7.7	BY YL	692.8
3141	5454	BIJOU 8.1	D T C C Y Y gY BTY D T C BY ABS/YL ABS DTC CTC Y BTY CTC	700.5
3149	9515	HESSMER 17.9		708.6
3167	4153	HYDE 6.7		726.5
3173	12538	KELLER 10.4		733.2
3175		BATCHELOR 7.3		743.6
3176	1604	MORGANZA 3.2		750.9
3195	8733	LABARRE 6.6		754.1
3177	1400	NEW ROADS 1.9		760.7
		CAJUN ELECTRIC SPUR 16.5		762.6
3225	8260	LOBDELL 1.6		779.1
		LOBDELL JUNCTION 0.8	780.7	
		WEST JUNCTION 3.3	781.5	
		EAST JUNCTION 0.4	784.8	
		BRIDGE JUNCTION 2.2	785.2	
		IC CROSSING 0.7	787.4	
3227		BATON ROUGE 6.6	788.1	
3236	6877	ESSEN 14.8	794.7	
3251	5860	GONZALES 8.6	809.5	
3259	5335	BARMEN 10.3	818.1	
3269	4150	GRAMERCY 6.7	828.4	
3276		RESERVE 4.3	835.1	
3280	5850	MONTEGUT 7.4	839.4	
3287	4820	NORCO 7.7	846.8	
3295	6052	FRELLSEN 1.2	854.5	
		FRELLSEN JCT 6.4	855.7	
		NOT JUNCTION ] VIA IC 0.5	862.1	
3303		SHREWSBURY OLD MAIN 1.8	862.6	
3308		NEW ORLEANS 0.6	864.4	
		KCS JUNCTION 0.9	865.0	
		CARROLLTON AVENUE VIA NOUPT 173.1	865.9	

## New Orleans Subdivision

### METHOD OF OPERATION

Method	Mileposts
YL	690.0 - 695.6
DTC	695.6 - 779.1
CTC	779.1 - 784.8
ABS/YL	784.8 - 789.4
DTC/ABS	789.4 - 846.3
ABS/YL	846.3 - 848.6
DTC/ABS	848.6 - 855.7
CTC (VIA IC)	855.7 - 862.6
YL	862.6 - 865.0
CTC	865.0 - 865.9

### SPEED REGULATIONS

Maximum Speed Between:	MPH
MP 695.6 and MP 854.5	49

### SPEED RESTRICTIONS

	Mileposts	MPH		Mileposts	MPH
Xing	708.6	25+	Br	780.7 - 784.8	20
Br	729.0 - 729.4	20	Trk	784.8 - 796.5	20
Trk	729.5 - 736.0	40	Trk	809.9 - 811.9	25
Xing	750.5 - 751.5	25	Xing	839.0 - 841.0	30
Trk	753.0 - 759.4	40	Br	844.5 - 846.3	10
Trk	759.4 - 762.0	25	Trk	846.3 - 848.6	20
Trk	762.0 - 768.0	40			

+ - Indicates engine only

### SPEED RESTRICTIONS - SWITCHES & SIDINGS

Maximum speed permitted through turnout of switches and sidings, except main track switches listed below, 10 MPH.

Station or MP	Location	MPH
Hessmer	S North End - Siding	20*
Keller	S South End - Siding	20*
Essen	S South End - Siding	20*
Barmen	S North End - Siding	20*

\* Loaded Bulk Commodity Trains - 10 MPH.

S - Spring Switch

*Quality improvement  
is a never-ending  
process*



## New Orleans Subdivision

### CONTROL POINTS

Name	Milepost
South Latanier	695.6
North Bijou	699.9
South Bijou	701.1
North Hessmer	708.6
South Hessmer	710.4
Moreauville	717.4
North Hyde	726.4
South Hyde	727.4
North Keller	731.4
South Keller	733.8
North Batchelor	742.6
South Batchelor	743.6
North Morganza	750.8
South Morganza	751.3
North Labarre	754.2
South Labarre	755.6
North New Roads	760.5
South New Roads	760.9
Cajun Electric	762.6
Glynn	768.4
North Lobdell	779.2
Lobdell Junction	780.7
West Junction	781.5
East Junction	784.8
Baton Rouge	789.4
North Essen	794.0
South Essen	795.4
Prairieville	805.1
North Gonzales	809.2
South Gonzales	810.3
North Barmen	817.5
South Barmen	818.6
North McElroy	820.4
South McElroy	820.7
North Gramercy	827.8
South Gramercy	828.8
North Reserve	835.2
South Reserve	835.4
North Montegut	838.8
South Montegut	840.0
North Norco	846.9
South Norco	847.9
North Frellson	854.3
South Frellson	855.5
Frellson Jct	855.7

### TRACKSIDE WARNING DETECTORS

Type	Milepost
Hot Journal/Oversize Load/Dragging Equipment	702.4
Dragging Equipment	705.6
Hot Journal/Oversize Load/Dragging Equipment	724.5
Dragging Equipment	727.7
Dragging Equipment	729.7
Hot Journal/Oversize Load/Dragging Equipment	737.2
Dragging Equipment	746.2
Dragging Equipment	748.8
Hot Journal/Dragging Equipment	758.8
Hot Journal/Oversize Load/Dragging Equipment	776.3
Dragging Equipment	782.3
Dragging Equipment	783.2
Dragging Equipment	785.0
Hot Journal/Oversize Load/Dragging Equipment	802.7
Hot Journal/Dragging Equipment	815.4
Hot Journal/Dragging Equipment	832.3
Dragging Equipment	843.5
Dragging Equipment	846.8
Hot Journal/Dragging Equipment	850.0

## New Orleans Subdivision

### BUSINESS TRACKS

Name	DOE	MP	Footage
Bijou Wood Yard	N	698.4	1050
Belledeau (Joan of Arc)	N	704.4	1200
Mansura (House Track)	N	712.9	150
Moreauville	S	717.4	200
Legonier	N	730.1	4000
Legonier	S	730.1	4000
Keller Wood Yard	S	733.8	2050
Lettsworth	S	735.6	150
Batchelor Elevator	S	742.4	150
Glynn	S	768.4	100
Smithfield	S	774.4	850
Old TP Interchange	◆ N	780.1	1650
Old TP Interchange	◆ S	780.7	1650
Bel Air Spur	S	782.2	600
State Times	S	795.4	550
Kleinpeter	N	800.4	200
Prairieville	N	805.2	450
Gonzales Team	S	810.4	550
Economy Brick	N	810.7	530
Wallace Co.	N	811.4	600
Sorrento	S	815.8	500
McElroy	N	820.4	1250
McElroy	S	820.7	1250
Kaiser	N	829.7	Wye
Kaiser	S	830.7	Wye
Marathon	N	833.5	Lead
Sewell Plastics	N	835.8	650
Filter Media, Jones Chem & Boyce Machinery	S	835.9	2250
Good Hope	S	848.2	Conn

◆ Electrically Locked Switches

### SPECIAL INSTRUCTIONS

**ATCHAFALAYA RIVER BRIDGE, MP 729.2:** Automatic interlocked derails and signals govern movements over the Atchafalaya River Bridge.

When a train or engine enters the approach circuit and the bridge is seated and locked and derails are closed and locked for rail traffic, signals governing the approaching movement should display a proceed indication to permit movement over the bridge.

If signals fail to clear for an approaching train or engine, movement must be stopped before passing the absolute signal. Before proceeding, crew members must know that the bridge is seated, locked, and safe for the passage of trains. Then if the derails are in the closed position, operate the push button located on the home signal to clear the signal.

If the derails are in the derailing position, place them in the "HAND" position and line by hand for rail traffic, after which movement may be made over the bridge. When movement has been completed, derails may be left lined for rail traffic with the selector levers in the "HAND" position. Notify the train dispatcher of the fact.

When movement has been completed over the bridge and is still on the receding track circuit, and a reverse movement is required, a crew member must operate the push button located on the home signal. After the push button has been operated, the signal governing the reverse movement should display a proceed indication and the reverse movement may then be made.

When the bridge is positioned for river traffic, an approaching movement must be stopped short of the home signal and remain there until the bridge is returned and locked for rail traffic, and the derails have operated to the closed position. Then a member of the crew must operate the push button located on the home signal. The signal governing movement

## New Orleans Subdivision

over the bridge should then display a proceed indication to permit movement over the bridge.

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

- (a) UP employees will be governed by the General Code of Operating Rules, UP Timetable, Special Instructions, and KCS - UP Joint General Orders.
- (b) The following UP spur track may be used only in an emergency. Conductors must report such occurrences to the KCS train dispatcher.

Station	Milepost	Location
Smithfield .....	UP-19.0 .....	774.4

**BATCHELOR:** Siding out of service except 100 feet beyond south switch clearance point.

**LABARRE:** The west track is designated as the siding. Spring switches and switch point indicators are located on both ends. Southward movements are lined for the siding and northward movements are lined for the main track. The track speed will be 40 MPH on both tracks, except when there are train meets at the siding, in which case trains will move through the siding at Restricted Speed.

### LOBDELL - BATON ROUGE TERMINAL AREA:

- (a) Trains doubling over the Mississippi River bridge (Bridge 783.2) must not leave any part of the train on the steel structure.
- (b) **Exxon Plant** - The main gate entrance at 12th Street is equipped with a two-way flashing yellow traffic signal on the west side of the main track. When this signal is operated by a plant watchman, the crossing must be cleared immediately for emergency vehicles.

Crews will flag over all crossings within the plant.

When not in use, all gates within the plant must be closed and locked.

When derailments, fires, explosions, or other emergencies occur, crews working in the plant will be governed as follows:

- (1) Notify the night Superintendent - telephone 359-7641.
  - (2) Stay at the scene of the emergency, if safe to do so, until contacted by the Emergency Coordinator, and comply with his instructions.
  - (3) If the night Superintendent cannot be contacted, notify the Emergency Coordinator - telephone 359-7874.
  - (4) Notify the KCS Yardmaster at Baton Rouge - telephone 379-4247.
- (c) **"D" Line, MP D-209.7 - D-221.4:** All movements must be made as per Rule 6.28 not to exceed 20 MPH. Exception: 10 MPH Bridge MP 214.7 and through turnouts.

Do not leave cars between Dravo Lime and Paxon Polymer crossings, at the north end of Maryland yard. All cars stored in Maryland storage tracks and siding must be left at least 150 feet either side of these crossings. Cars must be left at least 150 feet from the Del-tech crossing.

Automatic interlocking with IC located MP D-220.1.

CTC between East Junction (MP 784.8 and North Lobdell MP 779.1) is controlled by KCS dispatcher.

All trains must obtain verbal permission from Baton Rouge yardmaster before entering yard limits. Northward trains exceeding 6500 feet must contact yardmaster before passing MP 802.0

Northward trains leaving Baton Rouge must obtain verbal permission from KCS train dispatcher to proceed to CTC limits at MP 784.8.

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

## New Orleans Subdivision

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

### MOVEMENT ACROSS ILLINOIS CENTRAL TRACK FROM FRELLSEN JCT TO KCS NEW ORLEANS:

Baton Rouge: Southward trains departing Baton Rouge for New Orleans must have a copy of current Illinois central General Order for the McComb and Baton Rouge Districts. Train crews will verify General Order number(s) with Illinois Central (IC) Dispatcher and have permission from IC Mays Yard before passing South Frellsen.

New Orleans Yard: Northward trains departing New Orleans must have a copy of the current Illinois Central General Order for the McComb and Baton Rouge Districts. Train crews will verify General Order number with Illinois Central (IC) Dispatcher and have permission from IC Mays Yard before departing New Orleans Yard.

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

Illinois Central Telephone Numbers are:

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

**RESERVE:** Do not exceed five (5) MPH, South Lead and South Leg Wye at Reserve Yard.

### NORCO:

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

### NEW ORLEANS YARD:

- (a) The train dispatcher will issue DTC authority to northward trains before arriving Frellsen Jct. This will not modify or supersede rules or instructions governing operation via IC but permits trains to depart New Orleans yard after verbal authority is obtained to enter IC CTC territory.
- (b) The sand tower pipe crossing over the south roundhouse lead at New Orleans yard has a maximum clearance of 17 feet 8 inches ATR.
- (c) Industries at Kenner are served via the KCS Industry Switch is off the IC McComb District East main track.
- (d) KCS train and engine movements between Frellsen and New Orleans yard will be made via the IC and the NS Railroads between IC Junction and NOT Junction. Be governed by IC Operating Rules, IC Timetable, KCS Track Bulletin and verbal instructions from the IC yardmaster.
- (e) Southward trains must contact the Yardmaster at New Orleans prior to departing Frellsen.
- (f) The Maximum Authorized Speed through the turnout in the East Bridge interlocking is 10 MPH.
- (g) Do not exceed five (5) miles per hour when shoving or pulling the B-Yard at New Orleans.
- (h) The International Lube Company spur is off the Southport Branch main track opposite Southport Tower. The switch is controlled from East Bridge Tower. While switching this spur, a member of the crew will be positioned to observe the position of the derail at all times. The whistle signal for this spur is one long and one short.
- (i) KCS train movements between New Orleans yard and the NOPB's Cotton Warehouse yard will be made via the IC Railroad at Lambert

# New Orleans Subdivision

Jct. for approximately 1800 feet to the NOPB connection, IC Mile post 920.9. Movements via this route will be controlled by and authorized by East Bridge Tower. KCS train movements will be governed by IC Operating Rules, KCS General Code of Operating Rules, Timetable, General Orders, and NOPB Bulletins.

- (j) Between KCS Junction and Carrollton Avenue, on NOUPT tracks, trains and engines will be governed by the General Code of Operating Rules, NOUPT Special Instructions and General Orders.
- (k) KCS TRAIN AND ENGINE MOVEMENTS BETWEEN THE IC CONNECTION AND 17TH STREET CANAL OVER THE NS RAILWAY:

Below is an excerpt from the current NS Western Region, Alabama Division Timetable:

0.0	.....	IC Connection
		0.6
0.6	.....	Shrewsbury
		1.6
2.2	.....	Metairie Rd.
		0.5
2.7	.....	17th St. Canal

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

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

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

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

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

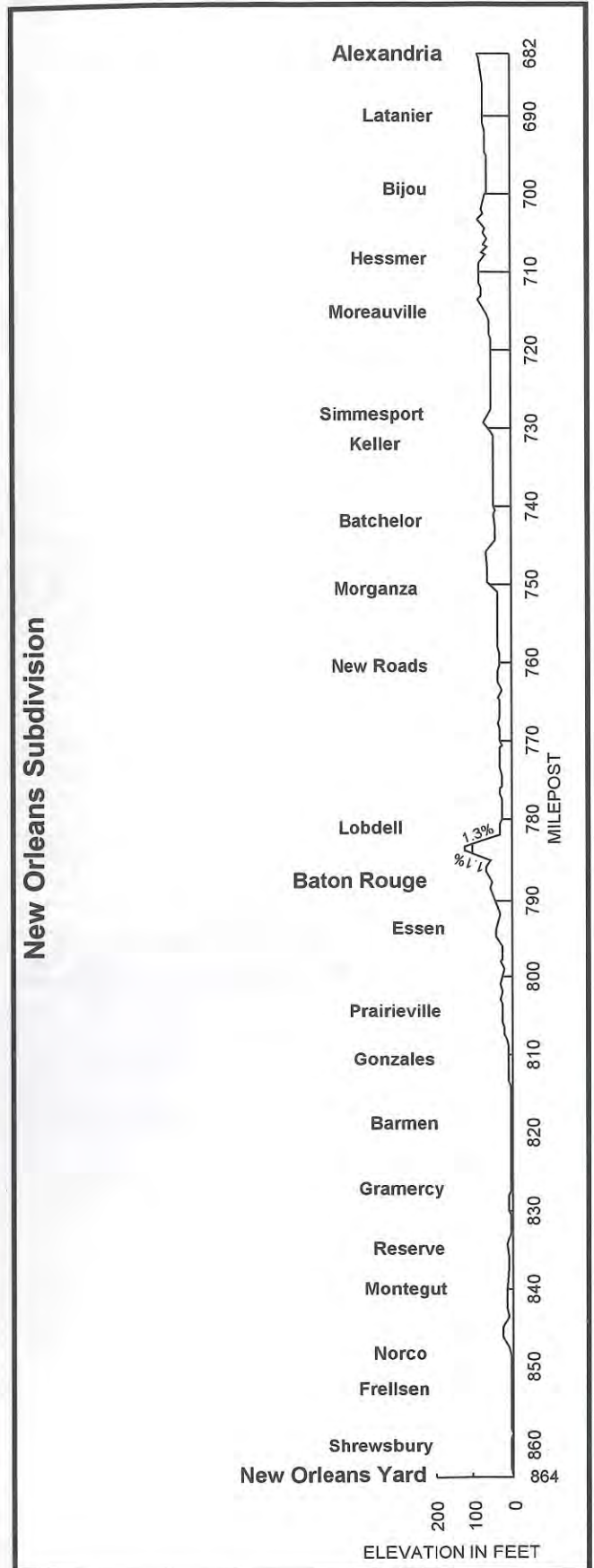
Train crews taking charge of northward KCS trains at 17th Street Canal must approach the first remote control signal at Restricted Speed.

- (l) The siding at Frelsen will be controlled by the KCS train dispatcher.
- (m) Do not exceed five (5) MPH B-Yard New Orleans.

### SPRING SWITCHES:

- South siding switch Bijou
- North siding switch Hessmer
- North siding switch Hyde
- South siding switch Keller
- North and South siding switches Labarre
- South siding switch Essen
- North siding switch Gonzales
- North siding switch Barmen
- South siding switch Montegut
- North siding switch Frellesen

# New Orleans Subdivision



NWD ↑		Hope Subdiv.		↓ SWD	
Station No.	Siding Feet	STATIONS	Meth of Oper.	Mile Post	
		End of Line 0.0	Y	47.0	
7048		SPRINGHILL 3.3	Y	47.0	
7050	5546	CULLEN 21.7	BY	50.3	
7072	2400	DORCHEAT 6.8	DTC	72.0	
7078		SHREVEPORT JCT MINDEN 0.4	TY	Y	78.8
		WEST WYE SWITCH 4.2	Y	L	79.2
5083	793	DOYLINE 3.3	D T C	B-83.4	
5087	4885	GOODWILL 5.8		B-86.7	
5093	2599	PRINCETON 4.8		B-92.5	
5097	4272	ADNER 2.7		B-97.3	
		SHREVEPORT TERMINAL YL 53.0		YL	B-100.0

#### METHOD OF OPERATION

Method	Mileposts
YL	47.0 - 52.4
DTC	52.4 - 77.0
YL	77.0 - B-80.2
DTC	B-80.2 - B-100.0
YL (Shreveport Terminal)	B-100.0

#### SPEED REGULATIONS

Maximum Speed Between:	MPH
MP 47.0 - MP B-100.0	30

#### SPEED RESTRICTIONS

	Mileposts	MPH
Br	71.0 - 72.0	20

### Sibley Branch

Station No.	Siding Feet	STATIONS	Meth of Oper.	Mile Post	
7078		MINDEN 0.4	BTY	78.8	
		SOUTH WYE SWITCH 4.5	Y	YL	79.2
7083	3306	SIBLEY 4.9	Y	83.7	

#### METHOD OF OPERATION

Method	Mileposts
YL	78.8 - 83.7

#### SPEED REGULATIONS

Maximum Speed Between:	MPH
MP 78.8 - MP 83.7	20

## Hope Subdivision

#### CONTROL POINTS

Name	Milepost
Cullen	52.4
Sarepta	55.5
North Cotton Valley	60.3
South Cotton Valley	60.9
North Dayson	62.2
South Dayson	62.9
North Dorcheat	71.9
South Dorcheat	72.4
Minden	78.0
North Goodwill	B-86.1
South Goodwill	B-87.1
North Princeton	B-92.3
South Princeton	B-92.9
North Adner	B-96.9
South Adner	B-97.8
Shreveport YD	B-100.0

#### TRACKSIDE WARNING DETECTORS

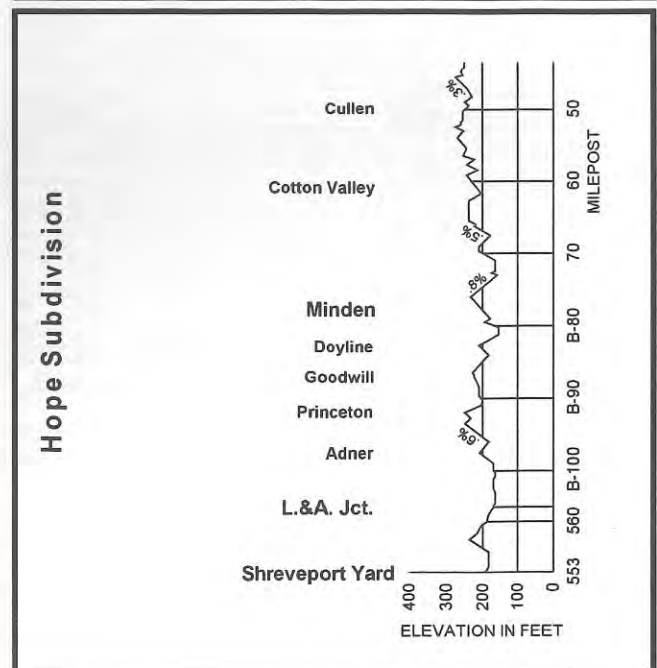
Type	Milepost
Hot Journal/Dragging Equipment	61.0

#### BUSINESS TRACKS

Name	DOE	MP	Footage
I.P. Springhill	S	47.7	2550
Sarepta	N	55.5	200
Cotton Valley	S	60.3	2500
Cotton Valley	N	60.8	2500
Calument	S	61.9	IND
Calument	S	62.2	IND
Dayson	S	62.2	3400
Dayson	N	62.9	3400
Aeropress	N	62.8	2250
Dorcheat	S	71.9	2400
Dorcheat	N	72.4	2400
Inland Container	N	B-80.0	1000
Calument	S	B-91.8	IND

#### SPECIAL INSTRUCTIONS

MINDEN YARD: Switches can be left lined as last used.





NWD ↑		Hodge Subdiv.		↓ SWD	
Station No.	Siding Feet	STATIONS	Meth of Oper.	Mile Post	
		KCS CROSSING	GS	40.1	
		0.1			
1047		GIBSLAND		40.0	
		8.9			
1708		BRICE		31.1	
		6.4			
1715		BIENVILLE	T	24.7	
		3.8			
1718		WALSH		20.9	
		2.7			
1721		LIBERTY HILL		18.2	
		8.4			
1730		DANVILLE		9.8	
		8.8			
1739		ADVANCE		1.0	
		1.0			
1740		HODGE	B	0.0	
1740		HODGE	B	A174.7	
		1.5			
1742		JONESBORO		A176.2	
		12.7			
1754	2500	DODSON		A188.9	
		2.3			
1756		CHEMBOND SPUR		A191.2	
		7.8			
7148		WINNFIELD	Y	A199.0	
7148	2966	WINNFIELD	Y	YL	B147.8
		18.7			
7166	2399	WILLIANA		B166.5	
		7.4			
7174	3020	DRY PRONG		B173.9	
		14.5			
7188		TIOGA		B188.4	
		0.5			
		UP CROSSING		B188.9	
		4.9			
		PINEVILLE JUNCTION	TY	YL	B193.8
		110.4			

#### METHOD OF OPERATION

Method	Mileposts
RL	40.1 - 0.0
RL	A-174.7 - A-199.0
YL	B-144.6 - B-149.4
DTC	B-149.4 - B-191.0
YL	B-191.0 - B-193.0

#### SPEED REGULATIONS

Maximum Speed Between:	MPH
MP 40.1 and MP 0.0	10
MP A-174.7 and A-199.0	10
MP B-144.6 and MP B-149.4	20
MP B-149.4 and MP B-191.0	30
MP B-191.0 and MP B-193.8	20

#### SPEED RESTRICTIONS

	Mileposts	MPH		Mileposts	MPH
Wye	24.7	5	RRX	188.9	20
Trk	Carla Ind. Spur	5			

## Hodge Subdivision

#### CONTROL POINTS

Name	Milepost
Gibsland	40.0
Brice	31.1
Bienville	24.7
Walsh	20.9
Liberty Hill	18.2
Danville	9.8
Dorey Piling	8.5
Milepost 1.0	1.0
Jonesboro	176.2
Hunt	185.3
Dodson	188.9
Neste Resins	191.2
South Winnfield	149.4
Packton	156.7
North Williana	166.2
South Williana	166.7
North Dry Prong	173.4
South Dry Prong	174.1
Bentley	178.4
Garnett	181.6
North Tioga	188.3
South Tioga	188.4
Pineville JCT	191.0

#### TRACKSIDE WARNING DETECTORS

Type	Milepost
Hot Journal/Dragging Equipment	149.6
Hot Journal/Dragging Equipment	171.3
Hot Journal/Oversize Load/Dragging Equipment	190.3

#### BUSINESS TRACKS

Name	DOE	MP	Footage
Brice	N	31.1	5200
Brice	S	32.1	5200
Bienville	N	24.7	Wye
Walsh	N&S	20.9	1200
Liberty Hill	S	18.2	IND
Dorey Piling	N&S	8.5	1124
Bear Creek Chip Mill	S	2.3	544
Bear Creek Chip Mill	S	2.3	1650
Bear Creek Chip Mill	S	2.3	1650
Jonesboro	S	176.2	1164
Hunt	N&S	185.3	1200
Dodson	N&S	188.9	2500
Neste Resins	N&S	191.2	500
Chip Track	N&S	197.6	3521
Brewton Mill	S	198.0	527
Winnfield	N&S	199.2	1050
Carla Ind. Spur	N	144.9	Lead
Joyce	S	148.4	Lead
Packton	S	157.7	400
Bentley	S	178.6	800
Garnett	S	181.6	2750
Pineville	N&S	191.0	2459

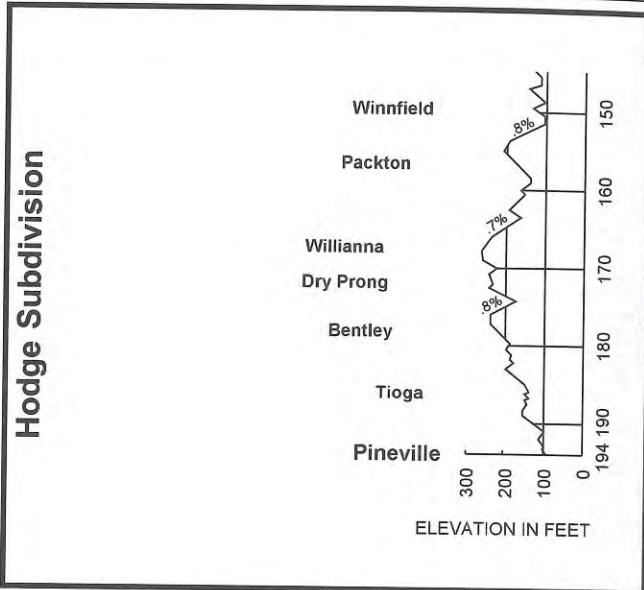
# Hodge Subdivision

## SPECIAL INSTRUCTIONS

**FRA EXCEPTED TRACK:** The following tracks, including all yard tracks, shop and roundhouse leads, spurs, and siding are designated as Excepted Tracks:

Hodge ..... MP 0.0 - MP 39.7  
Winnfield ..... MP 199.0- MP 149.4

**GIBSLAND TO WINNFIELD MP 40.0 - 199.0:** The normal position of main track switches will be as last lined.



# Hodge Subdivision



*Safety is a habit  
that we can  
all live by*

NWD ↑		Greenville Subdiv.		↓ SWD	
Station No.	Siding Feet	STATIONS	Meth of Oper.	Mile Post	
9172	6450	GREENVILLE	BY	171.6	
		0.4 _____			
		DGNO	Y	171.2	YL
		1.0 _____			
		E. TEX. CENTRAL	AY	170.2	
		22.4 _____			
9148	10645	BRASHEAR		147.8	
		7.5 _____			
9140		SULPHUR SPRINGS	B	140.3	
		4.1 _____			
9136		TUGCO		136.2	
		5.5 _____			
9131	11050	COMO		130.7	
		13.0 _____			
9118		WINNSBORO		117.7	
		12.3 _____			
9105	9444	LEESBURG		105.4	
		3.4 _____			
9101		MONTICELLO		102.0	C
		3.7 _____			
9098		PITTSBURG	UP CROSSING A	98.3	T
		7.9 _____			
9090		WELSH		90.4	C
		1.6 _____			
9089	7057	CASON		88.8	
		10.4 _____			
9079		VEALS		78.4	
		1.1 _____			
9076	10000	HUGHES SPRINGS	B	77.3	
		16.2 _____			
9061	7853	LASSATER		61.1	
		10.9 _____			
		UP CROSSING	A	50.2	
		0.9 _____			
9049		JEFFERSON		49.3	
		13.7 _____			
9035	7344	FOX	T	35.6	
		31.9 _____			
9004	6757	HAMMOCK		3.7	
		3.0 _____			
		BLANCHARD WYE	T	0.7	
		0.7 _____			
		TEXAS JUNCTION	T	0.0	
		171.6 _____			

**METHOD OF OPERATION**

Method	Mileposts
YL	173.6 - 170.1
CTC	170.1 - 0.0
YL (Shreveport Terminal)	0.0

**SPEED REGULATIONS**

Maximum Speed Between:	FRT MPH	IMT MPH
MP 0.0 and MP 170.1	55	59

**Greenville Subdivision**

**SPEED RESTRICTIONS**

	Mileposts	FRT MPH	IMT MPH
Sw	0.0 - 0.3	20	20
Trk	35.0 - 48.6	45	45
Trk-RRX	48.6 - 50.4	20	20
Cv	50.4 - 83.0	45	45
Cv	83.0 - 84.0	40	40
Trk	84.0 - 92.6	45	45
Cv	92.6 - 93.0	25	25
Cv	93.0 - 94.0	40	40
Trk	94.0 - 97.5	45	45
RRX	97.5 - 98.5	20	20
Cv	98.5 - 99.6	40	40
Trk	99.6 - 104.9	45	45
Cv	104.9 - 105.2	40	40
Trk	116.0 - 118.5	45	45
Cv	118.5 - 118.9	40	40
Trk	118.9 - 131.8	45	45
Trk	131.8 - 139.0	50	55
Trk	139.0 - 142.1	20+	20+
Trk	168.5 - 170.1	45	45
Trk	170.1 - 173.6	20+	20+
RRX	170.2	20	20

+ - Indicates engine only

**SPEED RESTRICTIONS - SWITCHES & SIDINGS**

Maximum speed permitted through turnout of switches and sidings, except main track switches listed below, 10 MPH.

Station or MP	Location	MPH
Brashear	D Both Ends - Siding	20*
Como	D Both Ends - Siding	20*
Leesburg	D Both Ends - Siding	20*
Cason	D Both Ends - Siding	20*
Hughes Springs	D Both Ends - Siding	10
Lassater	D Both Ends - Siding	10
Fox	D Both Ends - Siding	20*
Hammock	D Both Ends - Siding	20*
Blanchard	D Wye	10

\* Loaded Bulk Commodity Trains - 10 MPH.

D - Dual Control

Greenville Subdivision

## Greenville Subdivision

### CONTROL POINTS

Name	Milepost
Hunt	170.1
West Brashear	149.0
East Brashear	146.9
Tugco	136.2
West Como	131.1
East Como	128.9
Winnsboro	117.4
West Leesburg	107.0
East Leesburg	105.1
West Monticello	102.4
East Monticello	101.0
Welsh	90.4
West Cason	89.2
East Cason	87.8
West Hughes Springs	78.9
East Hughes Springs	76.3
West Lassater	61.6
East Lassater	60.0
Jefferson	49.0
West Fox	36.2
East Fox	34.8 or 16.5
West Hammock	4.4
East Hammock	3.0
West Leg Texas Wye	0.7

### TRACKSIDE WARNING DETECTORS

Type	Milepost
Hot Journal/Drugging Equipment	150.8
Hot Journal/Oversize Load/Drugging Equipment	122.1
Hot Journal/Drugging Equipment	102.2
Drugging Equipment	94.0
Drugging Equipment	91.8
Drugging Equipment (Welsh Spur)	90.8
Hot Journal/Oversize Load/Drugging Equipment	85.1
Hot Journal/Drugging Equipment	64.6
Hot Journal/Drugging Equipment	41.7

## Greenville Subdivision

### BUSINESS TRACKS

Name	DOE	MP	Footage
Compress	E	169.9	800
Compress	W	169.9	800
Campbell	♦ W	161.2	1800
Cumby	E	154.5	250
Westway	E	141.1	453
Boomer Lead	W	140.1	4556
Hollywood Spur	W	139.3	3126
Sulphur Springs Ind. Park	♦ W	138.8	Lead
Thermo	W	134.7	500
Crystal Feed	W	131.3	932
Pickton	E	125.8	11231
Triangle Feed	E	118.3	470
Esser W. leg of wye	E	116.6	1000
Esser E. leg of wye	W	116.4	1000
Tidewater - W. legs of wye	♦ W	112.2	Wye
Tidewater - E. legs of wye	♦ W	111.9	Wye
Newsome	E	108.5	500
Monticello	E&W	102.4	6767
Pilgrim Pride #37	W	99.7	6000
Pilgrim Pride #37	W	98.5	6000
Pilgrim Pride #38	W	98.5	6000
Pilgrim Ind.	E	98.3	5250
UP Conn Pittsburg	W	98.2	Conn
Faker	E&W	95.5	750
Daingerfield Pocket	E	82.9	328
Tiger - Atlas Roofing	♦ W	81.5	2694
TN Railway	E	78.4	Conn
Hughes Springs - W. Crossover S	♦ E	77.2	Xover
Hughes Springs - E. Crossover Sw	♦ W	77.1	Xover
Pipe Yard	E	76.1	679
Avinger	E	67.4	350
West Burford	♦ E	52.5	2850
East Burford	♦ W	52.0	2850
Murray Spur	W	50.4	1505
I.P.	W	51.1	IND
UP Interchange	E	50.3	Conn
House Track	E	49.5	920
E. Texas Forest	E	49.4	1275
West Baldwin	♦ E	42.0	2000
East Baldwin	♦ W	41.5	2000
West Karnack	E	37.0	1050
East Karnack	W	36.7	1050
West Longhorn Ord. W. leg of wye	E	35.0	IND
East Longhorn Ord. E. leg of wye	W	34.8	IND
Whelan	W	9.7	600
Shipp	E	5.8	1100
W. Wye Switch Blanchard	E	0.7	Wye

♦ Electrically Locked Switches

+ Connected to siding

### SPECIAL INSTRUCTIONS

#### GREENVILLE:

- Prior to departing Greenville yard, eastward trains must contact the train dispatcher and obtain authority to proceed to CTC limits.
- KCS trains and engines operating DGNO main track between MP T-171.1 and T-171.2 may leave the main track switches as last lined.
- Track # 2 is designated for receipt of interchange cars from the DGNO and track # 3 is designated for delivery of interchange cars to the DGNO.

# Greenville Subdivision

**SULPHUR SPRINGS:** Train and engine movements on House Track and Berry Track at Oak Avenue, Sulphur Springs, Texas, milepost 140.33 will not activate the flashers and gates. A member of the crew must protect the crossing by operating the lever inside the box mounted on the side of the crossing bungalow at this location to the **ON** position. After entire movement has been made through crossing the lever must be returned to the **OFF** position.

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

**TUGCO:** All loaded trains will be on the inside (east) track. TUGCO will have the hand brakes set on the two (2) east cars. The empty train must be delivered on the outside (west) track. Train crews will set hand brakes on the two (2) east cars of the empty train.

**TIDEWATER REFINERY:** Speed Restrictions  
**4 Axle Locomotives -**  
112.2 and Tidewater ..... 20 MPH  
Curves ..... 10 MPH  
**6 Axle Locomotives -**  
112.2 and Tidewater ..... 10 MPH  
Curves ..... 5 MPH

**MONTICELLO:** A power operated split rail derail is installed at the clearance point of the west switch. This derail operates in conjunction with the dual control west siding switch operated by the train dispatcher. When operating the west dual control switch by hand, it is also necessary to operate the derail by hand.

All loaded trains must be delivered to the east end of the track nearest the KCS main track. The train crew will set hand brakes on the two (2) east cars. The empty train will be pulled from the adjacent side track after checking the two (2) east cars for hand brakes.

**WELSH POWER PLANT:** Train crews operating empty coal trains will perform 1000 mile air brake test prior to departure.

**STATE LINE:** 9.7

**BALDWIN:** Six axle power and MW 093 or 095 are prohibited.

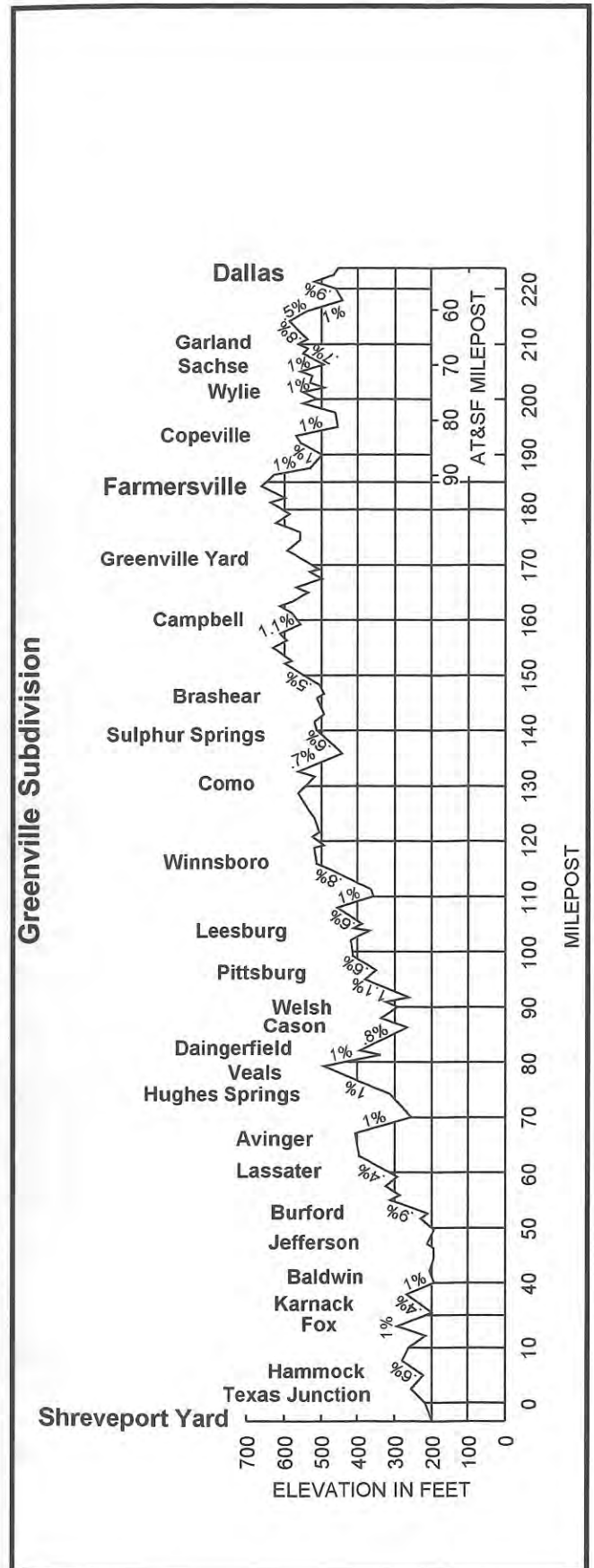
**MP 16.0 - MP 35.0:** There is three quarters of a mile between these mileposts.

**BLANCHARD WYE MP 0.72:** Trains may enter the main track to the Shreveport Terminal or the Shreveport Subdivision from the wye at Blanchard on a proceed indication.

**SHREVEPORT YARD - TEXAS JUNCTION:** Be governed by Shreveport yard Special Instructions.

Before departing Shreveport Terminal, westward trains must contact the train dispatcher and obtain authority to proceed to CTC limits.

# Greenville Subdivision



NWD ↑		Dallas Subdiv.		↓ SWD	
Station No.	Siding Feet	STATIONS		Meth of Oper.	Mile Post
		CJ YARD		CTC	
		UP JUNCTION			
		MP JUNCTION	Y		222.0
9217	1600	REINHARDT	Y	Y	216.7
		DALLAS	Y		
9215	4850	DALLAS JUNCTION	BY	L	214.6
		DGNO CROSSING	AY		210.4
9210		GARLAND	Y		209.3
9205		SACHSE		DTC	205.5
9201		WYLIE			201.3
9200		ALLIANCE JUNCTION			199.8
9199	5400	LAVON			199.0
9198		CP-198		CTC	197.8
9192	11987	COPEVILLE			192.0
9172	6450	GREENVILLE	Y	YL	173.6
58.3					

#### METHOD OF OPERATION

Method	Mileposts
CTC	CJ YARD - MP JCT
YL	MP JCT - 209.3
DTC	209.3 - 197.9
CTC	197.9 - 173.6
YL	173.6 - 170.1

#### SPEED REGULATION

Maximum Speed Between:	FRT MPH	IMT MPH
MP 173.6 and MP JCT	55	59

#### SPEED RESTRICTIONS

	Mileposts	FRT MPH	IMT MPH
Y	MP JUNCTION - 220.0	10	10
Y	220.0 - 209.3	20+	20+
TRK	209.3 - 202.0	40	40
XING	202.0 - 201.0	25	25
TRK	201.0 - 198.0	40	40
XING	186.0 - 185.3	40	40
CV	185.3 - 184.7	20	20
Y	173.6 - 170.1	20+	20+

+ - Indicates engine only

#### SPEED RESTRICTIONS - SWITCHES & SIDING

Maximum speed permitted through turnout of switches and sidings, except main track switches listed below, 10 MPH.

Station or MP	Location	MPH
Copeville	D Both Ends - Siding	20*

\* Loaded Bulk Commodity Trains - 10 MPH.

D - Dual Control

## Dallas Subdivision

#### CONTROL POINTS

Name	Milepost
Garland	209.3
East Sachse	205.3
West Wylie	201.8
East Wylie	201.3
Alliance Junction	199.8
West Lavon	199.5
East Lavon	198.4
CP-198	197.8
West Copeville	192.3
East Copeville	190.3
West Greenville	173.6

#### TRACKSIDE WARNING DETECTORS

Type	Milepost
Hot Journal/Dragging Equipment	198.4
Hot Journal/Oversize Load/Dragging Equipment	180.4

#### SPECIAL INSTRUCTIONS

Union Pacific CTC is in effect main track between Browder yard in West Dallas and MP Junction and is controlled by: UP Dallas West Dispatcher Channel 20-20 (Browder - Belt Junction); UP Dallas East Dispatcher Channel 24-24 (Belt Junction - MP Junction)

#### DALLAS:

- All trains and engines between MP Junction and MP T-209.3 must verify the current track bulletin with the KCS train dispatcher and contact Dallas yard, Channel 1010 for permission to enter the main track.
- Speed must not exceed 5 MPH on all tracks in CJ yard.
- Track between MP Junction and KCS MP T-220.0 at UP Junction is maintained by the UP Railroad.

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

#### GREENVILLE - CP-198:

- Westward trains may enter DTC limits at MP T-197.85 on a proceed indication after receiving DTC authority or work and time.
- Eastward trains may enter CTC at MP T-197.85 on a proceed indication.
- Westward trains may enter CTC at MP T-173.6 on a proceed indication.

MP T-214.6 corresponds to MP D-62.6 on the White Rock Industrial Spur.

MP T-199.8 corresponds to MP C-578.3 on the Alliance Subdivision.

#### SPRING SWITCHES:

MP T-199.8 Alliance Junction

# Dallas Subdivision

WWD ↑		White Rock Ind. Spur		↓ EWD	
Station No.	Siding Feet	STATIONS	Meth of Oper.	Mile Post	
		WHITE ROCK JUNCTION 3.5	Y	D-73.5	
9322		RICHARDSON 6.6	Y	Y	D-70.7
9316	837	WHITE ROCK 1.1	Y	L	D-64.1
9215	4850	DALLAS JUNCTION 11.2	BY		D-62.6

### METHOD OF OPERATION

Method	Mileposts
YL	D-73.5 - D-62.8

### SPEED REGULATIONS

Maximum Speed Between:	FRT MPH	IMT MPH
MP D-73.5 and MP D-62.6	20	20

### CONTROL POINTS

Name	Milepost
White Rock Junction	D-73.5

### BUSINESS TRACKS

Name	DOE	MP	Footage
Arapaho Team Track	N&S	D-71.0	600
Landmark Logistical Service	N	D-70.1	2028
Northgate Ind. Lead	S	D-66.4	2750
Niagra Envelope	S	D-65.4	1500
Quaker	S	D-64.5	1960
DAP	S	D-64.4	1910
Gaylord Container	S	D-64.3	1860
White Rock Lead	S	D-64.1	15000

### SPECIAL INSTRUCTIONS

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

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

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

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



*Think safety . . .  
Work safely*

NWD ↑		operation via BNSF for information only		Fort Worth Subdiv.		↓ SWD	
Station No.	Siding Feet	STATIONS	Meth of Oper.	Mile Post			
51045	8179	METRO 3.5	T	387.6			
		WEST WYE 6.6	T	385.6			
51035	7898	PONDER 6.6	C	377.3			
51030	6678	JUSTIN 6.6	T	370.6			
		LAMBERT 6.6	C	368.5			
		EAST ALLIANCE 1.1		365.0			
51027	14635	ALLIANCE BCT		364.6			

### SPECIAL INSTRUCTIONS

BNSF FORT WORTH SUBDIVISION Employees are covered by GCOR, BNSF Timetable Special Instruction and General Orders on movement on BNSF from Metro Junction to Alliance.

WWD ↑		Alliance Subdiv.		↓ EWD	
Station No.	Siding Feet	STATIONS	Meth of Oper.	Mile Post	
9361		METRO JUNCTION 1.2	TY	YL	D-110.2
		EAST METRO 3.8	Y		D-109.0
9357	300	DENTON 3.0			D-105.0
9354	3654	MINCHIN 11.6			D-102.0
9343	500	LEWISVILLE 15.0			D-90.9
9328	5580	COWLEY 2.5	D		D-75.0
		WHITE ROCK JUNCTION 0.3	T		C-593.1
		RENNER CONNECTION 3.1	C		C-592.8
		UP CROSSING 0.2			C-589.7
	9165	PLANO 9.7			C-589.5
		WYLIE 1.5			C-579.8
9200		ALLIANCE JUNCTION 51.6			C-578.3

### METHOD OF OPERATION

Method	Mileposts
YL	D-110.2 - D-109.0
DTC	D-109.0 - C-578.3

### SPEED REGULATION

Maximum Speed Between:	FRT MPH	IMT MPH
MP D-110.2 and MP D-109.0	20	20
MP D-109.0 and MP C-578.3	30	35

### SPEED RESTRICTIONS

	Mileposts	MPH		Mileposts	MPH
Sw	C-592.8	20	Trk	C-593.1 - C-586.7	20
RRX	C-589.7	20	Ind	Dallas Morn. News	5
SW	C-578.3	25			

## Alliance Subdivision

### CONTROL POINTS

Name	Milepost
East Metro	D-109.0
Denton	D-104.5
West Minchin	D-102.8
East Minchin	D-102.0
West Lewisville	D-90.9
East Lewisville	D-90.7
West Cowley	D-76.1
East Cowley	D-74.9
White Rock JCT	C-593.1
Renner Connection	C-592.8
West Plano	C-589.5
East Plano	C-586.7
Murphy	C-584.4
Alliance JCT	C-578.3

### TRACKSIDE WARNING DETECTORS

Type	Milepost
Dragging Equipment	C-591.1
Dragging Equipment	C-578.5

### BUSINESS TRACKS

Name	DOE	MP	Footage
Tetra Pak-Union Camp	E	D-105.4	11000
Denton House Track	E&W	D-104.5	500
Ben E. Keith Track	W	D-104.5	500
Fisher Distribution	E	D-104.1	450
Martin Brower Track	E	D-91.0	1200
Dallas Morning News	E	D-74.0	960
Capitol Wire	W	C-590.0	304
SP/SSW Conn.	E	C-589.6	395
Cargill	E	C-589.5	145
BFI	W	C-586.9	350
Murphy	W	C-584.4	200
Wylie House Track	E	C-579.0	300
East TX Municipal Water Treatment Pla	E	C-578.5	577

### SPECIAL INSTRUCTIONS

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

MP C-578.3 corresponds to MP T-199.8 on the Dallas Subdivision.

Lewisville: Train crews may contact the KCS train dispatcher via tone call in from MP D-77.0 west to Alliance.

### SPRING SWITCHES:

MP C-578.3 Alliance Junction

## Alliance Subdivision



*Attitudes are  
contagious . . .  
Make yours  
worth catching*



*Safety begins  
with you*



WWD ↑		Vicksburg Subdiv.		↓ EWD	
Station No.	Siding Feet	STATIONS	Meth of Oper.	Mile Post	
		SHREVEPORT TERMINAL	YL	165.2	
		1.8			
1011	2250	FOSTERS		163.4	
		9.7			
1021	3471	HAUGHTON	D	153.7	
		5.5			
5083	3694	DOYLINE	T	148.2	
		6.8			
7083	8600	SIBLEY	C	141.4	
		10.2			
1043	3392	NELSON		131.2	
		4.0			
1047	3409	GIBSLAND LNW CROSSING	gY	127.2	
		7.9			
1055	2945	ARCADIA		119.3	
		7.8			
1063	11140	SIMSBORO	D	111.5	
		8.7			
1072	3668	RUSTON	T	102.8	
		7.4			
1079	3000	CHOUDRANT	C	95.4	
		9.2			
1088	7990	CALHOUN		86.2	
		14.7			
1103		MONROE	BTY	71.5	
		0.4			
		UP CROSSING	AY	71.1	
		3.2			
1107	10075	MAGENTA	Y	67.9	
		9.9			
1117	5039	CREW LAKE		58.0	
		19.0			
1134	10188	SHANNON	D	39.0	
		3.7			
1139	5360	DELHI	T	35.3	
		17.9			
		DSSR CROSSING	A	17.4	
		0.1			
1157	8800	TALLULAH		17.3	
		15.5			
1173	4635	BOVAY		1.8	
		1.8			
1177		VICKSBURG	BTY	0.0	
		163.4			

**METHOD OF OPERATION**

Method	Mileposts
YL (Shreveport Terminal)	165.2
DTC	165.2 - 128.6
YL	128.6 - 127.0
DTC	127.0 - 72.7
YL	72.7 - 66.2
DTC	66.2 - 0.5
YL	0.5 - 0.0

**SPEED REGULATIONS**

Maximum Speed Between:	FRT MPH	IMT MPH
MP 0.0 and MP 165.2	55	59

**Vicksburg Subdivision**

**SPEED RESTRICTIONS**

	Mileposts	FRT MPH	IMT MPH
Y	0.0 - 0.5	20	20
BR	0.5 - 1.5	20	20
XING	17.0 - 17.4	25	25
RRX	17.4	20	20
TRK	17.4 - 34.2	50	55
TRK	34.2 - 40.5	50	50
TRK	47.0 - 66.2	50	50
TRK	66.2 - 72.7	20+	20+
Y-BR	71.0 - 72.0	10	10
TRK	72.7 - 78.0	50	50
XING	86.0 - 87.0	50	50
TRK	100.8 - 102.0	50	50
TRK	102.0 - 103.0	25+	25+
Y	127.0 - 128.6	20	20
TRK	165.2	20	20

+ - Indicates engine only

**SPEED RESTRICTIONS - SWITCHES & SIDINGS**

Maximum speed permitted through turnout of switches and sidings, except main track switches listed below, 10 MPH.

Station or MP	Location	MPH
Tallah	S West End - Siding	20
Tallah	Sw East End - Siding	20
Shannon	S West End - Siding	20
Shannon	Sw East End - Siding	20
Crew Lake	S West End - Siding	10
Crew Lake	Sw East End - Siding	10
Magenta	Sw Both Ends - Siding	20
Calhoun	S West End - Siding	20
Calhoun	Sw East End - Siding	20
Simsboro	S West End - Siding	20
Simsboro	Sw East End - Siding	20
Sibley	S West End - Siding	20
Sibley	Sw East End - Siding	20
Doyline	Sw Both Ends - Siding	20

S - Spring Switch

Sw - Hand Throw Switch

# Vicksburg Subdivision

## CONTROL POINTS

Name	Milepost
Bossier City	165.2
West Fosters	163.6
East Fosters	163.0
West Haughton	154.0
East Haughton	153.3
West Doyline	148.3
East Doyline	147.4
West Sibley	142.7
East Sibley	141.0
Dubberly	138.5
West Nelson	131.4
East Nelson	130.7
West Gibsland	128.6
East Gibsland	127.0
West Arcadia	120.2
East Arcadia	119.5
West Simsboro	113.2
East Simsboro	111.0
CP 108	108.0
West Ruston	102.5
East Ruston	101.8
West Choudrant	95.8
East Choudrant	94.9
West Calhoun	87.6
East Calhoun	86.0
CP 78	78.0
West Monroe	72.7
East Monroe	66.2
West Crew Lake	58.1
East Crew Lake	57.1
West Rayville	50.7
East Rayville	50.5
West Shannon	40.3
East Shannon	38.4
West Delhi	36.5
East Delhi	35.3
Tendal	27.8
West Tallulah	16.8
East Tallulah	15.1
CP 9	9.0
West Bovay	2.2
East Bovay	1.3
West Freight Yard	0.5

## TRACKSIDE WARNING DETECTORS

Type	Milepost
Hot Journal/Oversize Load/Drugging Equipment	155.3
Hot Journal	138.4
Hot Journal/Drugging Equipment	125.2
Hot Journal	110.5
Hot Journal/Drugging Equipment	97.0
Hot Journal/Oversize Load/Drugging Equipment	74.4
Hot Journal/Oversize Load/Drugging Equipment	64.3
Hot Journal/Drugging Equipment	47.2
Hot Journal	30.4
Hot Journal/Oversize Load/Drugging Equipment	12.9

# Vicksburg Subdivision

## BUSINESS TRACKS

Name	DOE	MP	Footage
Halliburton Spur	E	163.3	800
Baroid	W	163.1	750
Haughton Wood Yard	W	154.5	1182
Progress Rail	E	152.7	1324
Doyline Interchange	W&E	148.7	3007
Silica Sand	W&E	141.7	1844
Sibley Team Track	E	141.3	580
Minden Subdivision	+ W	141.1	Conn
Ada	W&E	132.4	2984
Stone Container	E	120.7	935
Baker Hughes Spur	W	119.2	616
Martin Gas	W	118.5	1340
Conagra Broiler Company	E	117.5	6087
Willamette O.S.B.	W	116.7	1824
Mid States Wood Preservers	W	113.3	459
Harmison Spur	W	111.1	681
Willamette LVL Plant	W	109.9	1625
Ball-Foster	W	109.6	5246
Willamette Surpine	E	109.6	1411
Cold Storage	E	109.1	788
Fiberboard Corporation	W	108.7	903
Business Car Track	E	102.9	313
Brick Spur	E	101.6	132
Willamette Ruston	E	101.1	1400
Ruston Restoration Spur	E	100.8	600
Randal Farms	W&E	95.4	5235
Calhoun Team Track	E	86.3	678
Process Fabric	W	75.4	1100
Louisiana Plastic	W	74.9	3450
Yazoo Oil Mill	E	72.5	780
Riverwood Paper Mill	W	72.3	IND
Delphi	E	65.0	200
Rayville Producers	E	52.2	1350
Rayville Siding	W&E	50.6	1100
Rayville Compress	W	50.6	700
Holly Ridge House	W	42.5	850
Pro-Boll Chemical	W	39.8	2200
Tifton Aluminum Company	E	36.4	901
Terral Spur	E	35.7	467
Waverly Team	E	30.3	377
Tallulah House Track	W	17.2	440
DSSR Connection	W	17.0	Conn
Bunge Spur	W	14.9	868
Mound Team Track	E	6.9	363

+ Connected to siding

## SPECIAL INSTRUCTIONS

**MAGENTA SIDING** must not be occupied without permission of train dispatcher.

**VICKSBURG SUBDIVISION:** The following trailing tonnage restrictions will apply when handling TTOX, TTFX and other 2 axle cars:

### WESTBOUND

- TTOX/TTFX CARS (Loaded) - 2500 Maximum Trailing Tons.
- TTOX/TTFX CARS (Empty) - 2000 Maximum Trailing Tons.

### EASTBOUND

- TTOX/TTFX CARS (Loaded) - 2000 Maximum Trailing Tons.
- TTOX/TTFX CARS (Empty) - 1500 Maximum Trailing Tons.

All trains must not exceed 8900 feet unless authorized by the Director System Transportation Center.

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

# Vicksburg Subdivision

**SHREVEPORT YARD:** Be governed by Shreveport yard Special Instructions.

Prior to entering Shreveport yard limits contact the Yardmaster.

**BOSSIER CITY:** The Spring Street Junction switch and the Market Street viaduct switch may be left as last lined.

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

**MONROE:** The main track switch at the west Chute yard and the Long Lead switch may be left as last lined.

**OUACHITA RIVER BRIDGE V 72.0:** Bridge is equipped with color light signals.

- When a train or engine encounters a STOP indication at the bridge, it may proceed after a member of the crew has determined by examination that the drawbridge is in proper position and the track is clear.
- When a yellow aspect is displayed, a train or engine may proceed, being prepared to stop short of the bridge.
- When a green aspect is displayed, a train or engine may proceed.

**MONROE:** Trains approaching Monroe yard limits must contact yard jobs on road and/or yard radio channels:

- 1-(65-65)
- 4-(29-29)
- 6-(07-07)

Lead jobs at Monroe will monitor one of these channels for approaching trains. Conductor on lead jobs will contact dispatcher for estimated arrival times of Intermodal trains and have main track clear for train. If main line will not be clear for Intermodal trains, lead job will inform dispatcher.

When yard jobs are not on duty, train will contact dispatcher.

**TALLULAH:** The DSSR crossing is equipped with color light signals. The route is normally lined against train and engine movements on the DSSR. When a train or engine is stopped by a signal displaying a red aspect at the crossing, and no conflicting DSSR train or engine movement is evident, and derails on the DSSR track are in the derailing position, movement over the crossing will be made on a hand signal given by a member of the crew at the crossing.

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

- Mary Crossover
- First Crossover east of Lee Street
- High Switch approximately 50 feet north of Depot Street

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

**FRA excepted track at Monroe:**

- Airport Lead
- Riverwood Lead South of 5th Street Crossing

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

- Industry tracks, except:
  - Bunge Spur - MP V-14.9
  - Sibley Sand Track
  - Conagra Arcadia
  - Rayville Producers
  - Tifton Aluminum

# Vicksburg Subdivision

NWD ↑		Redwood Ind. Spur		↓ SWD	
Station No.	Siding Feet	STATIONS		Meth of Oper.	Mile Post
		BALLGROUND YARD		R L	
		REDWOOD JCT.			209.9
1770		REDWOOD 0.1			210.0
1772		BLAKELY 2.1			212.1
1777		NAT'L CEMETERY 5.1			217.2
1177		VICKSBURG YARD LIMIT 1.8			219.0
		9.1			

### METHOD OF OPERATION

Method	Mileposts
RI	209.9 - 219.0

### SPEED REGULATIONS

Maximum Speed Between	MPH
MP 209.9 - MP 219.0	10

NWD ↑		Vicksburg Chem. Ind. Spur		↓ SWD	
Station No.	Siding Feet	STATIONS		Meth of Oper.	Mile Post
1177		VICKSBURG CHEM. SPUR		R L	220.8
1787		CEDARS 6.4			227.2
		EOL 0.8			228.0
		7.2			

### METHOD OF OPERATION

Method	Mileposts
RI	220.8 - 228.0

### SPEED REGULATIONS

Maximum Speed Between	MPH
MP 220.8 - MP 228.0	10

### SPECIAL INSTRUCTIONS

FRA excepted track MP 225.0 to MP 229.8

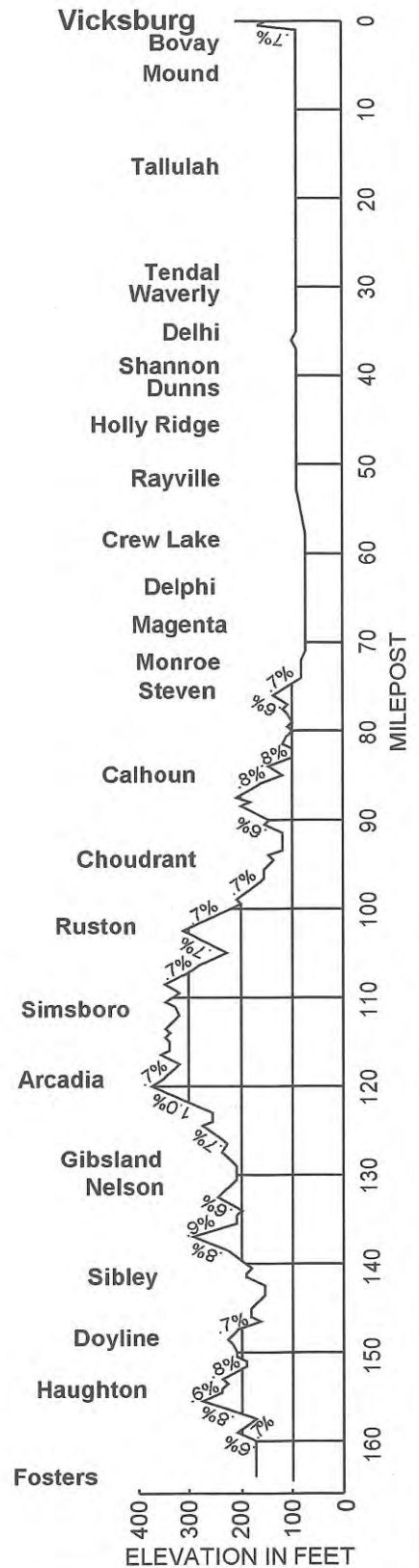


*Safety begins  
with you*



*Quality service  
begins with  
quality thinking*

Vicksburg Subdivision



Station No.	Siding Feet	STATIONS	Meth of Oper.	Mile Post
1177		VICKSBURG 8.4	BTY YL	140.6
1185	3777	NEWMANS 6.3	D	132.2
1192	9090	SMITHS 4.0	T	125.9
1196	2154	EDWARDS 21.7	C	121.9
	3523	DIXON 4.4		100.2
1222		WEST YARD 4.7	BY YL	95.8
1227		JACKSON 6.1	BY	91.1
1232	2624	GREENFIELD 4.2		85.0
1237	9633	BRANDON 5.1		80.8
1242	2750	RANKIN 6.4		75.7
1249	2412	PELAHATCHIE 9.0	D	69.3
1257	2560	MORTON 11.0	B T	60.3
1268	5610	FOREST 8.7	C	49.3
1277	8850	LAKE 9.7		40.6
1287	2350	NEWTON 9.3		30.9
1295	8952	HICKORY 9.8		21.6
1306	4942	MEEHAN 11.5		11.8
		WEST MERIDIAN 0.3	YL	0.3
1318		MERIDIAN 140.6	BY YL	0.0

**METHOD OF OPERATION**

Method	Mileposts
YL (Vicksburg)	140.5
DTC	140.5 - 98.5
YL	98.5 - 89.8
DTC	89.8 - 1.5
YL	1.5 - 0.0

**SPEED REGULATIONS**

Maximum Speed Between:	FRT MPH	IMT MPH
MP 0.0 and MP 140.5	55	59

**Meridian Subdivision**

**SPEED RESTRICTIONS**

	Mileposts	FRT MPH	IMT MPH
Y	1.5 - 3.0	20	20
Cv	3.0 - 9.0	40	40
Cv	9.0 - 13.8	45	55
BR	13.8 - 13.9	45	45
Xing	30.3 - 31.6	40	40
TRK	49.0 - 49.3	50	50
XING	57.5 - 58.5	50	50
XING	58.5 - 61.2	35+	35+
TRK	61.2 - 82.0	50	50
Y	89.8 - 95.7	20	20
Y-SW	95.7 - 96.6	10	10
Y	96.6 - 98.5	20	20
Cv	98.5 - 108.0	30	30
TRK	121.3 - 122.3	30	30
Cv	127.5 - 139.0	35	35
Cv	139.0 - 139.6	25	25
Cv	139.6 - 139.8	10	10
Cv	139.8 - 140.5	25	25
Y	140.5	20	20

+ - Indicates engine only

**SPEED RESTRICTIONS - SWITCHES & SIDINGS**

Maximum speed permitted through turnout of switches and sidings, except main track switches listed below, 10 MPH.

Station or MP	Location	MPH
Smiths	Sw West End - Siding	20
Smiths	S East End - Siding	20
Brandon	Sw West End - Siding	20
Brandon	S East End - Siding	20
Lake	Sw West End - Siding	20
Lake	S East End - Siding	20
Hickory	Sw West End - Siding	20
Hickory	S East End - Siding	20

S - Spring Switch

Sw - Hand Throw Switch



*Safety is quality*

## Meridian Subdivision

### CONTROL POINTS

Name	Milepost
East Freight Yard	140.5
CP 136	136.0
West Newmans	132.7
East Newmans	131.9
West Smiths	125.9
East Smiths	124.2
West Edwards	121.9
East Edwards	121.5
CP 114	114.0
CP 109	109.0
CP 105	105.0
West Jackson	98.5
East Jackson	89.8
West Greenfield	85.3
East Greenfield	84.7
West Brandon	82.8
East Brandon	80.7
West Rankin	75.9
East Rankin	75.3
CP 74	74.0
West Pelahatchie	69.4
East Pelahatchie	68.9
CP 62	62.0
West Morton	60.4
East Morton	59.9
CP 54	54.0
West Forest	50.3
East Forest	49.1
CP 48	48.0
West Lake	40.7
East Lake	38.9
CP 35	35.0
West Newton	32.0
East Newton	30.0
West Hickory	22.4
East Hickory	20.8
Chunky	17.0
West Meehan	12.5
East Meehan	11.6
West Meridian	3.0

### TRACKSIDE WARNING DETECTORS

Type	Milepost
Hot Journal/Oversize Load/Dragging Equipment	130.0
Hot Journal/Oversize Load/Dragging Equipment	112.9
Hot Journal/Oversize Load/Dragging Equipment	86.7
Hot Journal/Dragging Equipment	64.7
Hot Journal/Dragging Equipment	43.8
Hot Journal	25.8
Hot Journal/Oversize Load/Dragging Equipment	14.4

## Meridian Subdivision

### BUSINESS TRACKS

Name	DOE	MP	Footage
Motor Car Shop Lead	E	139.7	385
IP Wood Yard	E	125.8	711
Adam Egg	W	122.8	613
Donald Wood Yard	E	120.8	1520
Bolton Team Track	W	112.8	1008
Packard Electric	W	107.6	4494
Gulf States Cannery	E	107.2	1978
Riverwood	W	106.1	898
Johnson Milling	W	104.9	441
Whitfield Spur	W	86.5	565
IP Wood Yard	E	83.8	1060
Lone Star Cement	E	82.3	1320
Gold Coast Commodities	E	81.0	730
Brandon House Track	E&W	80.8	760
IP Wood Yard	E	78.6	1168
Praxair Carbonic	E	77.3	760
Pisque	E	75.6	270
Pelahatchie House Track	E&W	69.0	619
Jackson Commodities	W	68.9	240
Blane Construction	W	62.6	685
Morton House Track	E	60.3	Yard
Morton House Track	W	61.3	Yard
B.C. Rogers Processing	W	60.0	550
Richton Tie & Timber	E	59.4	1019
Choctaw Maid	E	59.2	425
St. Regis Wood Yard	E	58.6	980
IP Industries	E&W	57.7	1918
Raworth	E	54.9	400
Mississippi D.O.T.	W	54.9	1865
Scott County Co-Op	W	51.2	200
Central By-Products	E	50.9	450
Filtro	E&W	49.9	660
Lady Forest	E	49.8	760
Scott County Co-Op	W	49.6	400
Tyson	E&W	49.5	2278
American Warehouses	W	48.9	355
Wally	W	48.5	555
IP Wood Yard	E&W	48.3	1084
Lake Team Track	E&W	40.6	593
Lawrence Team Track	W	34.8	1069
Newton House Track	E&W	30.7	1379
Hickory Team Track	E	22.7	685
Linden Lumber Co.	W	22.2	585
Chunky Team Track	E	17.0	658
Meehan Wood Yard	E&W	12.5	3012

### SPECIAL INSTRUCTIONS

**MERIDIAN SUBDIVISION:** The following trailing tonnage restrictions will apply when handling TTOX, TTFX and other 2 axle cars:

#### WESTBOUND

- TTOX/TTFX CARS (Loaded) - 2500 Maximum Trailing Tons.
- TTOX/TTFX CARS (Empty) - 2000 Maximum Trailing Tons.

#### EASTBOUND

- TTOX/TTFX CARS (Loaded) - 2000 Maximum Trailing Tons.
- TTOX/TTFX CARS (Empty) - 1500 Maximum Trailing Tons.

All trains must not exceed 8900 feet unless authorized by the Director System Transportation Center.

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

## Meridian Subdivision

**MORTON:** Crossing signals and gates at MP 60.0, the House Track, Armstrong Track, and the B.C. Rogers Track must be manually activated. There are two (2) highway control boxes located on the south side of the crossing approximately six (6) feet from the south track. These control boxes are located on both sides of 4th Street (east and west).

There are two buttons inside the control boxes, one for start and one for stop. Prior to occupying the House Track, the B.C. Rogers Track, the Armstrong track and the crossover from the main track to the House Track, the signals must be put in start. The signal will not be put in stop until completely off these tracks and occupying the main track.

The main track and sidings will not be affected by this control box.

All crews arrange to leave signals and gates in the stop position when switching is complete.

These boxes are equipped with locks and must be locked at all times.

**Meridian:** Before a train or engine fouls the main track at Southern Crossover, crew members will line all switches involved to establish signal protection. In addition to other precautions, the crew must wait five (5) minutes at the switches.

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

Main track switches at Jackson may be left as last used.

Road crossings between MP 92.0 - MP 96.0 must not be occupied Monday through Friday between 0730 hours and 0815 hours and 1645 hours and 1730 hours.

Contact I.C. Yardmaster for permission to use switch tender.

When using the main track switches at the Jackson, MS, IC switch tender, the main track switches may be left as last used but must be locked.

**BOLTON:** Between 0700 hours and 0730 hours, and between 1500 hours and 1530 hours, Monday through Friday, reduce speed to 25 MPH until the engine or lead car has occupied the street crossing.

**NEWTON:** Between 1500 hours and 1545 hours, Monday through Friday, switching operations which would cause cars and/or engines to stop on street crossings are not allowed.

When school buses or students are going to and coming from school, crossings will not be blocked. This does not apply to through trains that do not stop on crossings.

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

- Mary Crossover
- First Crossover East of Lee Street
- Switch approximately 50 feet north of Depot Street

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

The following trailing restrictions apply to all trains departing eastward from the Vicksburg Yard (MP 140.6):

The rear 90 cars must not exceed 5000 tons behind empty woodracks, empty flat cars and empty chip hoppers. IC, ICG, and GMO empty chip hoppers must be on the rear of the train.

### SPRING SWITCHES:

MP 124.10	E. Smiths	MP 20.66	E. Hickory
MP 80.6	E. Brandon	MP 38.93	E. Lake

Spring switches equipped with switch point indicator, refer to Rule 8.10.

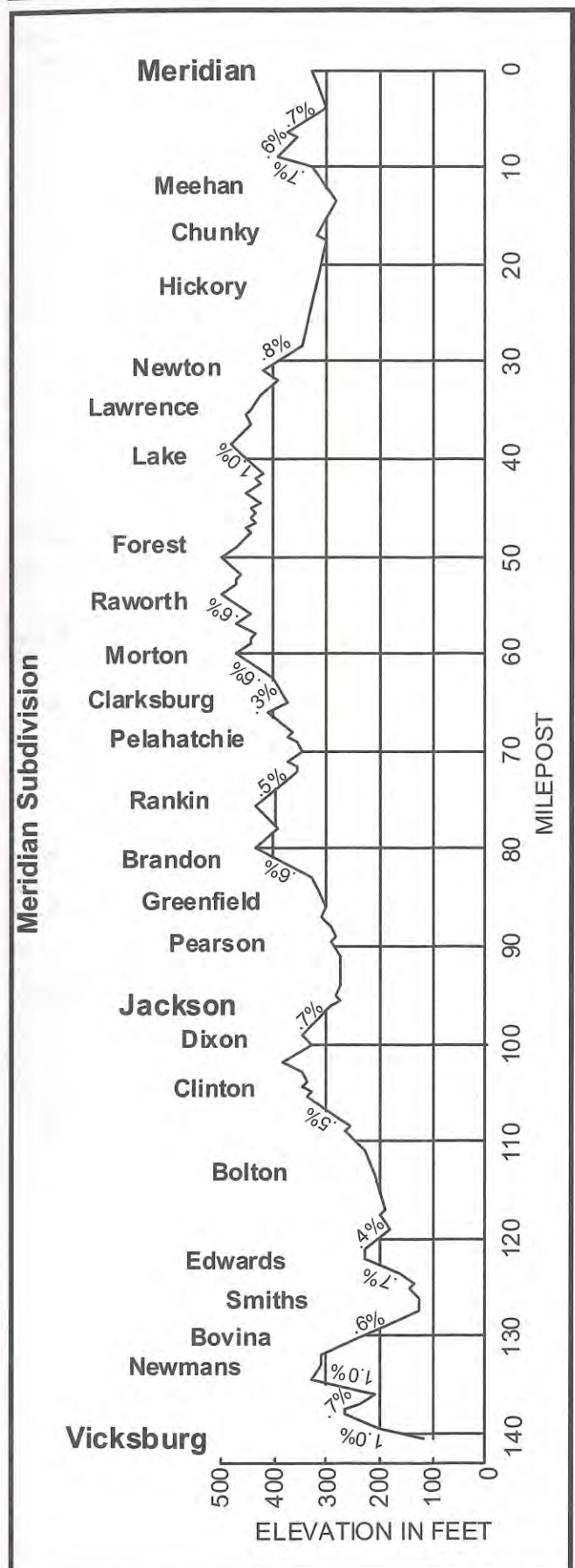
### FRA EXCEPTED TRACK:

- Meridian Train Yard Tracks 1, 2, 3, 4, 5
- Track #408 (Short 2)
- Track #409 (Short 3)
- Track #410 (Short 4)

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

- All industry tracks except:
  - Vicksburg, Jackson, West Jackson
  - Meridian Yard: Tracks 1, 2, 3, 4, 5, 408, 409, 410 & rip tracks 1, 2
  - All Yard tracks - Newton, MS

## Meridian Subdivision



NWD ↑		Gulfport Branch		↓ SWD	
Station No.	Siding Feet	STATIONS	Meth of Oper.	Mile Post	
1890		HATTIESBURG 5.0	Y	70.2	
1894	2029	PALMER 0.2	Y	YL	65.2
		BELL YARD 5.1	Y		65.0
	1638	CAMP SHELBY 2.8		D T C	59.9
	2120	MCLAURIN 22.1			57.1
1925	2040	WIGGINS 31.2			35.0
		DELISLE JCT. 3.3	TY		3.8
1960		GULFPORT 0.5	BY	YL	0.5
		CSX CROSSING 70.2	AY		0.0

#### METHOD OF OPERATION

Method	Mileposts
YL	70.2 - 65.0
DTC	65.0 - 5.0
YL	5.0 - 0.0

#### SPEED REGULATIONS

Maximum Speed Between:	MPH
MP 5.0 - MP 65.0	25

#### SPEED RESTRICTIONS

	Mileposts	MPH		Mileposts	MPH
Y	70.2 - 65.0	10	Y	5.0 - 0.0	10

#### SPEED RESTRICTIONS - SWITCHES & SIDINGS

Maximum speed permitted through turnout of switches and sidings, except main track switches listed below, 10 MPH.

Station or MP	Location	MPH
Gulfport	Sw Both Ends - Siding	5
Wiggins	Sw Both Ends - Siding	5

Sw - Hand Throw Switch

#### CONTROL POINTS

Name	Milepost
Bell Yard	65.0
McLaurin	57.1
Brooklyn	49.7
Wiggins	35.3
McHenry	23.9
Hovey	17.5
Gulfport	5.0

## Gulfport Branch

#### BUSINESS TRACKS

Name	DOE	MP	Footage
Long East Spur	S	60.1	2650
West Pass Camp Shelby	S	60.0	1522
Camp Shelby Wye	N&S	59.5	5175
Brooklyn	N	49.6	550
Maxie Spur	N	44.3	1320
Mathis Spur	S	38.8	880
Wiggins Lumber	N	36.9	680
Carpenter Pole	N	36.8	750
Coastal Paper	S	33.6	832
IP Wood Yard	S	33.4	4851
Perkinston	N&S	29.0	630
McHenry	N	23.9	625
Hovey	N	17.3	975
Sunbeam/Oster	S	65.3	IND
Lyman	S	9.3	310

#### SPECIAL INSTRUCTIONS

MP 70.2 - MP 67.5: VIA IC

BELL YARD: All switches may be left as last LINED.

DELISLE, MS: Movement made as per Rule 6.28.  
Inside Dupont Chemical Plant, five (5) MPH.  
Dupont Lead MP 1.0 to MP 13.0, twenty five (25) MPH.

#### KCS INTERLOCKING INSTRUCTIONS:

- Contact C.S.X.T. Dispatcher on Radio display 84-84 or at (800) 356-9582, ext. 2788. to determine C.S.X.T. main track approach occupancy.
- Contact via radio any C.S.X.T. trains between "Beauvior and Harbin".
- Remove padlock from derail machine.
- Lock will release in 35 seconds if no conflicting move is approaching.
- Lock will release in 6 minutes if conflicting move is approaching.
- After lock releases, operate derail machine. Secure lock in non-derailing position with padlock and a signal to proceed should be displayed.
- If signal to proceed is not displayed, proceed across interlocking at restricted speed.

#### GULFPORT:

West Pier Track - 5 MPH  
East Pier Track - 5 MPH

#### FRA EXCEPTED TRACK:

Gulfport yard Tracks #3, #4, #5 and #6  
Middle yard Track #3  
Navy Lead, Seaway lead, Creosote Lead  
East Passing Track - Wiggins



*There are no shortcuts to safety*



NWD ↑		Artesia Subdiv.		↓ SWD	
Station No.	Siding Feet	STATIONS	Meth of Oper.	Mile Post	
		END OF LINE 0.0	Y	330.5	
		RUSLOR JUNCTION 1.6	Y	330.5	
		NS CROSSING 0.1	AY	328.9	
2000		CORINTH 11.6	BY	328.8	
2012	8005	RIENZI 8.7		D T C	317.2
2020	2825	BOONEVILLE 21.5		D T C	308.5
2041	7543	SALTILLO 8.0	Y	287.0	
2050		TUPELO BNSF CROSSING 7.4	ABY	YL	279.0
2070	4200	GLEN 10.2	Y	271.6	
2067	6262	OKOLONA 7.1		261.4	
2075	4184	EGYPT 8.6		254.3	
2085	4840	PRAIRIE 4.4		245.7	
2088	3090	MULDON 8.3		D T C	241.3
2096		ABERDEEN JUNCTION 1.4		D T C	233.0
		WEST POINT JUNCTION 0.2	T	231.6	
		CG RR CONNECTION 4.4	T	231.4	
2102	4158	TIBBEE 2.9		227.0	
2106	1065	MAYHEW 4.9	Y	Y	224.1
2110		ARTESIA 8.3	BTY	L	219.2
		CRAWFORD 13.2		210.9	
2131	3231	MACON 9.5		197.7	
2141	3577	SHUQUALAK 5.6		D T C	188.2
2146	6240	WAHALAK 13.7		D T C	182.6
2160	5112	SUCARNOCHEE 15.6		D T C	168.9
2176	5107	LAUDERDALE 13.3		D T C	153.3
2189	5267	MARION 4.3		D T C	140.0
		NS CROSSING 0.5	AY	YL	135.7
1318		MERIDIAN	BY	YL	135.2
195.3					

#### METHOD OF OPERATION

Method	Mileposts
YL	330.5 - 325.4
DTC	325.4 - 289.0
YL	289.0 - 285.0
DTC	285.0 - 280.5
YL	280.5 - 270.5
DTC	270.5 - 224.1
YL	224.1 - 215.0
DTC	215.0 - 137.2
YL	137.2 - 132.0

## Artesia Subdivision

#### SPEED REGULATIONS

Maximum Speed Between:	MPH
MP 330.5 and MP 325.4	10
MP 325.4 and MP 289.0	25
MP 289.0 and MP 285.0	20
MP 285.0 and MP 280.5	25
MP 280.5 and MP 270.5	20
MP 270.5 and MP 235.8	25
MP 235.8 and MP 215.0	20
MP 215.0 and MP 137.2	45
MP 137.2 and MP 132.0	20

#### SPEED RESTRICTIONS

	Mileposts	MPH		Mileposts	MPH
Sw	232.9	10	Cv	160.16 - 159.8	35
Br	227.8	10	Cv	148.3 - 144.7	35
Br	193.6	25	RRX	135.7	10
Br	196.6 - 196.9	10	Xing	134.4	5+

+ - Indicates engine only

#### CONTROL POINTS

Name	Milepost
South Corinth	325.5
North Rienzi	318.1
South Rienzi	316.6
North Booneville	309.4
South Booneville	308.5
CP 301	301.0
CP 295	295.0
North Saltillo	289.0
South Saltillo	285.0
North Tupelo	280.5
South Tupelo	270.5
CP 266	266.0
North Okolona	261.9
South Okolona	260.0
North Egypt	254.7
South Egypt	253.9
North Prairie	246.6
South Prairie	245.5
North Muldon	241.5
South Muldon	240.8
North West Point	235.8
South Artesia	215.0
North Macon	198.4
South Macon	197.8
North Shuqualak	188.7
South Shuqualak	187.9
North Wahalak	183.2
South Wahalak	182.1
North Sucarnochee	169.2
South Sucarnochee	168.2
North Lauderdale	153.4
South Lauderdale	152.4
North Marion	140.2
South Marion	139.1
North Meridian	137.1

#### TRACKSIDE WARNING DETECTORS

Type	Milepost
Hot Journal/Dragging Equipment	259.9
Hot Journal/Dragging Equipment	244.8
Hot Journal/Dragging Equipment	206.1
Hot Journal/Dragging Equipment	172.4
Hot Journal/Dragging Equipment	158.5
Hot Journal	144.6

# Artesia Subdivision

## BUSINESS TRACKS

Name	DOE	MP	Footage
Alcorn Wood Yard	S	316.2	1165
Heartland	N	309.9	1990
Booneville Pass	N&S	308.5	1631
Westvaco	N&S	305.3	2186
Southern Diversified	S	299.1	600
Baldwyn	S	297.6	150
Norbord, Inc.	S	294.3	3551
Guntown	N&S	292.4	1127
Columbia Rope	S	290.9	1225
Turner Industrial Park	S	285.9	4240
IMC Fertilizer	N	280.1	1337
Sunshine Mills	S	276.2	1100
Better Brands	S	274.8	500
Sun Gas Co - Verona	N	274.6	605
Scheller Globe	S	272.9	9000
Action Industries	N	272.8	950
Brice-Toga	S	272.4	1600
Cargill	S	269.5	5900
Egypt	N	253.6	235
Cargill	+	S 242.6	900
South House Track-Muldon	N	242.6	155
Aberdeen Junction	N	233.0	Conn
West Point Junction	S	231.6	Conn
Brooksville	S	206.0	231
Crawford	N	210.0	150
Crawford	S	211.0	238
Barge Lumber	S	201.0	600
MFC Feed Mill	+	N 198.0	1000
GST Plastic	S	197.7	1000
Delta Brick	N	196.7	1100
Scooba	N&S	175.8	3213
Porterville	N	164.8	805
Porterville	S	165.8	200

## SPECIAL INSTRUCTIONS

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

Before entering the NS main track at Ruslor Junction, crews must obtain a NS dispatchers bulletin and permission from the dispatcher to enter the NS main track.

**CORINTH:** Normal position for the switches off Norfolk-Southern Corinth siding will be left lined and locked for movement on Corinth siding.

**SALTILLO:** Siding switches at Saltillo on Artesia Subdivision may be left lined and locked as last lined.

**TUPELO:** KCS-BNSF interchange track, crossings must be protected by a member of the crew prior to any train, engine or switching movement at the following locations:

Green Street, the BNSF pass track..... BNSF MP 588.0  
 Spring Street ..... BNSF MP 588.1  
 Church Street ..... BNSF MP 587.9

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

**WESTPOINT:** CAGY Connection switch at MP 231.4 may be left lined and locked as last lined.

KCS operates over CAGY main track from MP 230.5 to MP 231.4 (CG RR Connection).



*Safety...  
Meet the challenge*

# Artesia Subdivision

**ABERDEEN JUNCTION:** Turn out switch at milepost MM 233 when not in use should be lined and locked for the Artesia Subdivision.

## FRA EXCEPTED TRACK:

Corinth, MS - Passing track between MP 329.0 and MP 330.5  
 Between MP - MM 327.4 and MP - MM 328.7  
 All tracks, except main track between MP 327.4 and Ruslor Junction MP 330.5.

Meridian, MS: Track #408 (Short #2)

Track #409 (Short #3)

Track #410 (Short #4)

Meridian Train Yard Track 1, 2, 3, 4, 5

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

Main line between Meridian and Artesia

All Yard Tracks - Artesia Yard (Yard movement only, do not use 6 axle power for switching)



*Safety is  
no accident*

## Artesia Subdivision

Station No.	Siding Feet	STATIONS	Meth of Oper.	Mile Post
1318		MERIDIAN <small>5.4</small>	BY	135.2
		OKATIBBEE <small>20.7</small>	<b>D T C</b>	129.8
2220	2525	QUITMAN <small>26.7</small>		109.1
2246		WAYNESBORO <small>2.7</small>	Y	82.4
		END OF LINE	YL	79.7
<small>55.5</small>				

### METHOD OF OPERATION

Method	Mileposts
YL	137.2 - 132.0
DTC	132.0 - 84.0
YL	84.0 - EOL

### SPEED REGULATIONS

Maximum Speed Between:	MPH
MP 135.2 - MP 79.7	25

### SPEED RESTRICTIONS

	Mileposts	MPH
Y	84.0 - 80.0	10
Xing	134.3	10

### CONTROL POINTS

Name	Milepost
South Meridian	132.0
North Quitman	109.8
South Quitman	108.9
Waynesboro	84.0

### BUSINESS TRACKS

Name	DOE	MP	Footage
Okatibee	N&S	129.8	1730
Enterprise	N&S	120.1	1597
Donald Woodyard	S	110.8	1450
Griffin Plastic	S	109.7	820
Hankins Lumber	S	109.7	1740
North House Track	S	109.4	300
South House Track	N	109.1	225
Shubuta Pass	N	96.7	1045
Donald Woodyard	S	96.5	370
Toney Woodyard	N	96.4	1441
Stanley	N&S	83.4	2457



*A positive attitude  
creates  
positive results*

## Artesia Subdivision

Station No.	Siding Feet	STATIONS	Meth of Oper.	Mile Post
2500		ABERDEEN <small>17.4</small>	Y	106.4
2096		ABERDEEN JCT <small>17.4</small>	Y	89.0

### METHOD OF OPERATION

Method	Mileposts
YL	106.4 - 89.0

### SPEED REGULATIONS

Maximum Speed Between:	MPH
MP 106.4 - MP 89.0	20

### SPECIAL INSTRUCTIONS

ABERDEEN JUNCTION: Switch at MP 89.0 must be lined and locked for the Artesia Subdivision.



*Safety begins  
with you*

Waynesboro Ind. Spur

Aberdeen Ind. Spur

NWD ↑ **Louisville Subdiv.** ↓ SWD

Station No.	Siding Feet	STATIONS	Meth of Oper.	Mile Post
		WESTPOINT JCT (TO TUPELO & ABERDEEN) 0.3	Y	87.8
		C&G CROSSING 0.5	GY	87.5
		BUTLER TURNOUT (TO ARTESIA) 12.4	Y	87.0
2531	1928	STARKVILLE 15.9	D T C	74.6
2547	1578	STURGIS 8.7		58.7
2556	1590	ACKERMAN 20.7		50.0
2574		LOUISVILLE 19.3	BY	220.7
2593		BURNSIDE 6.0	DTC	201.4
2599	4378	PHILADELPHIA 8.1	Y	195.4
2607	7167	McDONALD 4.7	D T C	187.3
2612	5535	HILL TRACK 1.8		182.6
2613		UNION 18.9	TY	180.8
1287		NEWTON 117.3	BY	161.9

**METHOD OF OPERATION**

Method	Mileposts
YL	87.8 - 86.0
DTC	86.0 - 223.5
YL	223.5 - 219.0
DTC	219.0 - 198.0
YL	198.0 - 194.0
DTC	194.0 - 165.0
YL	165.0 - 159.5

**SPEED REGULATIONS**

Maximum Speed Between:	MPH
MP 86.0 - MP 163.0	25

**SPEED RESTRICTIONS**

	Mileposts	MPH		Mileposts	MPH
Cv	49.9 - 238.4	10	Sw	180.9 - 0.4	10
Y	238.9 - 237.6	10			

**Louisville Subdivision**

**CONTROL POINTS**

Name	Milepost
West West Point	86.0
CP 80	80.0
North Starkville	75.0
South Starkville	73.0
Longview	68.0
North Sturgis	60.0
South Sturgis	58.0
North Ackerman	51.0
South Ackerman	237.6
North Highpoint	229.0
South Highpoint	227.0
North Louisville	223.5
South Louisville	219.0
North Noxapater	213.0
South Noxapater	211.0
North Burnside	201.4
South Burnside	201.1
North Philadelphia	198.0
South Philadelphia	194.0
North McDonald	188.6
South McDonald	187.1
North Union	183.5
South Union	180.0
North Decatur	172.0
South Decatur	170.0
North Newton	165.0

**BUSINESS TRACKS**

Name	DOE	MP	Footage
Decatur	S	171.1	794
Noxapater	S	211.9	385
Esco	N	164.4	1320
Doolittle	N	164.5	962
Stallo	N&S	205.9	2126
High Point	N	228.2	412
Osburn	S	81.5	110
TMA	S	47.0	LEAD

**SPECIAL INSTRUCTIONS**

**WEST POINT:** KCS operates on CAGY trackage from CAGY Turnout to CG RR Junction.

Butler Turnout Switch at MP 87.0, CAGY Turnout and CG RR Junction switches may be left lined and locked as last used.

**MILEPOST EQUALIZATION** - There is one (1) mile between MP 49 and MP 239. MP 47.5 and MP 239.5 are at the same location.

**PHILADELPHIA:** Siding switches, Philadelphia, MS at MP 195.5 may be left lined and locked as last used.

**UNION-SEBASTAPOL:** MP G-0.0 - MP G-15.5 Yard limits and Maximum Speed 10 MPH.

**NEWTON:**

- (a) Switches may be left lined and locked as last used.
- (b) Do not block crossing between 1500 hours and 1545 hours Monday through Friday in switching operations when it can be avoided.
- (c) Movement of Six Axle Locomotives are prohibited, except Main and Yard Tracks

**PEARL RIVER IND. SPUR (MP GA-0.0/UNION - MP GA-15.5/ SEBASTAPOL):** All movements made as per Rule 6.28, do not exceed 20 MPH and 10 MPH through turnouts.

**FRA EXCEPTED TRACK:**

Between MP 47.0 and MP 49.7 - (TMA lead)



*Think safety . . .  
Work safely*

# Louisville Subdivision

NWD ↑ Bay Springs Ind. Spur ↓ SWD

Station No.	Siding Feet	STATIONS	Meth of Oper.	Mile Post
1287		NEWTON 54.6	YL	161.5
2659		BAY SPRINGS 2.4	DTC	135.4
		END OF TRACK 57.0	Y YL	133.0

### METHOD OF OPERATION

Method	Mileposts
YL	165.0 - 159.5
DTC	159.5 - 136.0
YL	136.0 - 133.0

### SPEED REGULATIONS

Maximum Speed Between:	MPH
MP 159.5 - MP 133.0	10

### CONTROL POINTS

Name	Milepost
South Newton	159.5
North Montrose	147.0
South Montrose	146.0
Bay Springs	136.0

### BUSINESS TRACKS


Name	DOE	MP	Footage
Roberts Spur	S	153.9	128
Montrose Pass	N&S	146.4	1281
Montrose House Track	N	146.3	1518
Louin Pass	N&S	142.6	954
Stevens Wood Yard	N	141.0	1578
Peco Feed Mill	N&S	139.5	3513
Peco Poultry Processing	S	138.3	612
Anvil Fertilizer	N	136.2	3590

### SPECIAL INSTRUCTIONS


FRA EXCEPTED TRACK:  
Between Bay Springs, MS - GG 133.0 and Newton, MS MP GG 159.5

# Louisville Subdivision

Bay Springs Ind. Spur



*Noise annoys,  
then destroys.  
Wear your  
hearing protection*



*Safety . . .  
Meet the challenge*

# Tuscaloosa Subdivision

## SPECIAL INSTRUCTIONS

**ARTESIA - COLUMBUS:** CAGY and GTRA trains and engines prior to entering KCS main track will verify KCS track bulletin. They must report when clear of main track.

**COLUMBUS:** The spring switch located at MP 14.3 (CG Junction) may be left as last lined.

Trains entering yard limits at Columbus, MS on the Tuscaloosa Subdivision must obtain permission from the Customer Service Representative on duty at Artesia before entering yard limits.

**COLUMBUS BNSF CONNECTION:** Crews entering BNSF trackage are governed by BNSF Timetable Special Instructions, General Orders and Track Bulletins. Crews must have in their possession BNSF Timetable and Track Bulletins.

Prior to entering the BNSF trackage, crews must obtain permission from the BNSF Train Dispatcher. Use BNSF radio frequency 70-70 tone 23 to contact the Dispatcher.

WWD ↑		Tuscaloosa Subdiv.		↓ EWD	
Station No.	Siding Feet	STATIONS	Meth of Oper.	Mile Post	
2110		ARTESIA	BTY	0.0	
		9.6 GTR JCT	Y	9.6	
2814		COLUMBUS, MS	Y	14.0	YL
		4.4 CG JCT	Y	14.3	
		0.3 BNSF CONNECTION	Y	15.1	
		0.8 BNSF CROSSING	AY	15.2	
2823	1356	MCCRARY		22.7	
		7.5 20.2			
2843	4340	REFORM, AL		42.9	D T C
		7.8			
2851	1726	GORDO		50.7	
		11.2			
2861	1803	BUHL		61.9	
		12.1			
2874		TUSCALOOSA	BY	74.0	
		0.1 WARRIOR BRANCH JCT.	Y	74.1	YL
		1.1 NS CROSSING	AY	75.2	
		3.7 END OF TRACK	Y	78.9	
					78.9

### METHOD OF OPERATION

Method	Mileposts
YL	0.0 - 17.0
DTC	17.0 - 67.0
YL	67.0 - 78.9

### SPEED REGULATIONS

Maximum Speed Between:	MPH
MP 17.0 - MP 67.0	25

### SPEED RESTRICTIONS

	Mileposts	MPH		Mileposts	MPH
Xing	13.4 - 15.0	10	Br	73.2	10

### CONTROL POINTS

Name	Milepost
West Tuscaloosa	67.0
Buhl	62.0
East Gordo	51.0
West Gordo	50.5
East Reform	43.7
West Reform	42.8
Ethelsville	28.6
East McCrary	22.7
West McCrary	22.5
East Artesia	17.0

### BUSINESS TRACKS

Name	DOE	MP	Footage
Ethelsville	W	28.4	1152
McShan Lumber Company	W	36.2	975
Reform Long Siding	E&W	43.2	1890
Union Camp Wood Yard	W	48.5	1490
Buhl	E&W	61.9	1803
Coker Chip Mill	E	68.1	1015
Hanna Steel	W	68.6	856
Industrial Park Lead (K-Hill)	W	69.6	4890
Sand Track	E&W	71.0	1785

WWD ↑		Warrior Branch		↓ EWD	
Station No.	Siding Feet	STATIONS	Meth of Oper.	Mile Post	
2874		TUSCALOOSA	BY	0.0	
		3.4			
2877	1152	HOLT JCT	Y	3.4	
		0.5			
		BROOKWOOD JCT	Y	3.9	YL
		2.0			
2883		HOLT	Y	5.9	
		2.2			
2886		FOX	Y	8.1	
		0.0			
		END OF TRACK	Y	8.1	
					8.1

### METHOD OF OPERATION

Method	Mileposts
YL	0.0 - 8.1

### SPEED REGULATIONS

Maximum Speed Between:	MPH
MP 0.0 - MP 8.1	20

### SPEED RESTRICTIONS

	Mileposts	MPH		Mileposts	MPH
Cv	0.0 - 1.0	10	Y	7.0 - 8.1	10

### BUSINESS TRACKS

Name	DOE	MP	Footage
Brookwood Jct.	E	3.9	CONN
Tuscaloosa Steel	W	5.9	IND

### SPECIAL INSTRUCTIONS

**BROOKWOOD JCT.:** The Brookwood Jct. Switch, MP 3.9 may be left as last used.

# Tuscaloosa Subdivision

WWD ↑		Brookwood Branch			↓ EWD	
Station No.	Siding Feet	STATIONS	Meth of Oper.	Mile Post		
		BROOKWOOD JCT. -9.3	Y	YL	443.5	
2895	2360	HOWTON -5.1		D T C	434.2	
2898	1310	BROOKWOOD 35.3			429.1	
2934		BIRMINGHAM VIA CSX				
20.9						

### METHOD OF OPERATION

Method	Mileposts
YL	443.5 - 442.0
DTC	442.0 - 429.1

### SPEED REGULATIONS

Maximum Speed Between:	MPH
MP 442.0 - MP 429.1	25

### SPEED RESTRICTIONS

Cv	Mileposts	MPH	Br	Mileposts	MPH
	443.5 - 443.0	10		440.2 - 441.0	10

### CONTROL POINTS

Name	Milepost
Brookwood	429.2
East Tuscaloosa	442.0

### SPECIAL INSTRUCTIONS

**BROOKWOOD TO BIRMINGHAM VIA CSX:** Operation of trains between Brookwood and Birmingham are made via the CSX Railroad. Crews must comply with and have in their possession CSX Operating Rules, and CSX Atlanta Service Lane Timetable.

### CSX RADIO OPERATION:

Tone 5 - 66-66 Road  
Tone 5 - 58-58 Disp  
Tone 5 - 84-84 Birmingham Yard

NWD ↑		Counce Branch			↓ SWD	
Station No.	Siding Feet	STATIONS	Meth of Oper.	Mile Post		
6900		COUNCE 1.1	Y	Y	16.1	
6901		PRESTON, TN 5.1	T	L	15.0	
6916		YELLOW CREEK, MS 0.1	T	B	9.9	
6906	2200	SHARPS 7.5		R	9.8	
6913		FIVE POINTS 2.2		T	2.3	
		KENDRICK YARD 0.1	Y	Y	0.1	
2000		CORINTH 16.1	BY	L	0.0	

### METHOD OF OPERATION

Method	Mileposts
YL	16.1 - 13.6
BRT	13.6 - 1.5
YL	1.5 - 0.0

### SPEED REGULATIONS

Maximum Speed Between:	MPH
MP 0.0 - MP 16.1	25

### SPECIAL INSTRUCTIONS

**FARMINGTON LEAD:** The main track switch to the Farmington Lead (old SOU connection) may be left as last lined.


**KENDRICK YARD:** Movement over scale track 207 must not exceed 5 MPH at anytime.

### YELLOW CREEK BRANCH:

YL ..... MP 0.0 - MP 9.7  
Max Speed ..... MP 0.0 - MP 16.1 ..... 20 MPH  
Speed Restrictions ..... MP 7.4 - MP 9.8 ..... 10 MPH



*Quality service  
begins with  
quality thinking*



*There are no  
shortcuts to safety*

NWD		↑ Shreveport Terminal		↓ SWD	
Station No.	Siding Feet	STATIONS	Meth of Oper.	Mile Post	
		BEGIN CTC TEXAS JUNCTION 1.1	T	CTC	549.0
		BOSTWICK ROAD 1.3	Y	Y	550.1
		HIGH SWITCH -3.9	Y	L	551.4
		END OF 2 MT 0.0		CTC	547.5
		NORTH BLANCHARD 1.5			547.5
		BEGIN CTC 0.0			549.0
		TEXAS JUNCTION 0.1			549.0
		TEXAS JCT CROSSOVER "D" 2.0	Y		549.1
		N. SHREVEPORT IND. PARK 0.3	Y		551.1
		LOGAN BAYOU CROSSOVER 0.2	Y		551.4
		SHORT TAIL 0.3	Y	Y	551.6
		MLK CROSSOVER 0.1	Y	L	551.9
		NORTH SWITCH 901 TRK 1.4	Y		552.0
0554		SHREVEPORT YARD 0.2	BY		553.4
		SOUTH SWITCH 901 TRK 0.1	Y		553.6
		LAKEVIEW CROSSOVER "D" 0.4	Y		553.7
		TAIL TRACK 2.1	Y	YL	554.1
		MILAM CROSSOVER (2MT) 0.2	Y		556.2
		NORTH HARRIET ST. YARD 0.6	Y		556.4
		HARRIET YARD (2MT) 0.4	BY		557.0
		HARRIET ST. CROSSOVER 0.1	Y		557.4
		PORTLAND CROSSOVER (2MT) 0.3	Y		557.5
		TEXAS CROSSOVER (2MT) 0.2	Y		557.8
		TP CROSSOVER (2MT) 0.2	TY		558.0
		NORTH WYE SWITCH (2MT) 30.6	TY	Y	558.2
		SOUTH WYE SWITCH (2MT) -29.9	TY	L	588.8
		WILKINSON "D" X-OVER (2MT) 2.1	Y		558.9
		HOLLYWOOD SWITCH (2MT) 0.3	Y		561.0
	1600	CEDAR GROVE SIDING 2.2	Y		561.3
		UP CROSSING 0.5	AY		563.5
		SLACK INDUSTRIAL PARK 1.6	Y		564.0
0567	2100	FORBING 0.7	Y		565.6
		BEGIN CTC BEAUMONT SUB		CTC	566.3
EWD		↑		↓ WWD	
		SOUTH WYE SWITCH (via Web MT) 0.5	TY	Y	558.8
		EAST WYE SWITCH (via Web MT)	TY	L	L-558.7

continued

## Shreveport Terminal continued

Station No.	Siding Feet	STATIONS	Meth of Oper.	Mile Post	
WWD		↑		↓ EWD	
		END #1 MT 0.0	Y		558.1
		TP CROSSOVER 0.8	Y		558.1
		MURPHY BOND IND. LEAD 0.0	Y		V-169.8
		UP CONNECTION 0.1	Y		V-169.8
		#2 MT SWITCH 0.3	Y		V-169.7
		UP CONNECTION (2MT) 0.1	Y		V-169.4
		JORDAN (3MT) 0.5	Y		V-169.3
		WILSONS ALLEY (3MT) 0.6	Y	Y	V-168.8
		SPRING STREET JCT (UP) 0.1	Y	L	V-168.2
		COMMERCE ST. SWITCH 0.1	Y		V-168.1
		UP CROSSING 0.2	SY		V-168.0
		KCS RED RIVER BRIDGE 0.6	Y		V-167.8
		LRN CONNECTION 0.4	Y		V-167.2
0562		BOSSIER YARD 0.4	Y		V-166.8
		UP CROSSING 0.2	AY		V-166.4
		BENTON ROAD 1.0	Y		V-166.2
		AIRLINE DRIVE 0.0	Y		V-165.2
		BEGIN DTC VICKSBURG SUB	Y		V-165.2
NWD		↑		↓ SWD	
		WILSONS ALLEY CROSSOVER 0.5	Y		L-559.5
5100		SILVER LAKE 1.8	Y		L-560.0
		END #3 MT NORTH END 0.0	Y		L-558.2
		NORTH WYE SWITCH 0.5	TY	Y	L-558.2
		EAST WYE SWITCH 0.8	TY	L	L-558.7
		WILSONS ALLEY CROSSOVER 0.4	Y		L-559.5
		HORN TRACK SWITCH 0.1	Y		L-559.9
5100		SILVER LAKE 1.2	Y		L-560.0
		END #3 MT SOUTH END 0.0	Y		L-561.2
		RED JCT 0.1	Y	YL	L-561.2
		UP RED RIVER BRIDGE 0.4	Y		L-561.3
		LOUISIANA JCT 0.2	Y		L-561.7
		LRN CONNECTION 0.3	Y	Y	L-561.9
		BOSSIER SIX 0.3	Y	L	L-562.2
		BEGIN DTC ALEXANDRIA SUB	Y		L-562.5
SWD		↑		↓ NWD	
		END #3 MT SOUTH END 0.0	Y	Y	L-561.2
		RED JUNCTION 0.0	Y	L	L-561.2
		LOUISIANA JCT VIA UP 0.2	Y		L-561.7
		BARKSDALE ROAD VIA UP 0.1	Y		B-106.0
		KCS CROSSING VIA UP 0.5	Y	YL	B-105.9
		LRN CROSSING VIA UP 0.2	Y		B-105.4
		HIGHWAY 80 VIA UP 0.1	Y		B-105.2
		L&A JUNCTION VIA UP 0.2	Y		B-105.1
		BENTON ROAD 0.1	Y		B-104.9
2700		HINKLE 4.8	Y	YL	B-104.8
		BEGIN DTC HOPE SUBDIVISION	Y		B-100.0

Shreveport Terminal



## Shreveport Terminal Special Instructions

### METHOD OF OPERATION

Method	Mileposts
YL	Entire Terminal
ABS/YL *	554.1 - 557.1

\* All movements must be made at RS regardless of signal indication

### SPEED REGULATIONS

Maximum Speed Between:	MPH
Entire Terminal	20

### SPEED RESTRICTIONS

- (a) MP 558.2 - North Wye Switch : 10 MPH, no southward movement allowed on No. 1 MT over this switch
- (b) MP L-558.2 - MP L-558.8 - North Wye Switch to East Wye Switch: 10 MPH
- (c) MP L-168.0 - MP L-169.3 - No. 1 & No. 2 MT: 10 MPH
- (d) MP L-166.4 - MP L-168.0 - UP Xing: 10 MPH
- (e) MP L-169.3 - MP L-169.6 - Junction MT through Junction Yard: 10 MPH
- (f) MP L-169.6 - Shell Road MP 558.0 - Junction MT from Junction Yard to Shell Road: 10 MPH
- (g) MP L-558.8 - MP 558.2 - East Wye Switch to South Wye Switch, Web Line: 10 MPH

### SPEED RESTRICTIONS - SWITCHES & SIDINGS

Maximum speed through turnout, 10 MPH, exceptions:  
 Hollywood Turnout, MP 561.0: 20 MPH  
 Wilkinson Street X-over, MP 558.9: 20 MPH

### SPECIAL INSTRUCTIONS

**ENTERING SHREVEPORT YARD FROM OTHER SUBDIVISIONS** - All trains and track cars must contact the KCS Tower Yardmaster prior to entering yard limits.

**YARD ENGINES DEPARTING HARRIET STREET, BOSSIER CITY, FOREIGN LINE INTERCHANGE, AND INDUSTRIAL AREAS** - Yard engines departing yards or industrial areas will contact the KCS Tower Yardmaster for instructions prior to departing or entering the main track.

**SIX AXLE LOCOMOTIVES ARE NOT PERMITTED ON THE HORN TRACK MP L-559.9**

### TRACK BULLETINS:

- **YARD TRAINS** - Verify Track Bulletin with KCS Tower Yardmaster when going on duty.
- **ROAD TRAINS** - Verify Track Bulletin with the train dispatcher.

**DEPARTURE INSTRUCTIONS SHREVEPORT YARD** - Trains departing Shreveport yard must obtain permission from the KCS Tower Yardmaster before departing.

Prior to departing Shreveport Yard, all train crews must contact either the KCS Tower Yardmaster or car foreman to ascertain that an employee will be in place to provide a roll-by inspection of the train.

Train will not depart Shreveport Yard until employee providing the roll-by inspection notifies the crew that he is in position to provide the inspection.

### DEPARTING SHREVEPORT YARD AREA TO:

- **ALEXANDRIA SUBDIVISION** - Must contact train dispatcher for DTC authority prior to departing Red Junction MP 561.2.
- **BEAUMONT SUBDIVISION** - Must obtain verbal permission to proceed to CTC from the train dispatcher before departing the end of double track at Hollywood Avenue MP 561.0.
- **GREENVILLE SUBDIVISION** - Must obtain verbal permission to proceed to CTC at Texas Junction prior to departing Shreveport Yard.

## Shreveport Terminal Special Instructions

- **HOPE SUBDIVISION** - Must contact train dispatcher for DTC authority prior to departing Red Junction MP 561.2.
- **SHREVEPORT SUBDIVISION** - Must obtain verbal permission to proceed to CTC at Texas Junction prior to departing Shreveport Yard.
- **VICKSBURG SUBDIVISION** - Must obtain DTC authority prior to departing Bossier City Yard. Crews must also report their departure time from Bossier City yard to the KCS Tower Yardmaster.

### TRACK EXPLANATION:

**Main Tracks:** Where multiple main tracks are in service facing northward or westward timetable directions, the main track on the right is (#) number (1) one (MT) Main Track. Other main tracks are numbered consecutively #2-MT, #3-MT, etc.

NAME (OLD NAME)	MP BEGIN	MP END
Hollywood #1 MT (East Main)	547.5 (Nth Blanchard)	561.0 (Hollywood)
Hollywood #2 MT (West Main)	547.5 (Nth Blanchard)	561.0 (Hollywood)
#1-MT (Vicksburg Main) (Westbound)	558.0 (TP Crossover)	V-168.1 (Commerce St.)
#2-MT (Vicksburg Main) (Eastbound)	V-169.7 (Junction Yard)	V-168.1 (Commerce St.)
#3-MT (L&A Main)	558.2 (North Wye Switch)	L-561.2 (Red Junction)

Refer to Shreveport Terminal Maps 1 through 5.

**Crossovers:** Where symbol "D" is used, it identifies Double Crossover. Crossovers listed are between or to a main track(s).

NAME (OLD NAME)	MP LOCATION
Texas Junction Crossover "D"	549.1
Logan Bayou Crossover (High Switch)	551.4
MLK Crossover (New Crossover)	551.9
Lakeview Crossover "D"	553.7
Milam Crossover	556.2
Harriet Street Crossover	557.4
Portland Crossover	557.5
Texas Crossover	558.0
TP Crossover	558.1
North Wye Switch	558.2
Wilkinson Crossover	558.9
Jordan Crossover	L-559.0/V-169.3
Wilson Alley Crossover	L-559.5/V-168.8

Refer to Shreveport Terminal Maps 1 through 5.

## Shreveport Terminal Special Instructions

### **NORTH WYE SWITCH MP 558.2 ON HOLLYWOOD NO. 1 MT - TRAINS ARE PROHIBITED MAKING SOUTHWARD MOVEMENTS ON HOLLYWOOD NO. 1 MT. DO NOT EXCEED 10 MPH ON OTHER MOVEMENTS.**

Block signals govern movements in both directions on the North Leg of the Wye, and northward movements on Hollywood No. 1 MT over the North Wye switch. When a RED aspect is displayed and does not change to YELLOW, trains and engines may proceed at Restricted Speed after receiving permission from the KCS Tower Yardmaster.

**UP CROSSING V-168.0:** Stop signs are located on KCS route and UP route. After Stopping and no conflicting movement is within crossing you may proceed.

**SILVER LAKE:** The track parallel to the main track on the west side, from MP L-560.1 to Red Junction, is designated as Silver Lake siding. Trains and engines will be governed by instructions from the KCS Tower Yardmaster.

**OPERATION VIA UP FOR MOVEMENT BETWEEN RED JUNCTION AND LOUISIANA OR L&A JUNCTION:** KCS movement using UP tracks between Red Junction and L&A Junction are governed by the KCS General Code of Operating Rules and Timetable. Crews must receive verbal permission from the KCS Tower Yardmaster prior to entering UP trackage between Red Junction and Louisiana or L&A Junction.

The following applies on the UP between Red Junction and L&A Junction:

- The direction from Red Junction to L&A Junction is northward.  
**UP MILEPOST STATIONS**

K-450.7	Red Junction
K-450.2	Louisiana Junction
K-449.9	KCS crossing
K-449.4	KCS crossing
K-449.1	L&A Junction
- ABS is in effect between Red Junction and L&A Junction.
- Yard Limits are in effect between Red Junction and L&A Junction.
- Maximum speed through turnouts is 10 mph.

**OPERATION OF FOREIGN LINES OVER KCS MAIN TRACKS:** Before entering the KCS main track at Spring Street Junction or Jordan Street, all foreign line trains must have permission from the KCS Tower Yardmaster.

**TRAINS MOVING IN AND OUT OF SHREVEPORT YARD:** Loaded bulk commodity trains moving through Shreveport yard must reduce speed to 5 MPH on the lead between Long #5 and Long #8.

### **SPRING SWITCHES:**

- **South end of the Tail Track, KCS MP 554.1.** The normal position is for the East Main Track.
- **North Wye switch, MP 558.2.** The normal position is for the North leg of the Wye.
- **Louisiana Junction, MP L-561.7.** The normal position is for the UP main track.
- **L&A Junction, MP B-105.1.** The normal position is for the UP main track.

### **CROSSINGS AT GRADE:**

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

**LOCOMOTIVE DAILY INSPECTION AND SUPPLIES:** Each engineer assigned to a yard job at Shreveport Terminal, during the day shift, will perform a locomotive inspection on the units they will use during their tour of duty. Engineers will not make daily inspections of units within the Diesel Shop unless otherwise instructed.

## Shreveport Terminal Special Instructions

Completed locomotive inspection reports (Form No. 1277) must be placed in the box provided at the job tie-up point (North Switch Shanty—South Switch Shanty, Register Room or Bossier Yard office).

Crew members will determine the need for a supply of the following: drinking water, ice, paper towels, fusees, and will supply the unit they will use during their tour of duty.

**UNIVERSAL OIL PRODUCTS:** Train crews working universal oil products (UOP) at Brian, LA, MP 544.9, each member of the crew must wear approved hard hat while working inside the UOP facility.

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

- On north run-around approximately 1900 feet north of register room.
- On south run-around at Rip #56 switch.

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

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

Inbound locomotives for the diesel shop must call for permission from the diesel shop foreman.

Crew members will be held responsible to place locomotive consist on track designated by the diesel shop foreman and must line behind to insure track is aligned to run-around.

The engine bell must be rung and all movements over the black-top crossing located immediately south of the register room building and over the crossing located immediately north of the Diesel Shop, must be protected by an employee stationed at the crossings.

**SHREVEPORT YARD ENTRANCES:** Entrances now have gate number signs installed. This has been done to assist in directing various individuals to a particular area. This will be especially helpful for vendors, delivery persons, business people, and above all in the event of an emergency.

The entrances are numbered as follows:

- Gate number 1 is the General Office Building;
- Gate number 2 is the Diesel Shop, Credit Union, Signal area;
- Gate number 3 is the Car Shop, Wheel Shop, Store Room, Paint Shop area;
- Gate number 4 is the Trans-Serve area;
- Gate number 5 is the Yard Office and Transportation area;
- Gate number 6 is the Box Car Carman's area;
- Gate number 7 is the K.C.S. Transport, Maintenance of Way, Signal, and Transportation area.

**EMERGENCY INSTRUCTIONS:** Should the need arise to call emergency vehicles to the Shreveport Yard complex, the following outline should be used to help expedite their arrival:

1. **Call 911 immediately and remain calm.**
2. Identify yourself (name) and that you are at KCS (Kansas City Southern Railway), Shreveport Yard, 4601 Shreveport-Blanchard Highway, Louisiana Highway 173, Shreveport, Louisiana.
3. Give reason for call - Injured person(s); burned, heart attack, injury, Fire(s) - oil, gas, chemical, etc. Explosion(s) - chemical leak(s) - or other.

## Shreveport Terminal Special Instructions

4. Give gate number with the most direct access to the emergency. If direct access is blocked give next easiest access gate number.
5. Give location of emergency. Example: General Office - second floor, or Diesel Shop - south end, or near north shanty north end of yard, etc.
6. Dispatch person(s) to the given gate to direct the emergency vehicle to the crisis. If more than one response vehicle is expected, dispatched person(s) should stay at gate until all emergency vehicles arrive. If available, more than one person may be needed to perform the task of directing vehicles through yard to crisis.
7. Report incident to all necessary railway supervisors and civilian authorities as stated in rule book.

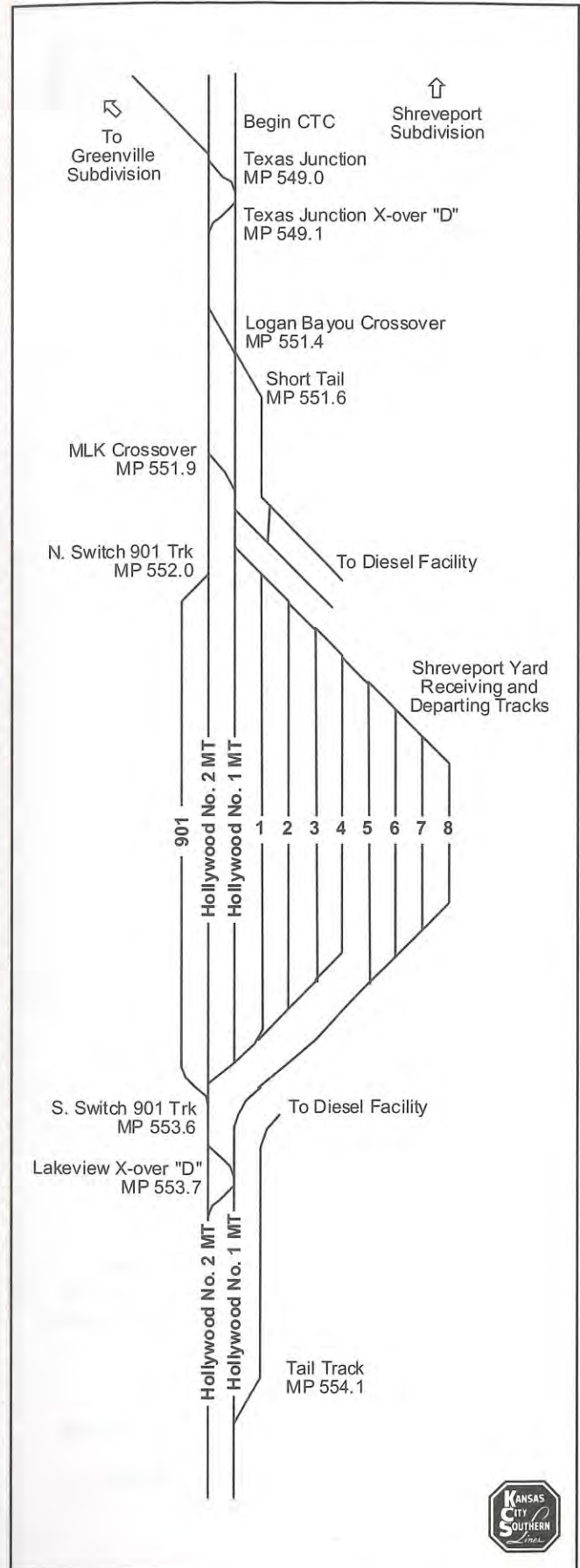
**REPORTING DELAYS:** All road and yard crews going on duty at Shreveport Yard must promptly report to the KCS Tower Yardmaster at call time. The KCS Tower Yardmaster may be contacted via telephone ext 6547 or via the intercom (talkbacks) located in the register room and North/South Locker rooms.

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

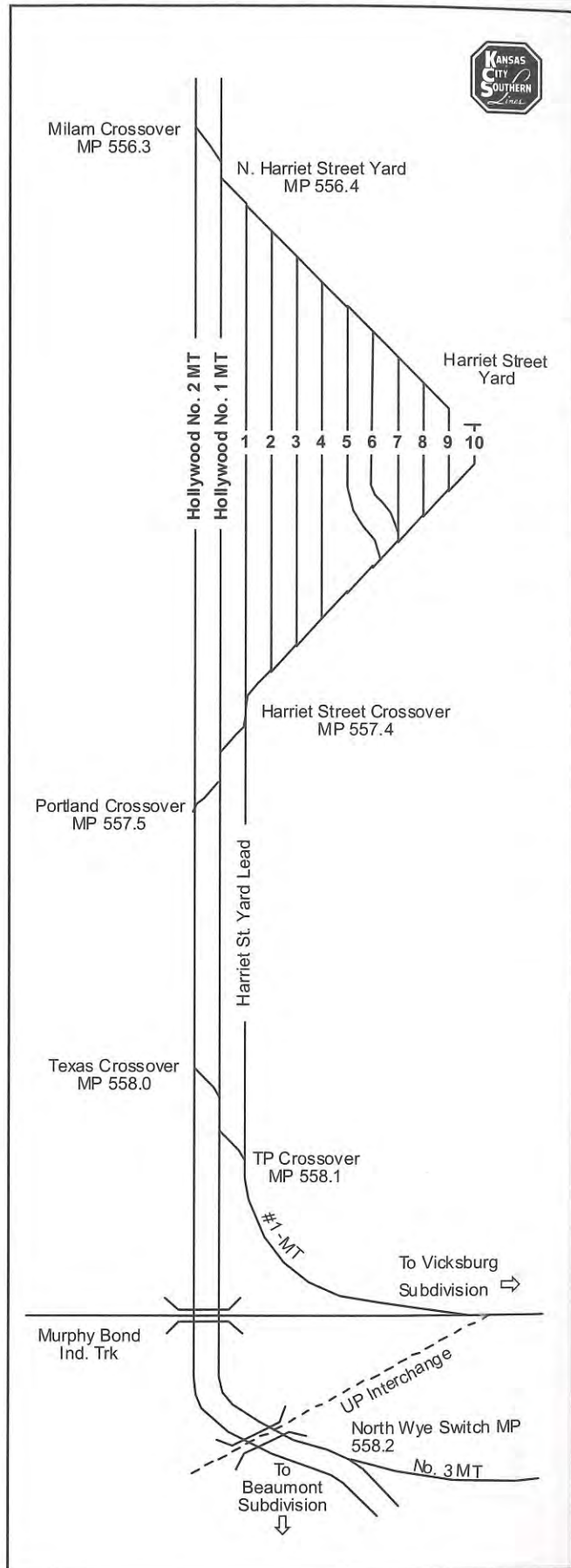
*Practicing safety  
today ensures  
quality of life  
tomorrow*



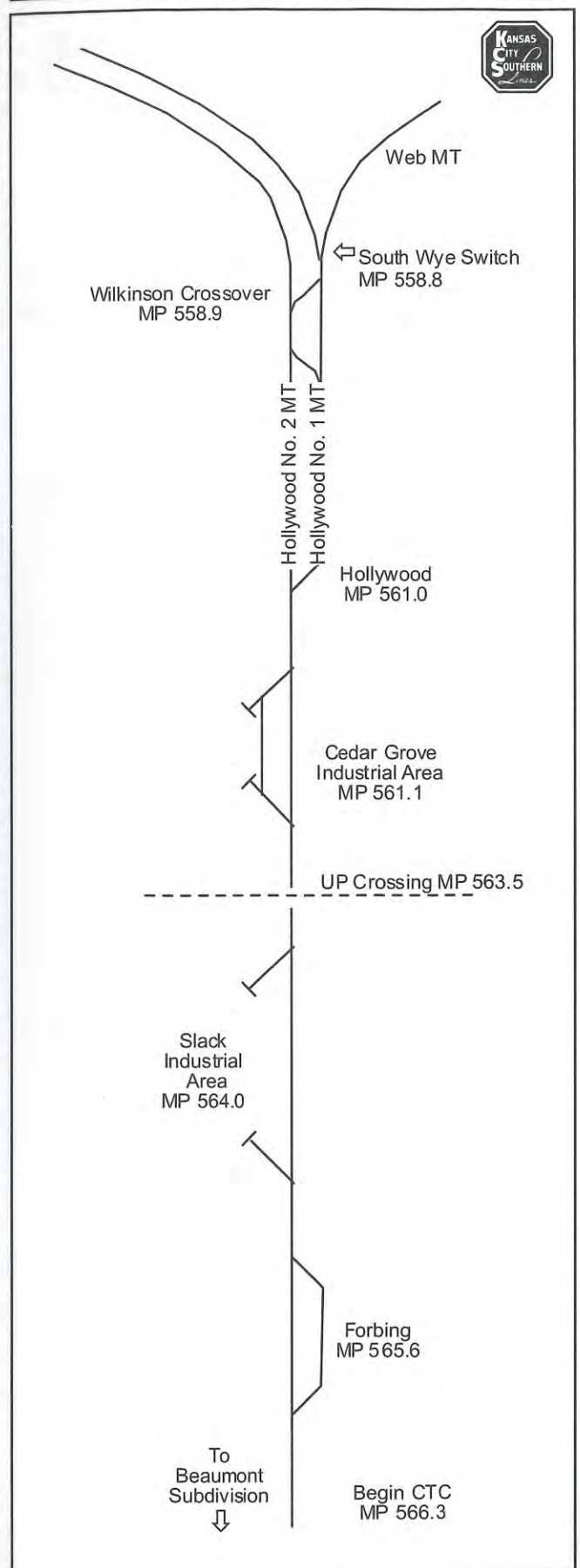
## Shreveport Terminal Map 1



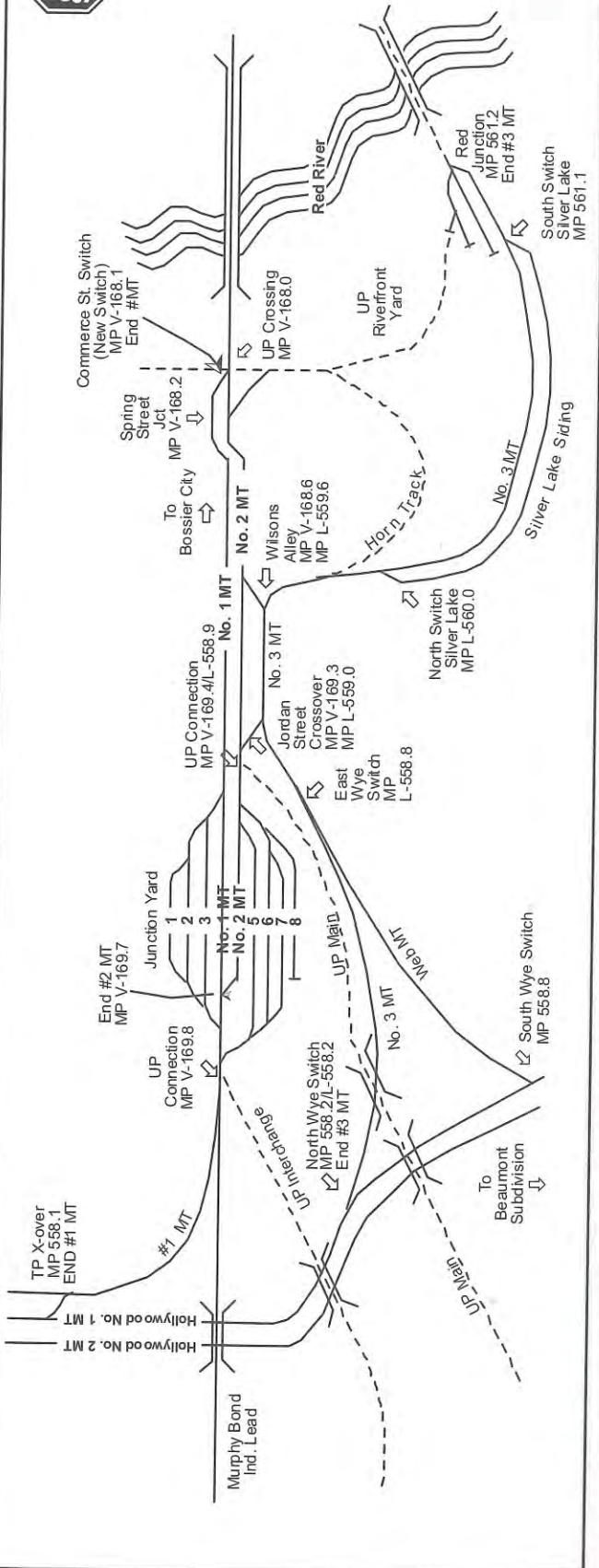
# Shreveport Terminal Map 2



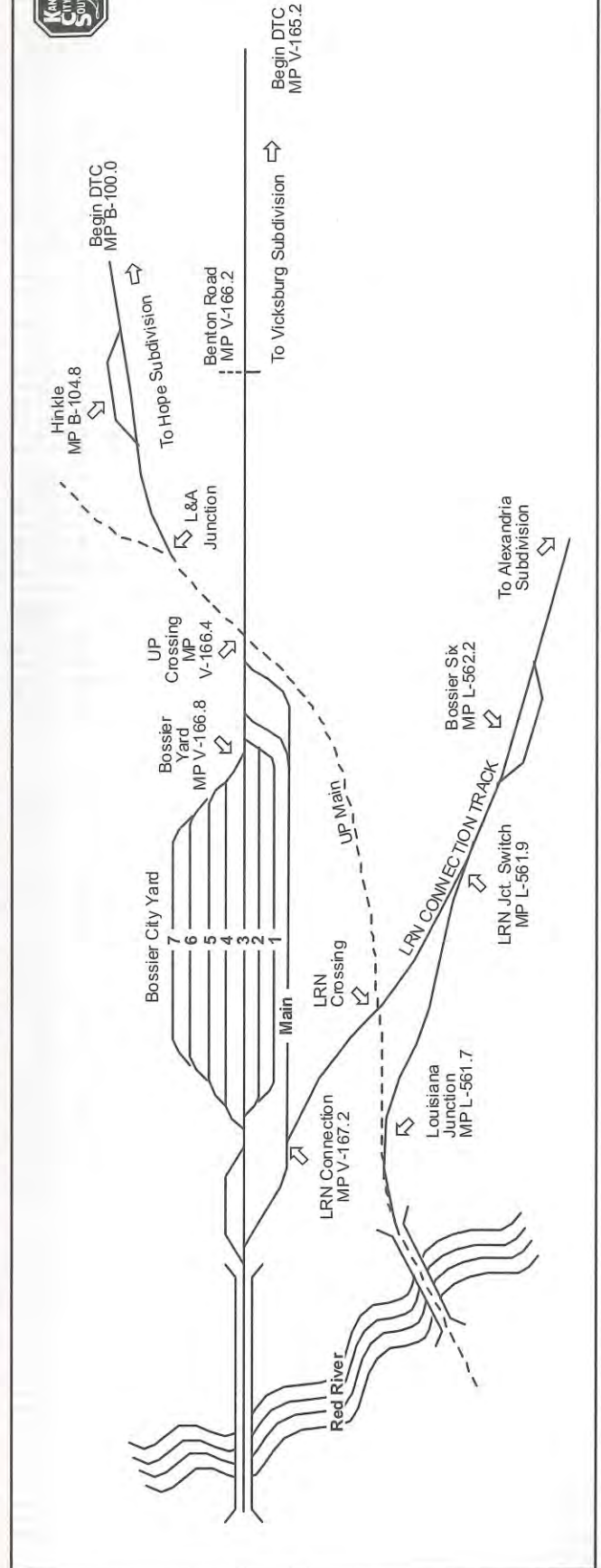
# Shreveport Terminal Map 3



# Shreveport Terminal Map 4



# Shreveport Terminal Map 5



THE KANSAS CITY SOUTHERN RAILWAY COMPANY BASE STATIONS

Location	Local	Dispatcher	CSC	Yard	Nearest MP
	Not Operational 24 hours day	Operational 24 hours day	Operational 24 hours day	Not operational 24 hours day	
Ackerman, Mississippi		65-65	7-7		50
Amsterdam, Missouri (KCPL)	10-10				61
Arcadia, Kansas		10-10			110
Artesia, Mississippi	54-54	65-65	7-7	7-7	219.2
Arcadia, Louisiana		65-65	76-76		119
Ashdown, Arkansas	16-16				470.2
Baton Rouge, Louisiana	10-10	10-10	76-76	63-63	788.1
Bay Springs, Mississippi		65-65	7-7		135.4
Beaumont, Texas	10-10	10-10	76-76	63-63	766
Beaumont, Texas (CTC)	10-10				763
Bee Bayou, Louisiana		65-65	76-76		58
Bolton, Mississippi		29-29	76-76		115
Booneville, Mississippi		65-65	7-7		308
Brushy Mtn., Oklahoma		13-13	76-76		265
Burnside, Mississippi		65-65	7-7		201
Cavanal Mtn., Oklahoma		13-13	76-76		336
Corinth, Mississippi	54-54	65-65	7-7	54-54	328
Dallas, Texas	16-16			63-63	214
Decatur, Arkansas		13-13	76-76		217
DeQueen, Arkansas	13-13				433
DeQuincy, Louisiana	10-10	10-10	76-76		719
Dry Prong, Louisiana		10-10	76-76		657
Ethelsville, Alabama		65-65	7-7		30
Forest, Mississippi		29-29	76-76		49
Fl Smith, Arkansas	13-13				0.0
Gibbsland, Louisiana	7-7				127
Gonzales, Louisiana		10-10	76-76		809
Gordo, Alabama		65-65	7-7		50
Grandview, Missouri		10-10	76-76		23
Greenville, Texas	16-16	16-16	76-76		171
Gulfport, Mississippi	29-29	29-29	7-7	7-7	0.5
Heavener, Oklahoma	13-13			63-63	338
Hodge, Louisiana	8-8		7-7		174
Horatio, Arkansas		13-13			432
Horatio, Arkansas		16-16	76-76		432
Hughes Springs, Texas	16-16	16-16	76-76		77
Hume, Missouri		10-10	76-76		80
Jackson, Mississippi	29-29	29-29	76-76	7-7	91
Kamack, Texas		16-16	76-76		39
Knoche Yard (Kansas City, MO)	10-10		76-76	63-63	4
Knoche Yard (Kansas City, MO)				16-16	4
Knoche Yard (Kansas City, MO)				50-50	4
LaPlace, Louisiana			76-76		840
Latanier, Louisiana	10-10	10-10	76-76		692
Leesville, Louisiana	10-10	10-10	76-76		668
Lettsworth, Louisiana		10-10	76-76		735
Louisville, Mississippi		65-65	7-7		220
Lewisville, Texas		16-16			D90
Macon, Mississippi		65-65	7-7		197
Meridian, Mississippi	29-29	29-29		7-7	0.0
Minden, Louisiana		60-60			141
Minden, Louisiana	10-10	10-10	76-76		78
Monroe, Louisiana	60-60	60-60	76-76	7-7	71
Morton, Mississippi	29-29				60
Mossville, Louisiana	10-10			63-63	B735
MT Alban, Mississippi (Vicksburg)		29-29			132
MT Alban, Mississippi (Vicksburg)		60-60	76-76		132
MT Pleasant, Texas (Power Plant)	16-16				136.2
Muldon, Mississippi		65-65	7-7		241
Nashville, Arkansas	16-16				0.4
Neosho, Missouri	13-13				174
New Orleans, Louisiana	10-10	10-10		42-42	864
Newton, Mississippi	65-65	65-65			31
Newton, Mississippi	29-29	29-29	76-76		31
Norco, Louisiana	10-10				846
Okolona, Mississippi		65-65			261
Palmer, Mississippi		29-29	7-7		65
Pelahatchie, Mississippi		29-29	76-76		69
Pittsburg, Kansas	10-10				128
Pittsburg, Kansas	13-13				128
Plain Dealing, Louisiana		16-16	76-76		516
Poteau, Oklahoma (Bonanza)	13-13				314
Port Arthur, Texas	10-10			63-63	786
Porterville, Mississippi		65-65	7-7		165
Quitman, Mississippi		65-65	7-7		109
Rich Mtn., Arkansas		13-13	76-76		367
Ringgold, Louisiana		10-10	76-76		586
Robeline, Louisiana		10-10	76-76		621
Rockwall, Texas		16-16	76-76		199
Ruliff, Texas	10-10				740
Ruston, Louisiana	60-60	60-60	76-76		102
Sallisaw, Oklahoma	13-13				291
Saltito, Mississippi		65-65	7-7		287
Shreveport, Louisiana		60-60			566
Shreveport, Louisiana		50-50			566
Shreveport, Louisiana		16-16			566
Shreveport, Louisiana	50-50	10-10	76-76	63-63	566
Siloam Springs, Arkansas	13-13				299
Siloam Springs, Arkansas (Flint Creek)	13-13				223
Simmesport, Louisiana	10-10				730
Sulphur Springs, Texas	16-16				140
Spring City, Missouri	13-13	13-13	76-76		160
T.V. Hill (Meridian, Mississippi)		65-65			0
T.V. Hill (Meridian, Mississippi)		29-29	7-7		135
Tallulah, Louisiana		60-60	76-76		17
Texarkana, Texas	16-16	16-16	76-76		486
Tupelo, Mississippi	65-65				279
Tuscaloosa, Alabama	54-54	65-65	7-7		74
Union, Mississippi		65-65	7-7		180
Waynesboro, Mississippi		65-65	7-7		84
Westlake, Louisiana (Gulf States)	10-10				B-732.7
Welsh, Texas (Power Plant)	16-16				90
Wiggins, Mississippi		29-29	7-7		35
Winnfield, Louisiana		10-10	76-76		147
Winnboro, Texas		16-16	76-76		117

Dispatcher DTMF call in tone is no. 1, except Bay Springs - Aberdeen and Artesia - Corinth Tone 2, to contact Signal Desk use Tone 3 and Mechanical Coordinator Tone 4 on proper dispatcher radio channel Customer Service Center Tone 2600

# System Special Instructions

## A. GENERAL INSTRUCTIONS:

- Train dispatcher console identifications, radio frequencies:**  

<b>Console #</b>	<b>Territory</b>
Console 1	Kansas City - DeQueen
Console 2	DeQueen to Shreveport, Greenville, Alliance and Dallas Subdivisions
Console 3	Beaumont, Alexandria, New Orleans, Hodge and Hope Subdivisions
Console 4	Vicksburg and Louisville Subdivisions, Bay Springs Industrial Spur, Artesia to Corinth
Console 5	Meridian Subdivision and Gulfport Branch, Artesia to Meridian, Waynesboro Industrial Spur, Tuscaloosa Subdivision
Console 7	Watts - DeQueen
- When trains are consolidated, the crew handling the consolidated train must see that cars restricted to movement on the head of the train are brought forward to their proper position in the consolidated train. Unless otherwise advised, cars subject to restricted movement in any of the individual trains will continue the restricted movement in the consolidated train.

## B. MAXIMUM GROSS WEIGHT LIMITATION SPEED RESTRICTIONS

**Weight Limitations** - The following will govern gross weights (combined weights of cars and lading) allowed on the KCS Railway:

- Cars with 4 axles must not exceed **144 tons**.
- Cars with 6 axles must not exceed **198 tons**.
- Cars with 8 axles must not exceed **263 tons**.
- Engines will not be coupled directly to any loaded 6 or 8 axle cars.
- Eight axle cars having a gross weight of **263 tons** may be coupled together in any number but must not be coupled to any other four axle car with a gross weight in excess of **132 tons**.
- Cars with a gross weight in excess of **132 tons** must not be handled over the Waldron Branch, Carla Branch, Hodge Subdivision, Gulfport Branch, Louisville Subdivision, Waynesboro Industrial Spur, Artesia Subdivision north of West Point, and Counce Branch.

When the gross weight of any car exceeds weight above car must not be moved unless movement is authorized under direction of the Director System Transportation Center.

### Speed Restrictions

- Speed restrictions for cars with 4 axles and gross weight of **132 tons to 144 tons:**

**GULF DIVISION:**

**SHREVEPORT SUBDIVISION:**

Over Bridge MP 477.9 ..... 20 MPH

**ALEXANDRIA SUBDIVISION:**

Over Bridge MP 684.2 ..... 25 MPH

**NEW ORLEANS SUBDIVISION:**

Over Bridge MP 704.5 ..... 25 MPH

Over Bridge MP 767.7 ..... 20 MPH

Over Bridge MP 783.2 ..... 10 MPH

Over Bridge MP 801.8 ..... 25 MPH

## System Special Instructions

2. Speed restrictions for cars with 6 axles, and gross weight of 132 tons to 198 tons:

**GULF DIVISION:**

**NEW ORLEANS SUBDIVISION:**

Over Bridge MP 704.5 .....	20 MPH
Over Bridge MP 767.7 .....	10 MPH

**TRANSCONTINENTAL DIVISION:**

**GREENVILLE SUBDIVISION:**

Over Bridge MP 92.6 .....	10 MPH
Over Bridge MP 93.0 .....	10 MPH

3. Speed restrictions for 8 axle cars and gross weight of 132 tons to 263 tons:

**GULF DIVISION:**

Over Bridge MP 73.2 .....	25 MPH
Over Bridge MP 477.9 .....	20 MPH
Over Bridge MP 497.5 .....	25 MPH

**TRANSCONTINENTAL DIVISION:**

**GREENVILLE SUBDIVISION:**

Over Bridge MP 92.6 .....	25 MPH
Over Bridge MP 93.0 .....	25 MPH

**C. SPEED RESTRICTIONS:**

All speeds are subject to modification by speed restrictions indicated under Individual Subdivision Special Instructions.

Business Car and Passenger trains will be governed by Intermodal Train Speed.

**Maximum Speeds Permitted**

Empty coal trains .....	55 MPH
Key trains .....	50 MPH
Key trains on sidings .....	10 MPH
Loaded bulk commodity trains .....	45 MPH
Bulkhead flats with slabsteel .....	45 MPH
Loaded rail trains .....	30 MPH
Through turnouts and sidings .....	10 MPH
On tracks other than main tracks .....	10 MPH
Wye tracks except those portions used as a MT or Sdg. .....	5 MPH
On car or locomotive repair tracks .....	5 MPH
Movements on or off turntables .....	1 MPH

**Equipment**

- Any train operated in excess of thirty (30) MPH must have at least one event recorder equipped locomotive in the locomotive consist.
- Locomotives operating in the lead at speeds above 20 mph must have operating ditch lights or oscillating headlight (Refer to rule 5.9.5 and 5.9.6).
- When the controlling locomotive of the train is a car body type or has desk top controls and the Long Hood is in forward position, maximum speed is 45 MPH.
- Scale test car, KCS 12, must be handled on head end and must not exceed 50 MPH.
- Rail Grinders, Sperry Cars or other Maintenance of Way equipment operating on CTC signal indication or DTC Directional Authority will not exceed 45 MPH and will operate with a locomotive engineer pilot.
- Trains handling bulkhead flats loaded with slab steel are restricted to 45 mph.

## System Special Instructions

**Work Equipment**

- Unless a lower speed is specified by the Timetable or a Track Condition Report, the maximum authorized speed for KCS Wreckers ..... 25 MPH

**Except:**

Over bridges: T-71.7	704.5 .....	10 MPH
T-92.6	767.7 .....	
T-93.0	783.2 .....	
477.9	785.1 .....	
539.2	801.8 .....	
680.3	824.4 .....	
684.2	845.6 .....	

Hope Subdivision ..... 20 MPH

Wrecking operations with this equipment may be performed on a bridge only when the trucks on the boom end are off such bridge, regardless of the use of outriggers. This equipment must not be handled unless authorized by the Director STC.

- Jordan Spreaders, when not in use, wings must be properly secured and in the trailing position, movement must not exceed 25 MPH
- Ore cars with a truck centers of 20 feet or less: .... 30 MPH
- Locomotive truck transfer cars ..... 45 MPH

**D. OTHER EQUIPMENT RESTRICTIONS:**

- Empty air-dump cars will be handled on rear-end of train only, this rule does not apply to Locals, dodgers, road switchers, or yard jobs.
- Cabooses must be handled on the rear of trains, unless otherwise authorized by the Superintendent.
- Derrick cars with booms disconnected, or heavy machinery riding on its own wheels or loaded on coal or flat cars, must be entrained with the heavy end in the direction of movement.
- Foreign line wreckers, pile drivers, engines, derrick cars, and other heavy machinery on its own wheels, or such equipment moving on revenue billing, will be handled only on the authority of the Vice-President of Transportation and instructions from the Director System Transportation Center.
- Open top cars, bulkhead flats, or any type car with lading extending above the top of the car, or beyond the side of the car, liable to shift, will not be handled in trains next to an engine, caboose, placarded loaded tank car, or rocket motor car.  
**Exception:** This rule does not apply to locals, dodgers and road switchers when handling bulk head flat cars loaded with tree length wood when they do not have other equipment to use as cover.
- Part loaded tank cars must be moved only on authority of the Superintendent.
- Bad order cars will not be handled behind a caboose, except cars with drawbars that can be coupled to the caboose. The rear car of a train must have the air and hand brakes operative.
- While engaged in the unloading of company ballast, cars will be pulled, unless conditions make it impossible. Doors of empty hopper cars must be closed and securely fastened before moving.

## System Special Instructions

9. Unless otherwise instructed, do not pull loads of pulpwood from any woodyard, unless they meet the following requirements:

- (a) Loads must be level over the entire length of the car and must not extend above the end bulkheads. Loads of hardwood must not be loaded above the yellow line on the end of bulkheads.
- (b) Loads must be properly bumped up, with no voids or open spaces within the load which will allow the load to shift.
- (c) Loads must not protrude over the sides of a car more than one (1) foot.
- (d) Pulpwood must be tilted toward the center of the car, and tilt maintained throughout the entire height of the load.

Any cars loaded contrary to these requirements will be left in the woodyard and the foreman must be notified.

The conductor will advise the dispatcher of the car number, location, and reason for leaving the car, who will in turn notify the Car Department, who will inspect the load and advise if and when the car can move.

Do not kick or drop carloads of pulpwood except when such cars will not couple into other cars.

Make couplings with no more force than is necessary when picking up pulpwood and when placing in a train. In addition, if holding onto other cars, make a safety stop before the coupling is made when picking up pulpwood and when placing in a train.

10. The Director System Transportation Center and Mechanical Coordinator must be notified at the time a unit coal train gondola car, with a rotary coupler in each end of the car (double stripe) is set out of the train for any reason.
11. Cars equipped with rotary couplers, moving in unit trains, must not have stationary couplers together when spotted for unloading at a rotary dump facility.
12. Schnabel and other special cars equipped with span bolsters will not be accepted in interchange except on specific instructions from the Vice-President of Transportation. If permission is granted for movement on our line, both loads and empties will be handled only in a special train kept on the main track.

Listed below are Schnabel (these cars generally carry large transformers) type cars currently in service:

BBCX 1000, CEBX 100, 101, 800, GEX 40010, 40013, 40017, 40018, 80000, 80002, 80003, HEPX 200, MEPX 300, WECX 101, 102, 200-203, 301

### E. NOTIFICATION REQUIRED WHEN HANDLING RESTRICTED EQUIPMENT

The conductor must inform the engineer of any restricted equipment in his train, specifying the maximum authorized speed at which the equipment may be handled. In addition, he must notify the train dispatcher where clearance of structures or equipment on adjacent tracks may be close. Such restricting information must be issued to the train crew members.

Unless otherwise directed by the superintendent, shipments of excessive height, width, weight, value, or other unusual shipments requiring close attention, must be positioned in trains as close to the engine as practical, but in no case further than five cars behind the engine.

## System Special Instructions

### F. AIR DUMP CARS

Only employees who are knowledgeable in the operation of air dump cars may operate such cars in unloading operations. When air dump cars are being operated, the conductor must personally supervise the handling to see that all people are in the clear before charging actuating air line and before they are operated.

- No more than 3 air dump cars will be charged at a time.
- Dump cars must not be unattended while charged.
- Dumping Reservoirs must not be charged until dumping is to begin.
- Dumping Reservoir must be bled off after dumping is complete.
- Employees are prohibited from riding inside air dump cars.
- Cars must not be moved with doors open, except as necessary to clear material just dumped.

**Protection of Adjacent Tracks** - Before charging the actuating air line, or before attempting to dump air dump cars, it must be known that protection against movement on adjacent tracks which could be fouled by material to be dumped, has been provided as follows:

- (a) If the adjacent track is an auxiliary track, except where CTC is in effect, movement must not be permitted to pass air dump cars which are being charged or being unloaded.
- (b) If the adjacent track has CTC in effect, protection must be provided either by securing track and time or flag protection provided in both directions as prescribed by Rule 6.19.
- (c) If the adjacent track has DTC in effect, protection must be provided either by securing work and time or flag protection provided in both directions as prescribed by Rule 6.19.

**Air Connections** between locomotive and air dump car are made as follows:

1. **Locomotive Main Reservoir Hose To Air Dump Actuating Hose** - this provides the air supply from the locomotive main reservoir to the dumping reservoirs on the air dump car. The brake pipe hoses remain coupled and angle cocks cut in between locomotive and the air dump car to allow use of train air brakes while dumping. Use extreme caution when uncoupling the locomotive main reservoir hose from the air dump actuating hose.
2. **Locomotive Brake Pipe to Air Dump Actuating Hose** - This provides the air supply from the locomotive brake pipe to the dumping reservoirs on the air dump car. This method is to be used only when a connection cannot be made from the locomotive main reservoir hose and the air dump cars actuating hose. The following will apply when using this method:
  - (a) Secure the car(s) by setting hand-brakes on all air dump cars and set a sufficient amount of hand-brakes on the remaining cars.
  - (b) Separate brake pipe connection between the air dump car and the locomotive.
  - (c) Connect locomotive brake pipe hose to the actuating hose on the air dump car.
  - (d) Raise brake pipe pressure on the locomotive to 120 PSI by use of the regulating valve.

**Note:** The air dump car actuating line is against the pipe when cut-in, with the pipe when cut-out.



## System Special Instructions

### G. TOFC/COFC SHIPMENTS IN POSSESSION OF THE KCS WITH MECHANICAL PROTECTION SERVICE

1. If the unit is inoperative or varying 15 degrees from the optimum temperature specified by the shipper, contact the chief dispatcher.
2. At no time shall a mechanical protective TOFC/COFC shipment be set out due to the unit being inoperative or due to temperature varying beyond limits specified.

### H. TRAIN TONNAGE PROFILE

A Train Tonnage Profile (TTP) is issued at the time of printing of a Conductor's Wheel Report from the data processing system and provides to the crew members a visual graph of the location in their train of empty, loaded, overloaded, and high or wide cars.

It is the conductors responsibility to provide the engineer with a copy of the TTP when available.

The base line of the TTP is displayed by the letter "C" for caboose, "D" for loaded or empty hazardous commodities placarded car, "E" for empty non-placarded car, "L" for loaded non-placarded car, and "U" for engine.

The weight in tons of each car in the train is indicated by columns consisting of vertical bars or the letters "O" or "H" with the upper bar or letter or letter for each car designating the tonnage category in which the car falls. The letters "O" and "H" identify overloaded or high or wide cars.

Running totals of tonnage and cars in increments of five cars are also shown, as well as the average tons per car.

### I. INSTRUCTIONS FOR OPERATING IN ROTARY DUMP COAL UNLOADING PLANTS

Speed must not exceed:

- (a) Loop Tracks ..... 5 MPH
- (b) Approaching and thru dumper building ... 2 MPH

#### Unloading instructions:

1. Before entering the dumper building, all engines must have all the windows closed, awnings down, and side vents closed.
2. Before spotting the first car for unloading, it must be known that all the rotary couplers are lined through the entire train. If the rotary couplers are not properly lined, the dumper operator must be notified of the car(s) initials, number, and the location in the train of such car(s) before the train is released to the power plant.
3. Train crews must remain inside of the engine cab. Riding on the side of engines or cars while entering or moving through the dumper facility is prohibited.
4. The engineer will spot cars using radio contact with the dumper operator.
5. When the dumper operator advises that he is ready to take charge of the train, the engineer will:
  - (a) Place reverser lever in the center (neutral) position.
  - (b) Proceed to nullify the alerter (if equipped).
  - (c) Release the air brakes.
  - (d) Place the generator field switch in the "OFF" position.

## System Special Instructions

6. The train crew will advise the dumper that the train is in "freewheel" and then must then detrain, using caution to watch for close clearance, sudden movement and footing.
7. The train crew must not remain in the vicinity of the dumper building during the unloading.
8. The train crew, before departing the plant, must observe the cars being unloaded in order to determine that the alerter is deactivated (if equipped).

#### When unloading is completed:

1. The train crew will board the engine(s) but will not move the train until radio or verbal contact is made with the dumper operator and permission is granted to proceed.
2. The engineer will not make a reverse move.
3. If it is necessary to spot any cars to complete the unloading, the train crew will do so by pulling the train through the dumper building while maintaining radio contact with the dumper operator.
4. To prevent damage to equipment the engineer will take actions to dispose the air brake system of an overcharge per ABTH Rule 102.19.
5. After train is released to train crew an air test must be made to determine that the brakes on the rear car will set and release, either by using the end of train device or by a crew member at the rear of the train.

### J. INSTRUCTION FOR OPERATING FRA T-10 CAR

T-10 is a modified SPV-2000 rail diesel car which measures track geometry for compliance with Federal regulations. Each carrier is governed by the following when T-10 is operated in the self-propelled mode.

1. Each train dispatcher handling T-10 must be furnished with a copy of these instructions.
2. T-10 must be operated in compliance with Federal regulations.
3. The railroad must provide a qualified engineer pilot for the vehicle. T-10 must not be operated on a main track, inside or outside yard limits, unless the qualified engineer is piloting the movement. The pilot must notify the T-10 operator of the limits of movement authority and authorized speeds a sufficient distance in advance of any movement or speed restrictions.
4. T-10 must be operated as a train except that automatic signals must not be relied on to provide protections against following movements. Alternate methods of protection, including controlled signals where feasible, must be utilized to provide protection against following movements. When the method of operation can provide for absolute block protection against following movements, it must be provided. When the method of operation cannot provide for absolute block protection, the railroad must determine and provide the maximum level of protection available against following movements.
5. T-10 must not be operated by lineups or other track car authorities and must be governed by signal indications in signal system territory.
6. T-10 is prohibited from making a reverse movement, regardless of distance, unless the movement is fully protected and made in accordance with the railroad's operation rules.
7. Traffic control machines must be operated manually for T-10 movements. Automatic clearing and automatic routing features must not be used. The control machine operator must be kept informed of the progress of T-10 from one control

## System Special Instructions

point to another. Where provided, electrical or mechanical blocking devices must be used on switch and signal controls.

8. Interlocking machines must be operated manually for T-10 movements. Automatic clearing and automatic routing features must not be used. The operator of an interlocking must not change the position of any switch or indication of any signal until informed that T-10 is clear of the interlocking or a section thereof. Where provided, electrical or mechanical blocking devices must be used on switch and signal controls.
9. The T-10 must approach all interlockings prepared to stop until the route is known to be clear.
10. If T-10 is stopped within the limits of any interlocking, the control operator or dispatcher must be notified of the stop and the precise location.
11. T-10 should not be stopped within the limits of an automatic interlocking or a non-interlocked railroad crossing at grade. If such a stop cannot be avoided, T-10 must be fully protected against conflicting movements at once. Flag protection will be provided unless other positive methods of protection are available or T-10 is relieved of this responsibility by the train dispatcher.
12. In automatic block signal system or traffic control system territory, T-10 should not be stopped on sand. If such a stop cannot be avoided, T-10 must be moved immediately a sufficient distance to clear the sanded portion of the rails.
13. T-10 must approach all highway grade crossings equipped with automatic protection prepared to stop until it is determined that the protection is working and continues to work as T-10 passes over the crossing. Flag protection against highway vehicles must be provided when automatic protection does not operate properly or when required by radio rules or instructions.
14. T-10 may be operated within the confines of a yard provided the movement is approved by proper railroad authority and is piloted by a railroad employee qualified on the physical characteristics of the yard.
15. Except within a locomotive servicing area or car shop area, T-10 may be repositioned at any time on a track or portion of a track which is exclusively occupied by T-10 and protected by blue signals.

Within a locomotive servicing area or car shop area, T-10 may be repositioned only after the movement is authorized by the railroad employee in charge of the workmen. Blue signal requirements must be complied with.

16. No more than four persons are permitted to occupy the control cab of T-10. These four persons are the vehicle operator, forward observer, engineer pilot and either the FRA Operating Practices Inspector or a carrier supervisor.

### K. Work Order and Wheel Reporting Instructions

#### Trains/Locals/Dodgers/Yard Jobs

Conductors are responsible for reporting all Car and or Locomotive movements, regardless of the reason for the movement, to the Customer Service Center (CSC).

Refer to your SLIC book for zone and track information.

Car and/or locomotive movements are reported by two means:

- A. **Wheel report** - Conductor/Foreman will report any set out or pick up immediately via radio (System Special Instructions Radio Base Stations), and additionally at their off duty point by using a wheel report.

## System Special Instructions

**SET OUTS-** Set outs must be reported by radio as soon as possible after the set out has been made. The Conductor must show on the wheel report the zone, track and exact time cars were set out and turn in the wheel report at tie-up point. **NOTE:** Reporting set out via radio does not relieve the Conductor of the responsibility of filling out and turning in the wheel report.

**PICK-UPS-** Pick ups must be reported by radio as soon as possible after the pick up has been made. When cars are picked up, show the zone, the track and the exact time each car was picked up and attach to wheel report. Also, report the final zone, track, and final location for each car. **NOTE:** Reporting pick up via radio does not relieve the Conductor of the responsibility of attaching a list of the pick up to the wheel report and turning in at final tie up point.

- B. **Work Order** - Conductor/Foreman will report all industry work using a Work Order.

A work order consists of four (4) parts:

1. A list of the cut of cars and locomotives made-up as an outbound train. Report the final SLIC location of each car listed. Cars delivered to industry must additionally be reported under the industry section of the work order.
2. List(s) of tracks which have been designated to print with the work order (if no tracks are designated, this section will be skipped). These tracks will be printed in the SLIC format and intended to serve as either hazardous commodity handling documents or as general information. Report any movement of cars listed in these tracks.
3. Industry reporting area- Industries a job is scheduled to switch will be printed here. Conductor/Foreman should report all work performed under the heading for the appropriate industry. If a car which is not printed on the work order is pulled, spotted, moved, or turned it must be written on the work order under the appropriate industry. If job does not switch an industry that is printed on the work order, Conductor is required to indicate why. Use the following codes to report moves:

**Pull** - Indicates a car was removed from an industry

**Spot** - Indicates that a car was delivered to an industry. For work order purposes, unless instructed otherwise, a car is considered spotted once it is left at an industry whether it is actually spotted for unloading or not.

**Move** - Indicates a car was moved from one position to another but was not spotted. Move should also be used to report cars that are already spotted being moved to another spot. **IT IS VERY IMPORTANT THAT INTRAPLANT MOVES BE REPORTED ON YOUR WORK ORDER AS ADDITIONAL CHARGES APPLY IN SOME CASES.**

**Turn** - Indicates a car has been turned an re-spotted at an industry.

4. Blank Page(s) - Use this to report additional work. If this reporting is for an industry that was not printed on the original work order be sure to indicate the name of the industry and its station location. If the blank page is used to continue reporting of an industry that was printed on the work order transfer the name and patron number exactly as they appear on the work order.

**Note:** Every car on the work order must be accounted for. If a car printed on a work order was not spotted by a job use exception codes (see page xx) to report why.



*A safe mind  
is a safe body*

# System Special Instructions

C= Conductor F=Foreman

- C-F • Work Orders must be faxed to the CSC or appropriate local office when completed.
- C-F • A Work Order is a legal document, and must ALWAYS be signed.
- C-F • Crews going on the law should arrange to contact the CSC or appropriate local office via radio to relay their Work Order information prior to the expiration of Hours of Service law.
- C-F • Conductor is required to complete work order for each industry as soon as is safe and practical after actually completing work for that industry.
- C • Arrivals and departures at crew change points must be reported to CSC via radio as soon as possible after event takes place. Notification of arrivals must include arrival track and double over information.
- F • Must report time of arrival and track number and double over information

## Exception (Why) Codes

### Customer Related Why Codes:

- C1 - Not Loaded As Listed
- C2 - Industry Changed Instructions
- C3 - All Spots Full, Left On Track
- C4 - All Spots Full, Left Elsewhere
- C5 - All Spots Full, Return To Yard
- C6 - Spot Filled, Spotted Elsewhere
- C7 - Other

### Railroad Related Why Codes:

- R1 - Bad Order, Set Out Elsewhere
- R2 - Not Enough Time, Set Out
- R3 - Not Enough Time, Return To Yard
- R4 - Turned And Respotted
- R5 - Other

# System Special Instructions

## L. TRACKSIDE WARNING DETECTORS

1. All detector systems are equipped with a VSU (Voice Synthesizer Unit) which transmits alert tones and messages via radio. Each system will identify its location by milepost.
2. At all systems, other than those designed specifically to inspect for oversize load, dragging equipment, or high water only, if no alarm is received, the message "Proceed" must be received when departing the system.
3. If a proper inspection was received at the last system encountered, a train may pass a failed system and proceed to the next system, although the message "A ground inspection is required" may be received while moving through that system. However, if the next system encountered also fails, a roll-by ground inspection must be made at that location with speed not exceeding 5 MPH.

If a Hot Journal alarm is received at any system, and no defect is found during the ground inspection, and the next system encountered fails, stop must be made at the location of the failed system and the journal that was indicated defective must be inspected again.

4. **HOT JOURNAL:** This alarm may result from abnormal heat from wheels (sticking brakes), journals, traction motors, or suspension bearings. A defect is indicated by an immediate five (5) second interrupted tone via radio. Approximately six (6) seconds after the train clears the system, the VSU will transmit the message "Hot journal (N/S/E/W) side. \_\_\_\_\_ axles."

When a Hot Journal alarm is received, train speed must be reduced to 10 MPH, without an automatic brake application. The entire train must be pulled through the system. The equipment indicated defective may be pulled to a crew member stationed on the ground where a stop will be made. The journal must then be inspected.

When inspecting for a Hot Journal, give particular attention to heat of journals and hub of wheels, observing for smoke, sluffing or melting of bearing surface, or metallic cuttings in journal box of friction type bearings. **Caution and good judgment must be exercised, since defective components can become extremely hot and could cause personal injury.** If no defect can be found at the indicated location, inspect five (5) journals ahead of and behind that location.

If a defect is found which cannot be corrected by the crew, and if it is safe to move equipment, set out car with a overheated bearing at a location accessible to repair personnel.

When an alarm is received on the same journal at two (2) consecutive systems, the equipment must be set out at the first available auxiliary track, regardless of whether or not a defect can be found.

A connecting crew, if any, must be notified by the inbound crew if they failed to locate a Hot Journal which was indicated by any system encountered, or if the last system encountered failed. When a Hot Journal alarm is received, and no defect is found, the initial and number of the train dispatcher defective must be given to the train dispatcher.

5. **Testing Journal Temperature** Use a heat indicating crayon to test bearing temperature. Test bearing temperature by stroking the heat indicating crayon on the bearing cup. A liquid smear will remain on an overheated bearing.

When ambient temperature is 32 degrees Fahrenheit or above, use a 200-degree Fahrenheit heat indicating crayon to test bearing temperature.

When ambient temperature is below 32 degrees Fahrenheit or above, use a 163-degree Fahrenheit heat indicating crayon to test bearing temperature.

Trackside Warning Detectors

05/15/98 23:31 KANSAS CITY SOUTHERN RAILWAY COMPANY		PAGE: 3	
INDUSTRY SWITCH LIST			
STR.	JOB:	JOB:	WORK ORDER:
0554	23	23	05540317
CAR	CAR	L.P.	FROM TO WHY BEST CORR
INIT	NUMBER	E S	DISP. IN-TK-SPT/TK IN-TK-SPT/TK CODE STAT TO
485810 - HICA STEEL FURNACE & UPGRADE SHREVEPORT LA (0554)			
CRDX	9756	E	EMPTY PULL 01-023 10155 01-021/145
<i>CRDX 9643 E PULL 0652 01-021/145</i>			
023925 - MURPHY BORED HSE/COURTESY LN SHREVEPORT LA (0554)			
ZONE B3 TRACK 57 OR 58			
KCS	123377	E	FURNED SPOT 01-023 1045 02-57/0230 0554
KCS	23371	L	LOAD PULL 01-027 10320 01-021/3015
733947 - MURKIN HILLS DRC SHREVEPORT LA (0554)			
ZONE C3 TRACKS 22, 24, 26, 28. PLEASE SPOT ALL CORR ON SOUTH END OF TRACK MUST SPOT 5/8 MEAL CAR HANG-487495 (3-6-96)			
KCS	318337	L	SHRINK SPOT 01-023 1015 02-01/0230 0554
KCS	233274	L	CORN SPOT 01-023 1015 02-01/0230 0554
GF5X	10829	L	EMPTY SPOT 01-023 1015 02-23/0415 0554
PTLF	31660	L	CORN SPOT 01-023 1015 02-23/0415 0554
CRDX	24248	L	CORN SPOT 01-023 1015 02-23/0415 0554
CAGX	988	L	CORN SPOT 01-023 1015 02-23/0415 0554
HAHX	481228	L	CORN SPOT 01-023 1015 02-01/0230 0554
HAHX	487652	L	CORN SPOT 01-023 1015 02-01/0230 0554
BRHX	8056	L	EMPTY PULL 01-023 1015 02-23/0415 0554
GF5X	10829	L	CORN SPOT 01-023 1015 02-23/0415 0554
KCS	310480	L	CORN SPOT 01-023 1015 02-23/0415 0554
KCS	318235	L	CORN SPOT 01-023 1015 02-23/0415 0554
HAHX	480822	L	CORN SPOT 01-023 1015 02-01/0230 0554
SR	22015	L	SHRINK SPOT 01-023 1015 02-01/0230 0554
DATE	99181	L	MELAS SPOT 01-023 1015 02-01/0230 0554
TELF	4	E	EMPTY PULL 01-029 1045 01-021/015 2327 TC
KCS	318248	E	EMPTY PULL 01-029 1045 01-021/015 2327 TC
TLGX	31705	E	EMPTY PULL 01-029 1045 01-021/015 2327 TC
HAHX	518242	E	EMPTY PULL 01-029 1045 01-021/015 2327 TC
HAHX	56805	E	EMPTY PULL 01-029 1045 01-021/015 2327 TC
ALGX	1376	E	EMPTY PULL 01-029 1045 01-021/015 2327 TC
UP	89403	E	EMPTY PULL 01-029 1045 01-021/015 2327 TC
UP	90286	E	EMPTY PULL 01-029 1045 01-021/015 2327 TC
L. C. BARNETT Job 20 5-16-98			
FOREMAN/CONDUCTOR JOB NUMBER DATE WORK COMPLETED			

## System Special Instructions

Use crayon marker to write date and letter "X" above each journal indicated or found to be overheated, and the date and the letter "W" above each wheel indicated or found to be defective or overheated if the car is set out or remains in the train.

6. **OVERSIZE LOAD (HIGH OR WIDE) & DRAGGING EQUIPMENT:** These defects are indicated by a five (5) second continuous tone via radio.

If a high load is detected, the VSU will transmit the message **"Stop train. High load."**

If a wide load is detected, the VSU will transmit the message **"Stop train. Wide load (N/S/E/W) side."**

If dragging equipment is detected, the VSU will transmit the message **"Stop train. Dragging equipment."**

When any of these alarms are received, the train must be stopped as quickly as possible, without making an emergency brake application. Walking inspection must be made to the indication location. If dragging equipment is found, a roll-by inspection of the remainder of the train must be made with speed not exceeding 5 MPH.

7. When locating defects, a crew member must count axles from the head end. Good judgment must be exercised before moving defective equipment to an auxiliary track where it may be set out. If assistance is required, contact the train dispatcher.
8. In addition to advising a crew of the results of an inspection, the VSU will transmit an axle count. The axle count reported by the first system encountered after departing the initial terminal, or after changing the consist enroute, will be used as the base axle count for the train. If a subsequent axle count varies by more than two (2), and the train has no caboose or EOT device with telemetry capability, a roll-by ground inspection must be made to insure that the train is intact.
9. An inspection by a detector system will be considered as failed under any of the following scenarios:
- (a) **"System test failure"** or **"System failure. A ground inspection is required"** is received.
  - (b) The message **"Train too slow. A ground inspection is required"** is received while moving through the system.
  - (c) The message **"System failure. A ground inspection is required"** is received when departing the system.
  - (d) The message **"Proceed"** or **"No defects found Proceed"** is overridden by other radio traffic or is not received when departing the system.
  - (e) Train speed drops below 5 MPH while passing through the system.
10. The Train Dispatcher must be notified immediately of any Trackside Warning Detector failure.
11. Trackside inspection of a train by KCS employee(s) does not relieve a train crew from complying with these instructions.

## System Special Instructions

### 12. HIGH WATER:

- (a) **Alexandria Subdivision at MP 606.1.** When approaching this system, a crew will be alerted to this condition by a ten (10) second continuous tone via radio, followed by the message **"Stop train. High water."**
- (b) **LOCATION OF HIGH WATER DETECTORS AND MOVEMENTS BEYOND STOP INDICATIONS AS PER GENERAL CODE OF OPERATING RULE 9.12.1**

MP 158.6, MP 163.6, MP 164.7, MP 165.1, MP 170.2, 190.2 MP 372.1, MP 383.4, MP 384.4, MP 406.3, MP 611.4

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

The train dispatcher may authorize a train to move the minimum distance required in order to clear public crossings at grade, at the above locations, prior to issuing permission to pass a stop indication as per GCOR Rule 9.12.1.

### M. THIOKOL SOLID ROCKET MOTORS

The following "Operating Procedures" and general information, is intended to serve as guidelines concerning the safe handling and movement of the Thiokol Redesigned Solid Rocket Motor (RSRM) shipments that are received from the Union Pacific Railroad at Kansas City, Missouri and delivered to the CSXT Railway at New Orleans, Louisiana. These procedures will be furnished to all employees that handle this equipment in performance of their duties.

The purpose of these guidelines is to assure that these shipments are moved with the greatest care possible, while providing both KCS and Thiokol Corporation employees, as well as the general public, with the utmost degree of safety. Each of us need to use good judgement in handling these shipments. The safe movement and handling, both on the main track and in terminals is a top priority. KCS must make all responsible operating and transportation personnel aware of all procedures necessary for the safe transit of the RSRM segments.

We are aware of the sensitive nature of these NASA movements. KCS must strive to do its part in assuring our space program receives only the best that America has to offer and provide quality and efficient service to the Thiokol Corporation.

The RSRM segments originate at Corinne, Utah and terminate at Titusville, Florida. On arrival at the Kennedy Space Center, these solid rocket motors are attached four together to form of the solid rocket boosters for the space shuttle.

The RSRM segments are classified as class 1.2 explosives and travel in specially designed heavy duty rail cars. These cars are totally dedicated, 8 axle, oversized, covered flat cars.

They measure:

ATR	WIDE
17'3"	0'0"
11'1"	12'11"
6'6"	12'11"
4'0"	10'6"

Loaded RSRM segment cars (southward movement) have a gross weight on rail of approximately 457,000 lbs. The inert (spent) motor segments (northward movement) have a gross weight on rail of approximately 165,000 lbs. The door to these cars are locked for security during shipment. The shipping cover will not completely protect the motors from acts of sabotage or vandalism, such as high powered firearms or fire.

Additionally, traveling together with many of these movements are

## System Special Instructions

nozzle exit cones that move in similar type rail cars. These nozzle exit cones that class 1.1 explosives that are detonated after the solid rocket booster has detached from the shuttle during the launch. The detonation of the class 1.1 explosive causes a portion of the nozzle assembly to detach from the nozzle exit cone. This provides a reduced impact at splashdown. These nozzle exit cone shipments should be handled in the same manner as the RSRM segments, except where specifically designated.

All operating employees that handle this equipment (both loaded and spent rocket segments) in the performance of their duties must be familiar with these guidelines and the clearance messages for these shipments.

1. **Notification Procedures:** Notification of a pending solid rocket motor movement on KCS will come from the Union Pacific Railroad to the KCS Director STC. Based upon this advance notice the KCS Director STC will develop a firm estimated time of arrival and notify the Joint Agency General Superintendent.

Once the ETA is established, alert/expedite notices will be sent to the Kansas City Joint Agency, Director STC, and Shreveport personnel. The Shreveport operations office will send clearance notices to all operating points between Kansas City and New Orleans, as well as the responsible train dispatchers.

After the shipment comes on line, the KCS Chief Dispatcher will monitor progress and extend telephone notification to the CSXT Railway.

2. **Origin Terminal Procedures:** Arrival Inspection (Kansas City) - Upon arrival of shipment in interchange, employees will inspect each car in the shipment. This will include wheels, draft system, suspension system, side bearing, brake systems and safety appliances. Any defects will be repaired before departure from Kansas City. Exterior of car canopies will be inspected for damage or vandalism.

Smoking or in any way producing fire on, under or about any car in these shipments is not allowed. This includes repairs to the cars or lading. If welding/cutting on or near these cars is required, it must be done under the direct supervision of a car foreman and then only after notifying Thiokol corp.

**Waiting for Departure** - While waiting for departure, these cars should be placed in a high visibility location. These cars must be inspected periodically. The door to these cars are locked for security during shipment. The shipping cover will not completely protect the rocket motor from acts of vandalism or sabotage, such as high powered firearms or fire or explosives devices etc.

**Train Service** - These movements will operate in regular or special train service at Thiokol's request. Regular train service preference Southward is Train KCNO between Kansas City and Shreveport, and Train SHN01 between Shreveport and New Orleans. However, these shipments should not be delayed more than 10 hours waiting for a higher preference outbound train.

Should Thiokol request special train service, all normal operating guidelines will apply. Should special train service become standard, then KCS will seek run-through power agreements with the other roads involved. This will reduce delay and handling of the rocket motor cars.

**Locomotives** - Locomotives must be properly inspected before departure. A working radio must be provided on the lead locomotive and caboose. If the train is cabooseless, then two working radios within the locomotive consist must be provided.

**Outbound Train Makeup** - After acceptance of shipment and prior to departing Kansas City, an initial terminal air brake test will be performed as per current regulations and an air brake certificate furnished to the outbound engineer.

## System Special Instructions

Rail cars in these shipments are not allowed to roll free or be switched detached from the locomotive. No other equipment is to be switched with these cars, nor are cars to be kicked into the RSRM cars.

Handle carefully avoiding tracks with close fixed obstructions, close track centers and excessive curvature. Use caution when going through and/or near crossovers and turnouts. Air hoses will be tie-wrapped to reduce the possibility of air hose separation.

Cut levers will be wedged to reduce the possibility of train separation.

### 3. On Line Road Procedures

**Train Handling** - At the discretion of the Division Superintendent, a Transportation Supervisor shall accompany the shipments between Kansas City and New Orleans.

Safety stops will be made before coupling into any RSRM or business car, occupied or unoccupied.

Trains handling RSRM loaded cars, are to remain on the main track at meeting points. Spent RSRM are to remain on the main track, when possible.

Trains are restricted to 20 MPH as they pass each other at meeting points.

Train crew inspections of RSRM cars at meeting points is required as per Kansas City Southern Lines Operating Rules.

Adjacent tracks to this equipment in Yards are to remain clear whenever possible.

Inspections shall be made by car department employees when possible.

Roll by inspections shall be made checking journal bearings, air hoses, wheels (flat spots, etc.), stuck brakes, hand brakes and dragging equipment at Pittsburg, Kansas; Heavener, Oklahoma; Shreveport, Louisiana; Latanier, Louisiana; and Baton Rouge, Louisiana.

### 4. Destination Terminal Procedures

**Arrival at Shrewsbury (New Orleans)** - These cars will be handed over to the Norfolk Southern Railroad for interchange and delivery to the CSXT Railway. (See CSXT special handling instructions for Thiokol Solid Rocket Motors).

**Waiting to Depart** - These cars should be placed in a high visibility location. No smoking or any fire is allowed on or near these shipments.

5. **Destination Terminal Procedures:** Empty (spent rocket segments) return procedures shall be the same as loaded movements. The route will be from receipt of spent segments at Shrewsbury (New Orleans) from the CSXT Railway (via Norfolk Southern Railway) to Kansas City and delivery to the Union Pacific Railroad. Should Thiokol Corporation request special train service for the spent rocket segments, the order of preference will be Train #54 (Train #10 as alternate) between New Orleans and Shreveport and Train #10 between Shreveport and Kansas City. The shipments should not be delayed more than 10 hours waiting on a higher preference outbound train.

6. **Emergency Procedures:** An emergency is defined as any situation in which personnel, cargo, equipment or any property (public or private) would be endangered.

**Derailment or Other Non-Ignition Emergency** - In the event the solid rocket motor car is derailed or survives an accident without igniting:

1. Extinguish incidental fires within a 450 foot radius of the car.

## System Special Instructions

2. If cover is detached or broken open and a fire is in the immediate vicinity of the exposed solid rocket motor, use extreme caution in fighting the fire and approach the car from the side. The propellant does not emit flammable vapors under ambient (normal) conditions and is therefore not subject to flash back such as gasoline, etc.
3. Keep out all non-essential persons. Keep general public beyond 2500 feet from car.
4. Allow no flame or spark producing devices or equipment into the area until damages can be assessed.
5. Contact:  
**KCS Director STC Office** (24 hours).  
(318) 676-6049  
or  
(318) 676-6649  
and  
**Thiokol Emergency Office** (24 hours)  
(801) 863-8545

Thiokol's Emergency Office will request the following:

- (a) Location and rail line.
- (b) Name and number of caller
- (c) Description and seriousness of emergency.
- (d) Whether Thiokol's assistance is required.

Thiokol will have an emergency team in transit if needed within four hours of notification via the most expeditious means available.

7. **Ignition of the Solid Rocket Motor** In case of a derailment or accident the solid rocket motor could ignite. In the event the solid rocket motor is ignited:

1. Evacuate all personnel immediately as far as possible, but no less than 2500 feet, and wait for fire to subside.
2. Do not attempt to fight the fire, it cannot be extinguished. It will burn out in 12 to 16 minutes.

**Caution:** Do not breathe the fumes, it could be hazardous.

3. Contact:  
**KCS Director STC Office** (24 hours).  
(318) 676-6049  
or  
(318) 676-6649  
and  
**Thiokol Emergency Office** (24 hours)  
(801) 863-8545

4. Thiokol's Emergency Office will request the following:

- (a) Location and rail line.
- (b) Name and number of caller
- (c) Description and seriousness of emergency.
- (d) Whether Thiokol's assistance is required.

Thiokol will have an emergency team in transit if needed within four hours of notification via the most expeditious means available.

8. **Hot Journal on Solid Rocket Motor Car:** In the event the solid rocket motor car develops a hot journal en route:

1. Train crew should contact Train Dispatcher and/or Chief Dispatcher immediately.
2. Set out solid rocket motor car at nearest location.
3. Chief Dispatcher contact:
  - (a) Nearest law enforcement agency and arrange security protection until KCS Special Services Department can arrive at location.

## System Special Instructions

- (b) KCS Car Department forces to repair car as soon as possible.
  - (c) Thiokol Emergency Office (801) 863-8545 (24 hours).
4. Thiokol's emergency office will request the following:
    - (a) Location and rail line.
    - (b) Name and number of caller.
    - (c) Description and seriousness of emergency.
    - (d) Whether Thiokol's assistance is required.

In the event of a hot journal Thiokol Corporation's assistance will not be required.

9. **Hot Journal on Spacer Car:** In the event the spacer car develops a hot journal enroute:

1. Train crew should contact Train Dispatcher and/or Chief Dispatcher immediately.
2. Set out spacer car at nearest location.
3. Chief Dispatcher should assist in finding a suitable replacement spacer car as soon as possible from nearby location or from within the train, if in regular train service.

10. **Vandalism to Solid Rocket Motor Car:** In the event the solid rocket motor car is vandalized in any way:

1. Extinguish incidental fires within a 450 foot radius of the car.
2. If cover is detached or broken open and a fire is in the immediate vicinity of the exposed solid rocket motor, use extreme caution in fighting the fire and approach the car from the side. The propellant does not emit flammable vapors under ambient (normal) conditions and is therefore not subject to flash back such as gasoline, etc.
3. Keep out all non-essential persons. Keep general public beyond 2500 feet from car.
4. Allow no flame or spark producing devices or equipment into the area until damages can be assessed.
5. Contact:  
**KCS Director STC Office** (24 hours).  
(318) 676-6049  
or  
(318) 676-6649  
and  
**Thiokol Emergency Office** (24 hours)  
(801) 863-8545

Thiokol's Emergency Office will request the following:

- (a) Location and rail line.
- (b) Name and number of caller
- (c) Description and seriousness of emergency.
- (d) Whether Thiokol's assistance is required.

Thiokol will have an emergency team in transit if needed within four hours of notification via the most expeditious means available.

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### N. GRADE CONDITIONS

Due to grade conditions, the train dispatcher will not issue a rule 9.12.1 to a following train at the locations listed below until the rear of a preceding train has passed the milepost location indicated.

Following trains	Preceding trains
Rich Mountain ..... South	MP 377
Rich Mountain ..... North	MP 355
.....	(South Page)
Page ..... North	MP 345
Stilwell ..... North	MP 250
Westville ..... South	MP 250
Siloam Springs ..... South	MP 235
.....	(North Watts)
McElhany ..... South	MP 192
McElhany ..... North	MP 174

The train dispatcher must ascertain the exact location of the preceding train before issuing General Code of Operating Rule 9.12.1 to a following train at the above locations.

### O. WEATHER CONDITION

When weather bulletins forecasting hazardous weather are received in the System Operations Center, the train dispatcher will notify all trains in the area.

The train dispatcher must ascertain from forces on duty facts concerning excessive rain and/or wind, fog, the sudden rise of streams, or any other adverse condition which may restrict visibility, affect the condition of the track, or otherwise endanger trains and engines. He must notify the appropriate section foreman promptly and require him to inspect the track and make a subsequent report of conditions.

When hazardous weather is reported, the train dispatcher will give train crews notice.

When conditions warrant crews are responsible to comply with Rule 6.21 Precautions account Unusual Conditions.

When doubt exists concerning safety of movements, train dispatchers and control operators must hold trains or place them in sidings, maintain absolute blocks between trains and engines, and take other action as may be required until the track has been patrolled and found to be safe.

### P. THE GENERAL CODE OF OPERATING RULES, EFFECTIVE APRIL 10, 1994, ADDITIONS AND CHANGES

#### Rule 1.2.5 Reporting - add new paragraph:

If an employee receives a medical diagnosis of occupational illness, he or she must report it immediately to the proper manager. The medical department will review the report to determine if it is work related.

#### Rule 1.5 Drugs and Alcohol - add new second paragraph:

The use of or possession of intoxicants, over-the-counter or prescription drugs, narcotics, controlled substances, or medication that may adversely affect safe performance is prohibited while on or off duty or on or off company property, except medication that is permitted by a medical practitioner and used as prescribed. Employees must not have any prohibited substances in their bodily fluids at any time.

## System Special Instructions

### Rule 1.6 Conduct - add the following paragraphs:

Desertion from duty, making false reports or statements, concealing facts concerning matters under investigation, and serious violations of the law, are prohibited.

Any act of hostility, misconduct, or willful disregard or negligence affecting the interests of the company or its employees is sufficient cause for dismissal and must be reported. Indifference to duty, or to the performance of duty, will not be condoned.

#### Rule 1.6.1 Motor Vehicle Driving Records - new rule added:

Employees certified as locomotive engineers, whatever class of service, must report convictions for:

- Operating a motor vehicle while under the influence of or impaired by alcohol or a controlled substance.
- Refusal to undergo such testing when a law enforcement official seeks to find out whether a person is operating under the influence of alcohol or a controlled substance.

State-sponsored diversion programs, guilty pleas and completed state actions to cancel, revoke, suspend, or deny a driver's license are considered convictions as applied to this rule.

An employee must report any conviction to an employee assistance representative no later than the end of the first business day immediately following the day the employee receives notice of the conviction.

#### Add new Rule 1.6.2 Notification of Felony Convictions:

The conduct of any employee leading to conviction of any felony is prohibited. Any employee convicted of a felony must notify his or her supervisor of that fact not later than the end of the first business day immediately following the day the employee receives notice of the conviction.

#### Rule 1.14 Employee Jurisdiction - bullet 1, is changed to read:

- Safety rules, air brake and train handling rules, and hazardous materials instructions of the railroad they are employed by.

#### Rule 1.15 Duty - Reporting or Absence - add the following sentence:

Continued failure by employees to protect their employment will be sufficient cause for dismissal.

#### Rule 1.17 B. Exceeding the Law, add the following as the last sentence:

Except as provided by this paragraph, employees are then relieved of all duties.

#### Rule 1.26 Gratuities - is changed to read:

Employees must not discriminate among railroad customers. Employees must not accept gifts or rewards from customers, suppliers, or contractors of the railroad unless authorized by the proper manager.

#### Rule 2.13 In Place of Hand Signals - is changed to read:

When the radio is used instead of hand signals for backing or shoving movements, information must include the direction and distance to be traveled.

#### Rule 2.14 Transmitting Track Warrants and Track Bulletins - add the following:

**Note:** The requirements of this rule apply to transmitted DTC, CTC instructions and authorities.

## System Special Instructions

### Rule 2.17.1 Equipment Failure

Any radio or wireless communication device found not to be functioning as intended when tested, must be removed from service and the train dispatcher or yardmaster must be so notified as soon as possible.

If a radio fails on the controlling locomotive en route, the train may continue until the earlier of:

1. The next calendar day inspection,  
or
2. The nearest forward point where the radio can be repaired or replaced.

### Rule 5.2.2(A)(3) Signals Used by Employees - is changed to read:

3. Flagmen only - have a red flag and six red fuses.

### Rule 5.2.2(B)(3) Signals Used by Employees - is changed to read:

3. Flagmen only - have a white light and six red fuses.

### Rule 5.4.1 Temporary Restrictions - is changed by adding:

Track flags will not be used with a track bulletin Form A, that is issued to protect against thermal displacement.

**Rule 5.4.3 Display of Yellow-Red Flag** - Delete Item 2(b), which reads, "The rear of the train has passed a green flag".

#### Add the following paragraph:

Green flags must not be placed to release a train from the requirements of a yellow-red flag.

### Rule 5.4.5 Display of Green Flag - is changed to read:

A green flag indicates the end of a speed restriction. If a series of locations require reduced speeds, the green flags could overlap yellow flags. When this is the case, employees must:

- Place a yellow flag before each speed restriction.
- Place a green flag at the end of the last speed restriction.

Green flags must not be placed to release a train from the requirements of a yellow-red flag.

**Rule 5.4.6 Display of Flags Within Current of Traffic** - Change the heading "B. Yellow-Red and Green Flags" to read "Yellow-Red Flags."

### Rule 5.5.1 Advance Warning Signs - new rule:

An advance warning sign must be placed 2500 feet before the location where the lower speed is in effect.

### Rule 5.8.2 Sounding Whistle, add paragraph 6:

Sound whistle signal (11) and ring the bell when approaching/passing roadway workers on or near the track, regardless of any whistle prohibition. When track car is observed on an adjacent track, sound whistle signal (11) when approaching and passing.

### Rule 5.8.2 Sounding Whistle, change Item (11) indication:

Approaching public crossing at grade start signal at whistle board or not less than 1320 feet if no whistle board is present. If distance does not permit, start signal soon enough before the crossing to provide warning. Prolong or repeat signal until engine or cars occupy the crossing.

### Rule 5.8.3 Whistle Failure - add new rule:

If the whistle fails to operate and no other unit can be used as the lead unit, continue movement with the bell ringing continuously. Stop the train before each public crossing, so a crew member on the ground can

## System Special Instructions

provide warning until the crossing is occupied, unless:

- Crossing gates are in the fully lowered position.  
or
- No traffic is approaching or stopped at the crossing.

### Rule 5.9.1 Dimming Headlight - is changed to read:

Except when the engine is approaching and passing over a public crossing at grade, dim the headlight during any of the following conditions:

1. At stations and yards where switching is being done.
2. When stopped close behind a train.
3. When stopped on the main track waiting for an approaching train. However, when stopped in a signaled block system limits, turn the headlight off at the radio request of the crew of an approaching train, until the head end of the train passes.
4. When approaching and passing the head end of a train on the adjacent track.
5. At other times to permit passing of hand signals or when the safety of employees requires.
6. When left unattended on a main track in non-signaled territory.

### Rule 5.9.2 Headlight Off - is changed to read:

Turn the headlight off under either of the following conditions:

- The train is stopped clear of the main track. However, an extinguished headlight does not indicate that a train is clear of the main track.  
or
- The train is left unattended on the main track in signaled block system limits.

### 5.9.5 Displaying Ditch Lights- is changed to read:

Display ditch lights, if equipped, to the front of the train when the headlight is on bright.

Locomotives must not be operated as the lead unit out of the initial terminal unless both ditch lights are operating. However, if no units are equipped with ditch lights, do not exceed 20 MPH over public crossings until occupied.

If one ditch light fails en route, the train may proceed, but repairs must be made by the next daily inspection. If two ditch lights fail en route, the train may proceed not exceeding 20 MPH over public crossings, but must not travel beyond the first point where repairs may be made or until the next daily inspection, whichever occurs first.

**Note: If ditch lights fail or the unit is not equipped with them, an Oscillating white Headlight displayed to the front of train when headlight is on bright will meet requirements of this rule until March 6, 2000.**

### Rule 5.9.6 Displaying Oscillating white Headlight - is changed to read:

Display Oscillating white Headlight, if equipped, to the front of the train when the headlight is on bright.

Locomotives must not be operated as the lead unit out of the initial terminal unless Oscillating white Headlight or ditch lights are operating. However, if no units are equipped with Oscillating white Headlight or ditch lights, do not exceed 20 MPH over public crossings until occupied.

If the Oscillating white Headlight or one ditch light fails en route, the train may proceed, but repairs must be made by the next daily inspection. If the Oscillating white Headlight and two ditch lights fail en route, the train may proceed not exceeding 20 MPH over public crossings, but must not travel beyond the first point where repairs may be made or until the next daily inspection, whichever occurs first.



## System Special Instructions

### Rule 5.10.3 Two-Way End of Train Devices - add new rule:

**A. Required** - A train must be equipped with an operable two-way end of train device when:

- Speed will be over 30 MPH;  
or
- Operated in heavy grade territory as shown in timetable, or special instructions. (Note KCS and GWWR do not operate over heavy grades)

A train equipped with an operable two-way end of train device must not depart its initial terminal until the device is armed and the engineer has been informed that the two-way end of train device has been tested. In the event that the device cannot be armed, train can depart, but train speed is restricted to 30 mph or less, refer to part B, of this rule.

**B. Not Required** - The following trains are not required to be equipped with a two-way end of train device:

- Local and Work trains with less than 4,000 trailing tons unless operating in heavy grades of 2 percent or more
- Passenger trains equipped with emergency brakes. Valves accessible to a crew member
- Trains that do not exceed 30 MPH unless operating in heavy grades
- Trains with helper locomotive in rear third of train with two way voice radio communication
- Train with occupied equipment at the rear of train which is equipped with a functioning emergency brake valve and two way voice radio communication
- Light locomotives

**C. Failure Enroute** When a two-way end of train device becomes inoperative enroute, reduce speed not to exceed 30 MPH until the:

- ability to initiate an emergency application at the rear of the train as been restored,  
or
- train reaches the next point where the device can be repaired or replaced.

Inoperative enroute means an indication of a communication break as indicated on the head end unit.

Notify the train dispatcher whenever a device fails enroute.

**D. Heavy Grade Territory (Note: KCS and GWWR do not operate over heavy grades)** A train may not operate in a heavy grade territory without an operable two-way end of train device, unless one of the following alternative methods are used:

- Helper locomotive located in the rear third of the train.
- Occupied equipment at rear of the train is equipped with a functioning emergency brake valve.

In either case as outlined above, employee must establish and maintain two way voice radio contact with the engineer of the controlling locomotive. Employees must confirm radio contact before head of train reaches the crest of the grade. If radio contact is lost, train must be stopped.

### Rule 5.11 Engine Identifying Number - is changed to read:

Trains will be identified by initials and engine number, adding the direction when required. When an engine consists of more than one unit or when two or more engines are coupled, the number of one unit only will be illuminated as the identifying number. The identifying number will be the number of the lead unit, unless changing direction during a trip or tour of duty when that unit is no longer the lead unit.

## System Special Instructions

### Rule 5.13.1 Utility Employees - which reads:

This rule outlines the requirements for allowing utility employees to work without blue signal protection.

As used in this rule, a **Utility Employee** is a railroad employee assigned as a temporary member of a train or yard crew.

#### A. Requirements to Start Work

A utility employee may work as a member of only one train or yard crew at a time.

No more than three utility employees may work with one train or yard crew at the same time.

A utility employee may become a member of a train or yard crew under the following conditions:

- The utility employee communicates with the designated crew member of the train or yard crew before starting work. Communication may be conducted verbally or by radio.
- The designated crew member identifies the utility employee to each member of the crew, and each crew member acknowledges the utility employees presence.
- The designated crew member authorizes the utility employee to work as a temporary member of the crew.

#### B. Requirements While Working On, Under, or Between

Before a utility employee may work on, under, or between rolling equipment, the following applies:

- All members of the crew must communicate with each other to understand the work to be done.
- The engineer must be in the cab of the assigned controlling locomotive. However, another member of the same crew may replace the engineer when the locomotive is stationary.

#### C. Requirements When Work Ends

A Utility employee is released from a train or yard crew when:

- The utility employee notifies the designated crew member that the work is completed.
- The designated crew member notifies each crew member that the utility employee is being released.
- The designated crew member releases the utility employee from the train or yard crew after each crew member acknowledges this notice.

### Rule 5.16 Observe and Call Signals - add new paragraph 4:

#### Helper Operations

Road engineer will transmit via radio all signal indications other than "CLEAR" to the helpers. Helper crew member will acknowledge via radio all signal indications, other than "CLEAR", to the road engineer.

### Rule 6.2.1 Train Location - add new rule:

Train or maintenance of way employees who receive authority to occupy the track after the arrival of a train or to follow a train must ascertain the train's location by one of the following methods:

- Visual identification of the train.
- Direct communication with a crew member of the train.
- Receiving information about the train from the train dispatcher or control operator.

## System Special Instructions

### Rule 6.3 Main Track Authorization - add as the last paragraph:

Written authorities that are no longer in effect must be retained until the end of the tour of duty unless otherwise instructed by the train dispatcher.

#### 6.3.1 Movement of Hy-Rail Inspection Vehicles

Hy-rail Inspection Vehicles are defined as a Roadmasters Truck, Signal Supervisors Truck, and other Company Officer's Vehicles that are equipped with rail wheels.

Hy-Rail Inspection Vehicles will be governed by the following:

- They must be prepared to stop when approaching any of the following:
  1. People or animals
  2. Any road crossing
  3. Standing or moving trains, cars, or on track equipment, on the same or adjacent tracks
  4. Frogs or switches
  5. Derails, tunnels, or station platforms
  6. Curves or points where the view is obscured
- When approaching and passing over road crossings:
  1. Move in such a way as to avoid accidents
  2. Remain in complete control of the on-track equipment
  3. Stop, if necessary
  4. Provide protection against vehicular traffic, if necessary
- At an interlocking signal when operating a Hy-Rail Inspection Vehicle that does not shunt the track, the track car operator must stop. If no conflicting movement is seen or heard, the track car may proceed as the way is seen to be clear.

Railroad Radio and Headlights must be on at all times. Unit must have adequate flagging supplies.

**A. Movement of Hy-Rail Inspection Vehicles on Controlled Track**  
Employees must obtain proper authority from the train dispatcher or control operator, before an employee can operate a Hy-Rail Inspection Vehicle on the following controlled track territories:

- CTC
- DTC
- TWC
- Signaled Yard Limits

Hy-Rail Inspection Vehicles may operate at a maximum speed of 40 MPH, provided the **authority is not joint** with other trains, track cars, and/or employees. **If track limits are joint with other trains, track cars, and/or employees movements will be made at RESTRICTED SPEED.**

**B. Operating Two or More Hy-Rail Inspection Vehicles as a Single Unit on Controlled Track**

Hy-Rail Inspection Vehicles may share the same authority number and operate as a single unit under the following conditions:

## System Special Instructions

- They must stay within sight of each other
- They must be able to stop in 1/2 their range of vision

### C. Movement Hy-Rail Inspection Vehicles on Non-Controlled Track

If there is a person in charge of the non-controlled track obtain permission before fouling the track. When moving on non-controlled track be governed by the following:

- All movements will be made at **restricted speed**.

### Rule 6.4 Reverse Movements - is changed to read:

Make reverse movements on the main track or controlled siding at Restricted Speed and only within the limits a train has authority to occupy.

#### Rule 6.4.1 Permission for Reverse Movement - is changed to read:

Obtain permission from the train dispatcher or control operator before making a reverse movement, unless the movement is within the same block in any of the following territories:

- CTC
- Signaled TWC
- Signaled DTC
- Rule 9.14 (Movement with the Current of Traffic)

#### Rule 6.4.2 A. Control Points or Manual Interlockings - is changed to read:

Except within track and time limits, obtain permission from the control operator:

1. Before making a reverse movement if the trailing end of the train is between the outer opposing absolute signals of a control point or manual interlocking.
2. Before making a forward movement after making a reverse movement if the leading engine is between the outer opposing absolute signals of a control point or manual interlocking.

### Rule 6.6 Picking up Crew Member - delete item 6:

6. Movement does not exceed 5 MPH.

### Rule 6.12 FRA Excepted Track - bullet 3, is changed to read:

- No movement will be operated that contains more than five cars placarded according to Hazardous Material Regulations.

### Rule 6.13 Yard Limits - add the following as a last paragraph:

Within these limits, when yardmaster is on duty, he will issue necessary instructions and control movements. When yardmaster is not on duty, train dispatcher will issue these instructions.



*Think safety . . .  
Work safely*

## System Special Instructions

### Rule 6.14.1 Branch Line Territory - add new rule:

The train dispatcher may verbally authorize trains and MW to occupy the main track within branch line territory. Branch line territory limits are specified on timetable subdivision pages within method of operation. The train dispatcher will keep written records of authorities granted.

A track bulletin Form B, in conjunction with flags, may be used to protect track cars and/or employees on the main track or siding within these limits.

#### A. Sole Authority

- Movement may be made in either direction without flag protection.
- Authority will be granted to one train or one track car at a time.  
and
- Authority will be void when the crew reports clear of limits to the train dispatcher.

#### B. Joint Limits

Joint Limits may be verbally authorized by the train dispatcher. This will allow trains, Men and Equipment to occupy the track jointly.

The train dispatcher must inform all movements of each other and make a written record of such authority.

When operating under joint limits

- All movements will be made at restricted speed.
- Trains and track cars operating within these limits must communicate, where possible, when moving within these limits.

#### C. Reporting Clear of Limits

A train without a crew member on the rear and operating in non-signal territory may report clear of the limits or report having passed a specific location only when it is known the train is complete. This must be determined by one of the following ways:

1. The rear of the train has a rear-end telemetry device, and air pressure on the head-end device indicates brake pipe continuity.
2. An employee verifies the marker is on the rear of the train.
3. A crew member can observe the rear car of the train on which the marker is placed.
4. The train is stopped, and an inspection verifies that the marker is on the rear car of the train.  
or
5. A trackside warning detector transmits an axle count for the train, and the axle count duplicates the axle count transmitted by the previous trackside warning detector.

In addition, a train clearing in a siding or other track must comply with requirements outlined in Rule 8.3 (Main Track Switches) before reporting clear of the limits.

### Rule 6.19(A) Flag Protection - is changed to read:

#### A. Flag Protection Not Required

Flag protection is not required against following trains.

## System Special Instructions

### 6.19.7 Train Coordination - add new rule:

Employees may use a train's authority to establish working limits for track maintenance. To establish working limits, the train must be in view and stopped. The employee in charge of working limits will communicate with a member of the train crew and determine that:

- Movements will be made only as permitted by the employee in charge until the working limits have been released to the train crew by that employee.
- The train will not give up its authority with the working limits until those limits have been released by the employee in charge.

#### Establishing Working Limits

Working limits may be established within a train's authority as follows:

#### A. DTC or TWC Territory

1. With a train having authority to move in either direction that is not joint.  
or
2. With a train having authority to move in one direction only, working limits must not be established:
  - Behind the train;
  - More than one block in advance of the train or beyond any location that a train or engine could enter the track between the employee in charge of working limits and the train.

#### B. Rule 9.15 (Track Permit) - With a train having the only track permit authority within the limits.

#### C. CTC Territory

1. With a train having track and time authority that is not joint.  
or
2. With a train having authority to move in one direction only, working limits must not be established:
  - Behind the train
  - More than one block in advance of the train or beyond any location that a train or engine could enter the track between the employee in charge of working limits and the train.

### Rule 6.20 Portion of Train Left on Main Track - delete bullet 2 and add a last bullet:

- Make the return movement at Restricted Speed. However, an engine without cars may return at a higher speed when governed by block signal indication.

### Rule 6.23 Inspection of Cars and Units, add the following:

Train must not proceed until all conditions have been met:

1. Brake pipe pressure has been restored by:
  - Observing air pressure gauge on rear of train.  
or
  - Communication between the Front EOT and Rear EOT indicates that air pressure has been restored to the train.
2. Brake pipe leakage test performed as follows:
  - After air brakes have released, make a 20 PSI brake pipe reduction.  
and
  - After brake pipe exhaust ceases, place automatic brake valve cutout valve to "OUT" position. If brake pipe pressure rapidly reduces to zero, entire train must be inspected. If brake pipe pressure stabilizes, train may proceed.

## System Special Instructions

- When air hoses part, causing an undesired emergency application of the air brakes, while moving on line, employees must check to see if hoses are properly coupled, and secure them with air hose supports, if necessary. When it is necessary to install or adjust an air hose support, hoses should be 4 inches above the top of the rail.

### EXCEPTIONS:

**WALKING INSPECTION** of train is required after an emergency application when **ANY** of the following conditions exist:

- KEY TRAIN as defined in hazardous material instructions.
- SEVERE SLACK ACTION occurred during stop.
- EXCESSIVE POWER is required to start train.
- Train **WILL NOT** pass a brake pipe LEAKAGE TEST as explained above.

**NOTE:** If a bridge not equipped with a walkway, or another physical characteristic, prevents a walking inspection of the entire train, a roll-by inspection of the remainder of train will be made before proceeding not to exceed 5 MPH.

**ROLL-BY INSPECTION** not to exceed 10 MPH is required after an emergency application when **ANY** of the following conditions exist:

- NO** communication between the Front EOT and the Rear EOT and Train **WILL** pass a brake pipe LEAKAGE TEST as explained above.
- Train exceeds 5,000 tons, and the emergency application occurred at a speed below 25 MPH.

TRAIN INSPECTION CHECK LIST

	Walking Inspection	Roll-by Inspection	Proceed No Inspection
Brake pipe pressure is not restored	X		
KEY Train	X		
Excessive Power Required to Start Train	X		
Excessive Slack Action When Stopping	X		
Train will not pass brake pipe leakage test	X		
No communication between front and rear EOT and train will pass brake pipe leakage test		X	
Over 5000 tons: speed below 25 MPH and train will pass brake pipe leakage test		X	
Less than 5000 tons pressure restored and train will pass brake pipe leakage test			X
Speed above 25 MPH pressure restored and train will pass brake pipe leakage test			X

### Rule 6.32.2 Automatic Crossing Devices - is changed to read:

When within 1/4 mile of a crossing equipped with automatic warning devices, do not increase speed by more than 5 MPH until the device has been operating long enough to provide warning (20 seconds) and the crossing gates, if equipped, are fully lowered.

Under any of the following conditions, a movement must not foul a crossing equipped with automatic warning devices until the device has been operating long enough to provide warning and the crossing gates, if equipped, are fully lowered:

- Movement has been delayed or stopped within 3,000 feet of the crossing.
  - Movement is closely following another movement.
- or

## System Special Instructions

- Movement is on other than the main track or siding.

Employees must observe all automatic crossing warning devices and report any that are malfunctioning to the train dispatcher or proper authority by the first available means of communication.

Notify all affected trains as soon as possible.

### A. Automatic Warning Devices Malfunctioning

Use the following table to properly complete movement over the crossing:

Movement When Automatic Warning Devices Are Malfunctioning	
If . . .	Then . . .
The crossing is not protected by someone at the crossing	Stop before occupying the crossing. After a crew member is on the ground at the crossing to warn highway traffic, proceed over the crossing on hand signals from that crew member.  or If devices are seen to be working or when relieved by train dispatcher, proceed over the crossing at 15 MPH without stopping until the head end of the train completely occupies the crossing. Then proceed at normal speed.
The crew is notified that the crossing is protected by 1 equipped flagger who is unable to protect the crossing in all directions of approaching traffic	Proceed over the crossing at 15 MPH without stopping until the head end of the train completely occupies the crossing. Then proceed at normal speed.
The crew is notified that the crossing is protected by 1 or more equipped flaggers who are able to protect the crossing in all directions of approaching traffic	Proceed over the crossing at normal speed without stopping.
<b>NOTE:</b> An equipped flagger is a person other than a crew member who is equipped with an orange vest, orange shirt, or orange jacket. At night, the vest, shirt, or jacket must be fluorescent. The flagger must have a red flag or stop paddle at day, and a light at night.	

### B. Whistle for Crossing

When notified that automatic warning devices are malfunctioning, sound whistle signal 5.8.2 (11) regardless of any whistle prohibition.

### C. Train Dispatcher, Yardmaster, and person in charge of yard Responsibilities

When notified that automatic warning devices are malfunctioning, the train dispatcher must:

- Notify all trains.
- Contact the Signal Coordinator to ensure that local law enforcement agents are contacted.

### D. Power Off Indicator

When the Power Off Indicators on the side of the signal housing at highway crossing are not illuminated, immediately notify the train dispatcher.

## System Special Instructions

### Rule 7.1 Switching Safely and Efficiently - add paragraph 2:

Do not leave cars or engines where they will foul equipment on adjacent tracks or cause injury to employees riding on the side of a car or engine.

### Rule 7.3 Additional Switching Precautions - add bullet under the second paragraph:

- Loaded articulated and solid drawbar- connected cars

### Rule 7.6.1 Securing Unattended Engines - add new rule:

When possible, place locomotives that will be left unattended on a track protected by a derail.

Locomotives are considered to be unattended when left at any location and relieving crew or mechanical forces are not present to take charge of locomotives. Present to take charge of a locomotive is defined as being within 30 feet and in position to immediately board.

#### A. Not Necessary to Secure

Unless conditions require, when the crew is off the locomotive and in position to immediately board it is not necessary to secure the locomotive. This is a distance of no more than 30 feet from the locomotive.

#### B. Apply a Sufficient Number of Handbrakes

Apply sufficient number of handbrakes, but not less than one, when:

- The crew is temporarily off the locomotive for the purpose of: meal period, paperwork, etc.
- The locomotives are left in a mechanical repair track, unless a mechanical department employee is present to take charge of the locomotive.
- <sup>or</sup> The locomotives are left within terminals.

#### C. Apply All Locomotive Handbrakes

Apply all handbrakes when locomotives are left outside terminals, attached or unattached to a train.

### Rule 7.8 Coupling or Moving Cars on Tracks Where Cars are Being Loaded or Unloaded - delete sentence reading:

Properly close or secure plug-type and swinging doors on cars.

### Add a 5th bullet under "In Addition":

- Ensure plug-type and swinging doors on cars are properly closed or secured.

### Rule 8.2 Position of Switches - add new paragraph at the end:

Do not operate a switch that is tagged. If a switch is spiked, do not remove the spike unless authorized by the craft or group that placed it.

### Rule 8.3 Main Track Switches - paragraph 2, add bullet 7:

- Within DTC limits at either switch of a siding, when instructed by the train dispatcher. The train dispatcher will immediately provide this information to all affected trains operating on the subdivision by use of additional instructions. The switch must not be considered restored to the normal position until the train dispatcher is notified by an employee at that location. The train dispatcher will not grant authority beyond that control point to any train until notified by an employee at that location that the switch has been restored to normal position.

### Rule 8.20 Derail Location and Position - paragraph 3 is changed to read:

Sidings having hand-thrown derails will have derail locked in non derailing position, except when engines or cars are left unattended on siding. On auxiliary tracks other than siding, except when derails are placed in non-derailing position to permit movement, make sure they are always in derailing position regardless of whether cars are on the track they are protecting. Lock all derails equipped with a lock.

## System Special Instructions

### Rule 9.12.4 ABS Territory - Change the current No. 2 to No. 3 and add new No. 2:

2. Proceed at Restricted Speed to permit an engine, with or without cars, to couple to its train or to a standing cut of cars, if the track between the engine and cars is clear.

### Rule 10.1 Authority to Enter CTC Limits - bullet 1, is changed to read:

- A controlled signal displays a proceed indication.

### GCOR Track and Time Rules, 10.3, 10.3.1, 10.3.2, 10.3.3 and 10.3.4 are replaced by the following:

#### Rule 10.3 Track and Time

The control operator may authorize a train to occupy main track and siding within specified limits for a certain time period. Authority must include track designation, track limits, and time limit. The train may use the track in either direction within the specified limits, until the limits are verbally released, without providing flag protection.

If track limits are not occupied by other trains, track cars, and/or employees, a train may operate on signal indication at track speed.

Limits designated by a switch extend only to the signal governing movement over the switch unless otherwise designated.

Track and time does not authorize trains to occupy the main track within automatic interlocking limits.

#### A. Passing Signal Displaying Stop

Except at automatic interlocking, trains granted track and time:

1. After stopping at a signal displaying a Stop indication, must be granted verbal authority to enter the limits at either end. Verbal authority is not required after stopping when within the limits or when entering the limits at any other location.
2. Must observe the requirements for inspection of spring switches.

#### B. Additional Time

Trains must release track and time before the time granted expires. If the train requires additional time, a crew member must obtain authority from the control operator before time expires. If the crew member cannot contact the control operator and time limits expire, authority is extended until the control operator is contacted.

#### C. Track and Time Release

Employees releasing track and time limits must state:

- Their name
- The track and time limits being released, including number, if applicable.

If no other employee has received track and time within the same limits, a train may release track and time to move in a specified direction. Signal indications will then govern the train, if the control operator verbally authorizes the release specifying direction of movement.

#### D. Releasing a Portion of Track and Time

A train or track car may release a portion of the track limits to the rear, after passing a control point, without giving up the remainder of the track limits.

#### E. Operating Dual Control Switches within Track and Time

When operating within the limits of track and time employees can operate all dual control switches by hand, without permission from the dispatcher.

# System Special Instructions

## Rule 10.3.1 Protection of Limits

Before granting track and time, the control operator must apply blocking or marking devices to the control machine to prevent movement into the limits. The control operator may only grant track and time:

1. If the limits are clear.
2. If the limits are occupied by a train with track and time or that will receive track and time.
3. For an engine to switch a train standing within the limits. Crew members on the engine must provide protection against possible movement of the standing train, if necessary.  
or
4. After all trains moving within the limits that do not have track and time have passed the location where the track will be occupied, and the employee has been notified that authority is granted behind such trains. When issuing track and time under these circumstances, instructions must include **"DO NOT SET ON AHEAD OF OR PASS PRECEDING TRAIN," SPECIFYING INITIALS, ENGINE NUMBER, AND DIRECTION, AND THE TRACK LIMITS MUST BE CONSIDERED OCCUPIED.** The provisions of Rule 6.2.1 Train Location apply.

Blocking or marking devices must not be removed until track and time has been released to the control operator. Other movements must not be authorized into the limits unless also granted track and time.

## 10.3.2 Protection of Machines, Track Cars, or Employees

Machines, track cars, or employees will receive track and time in the same manner as trains.

Machines, track cars, or employees must be clear of the limits before the employee granted track and time releases the authority.

## 10.3.3 Joint Track and Time

Before track and time is granted for machines, track cars, or employees in the same limits with a train, each foreman and a crew member of each train must be notified of each other. **All movements within Joint Track and Time will be made at RESTRICTED SPEED, regardless of signal indication.**

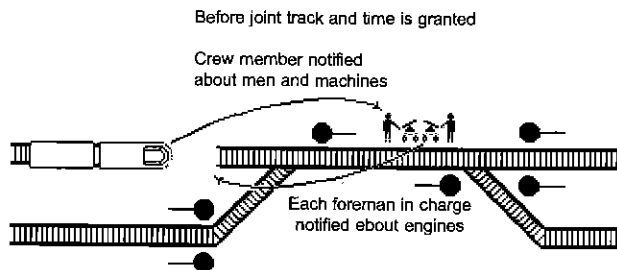


Diagram A.

When track and time is granted to protect maintenance or repair work, trains must not receive track and time within the same limits, unless the trains and foreman in charge of the work understand the conditions and movements that will be made.

# System Special Instructions

Understanding between crew member and foreman in charge of how movement will be made before joint track and time is granted if maintenance or repair work in progress

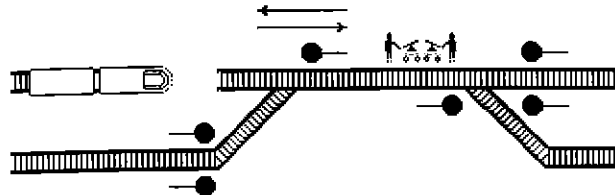


Diagram B.

## Rule 10.3.4 Record Track and Time, is changed to read as follows:

Track and time authority must be recorded and repeated to the control operator. Acknowledgment must be received before being acted upon. Track and time will be recorded on the required form as outlined below:

- A. The employee requesting track and time will state:
  - name,
  - occupation,
  - exact location,
  - limits desired
  - and
  - Engine or other identification
- B. The employee will copy the authority granted on the form provided for that purpose, and repeat from the form the authority granted. The authority must include each of the following:
  - Authority Number
  - Engine or other identification
  - Track limits
  - Time limit
  - and
  - Additional instructions as applicable.
- C. If the authority is repeated correctly the control operator will acknowledge with:
  - "OK"
  - Time
  - Date
  - Control Operator initials
- D. The employee will enter the following on the authority and repeat it back to the control operator:
  - "OK"
  - Time
  - Date
  - Control Operator initials

Track and Time is not in effect until the "OK" time, date, and control operators initials are copied and the dispatcher has said "that is correct".

The control operator must maintain a record of authority granted including the time the track and time was released.

# System Special Instructions

## 10.3.5 Voiding Track and Time

The dispatcher will state:

- Track and Time number \_\_\_\_\_ is void,
- Time,
- Date, and
- Dispatchers Initials.

and the crew member will repeat this information to the train dispatcher and write "VOID" across the authority being made void.

**The Kansas City Southern Railway**  
Track and Time / Work and Time Limits Rev. 12-17-97

Safety is **EVERYONE'S** Responsibility

AUTHORITY NUMBER \_\_\_\_\_

At \_\_\_\_\_ Subdivision

5.  \_\_\_\_\_ is granted TRACK AND TIME / WORK AND TIME AUTHORITY between \_\_\_\_\_ including switch \_\_\_\_\_ and \_\_\_\_\_ including switch until \_\_\_\_\_ hrs. with \_\_\_\_\_ and \_\_\_\_\_ and \_\_\_\_\_

**DO NOT SET ON AHEAD OF OR PASS PRECEDING TRAIN** \_\_\_\_\_ and \_\_\_\_\_

That portion of TRACK AND TIME / WORK AND TIME AUTHORITY number \_\_\_\_\_ is released between \_\_\_\_\_ and \_\_\_\_\_ and \_\_\_\_\_ and \_\_\_\_\_

RELEASE TIME \_\_\_\_\_ DATE \_\_\_\_\_ TRAIN DISPATCHERS INITIALS \_\_\_\_\_

6.  Current AUTHORITY NUMBER \_\_\_\_\_ is VOID.

7.  Additional Instructions:  
 A. \_\_\_\_\_  
 B. \_\_\_\_\_  
 C. \_\_\_\_\_  
 D. \_\_\_\_\_

**THERE ARE \_\_\_\_\_ LINES ISSUED, THEY ARE LINE NUMBER(S) 5, 6, 7.**

EMPLOYEE RECEIVING INSTRUCTIONS: \_\_\_\_\_

RELAYED TO: \_\_\_\_\_

"OK" TIME \_\_\_\_\_ DATE \_\_\_\_\_ TRAIN DISPATCHERS INITIALS \_\_\_\_\_

Section 11.0 RULES APPLICABLE IN ACS AND ATS TERRITORIES, are not applicable on the KCS.

Section 12.0 RULES APPLICABLE ONLY IN AUTOMATIC TRAIN STOP SYSTEM (ATS) TERRITORY, are not applicable on the KCS.

Section 13.0 RULES APPLICABLE ONLY IN AUTOMATIC CAB SIGNAL SYSTEM (ACS) TERRITORY, are not applicable on the KCS.

Section 14.0 RULES APPLICABLE ONLY WITHIN TRACK WARRANT CONTROL (TWC) LIMITS, are not applicable on the KCS.

# System Special Instructions

Rule 15.0, diagrams A and B, are changed as illustrated:

**The Kansas City Southern Railway Company**  
TRACK BULLETIN # \_\_\_\_\_

DATE AND TIME OF PRINTING \_\_\_\_\_

LOCATION \_\_\_\_\_ DATE AND TIME OF LAST UPDATE \_\_\_\_\_

**FORM A (TEMPORARY SPEED RESTRICTIONS)**

Line Void	Line #	Limits MP to MP	From	Until	Speed MPH	Track(s)	Flags ALMP	For Direction	"OK" Time	Dispr. Initials
	1.									
	2.									
	3.									
	4.									
	5.									
	6.									
	7.									
	8.									
	9.									
	10.									

**FORM B (MEN OR EQUIPMENT)**

Line Void	Line #	Limits MP to M	From	Until	Track(s)	Person or Equip #	Flags ALMP	For Direction	"OK" Time	Dispr. Initials	STOP
	1.										
	2.										
	3.										
	4.										
	5.										
	6.										
	7.										
	8.										
	9.										
	10.										

**FORM C (OTHER UNUSUAL CONDITIONS)**

1. \_\_\_\_\_

2. \_\_\_\_\_

3. \_\_\_\_\_

# ITEMS FOR (LOCATION) TO (LOCATION) \_\_\_\_\_

\*\*\* END OF REPORT \*\*\*

Rule 15.1, Receipt and Comparison of Track Bulletins, paragraph 1, is changed to read:

The conductor and engineer must receive a track bulletin at their initial station. The track bulletin number, date and time of last update, and total number of items must be verified with the train dispatcher, and each crew member must read and understand the track bulletin before proceeding.

Rule 15.2 Protection by Track Bulletin Form B - Change paragraph 3 to read:

However, trains do not need to comply with the above requirements if instructed otherwise as stated below, or if the entire train has cleared the limits.

Rule 15.2(C) Protection by Track Bulletin Form B - add the following to:

Any KCS track bulletin form B will be treated as if a "STOP" was written in the stop column. This requires a train or engine to stop before entering the limits, unless verbal permission has been given per rule 15.2(A).

Rule 15.12 Relief of Engineer or Conductor During Trip, is changed by adding:

**Note:** Track and Time, DTC Directional Authority, and Work and Time are considered as instructions.

# System Special Instructions

## 16.1 Authority to Enter DTC limits

A train may enter DTC limits only after receiving verbal authority from the train dispatcher. DTC territory will not include territory where Rule 6.13 (Yard Limits) is in effect.

A track car must not occupy the main track or siding without work and time or track bulletin Form B protection, except as otherwise provided by 6.3.1.

## 16.2 Directional Authority

The train dispatcher will authorize trains by granting Directional Authority, specifying track limits which will be designated by control point signs.

### First Named Point

Directional Authority will **EXTEND FROM** the first named control point, which will be the first control point to the rear of the train. If exact location of rear of train is unknown authority will extend from the second control point to the rear of the train.

### Last Named Point

Directional Authority will **EXTEND TO** the last named control point.

When a train has instructions to use the siding at the last named control point, authority will extend to and include the switch to be used. The siding must be entered in the direction of the authority.

### 16.2.1 Granting Directional Authority

Directional Authority **will not** be granted to:

- Trains within the same or overlapping track limits.
- A following train beyond the first control point to the rear of a preceding train, unless the location of the preceding train is unknown, in which case Directional Authority will not be granted to a following train beyond the second control point to the rear of the preceding train.

### 16.2.2 Movement within Directional Authority

After receiving Directional Authority, unless otherwise restricted, a train may occupy the main track and proceed in the direction specified at maximum authorized timetable speed.

### 16.2.3 Issuance of New Directional Authority

When new Directional Authority is required, a crew member must report the arrival of his train at the last named control point. The train dispatcher will issue new instructions and void the existing authority. Before a crew member repeats instructions which would void existing Directional Authority, **one** of the following conditions must be met:

- The train is located between the two (2) control points named in the new authority.
- The train is not fouling the main track.
- Flag protection has been provided.

### 16.2.4 Relieved of Requirement to Provide Flag Protection

When Directional Authority is issued, trains will be relieved of the requirement to provide flag protection. Protection from following trains will extend to the first control point to the rear of the train.

## 16.3 Work and Time

The train dispatcher may authorize trains, track cars, and employees by granting work and time.

# System Special Instructions

## 16.3.1 Granting Work and Time

Work and Time limits will be authorized:

- Between two specific locations as designated by control point signs.  
**and**
- For a specific time period.

## 16.3.2 Requesting Work and Time

When requesting Work And Time, an employee must state:

- Name and Occupation
- Exact Location
- Engine or other identification
- Limits Desired and other applicable information

## 16.3.3 Movement within Work and Time

The track or tracks between the limits specified may be used in either direction until the authority is voided or the train has reported clear of the limits as per rule 16.6, without flag protection.

---

Work and Time does not authorize trains to occupy the main track within interlocking limits.

---

### A. Joint Work and Time

When the same or overlapping limits **are occupied** by two or more trains, track cars, and employees, a crew member of each train and each foreman must be notified of each other and **ALL MOVEMENTS MUST OPERATE AT RESTRICTED SPEED.**

### B. Sole Work and Time

If track limits **are not occupied** by other trains, track cars, and employees, a train may operate at maximum authorized timetable speed. (Track Cars be governed by Rule 6.3.1)

## 16.3.4 Track Cars and Employees granted Work and Time behind trains on Directional Authority

- Track limits will be considered joint and all movements by the track car are made at **restricted speed.**
- Comply with Rule 6.2.1 Train Location

When the train dispatcher issues Work and Time under these circumstances, instructions to Track car or employee must include:

- "Do not set on ahead of or pass preceding train,"  
**and**
- Engine Initial, number and direction of that train.

## 16.3.5 Trains granted Work and Time behind trains on Directional Authority

On subdivisions where maximum speed regulations are 49 mph or less, trains may be granted Work And Time behind trains authorized by Directional Authority under all of the following conditions:

- All trains moving within the limits under Directional authority have passed the location where the following train will enter the limits,
- The employee has been notified that authority is granted behind such trains,
- All movements by the train on work and time are made at **restricted speed.**



## System Special Instructions

When the train dispatcher issues Work and Time to a train under these circumstances, instructions must include:

- "Do not set on ahead of or pass preceding train," and
- Engine Initial, number and direction of that train.

Trains operating in the same DTC block on subdivisions that maximum speed regulation is in excess of 49 mph must both operate on **Joint Work and Time at restricted speed.**

### 16.3.6 Releasing Limits

A train or track car may release a portion of the track limits, after passing a control point sign, without giving up the remainder of the track limits (16.6 Reporting Location or Clear of limits).

Before releasing a portion of track limits the conductor and engineer will hold a job briefing, both must agree that the train is clear of such limits.

### 16.3.7 Additional Time

Trains, track cars, and employees must release Work And Time before the time granted expires. If additional time is required, and employee must obtain authority from the train dispatcher or control operator before time expires. If the employee cannot contact the train dispatcher or control operator and time limits expires, authority is extended until the train dispatcher or control operator is contacted.

### 16.4 Copying Directional Authority / Work and Time

The conductor and the engineer **each** must have a copy of the Directional Authority/ Work And Time issued to their train.

The train dispatcher will issue Directional Authority/ Work And Time authority to a crew member on the head end of the train when possible.

After and employee receives Directional Authority or Work and Time, they must share the instructions with all members of the crew or gang. Each employee subject to these instructions must read and understand them before proceeding.

#### A. Transmitting Directional Authority/ Work And Time

1. The train dispatcher will issue the movement authority to the employee. The train dispatcher will observe the computer monitor or train sheet and state the total number of line numbers issued, and identify the individual line numbers marked on the movement authority (example "There are five lines issued, they are line numbers 1, 2, 3, 4, and 7"). When a train meet is included in the movement authority, the train dispatcher will state " THIS INCLUDES A REQUIREMENT TO MEET ANOTHER TRAIN".
2. An employee will enter the information and instructions on KCS Form 16.
3. After the receiving employee repeats the movement authority back to the train dispatcher. The employee should also state the total number of lines issued on the movement authority and identify the individual line numbers (example "There are five lines issued, they are line numbers 1, 2, 3, 4, and 7")
4. The train dispatcher will then check contents of the movement authority, total number of lines issued on the movement authority, and identify the individual line numbers in the appropriate manner described above.
5. If all information was repeated to the train dispatcher correct, the train dispatcher will state the total number of lines issued on the movement authority, and identify the individual line numbers "OK" and give the time, date and his initials. (example "There are five lines issued, they are line numbers 1, 2, 3, 4, and 7", OK at 1314 hours, July 10, 1998, ABC)

## System Special Instructions

6. The employee will enter the "OK" time, date and the train dispatcher's initials on the authority and repeat them to the train dispatcher.
7. If all information was repeated to the train dispatcher correctly the train dispatcher will state "that is correct". The authority will then be in effect.

#### B. Movement Authority Recorded in Writing

The employee who receives or releases Directional Authority Or Work And Time must record it in writing on KCS Form 16.

Authority must include the following:

- Authority number.
- Subdivision.
- Engine initial and number or Track Car number.
- Track limits granted.
- Previous Directional Authority/ Work And Time Authority number that is being voided.
- "OK", Time, Date, and Dispatchers initials.
- Additional instructions as applicable.
- Total number of lines issued, and check box if there is a requirement to meet another train.
- Name of employee who is copying it.
- In the event of communication failure, the employee for which the authority is being relayed.

### 16.5 Directional Authority / Work And Time In Effect

The authority is not in effect until the "OK" time, date, Dispatchers Initials are recorded on it, and after the read back the train dispatcher has said "that is correct".

**Directional Authority is in effect until:**

- A crew member reports the train has cleared the limits.  
or
- Authority is made void.

**Work And Time is in effect until:**

- Authority is made void.

When directional authority or work and time is no longer in effect, a crew member must write "Void" across each copy of KCS Form 16.

### 16.6 Reporting Location or Clear of Limits

A train without a crew member on the rear and operating in non-sigaled or double track territory, against the current of traffic, may report clear of the limits or report having passed a specific location **only** when it is known the train is complete. This must be determined by one of the following ways:

1. The rear of the train has a rear-end telemetry device, and air pressure on the head-end device indicates brake pipe continuity.
2. An employee verifies the marker is on the rear of the train.
3. A crew member can observe the rear car of the train on which the marker is placed.
4. The train is stopped, and an inspection verifies that the marker is on the rear car of the train.
5. A Trackside warning detector transmits an axle count for

## System Special Instructions

the train, and the axle count duplicates the axle count transmitted by the previous Trackside warning detector. (This only indicates that you are by the detector)

In addition, a train clearing in a siding or other track must comply with requirements as provided by Rule 8.3 (Main Track Switches) before reporting clear of limits.

When clearing the limits of current Directional Authority at a yard limit or an intermediate point under circumstances in which new Directional Authority is not immediately required, after verifying that the train is complete as provided by Rule 16.6 (Reporting Location or Clear of Limits), a crew member must report clear of the limits of current Directional Authority.

### 16.7 Communication Failure

If communication fails, Directional Authority or Work And Time may be relayed through a third party employee who will copy and repeat the instructions as provided by Rule 16.4 (Copying Directional Authority / Work and Time). Instructions for relaying are as follows:

- The train dispatcher must transmit the movement authority to the third party employee
- The third party employee must repeat it back to the train dispatcher
- If correct, the train dispatcher will respond, "(Employee Name) relaying authority number \_\_\_\_\_, to (Engine Initial and Number, Track Car, or Employee), "OK", time, date, and the dispatchers initials
- The third party employee will then relay the authority to the train or track car
- The crew member receiving the authority must repeat it back to the third party
- If correct, the third party employee will respond, "(Engine Initial and Number, Track Car, or Employee) authority number \_\_\_\_\_, "OK", time, date and the dispatchers initials
- The third party employee will inform the train dispatcher that the authority has been relayed correctly

### 16.8 Exchanging Units

Trains may temporarily occupy the main track on verbal authority of the train dispatcher, **FOR THE EXPLICIT PURPOSE OF EXCHANGING UNIT(S)**.

The train dispatcher will issue authority when all train(s) involved have **STOPPED** at the location where the units will be exchanged.

All movements will be made at **RESTRICTED SPEED** while exchanging units.

When the unit(s) to be exchanged are identifying unit(s), and the exchange is complete, the train dispatcher must:

- Void the existing Directional Authority or Work and Time,
- Re-identify train(s) involved, and
- Issue new authorities before any movements are made

In order to ensure protection during this process, the train dispatcher must enter the notation "IDENTIFYING UNIT EXCHANGE IN PROGRESS" at the appropriate location on the display console prior to voiding existing Directional Authority or Work and Time.

### 16.9 Overrunning DTC Limits

If a train overruns a DTC limit, the crew must:

- Warn other trains at once by radio

## System Special Instructions

- Stop the train immediately
- Provide flag protection immediately against possible conflicting movements, unless relieved by the train dispatcher or control operator
- Report it to the train dispatcher

### Rule 16.10 Observing and Calling

#### A. Calling Attention Approaching Stations or Meeting Points

In non-signaled DTC Territory when a train is at least 2 miles prior to:

- A Station or
- A meeting point


Crews are to transmit via radio (in compliance with Rule 2.1 Transmitting) the following information:

- Train Identification
- Exact milepost location and what station you are approaching
- Speed of the train

Example: KCS 675 East is at milepost 5, approaching "Bovay" at 55 mph.

#### B. Calling DTC Control Point Signs

Crew members in the engine control compartment must be alert for Control Points. As soon as Control Points become visible, crew members must communicate clearly to each other the name of the Control Point.

The Kansas City Southern Railway		Form 16
Direct Traffic Control Limits		Rev. 12-17-97
 Safety is <b>EVERYONE'S</b> Responsibility		
AUTHORITY NUMBER _____		
At _____ Subdivision _____		
1. <input type="checkbox"/> Engine _____ is granted <b>DIRECTIONAL AUTHORITY</b> from _____ to _____		
2. <input type="checkbox"/> Use <b>SIDING</b> at _____		
3. <input type="checkbox"/> After <b>DEPARTURE</b> of Engine(s) _____ and _____ Engine _____ is granted <b>DIRECTIONAL AUTHORITY</b> from _____ to _____		
4. <input type="checkbox"/> Use <b>SIDING</b> at _____		
5. <input type="checkbox"/> _____ is granted <b>WORK AND TIME AUTHORITY</b> between _____ and _____ until _____ hrs. with _____ and _____ and _____		
<b>DO NOT SET ON AHEAD OF OR PASS PRECEDING TRAIN</b> _____ and _____		
That portion of <b>WORK AND TIME AUTHORITY</b> number _____ is released between _____ and _____ and _____ and _____		
RELEASE TIME _____ DATE _____ TRAIN DISPATCHERS INITIALS _____		
6. <input type="checkbox"/> Current <b>AUTHORITY NUMBER</b> _____ is <b>VOID</b> .		
7. <input type="checkbox"/> Additional Instructions: A. _____ B. _____ C. _____ D. _____		
<b>THERE ARE _____ LINES ISSUED, THEY ARE LINE NUMBER(S) 1, 2, 3, 4, 5, 6, 7.</b>		
<input type="checkbox"/> <b>THIS INCLUDES A REQUIREMENT TO MEET ANOTHER TRAIN.</b>		
EMPLOYEE RECEIVING INSTRUCTIONS: _____ RELAYED TO: _____		
"OK" TIME _____ DATE _____ TRAIN DISPATCHERS INITIALS _____		

## System Special Instructions

Add the following terms to the Glossary:

### Controlled Track

Track upon which the railroad's operating rules require that all movements of trains must be authorized by a train dispatcher or a control operator.

### Control Point Sign

A sign used to define a control point within DTC limits.

### DTC Limit

Either of the two control points specifying the track limits of DTC authority or work and time in effect.

### DTC Territory

A portion of the main track, designated by the timetable or by general order, on which the movement of trains and track cars is authorized by Direct Traffic Control.

### Empty Coal Trains

Trains Consisting entirely of empty coal cars

### End of Train Devices

### One Way Front End of Train Devices

Telemetry equipment that receives brake pipe pressure via radio communications from the rear of train.

### One Way Rear End of Train Devices

Telemetry equipment that transmits brake pipe pressure via radio communications to the Front End of Train device.

### Two Way End of Train Devices

Telemetry equipment that has the capability to initiate an emergency application of the train air brake system at the rear of the train (Rear EOT device) using the emergency switch on the head-end device (Front EOT device).

### Intermodal Trains

Trains consisting entirely of entirely of intermodal equipment and/or automotive business.

### Loaded Bulk Commodity Train

Loaded unit trains are defined as a train of fifty (50) or more loaded cars in a block, each weighing 125 tons gross weight or more (bulk commodities), such as coal, grain, soda ash, etc.

### Non-controlled Track

Track upon which trains are permitted by railroad rule or special instruction to move without receiving authorization from a train dispatcher or control operator.

### Off-Track Equipment

Machines that may be operated on the right of way foul of track.

### Track Car

Any equipment which is designed to operate on the rail, other than a locomotive or railroad car.

The following Glossary terms are changed to read:

### Control Point

The location of absolute signals controlled by a control operator, or the location of a control point sign.

### DTC Block

A length of main track between consecutive control point signs.

## System Special Instructions

Q. The Kansas City Southern Safety and General Rules for All Employees, effective April 11, 1994, additions and changes

**Rule 50.20 Installation, Repositioning, or Adjusting Engine Cab Seats - add new rule:**

Engine seats, except those with round cushions (toadstools), are to be installed, repositioned or adjusted by two employees. One employee should not attempt to perform such tasks.

**Rule 50.21 Smoking - add new rule:**

Smoking is prohibited in all enclosed properties by employees, customers, vendors, and guests. Outdoor smoking shall not interfere with non-smokers' right to clean air.

"Smoking" will mean inhaling, exhaling, carrying, or burning any lighted pipe, cigar, cigarette, or other item which emits smoke.

"Enclosed property" will mean all KCS-owned or leased office space or buildings, shops, automobiles, rail or work equipment vehicles, locomotives, cabooses, and all other railroad rolling stock.

"Employee" will mean all exempt and scheduled employees and other persons working for KCS as consultants, private contractors, temporary employees, or in similar capacities.

**Rule 51.4 Eye Protection - add a 4th bullet:**

- When inside locomotive cabs regardless if doors and windows are opened or closed.

**Rule 60.1.11 Communication When Going Between or Under Cars or Engines - add new rule:**

Use this 3 step method before going between or under cars and engines.

1. Trainmen must advise the engineer that they intend to go between or under equipment to:
  - Couple air connections,
  - Open and close angle cocks,
  - Apply or release handbrakes  
or
  - Inspect equipment.
2. Before the engineer gives acknowledgment to the trainman they must know:
  - Reverser is centered,
  - Generator Field is Down or Open,  
and
  - Apply the independent brake.
3. After acknowledgment is received from the engineer the trainman may go between or under the equipment.

**Rule 60.5.1, Getting Off Equipment, is changed to read:**

**60.5.1, Getting On and Off Equipment**

Employees must use side ladders, sill steps, and grab irons provided when getting on or off on-track equipment.

Employees must not board cars or engines that bear "bad order" cards without first knowing the nature of the defect so the defect can be avoided.

**A. Getting On and Off Moving Equipment.**

Except in cases of emergency, employees may get on or off on-track equipment at a safe walking speed (2 m.p.h.).

Employees are not allowed to get on or off moving equipment under the following conditions.

- If it is not necessary.

## System Special Instructions

- When carrying grips, luggage, coolers, packages, brake hoses, wrenches, or other items of this nature.
- When footing and clearances do not meet requirements of Rule 50.8, Footing and Rule 50.9, Limited Clearances.
- If the car is a flat car equipped with hand holds extending less than 18 inches above the deck of the car.
- If the car is a tank car.

Note: Employees are not allowed to Get on or off moving tank cars or flat cars equipped with hand holds extending less than 18 inches above the deck of the car.

When getting on moving equipment, employees must get on with their trailing foot in the direction of movement.

When getting off moving equipment, employees must get off with their trailing foot in the direction of movement.

When boarding the side of a moving car, employees must board the leading end of the car. When riding the rear car, employees may board the rear end of the last car.

### B. Getting Off Equipment.

When getting off equipment:

- Face the equipment.
- Before getting off, determine that no obstructions or debris are where your feet will land. Be alert for switch stands, approaching trains or equipment on adjacent tracks, impaired clearances, signals, rough footing, culverts, bridges and other items that could prevent you from getting off safely.
- Except in an emergency, do not jump to the ground from rail car and engine ladders, step platforms, or decks.

**Rule 60.5.1, Getting Off Equipment, is canceled.**

**Rule 62.5.2, Signals, Third Bullet Item is changed to read:**

- When employee operating an engine sees or knows the ground man is about to get on or off, he will regulate his speed to a safe walking speed (2 m.p.h.).

## System Special Instructions



*Better to ask  
twice  
than to err once*

# Alphabetical Station Listing

Station	No.	Station	No.
<b>A</b>		<b>C</b>	
Aberdeen, MS	2500	Calhoun, LA	1088
Ackerman, MS	2556	Calvin, LA	7139
Ada, LA	1042	Cameron, OK	6336
Adner, LA	5097	Camp, LA	1734
Advance, LA	1739	Camp Shelby, MS	1900
Alexandria, LA	7194	Campbell, MS	2346
Algoma, MS	2392	Campbell, TX	9161
Alliance Jct, TX	9200	Campti, LA	3062
Amoret, MO	0069	Carla, LA	7145
Amsterdam, MO	0062	Carruthers, LA	5101
Anacoco, LA	0660	Cason, TX	9089
Anderson, MO	0192	Castor, LA	7105
Anthony, AR	7003	Cedars, MS	1787
Arcadia, LA	1055	Chaison, TX	0769
Artesia, MS	2110	Cheriere, LA	1089
Asbury, MO	0140	Chembond Spur, LA	1756
Ashdown, AR	0469	Chestnut, LA	7122
Ashland, LA	7114	Chickasaw, MS	2063
Atreco, TX	0788	Choudrant, LA	1079
Avinger, TX	9067	Chunky, MS	1300
<b>B</b>		Clarence, LA	3069
Baldwin, TX	9042	Clarksburg, MS	1253
Baldwyn, MS	2031	Cleveland, MO	0039
Barmen, LA	3259	Clinton, MS	1212
Baroid Sales, TX	0491	Coach Track, MO	0179
Baron, OK	0249	Coker, LA	0596
Barrett, LA	3114	Colfax, LA	3097
Batchelor, LA	3175	Colony, AL	2864
Bates, AR	6414	Columbus, MS	2814
Baton Rouge, LA	3227	Como, TX	9131
Bay Springs, MS	2659	Converse, LA	0611
Bayou Pierre, LA	0580	Copeville, TX	9192
Bear Creek, LA	1711	Corinth, MS	2000
Beaumont, TX	0767	Cotton Plant, MS	2359
Bee Bayou, LA	1128	Cotton Valley, LA	7061
Beechwood, MS	1181	Counce, TN	6900
Belledeau, LA	3144	Coushatta, LA	3044
Benson, LA	0605	Cowley, TX	9328
Bentley, LA	7179	Cox Crossing, LA	1726
Bentoak, MS	2806	Crawford, MS	2117
Bienville, LA	1715	Crew Lake, LA	1117
Bijou, LA	3141	Cullen, LA	7050
Billips, MS	2801	Cumby, TX	9154
Binford, MS	2510	Curtis, LA	3009
Birmingham, AL	2934	<b>D</b>	
Blakely, MS	1772	Daingerfield, TX	9083
Blanchard, LA	0549	Dalby, MO	0170
Bloomburg, TX	0508	Dallas Junction, TX	9215
Blue Mountain, MS	2354	Danville, LA	1730
Blue Valley, MO	0009	Dayson, LA	7062
Bodcau, LA	1015	Decatur, AR	0217
Boice, MS	2235	Decatur, MS	2623
Boise Southern, LA	0688	Deemer, MS	2605
Bolton, MS	1205	Delhi, LA	1139
Bonanza, OK	0315	Dellisle, MS	1977
Bond, MS	1922	Delta Point, LA	1174
Booneville, MS	2020	Denton, TX	9357
Bossier City, LA	0562	DeQueen, AR	0433
Bovay, LA	1173	DeQuincy, LA	0719
Bovina, MS	1188	DeRidder, LA	0690
Bradley, MS	2539	DeSoto, MS	2225
Brandon, MS	1237	Deweese, MS	2600
Brashear, TX	9148	Dodson, LA	1754
Brian, LA	0545	Doolittle, MS	2634
Brice, LA	1708	Dorcheat, LA	7072
Brockton, MS	1315	Dorsey	0215
Brooklyn, MS	1907	Dowling, TX	0773
Brooksville, MS	2124	Doyline, LA	5083
Brookwood, AL	2898	Drexel, MO	0053
Brownfield, MS	2329	Dry Prong, LA	7174
Buhl, AL	2861	Dubberly, LA	1035
Buhler, LA	2729	Dunns, LA	1134
Bunch, OK	0272	<b>E</b>	
Burford, TX	9052	East Point, LA	3032
Burnside, MS	2593	Ecru, MS	2379



*Quality service  
begins with  
quality thinking*

Station Listing

# Alphabetical Station Listing

Station	No.	Station	No.
Edwards, MS	1196	High Point, MS	2564
Egypt, MS	2075	Hill Track, MS	2612
Electric Mill, MS	2156	Hodge, LA	1740
Elm Grove, LA	3017	Holly Ridge, LA	1132
Elrod, AL	2856	Holt, AL	2883
Empire, KS	0134	Holt Junction, AL	2877
English, LA	1735	Hope, AR	7001
Enondale, MS	2168	Houlka, MS	2401
Enterprise, MS	2210	Houston, MS	2410
Eser, TX	9116	Hovey, MS	1945
Essen, LA	3236	Howe, OK	0333
Estes, MS	2578	Howison, MS	1939
Ethelsville, AL	2828	Howton, AL	2895
Eve, MO	0099	Hudson, OK	0241
<b>E</b>		Hughes Springs, TX	9076
Faker, TX	9094	Hume, MO	0081
Falkner, MS	2342	Hunt, LA	1750
Farmersville, TX	9185	Hyde, LA	3167
Ferguson, LA	5102	<b>I</b>	
Fisher, LA	0640	Ingomar, MS	2373
Five Points, MS	6913	Irene, LA	3213
Flint Creek, AR	0224	<b>J</b>	
Florien, LA	0643	Jackson, MS	1222
Floyd, TX	9178	Jamestown, LA	7098
Forbing, LA	0567	Jaudon, MO	0033
Forest, MS	1268	Jeff, MS	2625
Fort Polk, LA	0674	Jefferson, TX	9049
Fort Smith, AR	6356	Jonesboro, LA	1742
Fosters, LA	1011	Joplin, MO	0155
Fox, AL	2886	Joyce, LA	7150
Fox, TX	9035	Jury, TX	0494
Frellsen, LA	3295	<b>K</b>	
Frierson, LA	0577	Kahlmus, AL	2862
<b>G</b>		Kansas City, MO	0004
Gandy, LA	0645	Karnack, TX	9037
Gans, OK	0299	Keller, LA	3173
Garland, TX	9211	Kenner, LA	3298
Garmon, AL	2831	Kings, MS	1775
Garnett, LA	7182	Kitchener, MS	2442
Garyville, LA	3275	Kleinpeter, LA	3241
Gentry, AR	0222	Korf, TX	0765
Gibbsland, LA	1047	Kraft, LA	3058
Gibson, MS	2080	<b>L</b>	
Gillham, AR	0421	Lake Charles, LA	2742
Girard, LA	1121	Lake, MS	1277
Glazer Spur, MO	0178	Lanagan, MO	0195
Glen, MS	2057	Landon, MS	1954
Glynn, LA	3178	Lassater, TX	9061
Goff, LA	1119	Lattani, LA	3133
Gonzales, LA	3251	Lauderdale, MS	2176
Good Hope, LA	3288	Lavon, TX	9199
Goodman, MO	0185	Lawrence, MS	1283
Goodwill, LA	5087	Leeds, MO	0010
Gordo, AL	2851	Leesburg, TX	9105
Grambling, LA	1067	Leesville, LA	0669
Gramercy, LA	3269	Legonier, LA	3170
Grandview, MO	0023	Lemonville, TX	0748
Grannis, AR	0414	Leo, LA	1733
Gravette, AR	0210	LeTourneau, MS	1788
Gray, MS	2388	Lettsworth, LA	3174
Greenfield, MS	1232	Lewisville, TX	9343
Greenville, TX	9172	Liberty Hill, LA	1721
Gulde, MS	1246	L.I.D.A. Spur, LA	0667
Gulfport, MS	1960	Linde Spur, MO	0177
GSU, LA	2733	Lin, LA	3068
Guntown, MS	2036	Lobdell, LA	3225
<b>H</b>		Lockhart, MS	2180
Hammock, LA	9004	Long Bell, MO	0158
Hatfield, AR	0392	Longview, MS	2534
Hattiesburg, MS	1890	Loring, LA	0627
Haughton, LA	1021	Louin, MS	2652
Hawthorne, LA	0664	Louisville, MS	2574
Heavener, OK	0338	Lucas, LA	0729
Heflin, LA	7089	Ludington, LA	0687
Helme, LA	0724	Lunita, LA	0731
Hessmer, LA	3149	Lyman, MS	1951
Hickory, MS	1295		

# Alphabetical Station Listing

Station	No.	Station	No.
<b>M</b>		Page, OK	0355
Machen's Spur, LA	1705	Palmer, MS	1894
Macon, MS	2131	Panama, OK	0317
Magenta, LA	1107	Pearson, MS	1227
Mallin, LA	3118	Pelahatchie, MS	1249
Mansfield, LA	0592	Perkinson, MS	1931
Mansura, LA	3153	Peterson, AR	0216
Many, LA	0634	Philadelphia, MS	2599
Marble City, OK	0281	Phillips, LA	1045
Marion, MS	2189	Pickton, TX	9126
Mathis Spur, MS	1919	Pine, MS	2406
Mauriceville, TX	0751	Pineville, LA	3121
Maxie, MS	1916	Pittsburg, KS	0128
Mayhew, MS	2106	Pittsburg, TX	9098
McCrary, MS	2823	Placid Oil Co, LA	7131
McDonald, MS	2607	Plano, TX	9551
McElhany, MO	0181	Pontotoc, MS	2386
McElroy, LA	3260	Poor Spur, TN	2326
McHenry, MS	1936	Port Arthur, TX	0787
McLaurin, MS	1902	Port Hudson, LA	3210
McIntre Hill, MS	2810	Port Neches, TX	0779
McShan, AL	2833	Port of Natchitoches	3063
Meehan, MS	1306	Porterville, MS	2164
Melrose, AL	2838	Poteau, OK	0326
Mena, AR	0380	Potter, AR	0386
Meridian, MS	1318	Prairie, MS	2085
Metro Junction, TX	9361	Prairieville, LA	3246
Middleton, TN	2324	Pratt, LA	1706
Millhaven, LA	1112	Preston, TN	6901
Mills Spur, AL	2868	Princeton, LA	5093
Millchin, TX	9354	<b>Q</b>	
Minden, LA	7078	Quarles, LA	1737
Monroe, LA	1103	Quarry Spur, OK	0282
Montegut, LA	3280	Quick, OK	0292
Montgomery, LA	3082	Quitman, MS	2220
Monticello, TX	9101	<b>R</b>	
Montrose, MS	2646	Rankin, MS	1242
Moreauville, LA	3157	Raworth, MS	1262
Morganza, LA	3176	Rayville, LA	1124
Morris, LA	1013	Redwood MS	1770
Morton, MS	1257	Redwood Junction, MS	1768
Mossville, LA	2736	Reform, AL	2843
Mound, LA	1168	Reinhardt, TX	9217
Mulberry, KS	0118	Reserve, LA	3276
Muldon, MS	2088	Rich Mountain, AR	0367
<b>N</b>		Richards, MO	0094
Nashville, AR	6532	Rienzi, MS	2012
National Cemetery, MS	1777	Ripley, MS	2348
Neame, LA	0680	Roberts, MS	2640
Nederland, TX	0777	Rosebulf, LA	2750
Nelson, LA	1043	Roy, LA	7107
Neosho, MO	0174	Ruliff, TX	0741
Neshoba, MS	2610	Ruston, LA	1072
Neville, MS	2440	<b>S</b>	
New Albany, MS	2367	Sachse, TX	9206
New Friendship, LA	1728	Saginaw, MO	0160
New Orleans, LA	3308	Sallisaw, OK	0291
New Roads, LA	3177	Saltillo, MS	2041
Newmans, MS	1185	Sandra, LA	0518
Newsome, TX	9108	Sarber, TX	9058
Newton, MS	1287	Sarepta, LA	7056
Ninock, LA	3026	Saucier, MS	1942
Noble, LA	0618	Scooba, MS	2152
Noel, MO	0201	Sebastopol, MS	2445
Norco, LA	3287	Shady Point, OK	0320
North Gulfport, MS	1957	Shannon, MS	2060
Northport, AL	2872	Sharp, MS	6906
Noxapater, MS	2582	Shipp, LA	9006
<b>Q</b>		Shiras, AL	2889
Oil City, LA	0537	Shoreline, LA	0533
Okolona, MS	2067	Shreveport, LA	0554
Olson, AR	0383	Shubuta, MS	2230
Osborn, MS	2524	Shuqualak, MS	2141
Ozark Terminal, MO	0172	Sibley, LA	7083
<b>P</b>		Siloam Springs, AR	0229
Pabco, LA	1065	Simsboro, LA	1063
Packton, LA	7157	Singer, LA	0705

## Alphabetical Station Listing

Station	No.	Station	No.
Smiths Bluff, TX	0776	Whitfield, MS	1229
Smiths, MS	1192	Wickes, AR	0409
Sorrento, LA	3256	Wiggins, MS	1925
South Hatton, AR	0405	Wilkes Spur, TX	9064
South Texarkana, TX	0499	Williana, LA	7166
Spindletop, TX	0771	Wilton, AR	0464
Spiro, OK	0312	Winford Spur, LA	7082
Springhill, LA	7048	Winnfield, LA	7148
St. Maurice, LA	3075	Winnboro, TX	9118
Stallo, MS	2588	Winthrop, AR	0450
Stamps, AR	7023	Woodwards, MS	2240
Stanley, MS	2245	Worham, MS	1948
Starks, LA	0736	Wylie, TX	9201
Starkville, MS	2531	<b>Y</b>	
Steven, LA	1100	Yellow Creek, MS	6916
Stevens, MS	2656	<b>Z</b>	
Stilwell, OK	0258	Zorball, MS	2350
Stonewall, MS	2215	Zummo, TX	0770
Stotesbury, MO	0089	Zwolle, LA	0623
Stout, MS	1786		
Stratton, MS	2618		
Strongs, MS	2515		
Sturgis, MS	2547		
Sucarnochee, MS	2160		
Sulphur Springs, TX	9140		
Sun Spur, LA	1136		
Sun Junction, TX	0775		
Superior, LA	0531		
Sweatt, MS	2205		
S/W Gas & Electric	0539		
<b>I</b>			
Tallulah, LA	1157		
Tamola, MS	2172		
Taylor, AR	7041		
Texarkana, TX	0488		
Thermo, TX	9135		
Tibbee, MS	2102		
Tidewater, TX	9112		
Tioga, LA	7188		
Tiplersville, MS	2337		
Topton, MS	2184		
Treat, LA	7062		
Tremont, LA	1083		
Trenton, LA	0599		
TUGCO, TX	9136		
Tupelo, MS	2050		
Tuscaloosa, AL	2874		
<b>U</b>			
Union, MS	2613		
<b>V</b>			
V.P. Spur, LA	0644		
Vandervoort, AR	0402		
Veals, TX	9079		
Verona, MS	2054		
Vicksburg, MS	1177		
Vidor, TX	0761		
Vivian, LA	0528		
<b>W</b>			
Waco Spur, MO	0139		
Wade, AR	0438		
Wahalak, MS	2146		
Waldron, AR	6432		
Walnut, MS	2332		
Walsh, LA	1718		
Watts, LA	1093		
Watts, OK	0236		
Waverly, LA	1144		
Waynesboro, MS	2246		
Welsh, TX	9090		
West Junction, LA	3223		
Westlake, LA	2740		
West Lake Charles, LA	2751		
West Monroe, LA	1102		
West Point, MS	2096		
Westville, OK	0244		
Wheeler, MS	2025		
Whelan, LA	9009		

## Internal Control Plan



### Internal Control Plan Policy Statement

of

The Kansas City Southern Railway Company  
and Subsidiaries

*Concerning Complete and Accurate  
Reporting of Accidents and Injuries,  
without Harassment or Intimidation*

**Harassment:** This railroad is committed to complete and accurate reporting of all accidents, incidents, injuries, and occupational illnesses arising from the operation of the railroad, to full compliance with the letter and spirit of the Federal Railroad Administration's accident reporting regulations, to the principle, in absolute terms, that harassment or intimidation of any person that is calculated to discourage or prevent such person from receiving proper medical treatment or from reporting such accident, incident, injury or illness will not be permitted or tolerated and will result in disciplinary action against any employee, supervisor, manager or officer of this railroad committing such harassment or intimidation.

**Complaints:** Kansas City Southern and Subsidiaries will investigate all complaints from any person about the policy stated above being violated and impose the appropriate prescribed disciplinary actions on any employee, supervisor, manager, or officer of the KCS found to have violated the policy. This railroad shall provide "whistleblower" protection to any person subject to this policy. Any act of intimidation should be reported to Senior Vice President - Operations, Mr. Bill Lyman, personally and confidentially.

*This policy statement is required by Federal regulation, 49 CFR § 225.33.*