

# Illinois Central Railroad



## System Timetable No. 1

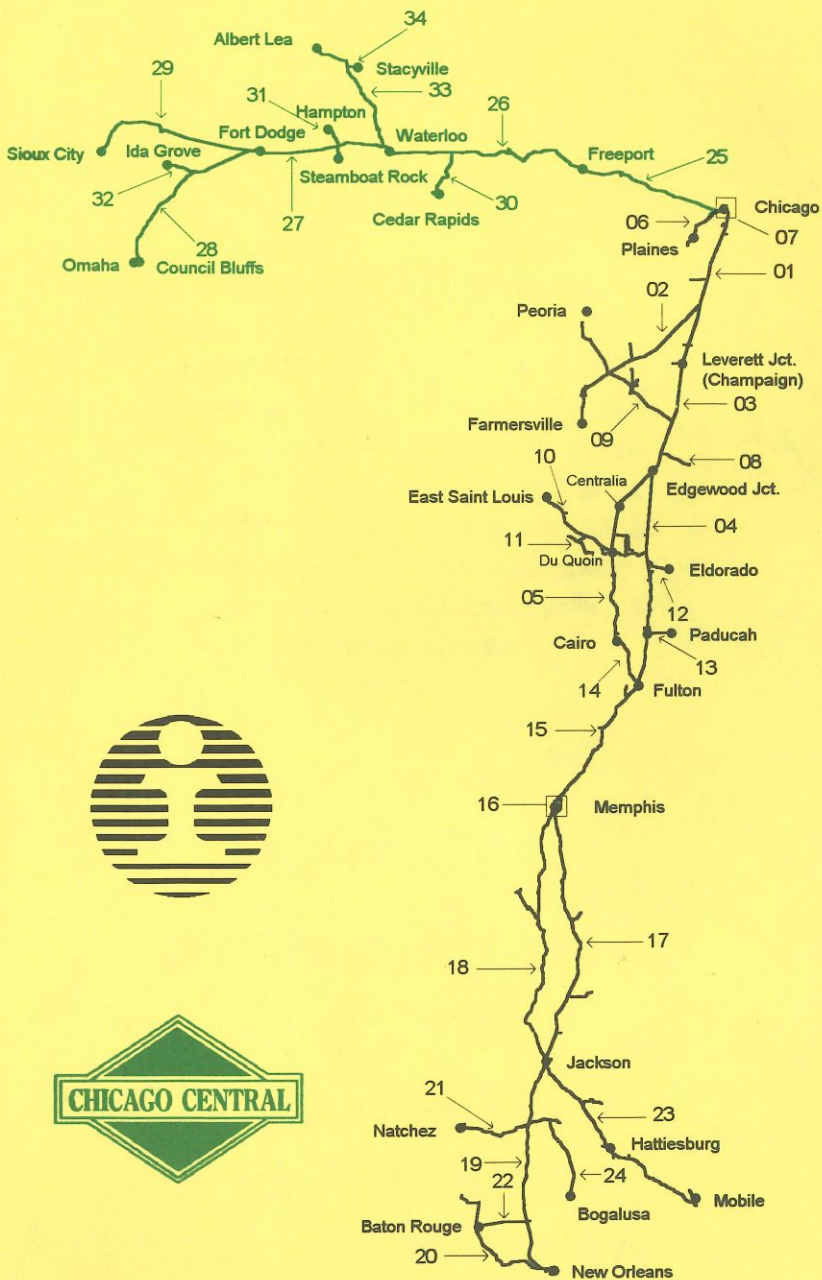
Effective 0001

Continental Time

Wednesday, January 1, 1997

J.D. McPherson, Senior Vice President of Operations

# 2 ILLINOIS CENTRAL RAILROAD SYSTEM



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# 4 HOMEWOOD OPERATIONS CONTROL CNTR.

D.C. Kelly ..... Vice President Maintenance  
G.T. Trafton ..... General Manager Trans.  
J.F. Chisum ..... Superintendent Trans.  
W.M. Peck ..... Director Transportation

. . . . .

R.L. Bennett ..... Supervising Chief Dispatcher  
J.E. Durbin ..... Supervising Chief Dispatcher  
C.L. Lux ..... Supervising Chief Dispatcher  
R.E. Orel ..... Supervising Chief Dispatcher  
D.R. Secrest ..... Supervising Chief Dispatcher  
J.M. Sullivan ..... Supervising Chief Dispatcher  
N.W. Tutwiler ..... Supervising Chief Dispatcher

## Train Dispatchers

W.E. Berry	N.H. Minas
M.C. Chapman	F.W. Morriscal
J.R. Childs	J.M. Morrissey
S.K. Coleman	R.D. Pippin
J.E. Debner	S.A. Porter
R.T. Eggleston	J.L. Rosenberg
B.J. Hattemer	D.A. Ryals
R.J. Hillberry	B.M. Sawyers
A.D. Houston	W.I. Shanafelt
J.D. Hudson	T.G. Shearer
H.R. James	D.A. Smetko
P.T. Kirk	G. Talarico
C.D. Mason	K.R. White
M.W. Miles	

# Safety First

# COMPANY TELEPHONES

5

**Chief Dispatcher**—Access Code + 6750 or 6755

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**Train Dispatchers:**

- Desk #1** Joliet, Bridgeport and Chicago (Stuenkel and north) Districts  
Access Code + 6742
- Desk #2** Chicago (south of Stuenkel), Gilman, Champaign, Effingham and  
Peoria Districts  
Access Code + 6743
- Desk #3** Sparta, St. Louis, Bluford, Eldorado, Centralia and Cairo Districts  
and P&I Railroad  
Access Code + 6744
- Desk #4** Fulton, Memphis, Grenada and Yazoo Districts.  
Access Code + 6746
- Desk #5** McComb, Hammond, Baton Rouge, Beaumont, Central, and  
Bogalusa Districts.  
Access Code + 6748
- 

For commercial calls the following numbers should be used:

**800 Numbers**

800-338-0726  
800-338-0790  
800-338-0791  
800-338-0792  
800-338-0794  
800-338-0796 or 0795

**Dispatcher's Desk**

One  
Two  
Three  
Four  
Five  
Chief Dispatcher

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**NOTE:** All Train Dispatchers can be reached on the following WATS number, by asking for the extension as indicated above.

(WATS)  
1-800-621-8248

**STANDARD TIME**

Standard Time may be obtained by dialing on company telephone extension 8421.

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**COMMERCIAL TELEPHONES:**

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IC PBX Operator, Chicago: 1-312-755-7500  
CHEMTREC (Washington, D.C.): 1-800-424-9300

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# 6 REGIONAL COMPANY OFFICERS

## NORTHERN OFFICERS

**T.F. Utroska, General Manager**

Homewood, Illinois

**D.A. Lowe, Engineering Superintendent**

Homewood, Illinois

- |   |  |
|---|--|
| <b>J.P. Kay, Superintendent</b><br>Harvey, Illinois           | <b>J.C. Freedman, Superintendent</b><br>Centralia, Illinois    |
| <b>W.P. Sieruga, Asst. Superintendent</b><br>Harvey, Illinois | <b>J.R. Algee, Trainmaster</b><br>Centralia, Illinois          |
| <b>G. Anderson, Trainmaster</b><br>Harvey, Illinois           | <b>T.A. Griffin, Trainmaster</b><br>Mattoon, Illinois          |
| <b>L.T. Egelston, Trainmaster</b><br>Kankakee, Illinois       | <b>R.L. Koonce, Trainmaster</b><br>Benton, Illinois            |
| <b>N.A. Hoesly, Trainmaster</b><br>Glenn Yard, Illinois       | <b>G.D. Adkins, Trainmaster</b><br>Decatur, Illinois           |
| <b>T.E. Evans, Trainmaster</b><br>Harvey, Illinois            | <b>D.G. Blasingame, Trainmaster</b><br>Decatur, Illinois       |
| <b>D.J. Mitchell, Trainmaster</b><br>Glenn Yard, Illinois     | <b>L.S. Dial, Trainmaster</b><br>Carbondale, Illinois          |
| <b>J.E. Merrill, Trainmaster</b><br>Harvey, Illinois          | <b>D.E. Kelly, Asst. Engr. Supt.</b><br>Mattoon, Illinois      |
| <b>J.L. Kyle, Gen. Agent</b><br>Harvey, Illinois              | <b>B.E. Hight, Asst. Engr. Supt. Sig.</b><br>Clinton, Illinois |
| <b>S.K. Hester, Trainmaster</b><br>Champaign, Illinois        | <b>J.L. Pilachowski, Supr. Engr.</b><br>Harvey, Illinois       |
| <b>J.H. Randall, Trainmaster</b><br>Harvey, Illinois          |  |

## SOUTHERN OFFICERS

**E.L. Harris, General Manager**

Jackson, MS

- |  |  |
|--|--|
| <b>L. W. King, Superintendent</b><br>Memphis, TN.        | <b>A.L. Phipps, Superintendent</b><br>New Orleans, LA  |
| <b>J.A. Liepelt, Asst. Superintendent</b><br>Memphis, TN | <b>C.W. Ables, Asst. Superintendent</b><br>Jackson, MS |
| <b>W.D. Hall, Trainmaster</b><br>Memphis, TN             | <b>T.L. Miller, Trainmaster</b><br>Jackson, MS         |
| <b>T.D. Corzine, Trainmaster</b><br>Memphis, TN          | <b>C.S. Walton, Trainmaster</b><br>Jackson, MS         |
| <b>D.E. Wallis, Trainmaster</b><br>Fulton, KY            | <b>M.L. Tullos, Trainmaster</b><br>Jackson, MS         |
| <b>K.K. Creel, Trainmaster</b><br>Memphis, TN            | <b>J.R. Kyzar, Trainmaster</b><br>McComb, MS           |
| <b>J.W. Peck, Trainmaster</b><br>Memphis, TN             | <b>J.M. Burks, Trainmaster</b><br>Hattiesburg, MS      |
| <b>G.L. Parmly, General Agent</b><br>Memphis, TN         | <b>C.D. Sheridan, Trainmaster</b><br>New Orleans, LA   |
| <b>W.E. Meador, Asst. Engr. Supt.</b><br>Jackson, MS     | <b>W.J. Sheehan, Trainmaster</b><br>Baton Rouge, LA    |
| <b>C. Reed Jr., Supv. Engr.</b><br>Jackson, MS           | <b>L.E. Morris, Trainmaster</b><br>Geismar, LA         |
| <b>J.A. Rowland, Terminal Manager</b><br>Memphis, TN     | <b>D.L. Jones, Trainmaster</b><br>Geismar, LA          |
| <b>L.W. Winn, Asst. Engr. Supt. Sig.</b><br>Memphis, TN  | <b>G.B. Roebuck, General Agent</b><br>Jackson, MS      |
| <b>P.L. Owens, Supr. Engr.</b><br>Memphis, TN            | <b>C.B. Holcomb, Trainmaster</b><br>Mobile, AL.        |

# PASSENGER TRAINS SCHEDULES 7

## PASSENGER TRAINS

**METRA                      METRA                      AMTRAK**

**METRA                      AMTRAK**

EXCEPT SAT.&SUN. 19	EXCEPT SAT.&SUN. 17	DAILY 327	DAILY 305	DAILY 303	SOUTH ↓	CHICAGO - JOLIET		NORTH ↑	EXCEPT SAT.& SUN. 16	EXCEPT SAT.& SUN. 18	DAILY 300	DAILY 322	DAILY 304
						STATION	STATION						
17:25	16:50	18:30	15:30	09:20		CHICAGO/UNION STA.			07:30	08:10	10:00	13:15	19:55
17:50	17:15		15:52	09:42		SUMMIT			06:57	07:37	09:23		19:08
17:58	17:23					WILLOW SPRINGS			06:49	07:29			
18:06	17:33					LEMONT			06:40	07:20			
18:16	17:43					LOCKPORT			06:31	07:11			
18:27	17:52	19:25	16:20	10:10		JOLIET			06:25	07:05	08:58	12:00	18:43

**METRA                      METRA                      AMTRAK**

**METRA                      AMTRAK**

**METRA                      AMTRAK**

# 8 PASSENGER TRAINS SCHEDULES

## PASSENGER TRAINS

AMTRAK

AMTRAK

EXCEPT TUESDAY 59	DAILY 391	↓ SOUTH	CHICAGO-NEW ORLEANS STATIONS	↑ NORTH	EXCEPT TUESDAY 58	DAILY 392
19:50	16:00		CHICAGO,IL		09:10	21:35
20:35	16:40		HOMEWOOD		08:12	20:32
21:06	17:10		KANKAKEE		07:39	19:59
	17:32		GILMAN			19:35
21:58	18:01		RANTOUL		06:45	19:09
22:21	18:25		CHAMPAIGN/URBANA		06:30	18:55
23:01	19:07		MATTOON		05:46	18:08
23:27	19:33		EFFINGHAM		05:21	17:42
00:18	20:21		CENTRALIA		04:27	16:58
	20:50		DUQUOIN			16:19
01:38	21:30		CARBONDALE		03:25	16:05
03:42			FULTON, KY		01:08	
04:25			NEWBERN, TN		00:24	
06:35			MEMPHIS		22:42	
08:40			GREENWOOD, MS		19:57	
09:40			YAZOO CITY		18:57	
11:15			JACKSON		17:57	
11:54			HAZELHURST		16:54	
12:17			BROOKHAVEN		16:33	
12:43			McCOMB		16:09	
13:41			HAMMOND,LA		15:13	
15:05			NEW ORLEANS,LA		14:10	

# Safety First



# CHICAGO DISTRICT

**9**

TRACK CHART & SIDINGS	TRACK LENGTH	SWITCH LOCATIONS	MILE	STATIONS	YARD LIMITS	DEFECT DETECTORS
			2.2	CHICAGO — 2.4 —	2.2	
			4.6	39TH STREET — 3.5 —		CTC
11.7-12.0			8.1	67TH STREET — 6.4 —		
14.6	NS		14.5	KENSINGTON — 1.0 —		ABS
16.5	CSSB		15.5	WILDWOOD — 4.5 —		
17.9	CSXT		20.0	HARVEY — 3.5 —		
19.5	IHB		23.5	HOMEWOOD — 8.1 —	23.5	
	GTW		31.6	STUENKEL — 8.9 —		
	EJE	10,519	40.5	PEOTONE — 6.2 —		45.7
		41.2 43.2	46.7	MANTENO — 2.8 —		
54.7	CR		49.5 55.3	INDIAN OAKS — 6.4 —		
	KBSR		55.9	KANKAKEE — 1.6 —		
	55.3		57.6	GAR CREEK — 2.8 —		
TO HERSCHER			60.3	OTTO — 1.3 —		CTC
60.3			60.4	S. OTTO — 2.7 —		
			64.3	CHEBANSE — 4.8 —		68.7
			69.1	CLIFTON — 4.0 —		
80.6			70.6 72.9	ASHKUM — 8.0 —		
TO CLINTON			81.3	GILMAN — 6.5 —		
	TP&W		87.3	DELREY — 15.2 —		
	81.1		100.7 103.6	PAXTON — 11.0 —		106.2
113.4			113.0 115.8	RANTOUL — 10.3 —		
TO DEWEY			124.1	LEVERETT JCT.		
	TO DILLSBURG					

## Safety First

**SPECIAL INSTRUCTIONS**

	<i>Loaded</i>	
<i>Passenger</i>	<i>Intermodal</i>	<i>Freight</i>
<i>Trains</i>	<i>Trains</i>	<i>Trains</i>

**MILES PER HOUR**

<b>1. MAXIMUM SPEEDS</b> .....	79	70	60
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**2. SPEED RESTRICTIONS:**

	<i>Passenger</i>	<i>Freight</i>
	<i>Trains</i>	<i>Trains</i>
		<i>Including</i>
		<i>Intermodal</i>

**MILES PER HOUR**

Chicago to Mile 2.7, tracks 1 and 2 .....	25	25
Mile 2.7 to Homewood — tracks 1 and 2 .....	65	50
Through turnouts at power switches — 39th St., 67th St., Kensington and Homewood .....	10	10
MP4 — curve, tracks 1 and 2 .....	60	40
Kensington interlocking - tracks 1, 2, .....	25	25
Homewood to Stuenkel .....		
Track 1 .....	—	50
Track 2 .....	40	40
Homewood to Vollmer (MP 26) .....	40	40
Through turnouts at Power Switches — Stuenkel .....	40	40
Peotone thru turnouts and siding .....	40	40
Kankakee River bridge to CR crossing .....	50	30
Gilman — TPW crossing .....	50	30
Gilman to Delrey — track 2 .....	60	—
Delrey-thru turnout (End of two main tracks) .....	40	40
Paxton-thru turnouts and siding .....	40	40
MP 113 to MP 114 .....	60	—

**3. OPERATING CHARACTERISTICS:****YARD LIMITS:**

Between:

Mile 2.2 and Mile 23.5 .....

Tracks 1 and 2

**BULLETIN BOARDS:**

Woodcrest .....	"F" Building
Homewood .....	"A" Yard
Kankakee .....	Yard office
Champaign .....	Yard office

**TWO OR MORE MAIN TRACKS:**

Between:

Chicago and 67th Street

<i>No.</i>	<i>Location</i>
1	Fifth
2	East

67th Street and Kensington

<i>No.</i>	<i>Location</i>
1	Fifth
2	Sixth

T.T.#1

## SPECIAL INSTRUCTIONS

### 3. OPERATING CHARACTERISTICS:

#### TWO OR MORE MAIN TRACKS:

Kensington and Homewood

No.	Location
1	Third
2	Fourth

Homewood and Vollmer

No.	Location
1	Third
2	Fourth
3	East

Vollmer and Stuenkel

No.	Location
1	Third
2	East

Gilman and Delrey.

No.	Location
1	West
2	East

#### ABS IS IN EFFECT:

Between:

67th Street and Kensington .....	Tracks 1 and 2
Wildwood and Harvey. ....	Yard Thoroughfare 3 and 4

Indian Oaks siding

#### CTC IS IN EFFECT:

Between:

Location	Control Station
Chicago and Mile 8.50	
Tracks 1 and 2 .....	Train Dispr.
Kensington and Wildwood	
Tracks 1, 2, yard thoroughfare 3 and 4 .....	Train Dispr.
Wildwood and Homewood — Tracks 1 and 2 .....	Train Dispr.
Homewood and Stuenkel — Tracks 1, 2 and 3. ....	Train Dispr.
Stuenkel and Leverett Jct. ....	Train Dispr.

#### MANUAL INTERLOCKINGS:

Location	Control Station	
Kensington .....	CSSSB .....	Kensington
Kankakee .....	CR .....	Train Dispr.
Gilman .....	TPW .....	Train Dispr.
Gilman .....	JCT. (Gilman District) .....	Train Dispr.

### 4. ILLINOIS CENTRAL OPERATING RULES:

### 5. DEFECTIVE EQUIPMENT DETECTOR LOCATIONS:

- Manteno (Mile 45.7)
- Clifton (Mile 68.7)
- Ludlow (Mile 106.2)

**SPECIAL INSTRUCTIONS****6. SPRING SWITCH LOCATIONS:**

None

**7. FRA EXCEPTED TRACK:**

West Industrial Lead - Rantoul  
 Thornton Lead, Homewood to Material Service Co.  
 Governors Park Lead, Mile 32.9 to end of track  
 West 4 & 5 - Kankakee  
 Scale Track - Kankakee  
 Sodium Track - Kankakee  
 East 5,6 & 7 - Kankakee  
 Industrial Lead from Lehigh to Herscher  
 Stone 1 & 2 - Otto  
 Indian Oaks - Mile 50.9, Carter Lumber Track

**8. LOCATION OF MEASURED MILES:**

*Southward*  
 MP 36 to MP 37

*Northward*  
 MP 121 to MP 120

**9. JOINT OPERATIONS OF MAIN TRACK:**

NS-Chicago to Gilman  
 Amtrak-Chicago to Leverett Jct.  
 WC & UP-Chicago to Homewood  
 CRL-Kensington to Chicago  
 CSSSB-Kensington to Chicago

**10. SPECIAL CONDITIONS:**

The following will apply within the yard limits of the Joliet, Bridgeport and Chicago Districts.

At the beginning of each tour of duty, the Yardmaster at Glenn and Markham will verify with the Desk One Train Dispatcher (824-6742) the current General Order in effect on the appropriate districts. The Train Dispatcher will give the OK time to the Yardmaster who will write the OK time on each General Order needed during his tour of duty.

All yard movements must have a copy of the verified General Order which will be observed on all trips made by the crew within the yard limits on those districts.

Between Kensington and Chicago, the Control Operator may authorize trains, machinery, hi-rail trucks and motor cars to occupy the main track within specified limits by verbal authority.

A High-Load Detection and Indication System is in service for Northward train movements on Track No. 1 and Track No. 2 as follows:

The High-Load Indication System on Track No. 1 is limited to trains of 125 cars or less including engines. Trains in excess of 125 cars, including engines, must be manually inspected or use Track No. 2.

High-Load Detector for Track No. 1 is located on Bridge 22.88 and High-Load Detector for Track No. 2 is located at Mile 23.20.

**SPECIAL INSTRUCTIONS****10. SPECIAL CONDITIONS:**

High-Load Indicators for Track No. 1 and Track No. 2 are located on Bridge 21.30 and the indications are as follows:

Two (2) Horizontally displayed Lunar White Lights indicate that a High-Load in excess of 17 feet 0 inches has been detected.

Two (2) Vertically displayed Lunar White Lights indicate that a High-Load has not been detected.

The absence of two (2) Vertically displayed Lunar White Lights shall be regarded as an indication that a High-Load has been detected.

When a High-Load has been detected, Freight Trains must stop at Bridge 20.56, notify the Train Dispatcher, and inspect train for High-Loads.

After train has been inspected, a trainman must operate key release located on east side of Bridge 20.56 in accordance with posted instructions. General Yardmaster, Markham Yard, must be notified of condition before proceeding. Car or cars will be set out in accordance with instructions from General Yardmaster, Markham Yard

All trains must stop and afford flag protection before crossing Highway 45 at Rantoul.

**BASE AND WAYSIDE RADIOS, OPERATIONAL, 24 HOURS:**

<i>Location</i>	<i>Channel</i>
67th Street Tower	F1
Kensington Tower	F1
Markham — A Yard	F1
Homewood	F1
Monee	F1
Kankakee	F1
Gilman	F1
Paxton	F1
Champaign	F1

**11. TRACKS BETWEEN STATIONS:**

<i>Name</i>	<i>Mile</i>	<i>Length</i>	<i>Connection</i>
MPEA Stub Trk	3.3	93	North
UP Interchange #1	3.6-4.3	3203	Both
Thoroughfare #3	10.0-23.9	72947	Both
Thoroughfare #4	10.2-24.0	72414	Both
GA. Pacific	32.7	1,000	South
Governors Gateway	32.9	8155	North
Diversatech	47.9	6162	South
Sun Chemical	59.2	3106	South
Onarga	84.6	949	South
Gary Popel	99.9	472	South

**GILMAN DISTRICT**

TRACK CHART & SIDINGS		TRACK LENGTH	SWITCH LOCATIONS	MILE	STATIONS	YARD LIMITS	DEFECT DETECTORS
					↓ H-COS ↑ NORTH ↑		
TP&W	81.1			81.1	GILMAN	81.1 82.9	
NS	110.3	10,336	90.2 92.4	90.1	THAWVILLE 5.5		97.4
				95.6	ROBERTS 4.6		
				100.2	MELVIN 9.8		
		8,634	110.3 112.1	110.0	GIBSON CITY 11.8	109.0 115.0	
CR	130.5			121.8	BELLFLOWER 8.8	ABS	
TO HEYWORTH	148.6	6,011	130.6 132.0	130.6	FARMER CITY 4.4		135.6
				135.0	PARNELL 1.6		
				136.6	FULLERTON 11.9		
				148.5	CLINTON 8.2	146.5 150.2	
				156.7	KENNY 12.3		
TO PEORIA	169.2	9,049	166.8 168.5	169.0	MT. PULASKI 4.2	166.7 170.3	CTC
NS	190.2	6,493	173.2	173.2	LAKE FORK 17.1		ABS
			191.0 191.9	190.3	STARNES 1.6	190.0	
TO K.C. JCT.	194.8	3,591		191.9	AVENUE 2.9	192.7	
				194.8	BRICK YARD VIA K.C. JCT		CTC
				AI186.0	BRICK YARD 1.8		
				AI187.8	K.C. JCT.		
				194.8	BRICK YARD 12.5		
TO CROWN MINE #3	218.0			207.3	CIMIC 10.2		TWC
				217.5	FARMERSVILLE		

**Safety Is A Habit  
That We Can Live With**

## SPECIAL INSTRUCTIONS

	<i>Intermodal Trains</i>	<i>Freight Trains</i>
	<b>MILES PER HOUR</b>	
<b>1. MAXIMUM SPEED:</b> .....	60	40

### 2. SPEED RESTRICTIONS:

	<i>Intermodal Trains</i>	<i>Freight Trains</i>
	<b>MILES PER HOUR</b>	
Gilman-crossover to and from Gilman District, around both legs of Wye and over TPW crossing...	10	10
Gibson City — Mile 109.2 to North Switch Siding...	25	25
Gibson City — NS connection .....	25	25
Farmer City — CR crossing .....	40	—
MP 140 to MP 148 .....	50	—
Clinton — MP 148 to Mile 149.3 .....	25	25
Mile 149.3 to MP 192 .....	40	—
Brick Yard to K.C. Jct. ....	10	10
MP 192 to MP 195 .....	10	10
All Sidings .....	10	10

### 3. OPERATION CHARACTERISTICS:

#### YARD LIMITS:

Between:

Gilman .....	Mile 81.1 and Mile 82.9
Gibson City .....	MP 109 and MP 115
Clinton .....	Mile 146.5 and Mile 150.2
Mt. Pulaski .....	Mile 166.7 and Mile 170.3
Avenue .....	MP190 and Mile 192.7

All movements on the Gilman District within the yard limits between MP190 and Mile 192.7 are under the control of Train Dispatcher.

#### BULLETIN BOARDS:

Clinton .....	Crew building
Mt. Pulaski .....	Depot

#### TWC IS IN EFFECT:

Between:

Gilman and Kenny
Mt. Pulaski and Avenue
Brick Yard and Farmersville

#### ABS IS IN EFFECT:

Between:

Gilman and Mile 158.7
Mt. Pulaski (north end of siding) and Avenue

SPECIAL INSTRUCTIONS

3. OPERATION CHARACTERISTICS:

CTC IS IN EFFECT:

Between:

<i>Location</i>	<i>Control Station</i>
Mile 158.7 and Mile 166.8 .....	Train Dispatcher
*Avenue and K.C. Jct.....	Train Dispatcher

\*Trains must obtain permission from the train dispatcher before passing K.C. Jct.

MANUAL INTERLOCKINGS:

<i>Location</i>	<i>Control Station</i>
Gilman ..... JCT.(ChicagoDistrict) .....	Train Dispatcher
Gilman ..... TPW .....	Train Dispatcher
Gibson City ..... NS .....	Train Dispatcher
Mt. Pulaski ..... Peoria District.....	Train Dispatcher
Starnes ..... NS .....	Decatur— NS dispatcher
Avenue ..... IM .....	Train Dispatcher
Brickyard ..... UP .....	Train Dispatcher

AUTOMATIC INTERLOCKINGS:

Farmer City ..... Crossing..... CR

RAILROAD CROSSINGS PROTECTED BY GATES:

		Normal Position:
Clinton	South Ind. Lead	For Gilman District

When gate is lined against Route to be used a member of crew will operate the gate in accordance with posted instructions.

4. ILLINOIS CENTRAL OPERATING RULES:

5. DEFECTIVE EQUIPMENT DETECTOR LOCATIONS:

<i>Locations</i>
Roberts (Mile 97.4)
Parnell (Mile 135.6)

6. SPRING SWITCHES:

<i>Location</i>	<i>Normal Position</i>
• Thawville — both ends sidings.....	For main track
† Farmer City — north end siding .....	For main track
(See Note 1)	
†• Farmer City — south end siding .....	For main track
Clinton — East Jct. ....	For main track
• Mt. Pulaski — south end siding.....	For main track
†• Lake Fork — both ends siding.....	For main track
• Lunar white light	
†• Key operated time release	



**SPECIAL INSTRUCTIONS****6. SPRING SWITCHES:**

Note 1. Spring switch at north end of siding is located within the interlocking limits and southward signal governing facing point movement is not equipped with a lunar white marker. When this signal displays a red aspect, be governed by timetable special instructions under Rule 706 for this location.

†Movement through spring switches governed by dwarf signal having emergency key operated time release will be governed as follows:

If signal conveys Stop indication and it is known route ahead on main track is unoccupied and another train or engine is not approaching on adjacent track, a member of crew will operate key release mounted on signal case near dwarf signal. If signal does not clear in prescribed time, Rule 832 will govern.

**7. FRA EXCEPTED TRACK:**

Forsyth House track  
All tracks, A Yard Clinton  
Clinton A Yard to Heyworth End of Track

**8. LOCATION OF MEASURED MILES:**

*Southward*  
MP 159 to MP160

*Northward*  
MP 140 to MP 139

**9. JOINT OPERATIONS OF MAIN TRACK:**

NS-Gilman to Gibson City  
GWWR-Springfield  
IM-Cimic to Springfield

**10. SPECIAL CONDITIONS:**

Before train or engine occupies crossover located between Gilman District main track and TPW main track at Gilman, Train Dispatcher must display home signal of interlocking at stop against TPW movements. Train Dispatcher will obtain permission of TPW train dispatcher for IC trains or engines to use crossover before unlocking electrically locked switches of crossover.

**BASE AND WAYSIDE RADIOS, OPERATIONAL, 24 HOURS:**

<i>Location</i>	<i>Channel</i>
Gilman	F1
Gibson City	F1
Parnell	F1
Clinton	F1
Mt. Pulaski	F1
Springfield	F1

**11. TRACKS BETWEEN STATIONS:**

<i>Name</i>	<i>Mile</i>	<i>Length</i>	<i>Connection</i>
Illinois Power	141.3	290	North
Chicago Freight Ld	146.7-148.5	10415	Both
Siding Trk	167.9-168.7	4385	Both
Old Northbound Main	191.0-191.9	4549	Both
Linn St Storage Trk	195.7	1509	North

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**CHAMPAIGN DISTRICT**

TRACK CHART & SIDINGS	TRACK LENGTH	SWITCH LOCATIONS	MILE	STATIONS		YARD LIMITS	DEFECT DETECTORS		
				↓ SOUTH	↑ NORTH		C	A	
NS 127.5	15,928	124.1 127.4	124.1	LEVERETT JCT.					
				3.7					
NS 137.1			127.8	CHAMPAIGN					
				9.3					
CSXT-UP 149.9	11,155	137.2 139.1	137.1	TOLONO				135.02	
				4.8					
			141.9	PESOTUM					
				7.9				CTC	
TO PEORIA 172.8	22,816	148.3 152.6	149.8	TUSCOLA		148.3 No.2 Track 152.6	C T C	A B S	
				8.1					
CR 199.3	EIRC 184.8		157.9	ARCOLA				CTC	
				5.7					
			12,080	HUMBOLDT					
				161.2 163.5	163.6			165.4	
				169.6 174.7	172.4			ABS	
				184.5 186.7	184.3			CTC	
TO NEWTON 199.9	18,734	199.5 203.1	199.2	EFFINGHAM		199.3 203.0		ABS	
				6.5					
TO FULTON 214.8			205.7	WATSON				206.1	
				8.9					
				214.6	EDGEWOOD JCT.				
				3.9					
UP 229.4	18,917	214.9 218.5	218.5	LACLEDE				CTC	
				4.6					
				223.1	FARINA				
				5.8					
CSXT 224.3	15,959	235.0 238.0	228.9	KINMUNDY				238.8	
				10.1					
				239.0	TONTI				
				5.2					
			244.2	ODIN					
				3.0					
			247.2	SANDOVAL JCT.		247.2		ABS	
				5.2					
			252.4	CENTRALIA		252.4			

**Safety First**



## SPECIAL INSTRUCTIONS

	<i>Passenger</i>	<i>Loaded</i>	<i>Freight</i>
	<i>Trains</i>	<i>Trains</i>	<i>Trains</i>
<b>MILES PER HOUR</b>			
<b>1. MAXIMUM SPEEDS</b> .....	79	70	60

### 2. SPEED RESTRICTIONS:

	<i>Passenger</i>	<i>Freight</i>
	<i>Trains</i>	<i>Trains</i> <i>Including</i> <i>Intermodal</i>
<b>MILES PER HOUR</b>		
Mile 125.9 to Mile 127.3 .....	60	40
Champaign — CR crossing .....	30	30
Tolono — NS crossing .....	50	30
MP148 TO MP149 Southward freight trains .....	—	50
Mile 148.3 to Mile 152.6 (No. 2 track) .....	50	30
and Through turnout at power switches .....	25	25
Tuscola — UP/CSXT crossing .....	50	30
Mile 169.6 to Mile 174.7 (No. 2 track) .....	30	30
and Through turnout at power switches .....	25	25
Mattoon — Mile 172.3 to Mile 174.6 .....	60	40
Effingham — MP 198 to MP 202 .....	60	40
Effingham — CR crossing .....	40	30
Kinmundy — UP crossing .....	60	40
Odin — CSXT crossing .....	60	40
Sandoval Jct. to MP 250 (Track 1) .....	—	50
MP 250 to Centralia (Track 1) .....	35	35
MP 250 to MP 252 (Track 2) .....	50	50
MP 252 to Centralia (Track 2) .....	35	35

### 3. OPERATING CHARACTERISTICS:

#### YARD LIMITS:

Between:

Tuscola (No 2. track) .....	Mile 148.3 and Mile 152.6
Mattoon .....	Mile 169.6 and Mile 174.7
Effingham .....	Mile 199.3 and MP 203
Centralia .....	Mile 247.2 and Mile 252.4

Trains or engines on Centralia/Champaign districts must receive permission from Centralia B Yard Control Operator before entering yard limits at Centralia, Illinois.

#### BULLETIN BOARDS:

Champaign .....	Yard office
Mattoon .....	Yard office
Effingham .....	Yard office
Centralia .....	Yard office, Locomotive office

#### TWO MAIN TRACKS:

Between:

Mile 148.3 to Mile 152.6	
<i>No.</i>	<i>Location</i>
1	West
2	East

**SPECIAL INSTRUCTIONS****3. OPERATING CHARACTERISTICS:****TWO MAIN TRACKS:**

Mile 169.6 to Mile 174.7

<i>No.</i>	<i>Location</i>
1	West
2	East

Sandoval Jct. and Centralia

<i>No.</i>	<i>Location</i>
1	West
2	East

**ABS IS IN EFFECT:**

Between:

Mile 148.3 and Mile 152.6 No. 2 track at Tuscola

Mile 169.6 and Mile 174.7 at Mattoon

Mile 199.3 and MP 203 at Effingham

Sandoval Jct. and Centralia

**THE FIVE-MINUTE WAITING TIME IS SUSPENDED:**

At Centralia, after obtaining permission from the B Yard Control Operator and the way may be seen or known to be clear.

**CTC IS IN EFFECT:**

Between:

<i>Location</i>	<i>Control Station</i>
Leverett Jct. and Mile 169.6 .....	Train Dispr.
Mile 174.7 and Mile 199.8 .....	Train Dispr.
MP 203 and Sandoval Jct. ....	Train Dispr.

**MANUAL INTERLOCKINGS:**

<i>Location</i>	<i>Control Station</i>
Champaign ..... CR .....	Train Dispr.
Tolono ..... NS .....	Train Dispr.
Tuscola* ..... CSXT,UP .....	Train Dispr.
Effingham ..... CR .....	Train Dispr.

\*When Home Signal at Tuscola Interlocking displays STOP indication and no conflicting movement is evident, communicate with Train Dispatcher and be governed by posted instructions at Release Box.

**AUTOMATIC INTERLOCKINGS:**

\*Kinmundy ..... Crossing ..... UP  
 \*Odin ..... Crossing ..... CSXT

\*Rules 828 and 830 apply when a Stop indication is encountered.

**NORMAL POSITION OF SWITCHES:**

Mattoon (Peoria Dist. Switch).....For Champaign District

**SPECIAL INSTRUCTIONS****4. ILLINOIS CENTRAL OPERATING RULES:**

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**5. DEFECTIVE EQUIPMENT DETECTOR LOCATIONS:***Locations*

Tolono (Mile 135.02)

Dorans (Mile 165.4)

Watson (Mile 206.1)

Tonti (Mile 238.8)

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**6. SPRING SWITCH LOCATION:**None

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**7. FRA EXCEPTED TRACK:**Industrial Lead from Champaign to Seymour

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**8. LOCATION OF MEASURED MILES:***Southward*

MP 130 to MP 131

MP 176 to MP 177

*Northward*MP 247 to MP 246

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**9. JOINT OPERATIONS OF MAIN TRACK:**

NS-Champaign to Tolono

Amtrak-Leverett Jct. to Centralia

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**10. SPECIAL CONDITIONS:**

The following instructions will apply regarding train operations under the jurisdiction of the B Yard Control Operator, located in the Centralia Yard Office.

1. At the beginning of each tour of duty the B Yard Control Operator will verify with the train dispatcher the current General Order in effect on the Champaign and Centralia Districts
2. Once an OK time is given it will be written on each General Order and retained by that Control Operator until released from any further duty.
3. Before authorizing movement or entrance to the main track within yard limits the B Yard Control Operator will inquire of the train dispatcher as to any changes in the current General Order.
4. After determining if there are restrictions on the General Order that may apply to the train such as joint authority, speed restriction, etc.; the B Yard Control Operator will then communicate these restrictions to the train crew, and may then authorize movement on the main track within yard limits without the train crew having a copy of the current general order in their possession.

This instruction is intended to allow the B Yard Control Operator to provide protection for trains operating strictly within Yard Limits and in no way change the requirements of trains entering or leaving Yard Limits.

The following instructions will apply to trains originating at Centralia, under the jurisdiction of the B Yard Control Operator.

**SPECIAL INSTRUCTIONS****10. SPECIAL CONDITIONS:**

1. At the time a crew is listed the B Yard Control Operator may verify with the Train Dispatcher the current General Order(s) for the District(s) for that crew.
2. Once an OK time is given it will be written on that General Order and delivered to the train crew by the B Yard Control Operator who obtained the OK time.

Automatic grade crossing warning devices on the Havana Lead, between Mattis Ave. at Champaign and Seymour, may not be working properly. Train or engines must not proceed over these crossings until they are protected by a member or the crew, unless crossing signals are working properly.

Trains using the outbound lead at Champaign Yard may proceed at Restricted Speed instead of "Restricted Speed Not to Exceed 10 MPH".

**BASE AND WAYSIDE RADIOS, OPERATIONAL, 24 HOURS:**

<i>Location</i>	<i>Channel</i>
Champaign	F1
Tolono	F1
Tuscola	F1
Mattoon	F1
Effingham	F1
Edgewood	F1
Kinmundy	F1

**11. TRACKS BETWEEN STATIONS:**

<i>Name</i>	<i>Mile</i>	<i>Length</i>	<i>Connection</i>
Savoy	132.2	500	South
Galton	154.1	500	South
West Siding	156.3-157.6	7076	Both
Dorans	167.5	2500	South
R. R. Donnelley	168.8-169.1	1500	Both
Sigel	191.2	1000	South
Howell Asphalt	197.0	3765	South
Alma	233.6	2500	South
General Contractors	250.1	2800	South



# BLUFORD DISTRICT

**23**

TRACK CHART & SIDINGS		TRACK LENGTH	SWITCH LOCATIONS	MILE	STATIONS <div style="display: flex; justify-content: space-between; font-size: small;"> <span>↓ T-COS</span> <span>↑ ZOR-H</span> </div>	YARD LIMITS	DEFECT DETECTORS
TO DUQUOIN 62.9	TO BRUSHY			0.0	EDGEWOOD JCT. —1.5—	39.8 44.5	CTC
		11,316	0.3 2.4	1.5	EDGEWOOD —17.8—		
		14,369	17.2 20.1	19.3	GREENDALE —22.3—		
			40.0 44.3	41.6	BLUFORD —2.7—		
				44.3	FOSTER —12.0—		
		10,525	57.3	56.3	DIANA —6.6—		
				62.9	AKIN JCT. —0.4—		
				63.3	RUST JCT. —5.7—		
		9,642	68.0 69.9	69.0	KEGLEY —1.0—		
				70.0	FERBER —8.0—		
	78.0		CREEK —2.0—				
	80.0		AMAX —3.9—				
	TO SAHARA 83.8-84.0		83.9	SAHARA —3.5—	75.7	CTC	
		10,610	86.4 88.4	87.4			SALINE —23.1—
		11,650	108.2 110.5	110.5			REEVESVILLE —9.1—
		10,555	118.1 120.1	119.6			SEDGWICK —3.3—
				122.9			METROPOLIS JCT.
				VIA P&I RR			
		5,700	2.9 3.9	JF 0.0			—3.1— CHILES —0.2—
	P&I			JF 0.2			CHILES JCT. —2.0—
	P&L			JF 2.2			MAXON —0.1—
	2.3			JF 2.3			P & L JCT. —12.2—
		9,920	13.5 15.5	JF 14.5	LOWES —17.6—	21.9	
		7,222	31.2 32.8	JF 32.1	WATTS —9.4—		
		6,390	40.7 42.1	JF 41.5	NORTH SIDING —1.0—		
				JF 42.5	FULTON		
TO CHGO.	TO FULTON 42.1					40.1	

## Safety First

**SPECIAL INSTRUCTIONS****MILES PER HOUR****1. MAXIMUM SPEEDS:** ..... 60**2. SPEEDS RESTRICTIONS:****MILES PER HOUR**

Amax Mine scale — when weighing train .....	3
when train is not being weighed .....	5
Mile 42.9 to MP 43 both tracks .....	40
Diana — through turnouts .....	25
Mile 93.9 to Mile 94.1 — tunnel No. 1 .....	40
Mile 95.6 to Mile 96.9 — tunnel No. 2 .....	25
MP 104 to Mile 104.5 — tunnel No. 3 .....	40
P & L Crossing — Maxon .....	30
North Siding (through siding) .....	10

**3. OPERATING CHARACTERISTICS:****YARD LIMITS:**

Between:

Bluford. .... Mile 39.8 and Mile 44.5  
 Fulton ..... Extends to Mile JF 40.1

**BULLETIN BOARDS:**

Fulton ..... Yard office  
   Engine house  
 Bluford. .... Yard office

**TWO OR MORE MAIN TRACKS:**

Between:

Spring switch north end of Bluford and dual control switch at Foster.  
 Trains keep to the left unless otherwise directed by the train dispatcher.

<i>No.</i>	<i>Location</i>	<i>Use</i>
1	East	Southward
2	West	Northward

**TWC IS IN EFFECT**

Between:

Mile 2.4 and Bluford

**Safety First**



**SPECIAL INSTRUCTIONS****3. OPERATING CHARACTERISTICS:****ABS IN EFFECT:**

Between:

Mile 2.4 and Foster

**CTC IN EFFECT:**

Between:

<i>Location</i>	<i>Control Station</i>
Edgewood Jct. and Mile 2.4 .....	Train Dispr.
Foster and North Siding .....	Train Dispr.

**AUTOMATIC INTERLOCKING**

\*Maxon. .... Crossing. .... P &amp; L

\*Rules 828 and 830 apply when a STOP indication is encountered.

**4. ILLINOIS CENTRAL OPERATING RULES:****5. DEFECTIVE EQUIPMENT DETECTOR LOCATIONS:***Locations*

Helm Spur (Mile 28.3)

Belle Rive (Mile 49.2)

Droit (Mile 75.7)

Lewis Spur (Mile 91.3)

Betz (Mile 113.6)

Fancy Farm (Mile 21.9)

**6. SPRING SWITCH LOCATIONS:***Location**Normal Position:*

†•Greendale — both ends siding .....

For main track

†• Bluford — north end

two main tracks .....

For southward main track

†Key operated time release

•Lunar white light

†Movement through spring switches governed by dwarf signals having emergency key operated time release will be governed as follows:

If signal conveys Stop indication and it is known route ahead on main track is unoccupied and another train or engine is not approaching on adjacent track, trainmen will operate key release mounted on signal case near dwarf signal.

**7. FRA EXCEPTED TRACK:**

Sahara Mine trackage (the wye tracks and lead to the east end of the storage track are not excepted track)

**SPECIAL INSTRUCTIONS****8. LOCATION OF MEASURED MILES:**

*Southward*  
MP 46 to MP 47

*Northward*  
MP JF-38 to MP JF-37  
MP 38 to MP 37

**9. JOINT OPERATIONS OF MAIN TRACK:**

BNSF- Metropolis Jct. to Chiles Jct.

**10. SPECIAL CONDITIONS:**

The Maxon District on the Paducah and Louisville Railroad (P&L) is TPCS Territory. Before using the Maxon District on the P&L, Trains and Engines must have a current P&L General Order and a Track Permit.

The P&L may be contracted on Channel Number 1, which is monitored continuously and ask for the P&L Train Dispatcher or telephone on 852-4306 or 1-800-444-2580 and ask for the P&L Train Dispatcher

The following speeds are in effect:

Between P & L Jct. and CR Jct. On P & L Railroad. . . . . 10 MPH

Getting on or off moving equipment is prohibited on the P & L Railroad.

**BASE AND WAYSIDE RADIOS, OPERATIONAL, 24 HOURS:**

<i>Location</i>	<i>Channel</i>
Edgewood	F1
Bluford	F1
Ferber	F2
Tunnel 2	F2
Fulton	F1

**11. TRACKS BETWEEN STATIONS:**

<i>Name</i>	<i>Mile</i>	<i>Length</i>	<i>Connection</i>
Dan Spur	10.6	250	South
Shields Spur	31.3-31.5	672	South
Odum Spur	58.8	375	North
House Trk	71.0	600	North
Allenby	81.7	800	Both
Lewis Spur	91.4	619	North
Robbs Spur	101.3	419	North
House Trk	JF15.8	1275	North
House Trk	JF22.0	1046	South

**Operating Rules Are  
Your Safety Tools**

# CENTRALIA DISTRICT

**27**

TRACK CHART & SIDINGS	TRACK LENGTH	SWITCH LOCATIONS	MILE	STATIONS ↓ SOUTH      NORTH ↑	YARD LIMITS	DEFECT DETECTORS	
			252.4	<b>CENTRALIA</b>	252.4	<b>ABS</b>	
	252.5			6.4			
	266.3		258.6	258.8	<b>IRVINGTON</b>	258.5	
	279.9			266.3	<b>ASHLEY</b>		
	279.9				7.5		
	279.9		17,263	273.6	<b>BOIS</b>		273.6
	279.9			276.9	6.0		
	279.9			279.8	<b>TAMAROA</b>		
	279.9				8.0		
	287.4		285.4	287.8	<b>DUQUOIN</b>		
	287.4				7.7		
	287.4			295.5	<b>ELKVILLE</b>		293.4
	287.4				12.6		
	287.4		305.7	308.1	<b>CARBONDALE</b>		<b>CTC</b>
	287.4		308.9		15.3		
287.4			323.4	<b>COBDEN</b>			
287.4				5.3			
287.4		10,564	325.8	<b>ANNA</b>		328.8	
287.4			327.8	12.1			
287.4		13,664	340.9	<b>WETAUG</b>		340.3	
287.4			343.5	3.8			
287.4			344.6	<b>ULLIN</b>			
287.4				11.7			
287.4		355.7	356.3	<b>MOUNDS JCT.</b>	355.6	351.9	
287.4				5.1			
287.4			361.4	<b>CAIRO</b>	361.4	<b>ABS</b>	

## SPECIAL INSTRUCTIONS

	Loaded		
	Passenger Trains	Intermodal Trains	Freight Trains
	<b>MILES PER HOUR</b>		
<b>1. MAXIMUM SPEEDS:</b> .....	79	70	60

**2. SPEED RESTRICTIONS:**

	Passenger Trains	Freight Trains Including Intermodal
	<b>MILES PER HOUR</b>	
Mile 252.2 to MP 253 .....	35	35
MP 253 to Mile 254.1 — No. 1 track .....	40	40
Centralia — BNSF crossing .....	40	40
Mile 257.1 to Southward Home signal Irvington Track 1 .....	—	50
Ashley — CSXT Crossing .....	50	30
Rend Lake Mine scale .....	—	5
BNSF Interlocking and Orient 6 Mine Switch when making a reverse movement .....	—	10
Rend Lake Mine lead — UP Interlocking to Rend Lake Mine .....	—	10
Mile 287.5 to Mile 288.7 .....	40	40
N. Carbondale — Thru turnout at end of two main tracks .....	40	40
Mile 306.9 to MP 309(track No. 1 and track No. 2) ...	20	20
MP 311 to Cobden .....	50	40

**SPECIAL INSTRUCTIONS**

**2. SPEED RESTRICTIONS:**

Mile 316.6 to Mile 318.4 curves .....	45	40
Mile 322.8 to Mile 323.2 curves .....	45	40
Cobden to Anna .....	60	40
Anna to Mile 339.2 .....	50	40
Mile 337.5 to Mile 338.1 .....	45	40
MP 342 curve .....	60	—
Mile 353.4 to Mile 354.4 curves .....	65	—
Mounds — through turnout .....	25	25

**3. OPERATING CHARACTERISTICS:**

**YARD LIMITS:**

Between:

Centralia ..... Mile 252.4 and Mile 258.5  
 Cairo ..... Mile 355.6 and Mile 361.4

Trains or engines on Centralia/Champaign districts must receive permission from Centralia B Yard Control Operator before entering yard limits at Centralia, Illinois.

At Centralia, trains or engines from BNSF connection must not enter IC main track until they receive permission from the Control Operator at Centralia "B" yard. Trains enroute BNSF connection must report to the Dispatcher when train is clear of IC main track.

**BULLETIN BOARDS:**

Centralia ..... "B" yard office  
 Cairo ..... Yard office

**TWO OR MORE MAIN TRACKS:**

Between:

Centralia and Irvington	}	No.	Location
St. Johns — Mile 285.4 and Dowell Jct. — Mile 290.5		1	West
Carbondale — Mile 305.7 and Mile 308.8		2	East
Mounds Jct. and Cairo			

**ABS IS IN EFFECT:**

Between:

Centralia and Irvington  
 Mounds Jct. and Cairo

**THE FIVE-MINUTE WAITING TIME IS SUSPENDED:**

At Centralia, after obtaining permission from the Control Operator and the way may be seen or known to be clear.

**CTC IN EFFECT**

Between: *Control Station*  
 Irvington and Mounds Jct. .... Train Dispr.

**SPECIAL INSTRUCTIONS****3. OPERATING CHARACTERISTICS:****MANUAL INTERLOCKINGS:**

<i>Location</i>	<i>Control Station</i>
Centralia..... BNSF .....	"B" Yard

**AUTOMATIC INTERLOCKINGS:**

*Ashley..... Crossing.....	CSXT
Rend Lake Mine Lead .....	Crossing..... UP
Rend Lake Mine Lead .....	Crossing..... BNSF

\*Rules 828 and 830 apply when a STOP indication is encountered.

**NORMAL POSITIONS OF SWITCHES:**

<i>DuQuoin:</i>	
East Wye switch .....	For north leg of Eldorado District Wye
<i>Bois</i>	
East Wye switch .....	As last used

**4. ILLINOIS CENTRAL OPERATING RULES:****5. DEFECTIVE EQUIPMENT DETECTOR LOCATIONS:**

Bois (Mile 273.6)  
 Dowell (Mile 293.4)  
 Anna (Mile 328.8)  
 Wetaug (Mile 340.3)  
 Villa Ridge (Mile 351.9)

**6. SPRING SWITCH LOCATIONS:**

<i>Location</i>	<i>Normal Position</i>
Centralia—south end No. 1 track	
"F" Yard, No. 1 main track .....	For No. 1 main track
Bois—north end mine lead.....	For siding

**7. FRA EXCEPTED TRACK:**

All of Carbondale Yard except the 3rd Rail, West Pass #2, East #6, and Van Cleave lead.

**8. LOCATION OF MEASURED MILES:**

<i>Southward</i>	<i>Northward</i>
MP 263 to MP 264	MP 349 to MP 348

**9. JOINT OPERATIONS OF MAIN TRACK:**

NS & Amtrak-Centralia to Cairo

**10. SPECIAL CONDITIONS:**

The following instructions will apply regarding train operations under the jurisdiction of the Control Operator, located in the Centralia Yard Office.

**SPECIAL INSTRUCTIONS**

1. At the beginning of each tour of duty the Control Operator will verify with the train dispatcher the current General Order in effect on the Champaign and Centralia Districts.
2. Once an OK time is given it will be written on each General Order and retained by that Control Operator until released from any further duty.
3. Before authorizing movement or entrance to the main track within yard limits the Control Operator will inquire of the train dispatcher as to any changes in the current General Order.
4. After determining if there are restrictions on the General Order that may apply to the train such as joint authority, speed restriction, etc.; the Control Operator will then communicate these restrictions to the train crew, and may then authorize movement on the main track within yard limits without the train crew having a copy of the current general order in their possession.

This instruction is intended to allow the Control Operator to provide protection for trains operating strictly within Yard Limits and in no way change the requirements of trains entering or leaving Yard Limits

The following instructions will apply to trains originating at Centralia, under the jurisdiction of the Control Operator.

1. At the time a crew is listed the Control Operator may verify with the Train Dispatcher the current General Order(s) for the District(s) for that crew.
2. Once an OK time is given it will be written on that General Order and delivered to the train crew by the Control Operator who obtained the OK time.

At Centralia, south end No. 1 track, "F" yard, southward movement is governed by dwarf signal equipped with key controller. Instructions for use are attached to controller.

Trains or engines must obtain permission from the train dispatcher before entering that portion of Rend Lake mine lead between Bois and spring switch at UPRR junction.

Trains entering Bois siding from Rend Lake Mine Lead must obtain permission from train dispatcher.

**BASE AND WAYSIDE RADIOS, OPERATIONAL, 24 HOURS:**

<i>Location</i>	<i>Channel</i>
Centralia	F1
Tamaroa	F1
Carbondale	F1
Cairo	F1

**11. TRACKS BETWEEN STATIONS:**

<i>Name</i>	<i>Mile</i>	<i>Length</i>	<i>Connection</i>
Richview	262.9	350	South
Radom	269.3	350	North
Storage Trk	295.9-296.8	4219	Both
Storage Trk	338.1-338.7	3074	Both
Storage Trk	347.9	490	North

# JOLIET DISTRICT

**31**

TRACK CHART & SIDINGS	TRACK LENGTH	SWITCH LOCATIONS	MILE	STATIONS	YARD LIMITS	DEFECT DETECTORS
			0.0	UNION STATION		
				VIA AMTRAK		
				1.8		
			1.8	CERMAK		
				1.7		
BRIDGEPORT DISTRICT			3.5	BRIDGEPORT		CTC
				1.6		
5.4 CR & CSXT			5.1	PANHANDLE		
				1.5		
6.7 BNSF			6.6	CORWITH		
				1.3		
BRC			7.9	LEMOYNE		
				2.4		
			10.3	GLENN		
				1.6		
			11.9	SUMMIT		
				1.2		
CSXT & IHB			13.1	ARGO		ABS
				4.4	15.3	
			17.5	WILLOW SPRINGS		
				7.8		
			25.3	LEMONT		
				7.6		
			32.9	LOCKPORT		
CTSX & METRA				3.8		
			36.7	JOLIET		
				VIA UP		
				1.8		
			38.5	SOUTH JOLIET	38.5	
				2.5		
			41.0	PLAINES	41.1	

## SPECIAL INSTRUCTIONS

*Passenger Trains    Intermodal Trains    Freight Trains*

**MILES PER HOUR**

**1. MAXIMUM SPEEDS:** ..... 79      60      40

**2. SPEED RESTRICTIONS:**

*Passenger Trains    Freight Trains Including Intermodal*

**MILES PER HOUR**

Cermak to MP 7 .....	30	25
Curves, Mile 2.1 to Mile 2.6 .....	25	25
Panhandle crossings .....	10	10
Homan Ave. crossing—running against the current of traffic .....	15	15
Lemoynes—BRC crossing .....	50	30
Through turnouts at power switches		
Lemoynes, Corwith and #45 crossover .....	10	10

**SPECIAL INSTRUCTIONS**

**2. SPEED RESTRICTIONS:**

Argo crossings .....	50	30
Curve, Mile 18.5, .....	60	40
Curve, Mile 25.2 .....	50	30
Through Lockport and Lemont—against the current of traffic. ....	30	30
Curve, Mile 27.5 .....	60	40
Mile 39.4 to Plaines .....	30	30
Plaines—over dump Commonwealth Edison .....	—	5
Plaines—trains through connection from IC to BNSF .....	30	30

**3. OPERATING CHARACTERISTICS:**

**YARD LIMITS**

Between:

Glenn ..... Panhandle and Mile 15.3  
 South Joliet ..... Mile 38.3 and Mile 41.1

Conditional yard limits are in effect between Mile 21.5 and MP 30 from 4:01 a.m. until 3:59 p.m. daily, except Saturday and Sunday.

**BULLETIN BOARDS:**

Union Station ..... GB office  
 Glenn ..... Yard office

**TWO MAIN TRACKS:**

Between:

Bridgeport and Joliet

<i>No.</i>	<i>Location</i>
1	West
2	East

**TWC IS IN EFFECT:**

Between:

Argo (Mile 15.3) and Joliet (Mile 36.7)

**ABS IS IN EFFECT:**

Between:

Panhandle and Plaines

The main tracks between METRA interlocking at Joliet (via UP) and South Joliet are signaled in both directions.

**CTC IS IN EFFECT:**

Between:

<i>Location</i>	<i>Control Station</i>
Cermak and Panhandle	Train Dispatcher



## SPECIAL INSTRUCTIONS

### 3. OPERATING CHARACTERISTICS:

#### MANUAL INTERLOCKINGS:

<i>Location</i>		<i>Control Station</i>
Corwith .....	BNSF .....	Corwith
Lemoyne .....	BRC .....	BRC Train Dispatcher
45 crossover .....	Crossover entrance north end of Glenn Yard. ....	Corwith
Argo .....	IHB .....	IHB Train Dispatcher
Joliet .....	IAIS, METRA .....	Joliet
Plaines .....	BNSF .....	BNSF Train Dispatcher

#### RAILROAD CROSSING AND JUNCTIONS NOT INTERLOCKED:

Unless otherwise provided, trains or engines must stop as follows:

Panhandle ..... CR,CSXT ..... Crossings

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### 4. ILLINOIS CENTRAL OPERATING RULES:

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### 5. DEFECTIVE EQUIPMENT DETECTOR LOCATIONS:

None

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### 6. SPRING SWITCH LOCATION:

None

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### 7. FRA EXCEPTED TRACK:

None

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### 8. LOCATION OF MEASURED MILES:

*Southward*  
MP 15 to MP 16

*Northward*  
MP 31 to MP 30

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### 9. JOINT OPERATIONS OF MAIN TRACK:

Amtrak & Metra-Cermak to Joliet  
UP-Bridgeport to Joliet

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### 10. SPECIAL CONDITIONS:

The following will apply within the yard limits of the Joliet, Bridgeport and Chicago Districts.

At the beginning of each tour of duty, the Yardmasters at Glenn and Markham will verify with the Desk One Train Dispatcher (824-6742) the current General Order in effect on the appropriate districts. The Train Dispatcher will give the OK time to the Yardmaster who will write the OK time on each General Order needed during this tour of duty.

All yard movements must have a copy of the verified General Order which will be observed on all trips made by the crew within the yard limits on those districts.

Between Union Station and Roosevelt Road be governed by Amtrak Special Instructions as issued in CORA Guide.

**SPECIAL INSTRUCTIONS****10. SPECIAL CONDITIONS:**

Between Cermak and Argo (Mile 15.3), the appropriate Dispatcher may authorize trains machinery, hi- rail tracks and motor cars to occupy the main track within specified limits by verbal authority.

Control Operator at Corwith will direct movements between Panhandle and Argo (Mile 15.3) on the Joliet District.

From Plaines to Millsdale (via Pequot) the IC operates over the BNSF track and the movement of trains will be governed by IC rules except as modified by BNSF Rules.

Train movement between Mile 36.7 and Mile 38.5 are directed by UP. Trains must receive permission from UP Dispr. prior to occupying main track. The speed for all trains is 10 MPH.

On passenger trains operating on the Joliet District in Push-Pull or MU service; the engineer must communicate orally an approach or a less favorable signal indication to; 1) A promoted crew member; or 2) A rules qualified employee in the engine control compartment. Each transmission must be acknowledged by the designated crew member. If the designated crew member fails to acknowledge the communication; 1) the engineer must determine the reason prior to leaving the next scheduled passenger stop. If the radio is inoperative, communication must be made by intercom, public address system or in person (oral communication is required and the use of a buzzer or communicating signal is prohibited). Communication must include; 1) Train identification; 2) Name or Aspect of Signal; 3) Location of Signal; 4) Track designation, if in multiple track territory.

The designated employee must repeat the information and determine if the train is being operated in accordance with the signal indication.

If the next signal in advance changes to a more favorable indication the engineer must communicate the Name or Aspect to the designated employee.

Passenger trains operating in Push-Pull or MU service who Stop for any reason or whose speed has been reduced below 10 MPH in the block immediately preceding an Interlocking or Home Signal will proceed prepared to Stop at the next signal, not exceeding 40 MPH until it can be seen that the next signal indicates proceed and the track is clear to that signal.

**BASE AND WAYSIDE RADIOS, OPERATIONAL, 24 HOURS:**

<i>Location</i>	<i>Channel</i>
Glenn	F2
Lemont	F2
Joliet	F2

**11. TRACKS BETWEEN STATIONS:**

<i>Name</i>	<i>Mile</i>	<i>Length</i>	<i>Connection</i>
Rowell Chemical	AO-19.9	1015	South
Dundee Cement	AO-20.8	1633	North
Lambert Storage	AO-21.7-AO-22.6	4704	Both
Powell Duffryn	AO-22.6	1560	South
Unocal Chemical #1	AO-27.4	1380	North
Seneca Petroleum #1	AO-27.5	515	North
Romeoville Storage	AO-29.8	1481	South
Annico Contracting	AO-31.1	737	South

# BRIDGEPORT DISTRICT

**35**

TRACK CHART & SIDINGS		TRACK LENGTH	SWITCH LOCATIONS	MILE	STATIONS ↓ SOUTH ↑ NORTH	YARD LIMITS	DEFECT DETECTORS
8.3	BRC			8.3	BELT CROSSING	8.3	
7.1	BNSF			7.9	0.4 IN CROSSING	↑ ↓	ABS
CR	CSXT			5.6	2.3 ASH STREET		
5.6				5.5	0.1 IMX		
TO JOLIET	TO UNION STATION			4.4	1.1 BRIDGEPORT		
4.5	44 CR			2.6	1.8 21st STREET		CTC
2.6	METRA			2.0	0.6 CLARK		
2.1				1.2	0.8 CHICAGO		CTC

## SPECIAL INSTRUCTIONS

	<i>Passenger Trains</i>	<i>Freight Trains</i>
1. MAXIMUM SPEEDS: .....	MILES PER HOUR	MILES PER HOUR
	30	25

### 2. SPEED RESTRICTIONS:

	<i>Passenger Trains</i>	<i>Freight Trains</i>
	MILES PER HOUR	
Chicago and 21st Street .....	10	10
St. Charles Airline (Clark—CSXT Bridge) .....	10	10
Cermak, crossover and turnouts .....	25	25
Bridgeport — (Over Bridge) .....	10	10
10MPH through all crossovers and turnouts except 25 MPH through turnout at East End of Bridge from Joliet District Main Track to Westward Bridgeport District Main Track.		
Crawford Ave, Mile 7.6 (See Note B) .....	—	20
Through turnouts at Power Switches Belt Crossing ..	10	10

### 3. OPERATING CHARACTERISTICS:

**YARD LIMITS:**

Entire District

**TWO MAIN TRACKS:**

Between:

Chicago and Belt Crossing

No.	Location
1	West
2	East

# Safety First

**SPECIAL INSTRUCTIONS**

**3. OPERATING CHARACTERISTICS:**

**ABS IS IN EFFECT:**

Between:

Mile 4.9 and Belt Crossing

**CTC IS IN EFFECT:**

Between:

Chicago and Clark  
Mile 2.7 and Mile 4.9

**MANUAL INTERLOCKINGS:**

<i>Location</i>		<i>Control Station</i>
Clark . . . . .	METRA . . . . .	16th and Clark
21st Street . . . . .	CR/AMTRAK . . . . .	21st Street
Ash Street . . . . .	CR,CSXT . . . . .	Ash Street
Belt Crossing . . . . .	BRC . . . . .	Belt Dispatcher

**AUTOMATIC INTERLOCKINGS:**

I.N. Crossing . . . . . Crossing . . . . . BNSF

**4. ILLINOIS CENTRAL OPERATING RULES:**

**5. DEFECTIVE EQUIPMENT DETECTOR LOCATIONS:**

None

**6. SPRING SWITCH LOCATION:**

None

**7. FRA EXCEPTED TRACK:**

None

**8. LOCATION OF MEASURED MILES:**

None

**9. JOINT OPERATIONS OF MAIN TRACK:**

Amtrak - W.C. - UP & CRL - Chicago to Clark  
UP - IMX to Bridgeport

**10. SPECIAL CONDITIONS:**

The following will apply within the yard limits of the Joliet, Bridgeport and Chicago Districts.

At the beginning of each tour of duty, the Yardmasters at Glenn and Markham will verify with the Desk One Train Dispatcher (824-6742) the current General Order in effect on the appropriate districts. The Train Dispatcher will give the OK time to the Yardmaster who will write the OK time on each General Order needed during his tour of duty.

**SPECIAL INSTRUCTIONS****10. SPECIAL CONDITIONS:**

All yard movements must have a copy of the verified General Order which will be observed on all trips made by the crew within the yard limits on those districts.

Between Chicago and Belt Crossing, the appropriate Control Operator may authorize trains, machinery, hi-rail trucks and motor cars to occupy the main track within specified limits by verbal authority.

Control Operator at Corwith will direct movements between Belt Crossing and IN Crossing on the Bridgeport District.

Control Operator at Ash Street will direct movements between IN Crossing and Ash Street on the Bridgeport District.

**BASE AND WAYSIDE RADIOS, OPERATIONAL, 24 HOURS:**

<i>Location</i>	<i>Channel</i>
Glenn Yard	F1
67th Street	F1

**11. TRACKS BETWEEN STATIONS:**

None



**EFFINGHAM DISTRICT**

TRACK CHART & SIDINGS	TRACK LENGTH	SWITCH LOCATIONS	MILE	STATIONS ↓ SOUTH      NORTH ↑	YARD LIMITS	DEFECT DETECTORS
			155.0	INRD JCT. 4.5		TWC
			159.5	LIS 3.5		
			163.0	WHEELER 3.6		
			166.6	DIETERICH 10.3		
			176.9	EFFINGHAM		

**SPECIAL INSTRUCTIONS**

**1. MAXIMUM SPEEDS:** ..... **MILES PER HOUR** 40

**2. SPEED RESTRICTIONS:**

*Freight  
Trains*

**MILES PER HOUR**

Lis — curve on CIPS lead ..... 10

**3. OPERATING CHARACTERISTICS:**

**YARD LIMITS:**

Between:

Effingham ..... Mile 176.9 and MP 175

**BULLETIN BOARDS:**

Effingham ..... Yard Office

**TWC IS IN EFFECT:**

Between:

MP 155 and Effingham

**4. ILLINOIS CENTRAL OPERATING RULES:**

**5. DEFECTIVE EQUIPMENT DETECTOR LOCATIONS:**

None

**6. SPRING SWITCH LOCATION:**

None

**7. FRA EXCEPTED TRACK:**

None

**SPECIAL INSTRUCTIONS****8. LOCATION OF MEASURED MILES:**

None

**9. JOINT OPERATIONS OF MAIN TRACK:**

INRD- INRD Jct. to Lis

**10. SPECIAL CONDITIONS:****BASE AND WAYSIDE RADIOS, OPERATIONAL, 24 HOURS:***Location*  
Effingham*Channel*  
F1**11. TRACKS BETWEEN STATIONS:**

None



**PEORIA DISTRICT**

TRACK CHART & SIDINGS		TRACK LENGTH	SWITCH LOCATIONS	MILE	STATIONS	YARD LIMITS	DEFECT DETECTORS
				0.0	PEORIA		TWC
					2.8		
				2.8	WESLEY		
Be governed by Rules and Timetable of P. & P.U. Railroad							
9.0	TP & W				6.4		
				9.2	IC JCT		
					0.1		
				9.3	PEKIN		
					5.2		
		5,554	13.9 15.2	14.5	SOUTH PEKIN		
					11.6		
				26.2	DELANAN		
					10.0		
				36.2	HARTSBURG		
44.2	UP			44.2	LINCOLN		
TO SPFLD 55.3	TO GILMAN	4,730	54.2 55.3	55.4	MT. PULASKI	53.0 58.5	
					7.0		
	NS			62.4	LATHAM		
TO ELWIN 79.2				76.5	DECATUR	74.0	
					2.6		
				79.1	DECATUR JCT.		
					6.1	ABS	
				85.2	MT. ZION		
					1.6		
103.8	UP	7,249	86.9 88.4	86.8	HERVEY CITY		
					17.1		
		4,224	102.8 103.6	103.9	SULLIVAN		
					9.5	TWC	
				113.4	COLES		
					5.8	116.9	
				119.2	MATTOON	119.2	

**SPECIAL INSTRUCTIONS**

1. MAXIMUM SPEEDS: ..... MILES PER HOUR  
 40

2. SPEED RESTRICTIONS:

Freight  
Trains

MILES PER HOUR

IC Jct. to MP32 ..... 25  
 Gilman Dist. Crossing, Mile 55.2 (See Note A) ..... 10  
 Decatur Jct. to Hervey City ..... 25  
 Mile 36.15(See Note B) ..... 35  
 Mile 36.3(See Note B) ..... 35



## SPECIAL INSTRUCTIONS

### 2. SPEED RESTRICTIONS:

Mile 43.9(See Note B) .....	20
MP 44 to MP 46 .....	20
MP 47(See Note B) .....	35
MP 68(See Note B) .....	35
Mile 68.3(See Note B) .....	35
MP 103 to MP 105 .....	25
NS Crossing Mile 77.1 to Decatur Jct. ....	20
MP 119 to Champaign District main track .....	10

### 3. OPERATING CHARACTERISTICS:

#### YARD LIMITS:

Between:

Mt. Pulaski .....	MP 53 and Mile 58.5
Decatur .....	MP 74 and Decatur Jct.
Mattoon .....	Mile 116.9 and Mile 119.2

Trains must obtain permission from the yardmaster at Decatur for authority to enter Decatur yard limits.

#### BULLETIN BOARDS:

Peoria .....	Crew building
Decatur .....	Runaround and Yard office
Mattoon .....	Yard office
Mt. Pulaski .....	Depot

#### TWC IS IN EFFECT:

Between:

Peoria and Mattoon

#### ABS IS IN EFFECT:

Between:

Mile 77.1 and Hervey City

#### MANUAL INTERLOCKINGS:

<i>Location</i>	<i>Control Station</i>	
*Lincoln .....	UP .....	UP Dispatcher
Mt. Pulaski .....	Gilman District .....	Train Dispatcher
Decatur .....	NS .....	NS Train Dispatcher

\*UP Dispatchers Phone No.  
800-873-3749 Ext. 92063

#### AUTOMATIC INTERLOCKINGS:

Sullivan .....

Crossing .....

UP

**SPECIAL INSTRUCTIONS****3. OPERATING CHARACTERISTICS:****RAILROAD CROSSINGS, JUNCTIONS AND  
DRAWBRIDGES NOT INTERLOCKED:**

Unless otherwise provided, trains or engines must stop as follows:

Elwin . . . . . Lead (Mile 745.5) . . . . . CIS Jct.  
Mattoon . . . . . Champaign District. . . . . Junction

**4. ILLINOIS CENTRAL OPERATING RULES:****5. DEFECTIVE EQUIPMENT DETECTOR LOCATIONS:**

Bethany (Mile 97.5)

**6. SPRING SWITCH LOCATIONS:**

None

**7. FRA EXCEPTED TRACK:**

None

**8. LOCATION OF MEASURED MILES:**

*Southward*  
P&PU MP 5 to MP 6  
MP 86 to MP 87

*Northward*  
MP 69 to MP 70  
MP 117 to MP 116

**9. JOINT OPERATIONS OF MAIN TRACK:**

Decatur Jct. R.R. - Decatur to Green's Switch & Elwin

**10. SPECIAL CONDITIONS:**

Operation of Road Crossing Warning Devices at Faires Parkway, (ADM Switching Lead-Decatur, Illinois) is as follows:

Road Crossing Warning Devices consist of highway traffic signals and rotating strobe light mounted atop traffic signal cantilever.

When approaching crossing, if rotating strobe light atop traffic signal cantilever nearest ICRR track is operating, train may proceed normally.

If rotating strobe light atop traffic signal cantilever nearest ICRR track is not operating, train must stop and crew member must flag crossing.

**BASE AND WAYSIDE RADIOS, OPERATIONAL, 24 HOURS:**

<i>Location</i>	<i>Channel</i>
Hartsburg	F1
Mt. Pulaski	F1
Decatur	F1
Mattoon	F1

**Think Safety  
Work Safely**

**SPECIAL INSTRUCTIONS****11. TRACKS BETWEEN STATIONS:**

<i>Name</i>	<i>Mile</i>	<i>Length</i>	<i>Connection</i>
Siding	9.4-10.0	2317	Both
West Storage	45.0	1834	South
East Storage	45.0	1915	South
House Trk	49.2	840	South
House Trk	54.8-55.1	1136	Both
South Siding	55.5-56.3	4039	Both
South Storage	55.7-56.2	2491	Both
PPG	83.3-83.5	949	Both
House Trk	90.7-91.0	1362	Both
House Trk	96.3-96.6	1342	Both
House Trk	109.4	970	North
Elevator Trk.	113.2-114.8	5749	Both



**ST. LOUIS DISTRICT**

TRACK CHART & SIDINGS	TRACK LENGTH	SWITCH LOCATIONS	MILE	STATIONS		YARD LIMITS	DEFECT DETECTORS
				↓ SOUTH ↑	↑ NORTH ↓		
			3.9	E. ST. LOUIS —2.3—			23.0
	VIA UP / GWWR						
			6.2	CHURCH —7.8—			
			14.0	BELLEVILLE —3.3—			
	11,364	18.5 20.6	18.6	WILDERMAN —4.2—			
			21.5	FREEBURG —3.5—			
			25.0	LEMENTON —3.6—			
	10,890	29.0 31.5	28.6	NEW ATHENS —4.3—			
			32.9	LENZBURG —4.5—			
			37.4	MARISSA —8.5—			
46.6	UP						
		11,446	46.8 49.1	46.5	COULTERVILLE —10.7—	51.7	CTC
		11,650	55.3 57.5	57.2	LAYFIELD —3.9—		
60.6	UP			61.1	PINCKNEYVILLE —3.7—		
61.1				64.8	DENNY —4.5—		
TO PYATTS	65.1 TO BURNING STAR MINE			69.3	GODDARD —0.7—		
				70.0	DUQUOIN		

**SPECIAL INSTRUCTIONS**

MILES PER HOUR

1. MAXIMUM SPEEDS: ..... 50

2. SPEED RESTRICTIONS:

*Freight  
Trains*

MILES PER HOUR

Church to Mile 11.5 .....	40
Mile 11.5 to Mile 15.5 .....	25
Wilderman-Thru Siding .....	10
Coulterville — UP crossing .....	40
Pinckneyville — Up crossing .....	35
Mile 67.7 to MP 70 .....	20
MP 70—both legs of Wye, DuQuoin .....	10

## SPECIAL INSTRUCTIONS

### 3. OPERATING CHARACTERISTICS:

#### BULLETIN BOARDS:

East St. Louis ..... Yard office

#### CTC IS IN EFFECT:

Between:

<i>Location</i>	<i>Control Station</i>
Church and DuQuoin.....	Train Dispatcher

#### AUTOMATIC INTERLOCKING:

- Coulterville ..... Crossing..... UP
- Pinckneyville ..... Crossing..... UP

•When a train encounters signal conveying Stop indication train must be governed by Rules 828 and 830.

#### RAILROAD CROSSINGS, JUNCTIONS AND DRAWBRIDGES NOT INTERLOCKED:

Unless otherwise provided, trains or engines must stop as follows:  
Church ..... UP/GWWR..... Junction

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### 4. ILLINOIS CENTRAL OPERATING RULES:

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### 5. DEFECTIVE EQUIPMENT DETECTOR LOCATIONS:

*Locations*  
Freeburg (MP 23)  
Layfield (Mile 51.7)

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### 6. SPRING SWITCH LOCATIONS:

None

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### 7. FRA EXCEPTED TRACK:

Pinckneyville (Mile 61.1) to Pyatts (Mile 66.4)

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### 8. LOCATION OF MEASURED MILES:

<i>Southward</i>	<i>Northward</i>
MP 24 to MP 25	MP 67 to MP 66

---

### 9. JOINT OPERATIONS OF MAIN TRACK:

None

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### 10. SPECIAL CONDITIONS:

#### BASE AND WAYSIDE RADIOS, OPERATIONAL, 24 HOURS:

<i>Location</i>	<i>Channel</i>
E. St.Louis	F2
Freeburg	F2
Layfield	F2

## SPECIAL INSTRUCTIONS

## 11. TRACKS BETWEEN STATIONS:

<i>Name</i>	<i>Mile</i>	<i>Length</i>	<i>Connection</i>
29th Street	12.3	1375	South
St. Clair Elev.	16.6	500	South
Old N. Bound	16.7	3168	South
House Trk	17.2	2648	South
W.R. Grace	40.9	300	South
Team Trk	41.8	1488	North

Safe  
Attitude  
For  
Every  
Trip this  
Year

# SPARTA DISTRICT

**47**

TRACK CHART & SIDINGS		TRACK LENGTH	SWITCH LOCATIONS	MILE	STATIONS	YARD LIMITS	DEFECT DETECTORS
591.1 590.5	600.1	6,634	601.0	603.0	END OF TRACK	598.0	TWC
			599.8	599.6	3.4 *BALDWIN		
	UP	4,254	592.5	590.9	8.7 *SPARTA	591.5 590.0	
	UP		591.7	581.4	9.5 PERCY		
	TO CAPT. MINE			579.3	2.1 END OF TRACK		

\*Derails at both ends of sidings

## SPECIAL INSTRUCTIONS

MILES PER HOUR

1. **MAXIMUM SPEEDS:** ..... 25

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2. **SPEED RESTRICTIONS:**

*Freight  
Trains*

MILES PER HOUR

Percy Wye ..... 5

Captain Mine—scale ..... 3

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3. **OPERATING CHARACTERISTICS:**

**YARD LIMITS:**

Between:

Baldwin ..... MP 598 and MP 603

Sparta ..... Mile 591.5 and MP 590.0

**BULLETIN BOARDS:**

Baldwin ..... Locker room

**TWC IS IN EFFECT:**

Between:

Baldwin and Mile 579.3

**AUTOMATIC INTERLOCKINGS:**

Percy ..... Crossing ..... UP

**SPECIAL INSTRUCTIONS**

**3. OPERATING CHARACTERISTICS:**

**NORMAL POSITION OF SWITCHES:**

Percy—Captain Mine Lead,  
North Wye Switch . . . . . As last used

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**4. ILLINOIS CENTRAL OPERATING RULES:**

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**5. DEFECTIVE EQUIPMENT DETECTOR LOCATIONS:**

None

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**6. SPRING SWITCH LOCATIONS:**

None

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**7. FRA EXCEPTED TRACK:**

None

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**8. LOCATION OF MEASURED MILES:**

None

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**9. JOINT OPERATIONS OF MAIN TRACK:**

U.P. - Mile 590.5 to Mile 591.1

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**10. SPECIAL CONDITIONS:**

The UP has trackage rights and will operate over the IC between the switches at Mile 591.1 and Mile 590.5.

Trains or engines must obtain permission from train dispatcher before entering that section of track between Mile 591.1 and Mile 590.5 and must notify the train dispatcher when clear of these limits.

**BASE AND WAYSIDE RADIOS, OPERATIONAL, 24 HOURS:**

<i>Location</i>	<i>Channel</i>
Belleville	F2
Layfield	F2

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**11. TRACKS BETWEEN STATIONS:**

<i>Name</i>	<i>Mile</i>	<i>Length</i>	<i>Connection</i>
Storage Track	581.1	300	North
Eden	589.4	1200	North

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# ELDORADO DISTRICT

**49**

TRACK CHART & SIDINGS	TRACKS LENGTH	SWITCH LOCATIONS	MILE	STATIONS ↓ SOUTH ↑ NORTH	YARD LIMITS	DEFECT DETECTORS	
82.5	BNSF		70.9	DUQUOIN —11.1—	70.9 73.0	TWC	
		4,822	80.9	*CHRISTOPHER —7.7—			
89.9	UP		89.7	BENTON —9.5—	84.0		
TO FULTON	TO EDGEWOOD		64.0	BOOTHBY —1.0—	↓		
			63.0	RUST JCT			
<b>VIA BLUFORD DISTRICT</b>							
TO KERR McGEE			101.4	FERBER —9.2—	110.0		
			110.8	GALATIA —1.1—			
		111.9-112.2		111.9			KM JCT. —9.1—
				121.0			ELDORADO

\* Derails both ends of siding

## SPECIAL INSTRUCTIONS:

**MILES PER HOUR**

**1. MAXIMUM SPEEDS:** ..... 40

**2. SPEED RESTRICTIONS:**

<i>Freight Trains</i>	
<b>MILES PER HOUR</b>	
DuQuoin — Wye .....	10
Christopher — BNSF crossing (See Note A) .....	20
Mile 82.2 to Mile 82.3(See Note B) .....	25
MP 84 to Rust Jct. ....	25
Benton — Mile 89.2 to Mile 90.7 .....	20
Akin-Rust Jct. — both legs of Wye .....	10
Ferber — (both legs of Wye) .....	10
K.M. Jct. and Eldorado .....	10

**3. OPERATING CHARACTERISTICS:**

**YARD LIMITS:**

Between:

DuQuoin .....	Mile 70.9 and MP 73
Benton .....	MP 84 and Rust Jct.
Galatia .....	MP 110 and Eldorado

Trains must obtain permission from the train dispatcher before entering the main track between UPRR crossing at Benton and Rust Jct. and must notify the train dispatcher when leaving such territory.

**SPECIAL INSTRUCTIONS****3. OPERATING CHARACTERISTICS:****BULLETIN BOARDS:**

Benton ..... Locker room

**TWC IS IN EFFECT:**

Between:

DuQuoin and Eldorado

**MANUAL INTERLOCKING:**

*Location*

Benton ..... UP

*Control Stations*

UP Train Disp./DTMF

**AUTOMATIC INTERLOCKING:**

Christopher ..... Crossing..... BNSF

**RAILROAD CROSSINGS, JUNCTIONS AND  
DRAWBRIDGES NOT INTERLOCKED:**

Unless otherwise provided, trains or engines must stop as follows:

DuQuoin

South Wye to

Centralia District

Junction

**NORMAL POSITION OF SWITCHES:**

DuQuoin:

Centralia District — South Wye

switch..... For Centralia District

East Wye switch..... For north leg of

Eldorado District

Mile 112.1 Kerr-McGee—

loop track..... For loop track

**4. ILLINOIS CENTRAL OPERATING RULES:****5. DEFECTIVE EQUIPMENT DETECTOR LOCATIONS:**

None

**6. SPRING SWITCH LOCATIONS:**

None

**7. FRA EXCEPTED TRACK:**

Mile 112.5 to Eldorado (Mile 121)

**8. LOCATION OF MEASURED MILES:**

None

**SPECIAL INSTRUCTIONS****9. JOINT OPERATIONS OF MAIN TRACK:**None

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**10. SPECIAL CONDITIONS:**

Use of UP tracks at Benton:

UP main track just south of dual control switch Benton Jct. is yard limits. UP main track from dual control switch at Benton Jct. northward is CTC.

Permission must be obtained from UPRR dispatcher before using power switch at Benton Jct.

Maximum speed—proceed prepared to stop within one-half the range of vision not to exceed 20 MPH.

**BASE AND WAYSIDE RADIOS, OPERATIONAL, 24 HOURS:***Location**Channel*

Benton

F2

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**11. TRACKS BETWEEN STATIONS:**None

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# P & I RAILROAD

**52**

TRACK CHART & SIDINGS	TRACK LENGTH	SWITCH LOCATIONS	MILE	STATIONS	YARD LIMITS	DEFECT DETECTORS
<div style="display: flex; justify-content: space-between;"> <div style="text-align: right;"> <b>TO EDGWOOD</b> 1.0                             </div> <div style="text-align: left;"> <b>TO FULTON</b> 4.1                             </div> </div>			0.0	BURLINGTON JCT. -0.6-	↑ 1.0	CTC
			0.6	RIVER JCT. -0.4-		
			1.0	METROPOLIS JCT. -1.9-		
		5,520	2.9 3.9	2.9	CHILES -1.2-	
				4.1	CHILES JCT. -5.3-	
				9.4	C.R. JCT. -0.1-	
		5,520	9.5 10.6	9.5	C.R. -3.0-	
				12.5	SOUTH YARD JCT. -1.5-	
				14.0	P & I JCT.	
				VIA P & L RR		
					-0.9-	
				14.9	PADUCAH	

## SPECIAL INSTRUCTIONS

MILES PER HOUR

**1. MAXIMUM SPEEDS:** ..... 40

**2. SPEED RESTRICTIONS:**

MILES PER HOUR

Metropolis, Ohio River Bridge. ....	10
River Jct., Wye Connection. ....	10
Curve north of P&I Jct. ....	10

**3. OPERATING CHARACTERISTICS:**

**YARD LIMITS:**

Between Mile 0.0 and MP 1

Trains on the P&I must obtain permission from the P&L operator or yard-master at Paducah prior to entering the P&L RR.

**BULLETIN BOARDS:**

Paducah ..... P&LRR Yard Office

**SPECIAL INSTRUCTIONS**

**3. OPERATING CHARACTERISTICS:**

**CTC IN EFFECT:**

*Between* Metropolis Jct. and P&I Jct. . . . . *Control Station* Train Dispatcher

**4. ILLINOIS CENTRAL OPERATING RULES:**

**5. DEFECTIVE EQUIPMENT DETECTOR LOCATIONS:**

None

**6. SPRING SWITCH LOCATIONS:**

None

**7. FRA EXCEPTED TRACK:**

None

**8. LOCATION OF MEASURED MILES:**

None

**9. JOINT OPERATIONS OF MAIN TRACK:**

P & L & BNSF - Burlington Jct. to Paducah

**10. SPECIAL CONDITIONS:**

Getting on and off moving equipment is prohibited on the P & L Railroad

**BASE AND WAYSIDE RADIOS, OPERATIONAL, 24 HOURS:**

<i>Location</i>	<i>Channel</i>
Paducah	F2
Kirbyton	F2

**11. TRACKS BETWEEN STATIONS:**

<i>Name</i>	<i>Mile</i>	<i>Length</i>	<i>Connection</i>
Business Track	8.2	2,500	North
House Track	14.3	300	South

**Operating Rules**

**A**

**Dictionary For Safety**

# CAIRO DISTRICT

TRACK CHART & SIDINGS	TRACK LENGTH	SWITCH LOCATIONS	MILE	STATIONS		YARD LIMITS	DEFECT DETECTORS
				↓ SOUTH	↑ NORTH		
			361.4	CAIRO		361.4	ABS
				1.7			
		363.1	363.1	ILLINOIS		363.1	CTC
				1.4			
		364.6	364.5	BALLARD			
				4.0			
		368.6	368.5	FILLMORE			
				1.4			
			369.9	WICKLIFFE			
				2.6			
			372.5	WESTVACO			
				5.6			
	10,564	375.1 377.2	378.1	BARDWELL		384.6	
				14.0			
	10,527	390.1 392.1	392.1	CLINTON		402.3	
				10.5			
		402.6	402.6	BUDA		406.1	
				2.0			
			404.6	FULTON		ABS	
				1.5			
			406.1	FULTON JCT.			
TO MEMPHIS							
TO BLUFORD							
	405.2						

## SPECIAL INSTRUCTIONS

Loaded  
 Passenger Intermodal Freight  
 Trains Trains Trains

**MILES PER HOUR**

1. MAXIMUM SPEEDS ..... 79      70      60

2. SPEED RESTRICTIONS:

Freight  
 Passenger Trains  
 Trains Including  
 Intermodal

**MILES PER HOUR**

Cairo — Mile 361.4 to Mile 361.7 .....	25	25
Cairo to Illinois .....	40	40
Illinois to Ballard .....	20	20
Ballard to MP 366, Track 1 .....	50	40
MP 366 to Fillmore, Track 1 .....	60	40
Fillmore to MP 366, Track 2 .....	60	50
MP 366 to Ballard, Track 2 .....	40	40
Fillmore — Track No. 1 turnout .....	40	40
MP 371 — curve .....	40	40
Mile 371.3 — cut .....	40	40
Mile 372.5 — Bridge .....	25	25
Mile 373 — curve .....	60	45
Mile 378.5 — curve .....	70	—
Mile 379.5 to Mile 381.2 — curve .....	50	45
Mile 381.7 — curve .....	70	—
Mile 390.5 to Mile 398.3 — curve .....	70	50
Buda — end of two main tracks, through turnout .....	40	40
Mile 404.5 to Mile 406.1 — both tracks .....	25	25

## SPECIAL INSTRUCTIONS

### 3. OPERATING CHARACTERISTICS:

#### YARD LIMITS:

Between:

Cairo ..... Mile 361.4 and Mile 363.1  
Fulton ..... Mile 402.3 and Mile 406.1

Norfolk Southern Trains approaching Fulton or Fulton Jct. must receive instructions from the person in charge of yard at Fulton as follows:

Southward - prior to departing Mile 404.2 at AMTRAK Station.

Northward - prior to entering yard limits at Mile 406.1.

Southward trains or engines finding home signal at Buda conveying restricting indication must obtain permission from person in charge of yard at Fulton before proceeding on northward track to Fulton.

Southward trains arriving at Buda must announce on radio channel 1 their train designation, arrival time and route lined.

Northward trains departing Fulton must announce on radio channel 1 their train designation, departure time, and route being used from Fulton to Buda.

Yardmaster at Fulton must give permission to and receive acknowledgement from crew on train before such train may move against the current of traffic within yard limits at Fulton.

#### BULLETIN BOARDS:

Cairo ..... Yard office  
Fulton ..... Yard office

#### TWO OR MORE MAIN TRACKS:

Between:

Cairo and Illinois	}	No.	Location
Ballard and Fillmore		1	West
Buda and Fulton		2	East

#### ABS IS IN EFFECT:

Between:

Cairo and Illinois  
Buda and MP406.1

#### THE FIVE-MINUTE WAITING TIME IS SUSPENDED:

At Fulton, when using the main track crossover switches at MP405 when authorized by the person in charge of the yard limits. All trains or engines must approach these switches prepared to stop, regardless of block signal indication.

#### CTC IN EFFECT

Between: Control Station  
Illinois and Buda..... Train Dispr.

**SPECIAL INSTRUCTIONS****3. OPERATING CHARACTERISTICS:****RAILROAD CROSSINGS, JUNCTIONS AND  
DRAWBRIDGES NOT INTERLOCKED:**

Unless otherwise provided, trains or engines must stop as follows:

Cairo (one mile south on old Cairo  
main track) ..... CTRR..... Crossing  
Cairo (between MP L-3 and L-4) ..... CTRR..... Crossing  
Cairo - (MP 500)..... CTRR..... Junction  
Cairo - Old GM&O interchange ..... CTRR..... Junction

**4. ILLINOIS CENTRAL OPERATING RULES:****5. DEFECTIVE EQUIPMENT DETECTOR LOCATIONS:**

*Locations*  
Arlington (Mile 384.6)

**6. SPRING SWITCH LOCATIONS:**

None

**7. FRA EXCEPTED TRACK:**

None

**8. LOCATION OF MEASURED MILES:**

*Southward*  
MP 375 to MP 376

**9. JOINT OPERATIONS OF MAIN TRACK:**

NS - Cairo to Fulton  
CTRR - Cairo  
Amtrak - Cairo to Fulton Jct.

**10. SPECIAL CONDITIONS:****BASE AND WAYSIDE RADIOS, OPERATIONAL, 24 HOURS:**

<i>Location</i>	<i>Channel</i>
Cairo	F1,F2
Fulton	F1

**11. TRACKS BETWEEN STATIONS:**

<i>Name</i>	<i>Mile</i>	<i>Length</i>	<i>Connection</i>
Ashby Lumber	399.2	1675	North
Arlington House Trk	383.2	838	North
Westvaco	371.6	Industry	North
Westvaco	372.5	Industry	South

**Safety****Don't Work Without It**



# FULTON DISTRICT

**57**

TRACK CHART & SIDINGS	TRACK LENGTH	SWITCH LOCATIONS	MILE	STATIONS <small>↓ H-TICOS ↑ NORTH</small>	YARD LIMITS	DEFECT DETECTORS	
TO UNION CITY 283.5			270.8	OAKS 1.8	↑ 272.6	CTC	
			272.6	S. OAKS 10.9			
	16,287	282.6 285.7	283.5	RIVES			
	VIA UNION CITY					451.0	CTC
			446.6	UNION CITY 4.4			
			442.2	RIVES	442.3	303.7	
	16,287	282.6 285.7	283.5	RIVES 14.5			
	13,767	298.1 300.7	298.0	TRIMBLE 7.2			
			305.2	NEWBERN 8.7			
			314.2	DYERSBURG 15.8	310.1 No 2 Track 314.8	CTC	
			330.0	CURVE 17.5	341.3	CTC	
	11,174	330.0 332.2	330.0	RIALTO 19.6			
	11,456	347.6 349.8	347.5	TIPTON 6.9			
	10,241	365.1 367.2	367.1	MILLINGTON 4.6			
			374.0	LUCY JCT. 1.8	376.6	CTC	
		378.6	WOODSTOCK 3.6				
		384.0	DENNIE 3.4				
		387.4	HOLLYWOOD YARD 0.5				
		387.9	LEEWOOD	396.8	ABS		
VIA CSXT							
		390.0	AULON 5.8				
		395.6	"E" YARD 1.2				
		396.8	"A" YARD JCT (JOHNSTON YARD)		ABS		
CSXT 387.8					↑ 396.8	CTC	
CSXT 390.1							

## Rules Compliance A Safety Appliance

**SPECIAL INSTRUCTIONS****1. MAXIMUM SPEEDS:**

	<i>Loaded</i>		
	<i>Passenger Trains</i>	<i>Intermodal Trains</i>	<i>Freight Trains</i>
<b>MILES PER HOUR</b>			
Oaks to MP 294 .....	79	70	60
MP 294 to Woodstock .....	79	70	50
Woodstock to MP 387 .....	40	40	40
MP 387 to Aulon .....	30	30	30
Mile 391.3 to Mile 395.2 .....	30	30	30

**2. SPEED RESTRICTIONS:**

	<i>Passenger Trains</i>	<i>Freight Trains Including Intermodal</i>
	<b>MILES PER HOUR</b>	
Mile 283.1 to Mile 284.1 curves .....	50	50
Rives — Mile 282.6 (See Note B) .....	50	50
Mile 294.3 curve .....	60	50
Mile 297.6 curve .....	70	50
Mile 299.8 curve .....	70	50
Mile 303.1 curve .....	60	50
Mile 304.4 curve .....	60	50
Mile 305.6 curve .....	60	50
Dyersburg — Mile 310.0 to Mile 314.8 (track 2) .....	40	40
through turnouts .....	40	40
Mile 311.6 curve .....	70	50
Mile 312.8 curve .....	60	50
Mile 313.2 curve .....	45	40
Mile 314.4 curve .....	45	40
Mile 326.2 curve .....	70	50
Mile 328.2 curve .....	60	50
Mile 329.1 curve .....	45	45
Mile 330.6 curve .....	70	50
Mile 331.9 curve .....	70	50
Mile 332.5 curve .....	45	45
Mile 333.3 curve .....	70	50
MP 336 curve .....	60	50
Mile 337.1 to Mile 338.8 curves .....	45	45
Mile 339.5 curve .....	60	50
Mile 340.2 curve .....	60	50
MP 347 bridge .....	40	40
Mile 347.8 curve .....	60	50
Mile 349.6 curve .....	60	50
Mile 350.1 to Mile 350.8 curves .....	50	50
Mile 352.5 curve .....	70	50
Covington — Mile 351.2 to Mile 352.8 (See Note B) .....	40	40
MP353 curve .....	70	50
Mile 354.9 curve .....	70	50
Mile 355.8 curve .....	70	50
Mile 357.7 curve .....	70	50
MP359 to Mile 359.7 curve .....	50	40
MP360 curve .....	60	45
Mile 370.8 curve .....	70	50
Millington — Mile 373.95 to Mile 374.6 (See Note B) .....	60	40

## SPECIAL INSTRUCTIONS

### 3. OPERATING CHARACTERISTICS:

#### YARD LIMITS

Between:

Fulton .....	Extends to Mile 272.6
Union City-Rives .....	MP 451 and Mile 442.3
Dyersburg — (track 2) .....	Mile 310.1 and Mile 314.6
Woodstock .....	Extends to Mile 396.8

Southward trains arriving Buda must announce on radio channel 1 their train designation, arrival time and route lined.

Northward trains departing Fulton must announce on radio channel 1 their train designation, departure time and route being used from Fulton to Buda.

Yardmaster at Fulton must give permission to and receive acknowledgment from crew on train before such train may move against current of traffic within yard limits at Fulton.

The Train Dispatcher is the person in charge of the yard limits between Leewood and Woodstock

The General Yardmaster at Johnston Yard is the person in charge of the yard limits between Johnston Yard and Aulon.

#### BULLETIN BOARDS:

Fulton .....	Yard office
Dyersburg .....	Yard office
Woodstock .....	Yard office
Hollywood .....	Yard office
Johnston Yard .....	T & E Room and Tower

#### TWO OR MORE MAIN TRACKS:

Oaks and South Oaks (Mile 272.6)	}	No. 1	Location West
North Dyersburg and South Dyersburg Lucy Jct. (Mile 378.6) and Woodstock Woodstock and "A" Yard Jct.		No. 2	Location East

#### ABS IS IN EFFECT:

Between:

North Dyersburg and South Dyersburg — Track 2  
 Woodstock and Aulon  
 Track #1 Mile 391.3 and Mile 395.2 for movement in either direction.  
 Track #2 Aulon to Mile 395.2 for Northward movement.  
 Track #2 Mile 391.3 and Mile 395.2 for Southward movement.

**SPECIAL INSTRUCTIONS****3. OPERATING CHARACTERISTICS:****CTC IS IN EFFECT:**

Between:

<i>Location</i>	<i>Control Station</i>
Oaks (Mile 270.8) and Woodstock . . . . .	Train Dispatcher
Mile 387.9 and MP 390.0 . . . . .	CSXT Train Disp.

**MANUAL INTERLOCKINGS:**

<i>Location</i>	<i>Control Station</i>
Leewood . . . . . CSXT . . . . .	Jacksonville
Aulon . . . . . CSXT . . . . .	Jacksonville

**RAILROAD CROSSINGS AND JUNCTIONS NOT INTERLOCKED:**

Unless otherwise provided, trains or engines must stop as follows:

"A" Yard Jct.                  Junction

Southward trains and engines will stop at "A" Yard Jct., and will not proceed until given authority by general yardmaster and the route is seen to be clear.

**4. ILLINOIS CENTRAL OPERATING RULES:****5. DEFECTIVE EQUIPMENT DETECTOR LOCATIONS:**

*Location*  
 Newbern (Mile 303.7)  
 Henning (Mile 341.3)  
 Millington (Mile 376.6)

**6. SPRING SWITCH LOCATIONS:**

None

**7. FRA EXCEPTED TRACK:**

Dyersburg, Dyer County Co-op Lead

**8. LOCATION OF MEASURED MILES:**

<i>Southward</i>	<i>Northward</i>
MP 280 to MP 281	MP 377 to MP 376

**9. JOINT OPERATIONS OF MAIN TRACK:**

Amtrak - Oaks to Woodstock  
 CSXT - Leewood to Johnston Yard

**10. SPECIAL CONDITIONS:****BASE AND WAYSIDE RADIOS, OPERATIONAL, 24 HOURS:**

<i>Location</i>	<i>Channel</i>	<i>Location</i>	<i>Channel</i>
Fulton Yard	F1	Woodstock	F1
Trimble	F1	Leewood	F1
Edith	F1	Johnston Yard	F1
Drummond	F1	Dyersburg	F1

**SPECIAL INSTRUCTIONS****11. TRACKS BETWEEN STATIONS:**

<i>Name</i>	<i>Mile</i>	<i>Length</i>	<i>Connection</i>
Obion House	293.8	2007	North
Newbern Ind. Park	304.6	2186	South
Eldorado Chemical	304.7	541	North
Dyersburg Ind Park	311.1	Industry	South
Dyersburg Ind Park	312.0	Industry	South
Hutcherson Scrap	323.5	1116	South
Halls Ind Park	324.3	5198	South
Tupperware	326.7	3276	South
Lauderdale Farmers	334.1	1170	North
Ripley Ind Park	336.1	Industry	South
Henning House Trk	343.9	1695	South
Tipton Farmers Coop	356.0	1181	South
Atoka Fertilizer	364.3	1525	South
TVA	367.4	12786	North
Sandusky	374.8	470	South
Osmose	379.1	Industry	North
Arcadian	379.3	Industry	North
Plant Maintenance	380.2	594	North



**MEMPHIS DISTRICT**

TRACK CHART & SIDINGS		TRACK LENGTH	SWITCH LOCATIONS	MILE	STATIONS	YARD LIMITS	DEFECT DETECTORS
	TO JOHNSTON YARD			380.4	WOODSTOCK -8.9-		ABS
				389.3	NORTH YARD -2.5-		
				391.8	MEMPHIS (CENTRAL STATION) -0.7-		
		392.5		392.5	BROADWAY -1.8-		
		394.5		394.3	Y & MV JCT. -0.4-		
				394.7	SOUTH JCT. -2.1-		
				396.8	EAST JCT. -0.7-		
				397.5	GRENADA WYE		
							SEE TIME TABLE ITEM ABS IS IN EFFECT

**SPECIAL INSTRUCTIONS**

MILES PER HOUR

1. MAXIMUM SPEEDS: ..... 30

2. SPEED RESTRICTIONS:

	Passenger Trains	Intermodal Trains	Freight Trains
--	---------------------	----------------------	-------------------

MILES PER HOUR

MP 391 to Broadway .....	10	10	10
Broadway to Trigg Ave. (Mile 394.4) .....	20	20	20
Trigg Ave. (Until engine or lead car occupies road crossing) .....	10	10	10
President's Island (any tracks leading to, or at, including parkway facility) .....	—	—	10

3. OPERATING CHARACTERISTICS:

**YARD LIMITS**

Entire District

All trains and engines must obtain permission from the General Yardmaster at Johnston Yard before using the Main track(s) between Central Station and East Jct. at MP 397.

The Train Dispatcher is the person in charge of the yard limits between Woodstock and Central Station.

The General Yardmaster at Johnston is the person in charge of the yard limits between East Junction and Central Station.

## SPECIAL INSTRUCTIONS

### 3. OPERATING CHARACTERISTICS:

#### BULLETIN BOARDS:

Memphis . . . . . T & E Room & Tower  
 Woodstock . . . . . Yard Office  
 Presidents Island . . . . . Yard Office

#### TWO OR MORE MAIN TRACKS:

Mile 394.7 and East Jct.	}	NO.	LOCATION
		1	West
		2	East

#### ABS IS IN EFFECT:

Between:

Woodstock and Memphis  
 Mile 394.5 and South Jct.  
 South Jct. and East Jct. on Number 1 and 2 Mains  
 East Jct. and Grenada Wye

#### THE FIVE-MINUTE WAITING TIME IS CHANGED TO TWO (2) MINUTES:

Between:

Woodstock and Memphis  
 South Jct. and Grenada Wye

#### RAILROAD CROSSINGS AND JUNCTIONS NOT INTERLOCKED:

Unless otherwise provided, trains or engines must stop, as follows:

Broadway	CSXT, BNSF and UP	Crossings
Southeast Wye (Broadway)		Crossings
Southwest Wye (Broadway)		Crossings
Northeast Wye (Broadway)		Crossings

Trains or engines using BNSF tracks through the southeast and southwest Wyes must obtain permission from the BNSF train director before fouling the main track. Trains or engines using CSXT tracks through the northeast Wye must obtain permission from the General Yardmaster at Johnston Yard before fouling the main tracks.

#### NORMAL POSITION OF SWITCHES:

Jct. Switches at Mile 392.4  
 and Y & MV Jct. . . . . As instructed by Yard Master

### 4. ILLINOIS CENTRAL OPERATING RULES:

### 5. DEFECTIVE EQUIPMENT DETECTOR LOCATIONS:

None

**SPECIAL INSTRUCTIONS****6. SPRING SWITCH LOCATIONS:***LOCATION*

East Jct.—northward lead from  
 Johnston Yard . . . . .  
 East Jct.—end of two main tracks . . . . .

*NORMAL  
POSITION*

For main track  
 For northward  
 main track

**7. FRA EXCEPTED TRACK:**

North Yard Tracks 21 through 32, west side. Bunge Lead east side. Grab Hill Lead Tracks, St. Joe Paper Company Lead. Firestone Tire and Rubber Lead Tracks. Orgill Lead and Tracks. President's Island, all tracks except old yard 1, 2, 3, 4 and main line from Kansas St. to and including the north end of old yard lead and Pier St. to CBI Industry.

**8. LOCATION OF MEASURED MILES:**

None

**9. JOINT OPERATIONS OF MAIN TRACK:**

Amtrak - Woodstock to Y & MV Jct.

**10. SPECIAL CONDITIONS:****STOP INDICATION:**

At EAST JCT., when home signal conveys Stop indication, train or engine will after stopping and if no conflicting train or engine movement is evident, immediately move past the signal, but clear of conflicting route, stop and wait two (2) minutes. Facing point spring switches must be inspected in accordance with Rule 706. If no conflicting movement is evident, train or engine will proceed at RESTRICTED SPEED to the next signal.

At MEMPHIS, North Yard, the placing of cars 85 feet in length or longer at Sheppard Tissue is restricted to Track No. 2.

At SOUTH MEMPHIS, West Side movements of high cars under the Y&MV overhead bridge at MAPCO Refinery, must be watched by a member of the crew for clearance under the bridge, and movement must be controlled so that cut can be stopped short of bridge when cars will not clear.

Trains and engines must be preceded by flagmen when passing over the following street and highway crossings:

**Memphis:**

Corrine Street

North Second at Cargill Molasses

North Second at Continental Grain Elevator

E.Georgia at Front Street

Texas, Kentucky, and Kansas avenues,  
 enroute to Presidents Island.

Mallory— east of Latham

Latham—north of Mallory Avenue

River Port Road—east side of lead to MAPCO Refinery and  
 Rivergate Industrial Park



**SPECIAL INSTRUCTIONS****10. SPECIAL CONDITIONS:****BASE AND WAYSIDE RADIOS, OPERATIONAL, 24 HOURS:**

<i>Location</i>	<i>Channel</i>
Woodstock	F1
North Yard	F1

**11. TRACKS BETWEEN STATIONS:**

None

**Safe  
Attitude  
For  
Every  
Trip this  
Year**

## GRENADA DISTRICT

TRACK CHART & SIDINGS		TRACK LENGTH	SWITCH LOCATIONS	MILE	STATIONS ↓ TICS H ↑ IRON	YARD LIMITS	DEFECT DETECTORS
486.8	TO BRUCE			397.5	GRENADA WYE —17.9—	397.5 406.0	456
		3,190	415.2 416.2	415.4	HERNANDO —12.7—		
		3,195	427.7 428.4	428.1	FANNIE MAY —14.8—		
		1,925	443.3 443.7	442.9	SARDIS —9.2—		
		4,675	452.2 453.1	452.1	BATESVILLE —7.5—		
		2,310	459.9 460.3	459.6	POPE —14.0—		
		3,190	473.3 473.9	473.6	BLANCHE —13.2—		
				486.8	W.V.JCT.	485.5	
VIA BRUCE JCT.							
			603.0	BRUCE JCT. —11.4—	602.5	ABS	
			614.4	W.V. JCT.	614.4		
			486.8	W.V. JCT. —5.5—			
6,113	617.4 618.5	617.7	GRENADA —11.8—				
2,429	629.2 629.8	629.5	DUCK HILL —11.0—	631			
3,247	640.3 641.1	640.5	WINONA —8.0—				
2,423	648.2 648.8	648.5	CARROLL —12.6—				
2,759	660.9 661.6	661.1	WEST —9.5—				
4,961	670.2 671.6	670.6	DURANT —2.9—	668			
			673.5	ABERDEEN JCT.			
VIA KOSCIUSKO							
			18.4	KOSCIUSKO —18.4—	18.4	681.7	
			0.0	ABERDEEN JCT.	0.0		
673.5	TO KOSCIUSKO			673.5	ABERDEEN JCT. —12.0—		675
		2,435	685.2 685.8	685.5	PICKENS —20.2—		
				705.7	CANTON —11.2—		704.5 707.1
		4,692	716.4 717.3	716.9	MADISON —10.3—		
				727.2	NORTH JACKSON —1.8—		724.9
				729.0	JACKSON		729
727.3	TO MEMPHIS						

## SPECIAL INSTRUCTIONS SPECIAL INSTRUCTIONS

### 1. MAXIMUM SPEEDS:

	<i>Passenger Trains</i>	<i>Intermodal Trains</i>	<i>Freight Trains</i>
<b>MILES PER HOUR</b>			
Grenada Wye to MP 403 .....	30	30	30
MP 403 to Jackson .....	40	40	40
W.V. Jct. to Bruce Jct. ....	—	—	10
Aberdeen Jct. to Kosciusko .....	—	—	10

### 2. SPEED RESTRICTIONS:

	<i>Passenger Trains</i>	<i>Intermodal Trains</i>	<i>Freight Trains</i>
<b>MILES PER HOUR</b>			
Tallahatchie River Bridge Mile 448.3 .....	—	—	10
Batesville — Mile 451.5 to Mile 452.1 (See Note B) .....	35	35	35
MP 617 to MP619 .....	30	30	30
Pickens Siding .....	10	10	10
Canton — Mile 705.2 to Mile 706.3 (See Note B) .....	30	30	30
Mile 725.3 to Mile 728.2 .....	30	30	30

### 3. OPERATING CHARACTERISTICS:

#### YARD LIMITS:

Between:

Grenada Wye .....	Mile 397.5 and MP 406
W.V. Jct.—Bruce Jct. ....	Mile 614.4 and Mile 602.5
Grenada .....	Mile 485.5 and MP 631
Durant .....	MP 668 and MP 675
Aberdeen Jct.—Kosciusko .....	Mile 0.0 and Mile 18.4
Canton .....	Mile 704.5 and Mile 707.1
Jackson .....	Mile 724.9 and MP 729

The General Yardmaster at Johnston Yard is the person in charge of the yard limits between Mile 397.5 (Grenada Wye) and MP 406 (Horn Lake).

#### BULLETIN BOARDS:

Memphis .....	T & E Room and Tower
Grenada .....	Yard Office
Durant .....	Yard Office
North Jackson .....	Yard Office, T&E Locker Room

#### TWC IS IN EFFECT:

Between:

Grenada Wye and Jackson(Mile 728.6)

**SPECIAL INSTRUCTIONS****3. OPERATING CHARACTERISTICS:****ABS IS IN EFFECT:**

Between:

Grenada Wye and Jackson

**THE FIVE-MINUTE WAITING TIME IS CHANGED TO TWO (2) MINUTES:**

Between:

Grenada Wye and MP 403

**AUTOMATIC INTERLOCKINGS:**

Winona . . . . . Crossing . . . . . C&amp;G

**RAILROAD CROSSINGS AND JUNCTIONS NOT INTERLOCKED:**

Unless otherwise provided, trains or engines must stop, as follows:

W.V. Jct. (Trains or engines from Bruce Jct. route)	Junction
Aberdeen Jct. (Trains or engines from Kosciusko route)	Junction

**NORMAL POSITION OF SWITCHES:**

Grenada Wye . . . . .	As instructed by Yardmaster
W.V. Jct. . . . .	For Memphis to Jackson Route
Aberdeen Jct. . . . .	For Memphis to Jackson Route

**4. ILLINOIS CENTRAL OPERATING RULES:****5. DEFECTIVE EQUIPMENT DETECTOR LOCATIONS:***Locations*

Batesville (MP 456)

Pickens (Mile 681.7)

**6. SPRING SWITCH LOCATIONS:**

None

**7. FRA EXCEPTED TRACK:**

Portion of main track on old Water Valley District from Mile Post 613 to Coffeerville. North Yard Grenada, six (6) tracks east of main. Former Greenwood District Track still in service. House track and track 1 west of depot. Coach Track and scale Track east of depot. All Tracks in Tie Plant. Portion of main Track on old Aberdeen District from MP 2 to Kosciusko. Industrial lead at Canton, MS, commonly known as the C&G main.

**SPECIAL INSTRUCTIONS****8. LOCATION OF MEASURED MILES:**

*Southward*  
 MP 400 to MP 401  
 MP 710 to MP 711

*Northward*  
 MP 704 to MP 703

**9. JOINT OPERATIONS OF MAIN TRACK:****10. SPECIAL CONDITIONS:**

All trains using the yard tracks or crossing from the yard tracks to the main track at Mitchell Street on the Grenada District at Mile 726.5 must stop before fouling the street crossing to allow the Automatic Grade Crossing warning device to descend.

**BASE AND WAYSIDE RADIOS, OPERATIONAL, 24 HOURS:**

<i>Location</i>	<i>Channel</i>
Senatobia	F2
Batesville	F2
Tillatoba	F2
Grenada	F2
Winona	F2
Durant	F2
Canton	F2
Jackson	F2

**11. TRACKS BETWEEN STATIONS:**

<i>Name</i>	<i>Mile</i>	<i>Length</i>	<i>Connection</i>
Algo-Grayure	401.9	726	North
Freeport Ind Park	404.3	5524	South
Shannon Lumber	405.9	550	South
Igloo Products	414.9	558	North
Amex Aluminum	415.9	711	North
Charles Dehner	424.6	699	North
Coldwater House Trk	425.1	884	North
Graeber Brothers	429.0	399	North
Chromcraft	429.1	997	North
Senatobia Ind Park	431.1	549	North
Kroger Lead	449.5	Industry	South
King Seely Thermos	450.1	1391	North
Batesville Ind Park	454.2	1263	South
Oakland House Trk	471.8	800	South
International Paper	486.0	1727	South
Grenada Air Ind Park	489.0	Industry	South
Storage Trk	620.1-620.6	2939	Both
McQuay	621.8	1200	North
Kopper	622.05	Industry	South
La Pacific	623.6	1993	South
Morris Brothers	625.1	860	North
Hankins Lumber	625.1	Industry	South
W. Virginia Paper	633.5	952	North
Pearson Brothers	637.1	450	North
Montgomery Co Ind Pk	639.1	954	South
International Paper	639.5	970	North
Vaiden House Trk	651.3	1000	South
Alliance	651.1-651.3	1338	Both

**SPECIAL INSTRUCTIONS****11. TRACKS BETWEEN STATIONS:**

<i>Name</i>	<i>Mile</i>	<i>Length</i>	<i>Connection</i>
International Paper	668.9	1623	North
Olincraft	669.4	697	South
GoodmanHouse Trk	678.3	745	North
Miss Land & Timber	685.1	681	South
Vaughan House Trk	691.9-692.2	1455	South
Madison Co Ind Park	712.3	Industry	North
Chemtron	713.1	527	North
MFC Services	715.5	2030	North
Ridgeland House Trk	719.2	618	South
Manufacturing Serv	723.5	1600	North

**Better To Ask Twice  
Than To Error Once**

# YAZOO DISTRICT

**71**

TRACK CHART & SIDINGS	TRACK LENGTH	SWITCH LOCATIONS	MILE	STATIONS ↓ S T H      ↑ I R O N	YARD LIMITS	DEFECT DETECTORS
MSDR 93.6	5.4		5.4	WEST JCT. -1.7	5.4	ABS
			7.1	HULET 6.0	12.9	
	13.1		13.1	LAKEVIEW 7.4		15.2
		9,553	18.5 20.4	20.5	LAKE CORMORANT 9.7	
		9,940	29.8 31.8	30.2	RIALS 9.2	
		2,051	39.4 39.9	39.4	SAVAGE 9.4	
		9,860	46.8 48.7	48.8	CRENSHAW 18.6	52.2
				66.4	MARKS 3.8	CTC
		9,600	71.1 73.1	71.2	LAMBERT 12.1	78.8
		10,000	81.3 83.3	83.3	BRAZIL 10.4	
		10,475	92.7 94.3	93.7	SWAN LAKE 11.3	107.4
				105.0	PHILIPP 7.8	
		9,542	112.3 114.2	112.8	MONEY 7.8	120.6
				120.6	HUNTER 1.3	ABS
	122.4	C&G		121.9	YALOBUSHA 0.8	
		6,089	122.8 124.0	122.7	GREENWOOD 2.4	125.1
				125.1	SOUTH GREENWOOD 5.9	142.3
		10,481	128.8 130.9	131.0	SIDON 6.8	
		11,250	136.9 139.2	137.8	CRUGER 10.5	163.4
		9,184	148.0 149.9	148.3	GWIN 20.9	CTC
		10,600	167.7 169.9	169.2	DELTA 6.0	
				175.2	YAZOO CITY 5.0	192.7
		12,085	180.1 182.5	180.2	VALLEY 9.5	
		9,350	189.9 191.8	189.7	ANDING 7.9	CTC
		3,191	197.0 197.8	197.6	RAGIN 7.4	
		9,816	203.7 205.7	205.0	FLORA 6.3	192.7
		9,330	211.0 212.8	211.3	CYNTHIA 3.2	
				214.5	HALSTON 3.7	192.7
				218.5	NORTH JACKSON	
					217.2 218.6	T.T.#1

**YAZOO DISTRICT****SPECIAL INSTRUCTIONS**

	<i>Loaded</i>		
	<i>Passenger Trains</i>	<i>Intermodal Trains</i>	<i>Freight Trains</i>
	<b>MILES PER HOUR</b>		
<b>1. MAXIMUM SPEEDS</b> .....	79	70	60

**2. SPEED RESTRICTIONS:**

	<i>Passenger Trains</i>	<i>Freight Trains Including Intermodal</i>
	<b>MILES PER HOUR</b>	
West Jct. and Lakeview Main 2 (High Line) .....	30	30
West Jct. and MP 6 Main 1 (Low Line) .....	30	30
MP 6 and Lakeview Main 1 (Low Line) .....	60	-
TVA Lead - Sewage Disposal Plant .....	-	10
Mile 15.7 to Mile 16.1 .....	70	-
Mile 20.5 to Mile 20.6 (curve) .....	35	25
Mile 38.5 to MP 40 .....	70	-
MP 43 to Mile 45.3 (curve) .....	45	40
Mile 45.3 to Mile 46.5 (curve) .....	70	-
Mile 48.8 to Mile 49.5 (Northward Only) .....	60	-
Mile 51.1 to Mile 51.3 (curve) .....	70	-
MP 59 to Mile 59.3 (curve) .....	70	-
Mile 63.3 to Mile 64.3 (curves) .....	70	-
MP 67 to MP 72 .....	40	40
Lambert - both legs of Wye .....	10	10
Mile 72.1 to Mile 72.3 (curves) .....	70	-
Mile 81.9 to Mile 82.1 .....	70	-
Mile 90.8 to Mile 91.5 (curves) .....	70	-
Mile 94.5 to MP 95 (curve) .....	60	-
MP 95 to Mile 96.5 .....	70	-
Mile 96.6 to Mile 97.1 (curve) .....	50	40
Mile 97.1 to Mile 97.7 (curve) .....	70	-
Mile 100.5 to Mile 100.8 (curve) .....	70	-
Mile 102.5 to 102.7 (curve) .....	70	-
MP 104 to MP 105 (curves) .....	40	25
Mile 107.6 to MP 108 (curve) .....	70	-
Mile 111.5 to Mile 111.8 (curve) .....	70	-
Mile 114.5 to Mile 115.3 (curves) .....	70	-
Mile 120.5 to Mile 121.5 (curves) .....	70	-
Mile 121.7 to Mile 121.8 (curve) .....	60	40
Mile 121.8 to Mile 124.4 (See Note B) .....	30	30
Mile 125.7 to Mile 127.1 (curves) .....	70	-
Mile 143.1 to Mile 143.7 (curves) .....	70	-
Mile 143.7 to Mile 144.2 (curves) .....	50	50
Mile 146.9 to Mile 147.7 (See Note B) .....	20	20
Mile 147.7 to MP 148 .....	70	-
Mile 154.4 to Mile 154.7 (curve) .....	70	-
Mile 160.1 - bridge .....	40	40
Mile 163.6 to MP 164 (curve) .....	70	-
Mile 168.1 to Mile 168.3 (curve) .....	70	-
Mile 172.7 to MP 175 (See Note B) .....	35	30
MP 174 to Mile 175.8 (curves) .....	40	30
Mile 175.8 to MP 177 (curves) .....	60	-
MP 177 to Mile 182.5 .....	70	-
Mile 182.5 to Mile 189.8 (curves) .....	50	40
Mile 195.7 to Mile 195.8 - bridge .....	50	35
Mile 201.5 to Mile 201.6 (curve) .....	70	-
MP 205 to MP 211 (curves) .....	70	-
Mile 212.2 to Mile 215.9 .....	60	-
Mile 215.9 to Mile 217.2 .....	40	40



## SPECIAL INSTRUCTIONS

### 3. OPERATING CHARACTERISTICS:

#### YARD LIMITS:

Between:

West Jct. . . . . Mile 5.4 and Mile 12.9  
Greenwood . . . . . Mile 120.6 and Mile 125.1  
North Jackson. . . . . Mile 218.6 and Mile 217.2

Southward trains and engines must contact the person in charge of the yard at North Jackson before departing Cynthia.

#### BULLETIN BOARDS:

Memphis . . . . . T&E Room and Tower  
Lambert . . . . . Depot  
Greenwood . . . . . Yard Office  
Yazoo City . . . . . Yard Office  
North Jackson. . . . . Yard Office  
T&E locker room  
Engineer's washroom

#### TWO MAIN TRACKS:

Between:

Mile 5.4 and Mile 12.9

No.	Location
1	West (Low line)
2	East (High line)

#### ABS IS IN EFFECT:

Between:

West Jct. and Lakeview, No. 1 Track.  
Hulet and Lakeview, No. 2 Track.  
Hunter and South Greenwood

#### CTC IS IN EFFECT:

Between:	<i>Control Station</i>
Lakeview and Hunter	Train Dispatcher
South Greenwood and North Jackson	Train Dispatcher

#### MANUAL INTERLOCKINGS:

<i>Location</i>	<i>Control Station</i>
Greenwood . . . . . C&G . . . . .	Train Dispatcher

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### 4. ILLINOIS CENTRAL OPERATING RULES:

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**SPECIAL INSTRUCTIONS****5. DEFECTIVE EQUIPMENT DETECTOR LOCATIONS:***Locations*

Walls (Mile 15.2)  
 Sledge (Mile 52.5)  
 Brazil (Mile 78.6)  
 Philipp (Mile 107.4)  
 Tchula (Mile 142.3)  
 Eden (Mile 163.4)  
 Bentonia (Mile 192.7)

**6. SPRING SWITCH LOCATIONS:**

None

**7. FRA EXCEPTED TRACK:**

Lambert-Wye track.

**8. LOCATION OF MEASURED MILES:**

<i>Southward</i>	<i>Northward</i>
MP 9 to MP 10	
MP 157 to MP 158	MP 207 to MP 206

**9. JOINT OPERATIONS OF MAIN TRACK:**

Amtrak - West Jct. to Jackson

**10. SPECIAL CONDITIONS:**

Trains and engines on the Mississippi Delta Railroad at Swan Lake must obtain permission from the I.C. Train Dispatcher before entering the I.C. Main Track.

**BASE AND WAYSIDE RADIOS, OPERATIONAL, 24 HOURS:**

<i>Location</i>	<i>Channel</i>
Walls	F1
Lambert	F1
Glendora	F1
Sidon	F1
Greenwood	F1
Gwin	F1
Eden	F1
Bentonia	F1
Valley	F1

# Safety First

## SPECIAL INSTRUCTIONS

### 11. TRACKS BETWEEN STATIONS:

<i>Name</i>	<i>Mile</i>	<i>Length</i>	<i>Connection</i>
LaRoche Ind	7.9	Industry	South High Line
TVA Steam Plant	6.8	Industry	North Low Line
Walls House Trk	15.4	300	South
Banks House Trk	25.8	1433	South
Lost Lake Elevator	29.5	741	South
Pritchard House Trk	34.7	923	South
Sarah House Trk	44.1	1099	South
Ky-Tenn Clay	52.1	1033	North
United Clay	53.4	857	South
Sledge Passing Trk	54.3 - 54.9	3142	Both
Mikoma House Trk	88.6	801	North
So Leg Grenada Wye	120.9	300	South
Greenwood-LeFlore	124.5	4812	North
Staple Cotton Assoc	126.95	2475	North
C.S. Whittington	127.1	1146	North
Eden House Trk	164.05	1198	South
New Storage	170.7 - 171.9	6250	Both
Yazoo Industrial	176.8	Industry	South
Bentonia	193.0	2375	North
CathayWillifordJones	194.2	1014	South
Ragin	197.0	3300	Both
Kearney Park Utility	197.9	Industry	South
Mosinee Paper Prod	213.9	1034	South
Miss Power & Light	214.1	3240	South
Tri-State Tile & Brick	214.2	1764	North

**Operating Rules**  
**Are Your**  
**Safety Tools**

**MCCOMB DISTRICT**

TRACK CHART & SIDINGS		TRACK LENGTH	SWITCH LOCATIONS	MILE	STATIONS ↓ SOUTH ↑ IRON ↑	YARD LIMITS	DEFECT DETECTORS
KCS	KCS			729.0	JACKSON	729.0	
	TO MOBILE			736.0	7.0 ELTON JCT.	736.0	ABS
	736.1	15,003	753.5 756.3	753.4	17.4 CRYSTAL SPRINGS		
				762.5	9.1 HAZLEHURST		CTC
	775.6 TO SILVER CREEK			775.4	13.9 WESSON JCT.	775.4	
TO NATCHEZ	782.1			783.1	7.7 BROOKHAVEN	787.6	ABS
	787.5			801.7	18.6 SUMMIT JCT.		CTC
	801.8			806.9	5.2 McCOMB	801.7	
				808.7	1.8 SOUTH YARD		ABS
	812.1			812.1	3.4 FERNWOOD JCT.	812.1	
		9,642	823.5 825.5	823.9	11.8 OSYKA		
		13,033	837.4 840.0	840.0	16.1 ARCOLA		833.4
		13,253	856.3 858.8	856.3	16.3 NATALBANY		
TO BATON ROUGE	858.8			859.0	2.7 HAMMOND		
		9,845		874.5	15.5 MANCHAC		869.0
		10,835	887.3 889.6	887.6	13.1 FRENIER		CTC
	898.6			898.6	11.0 SKIP		889.9
TO BATON ROUGE				900.5	1.9 MARTIN JCT.		
	900.8			900.8	0.3 ORLEANS JCT.		
TO IND. PARK				904.4	3.6 MAYS YARD		
UP	906.7 NS			906.4	2.0 EAST BRIDGE		
908.7	KCS			908.6	2.2 SOUTHPORT JCT.	908.8	
				913.5	4.9 STY DOCKS		
Be governed by NORAC rules and Midwest Division Timetables							
					3.7		
					NEW ORLEANS	916.8	

## SPECIAL INSTRUCTIONS

### 1. MAXIMUM SPEEDS:

	<i>Loaded</i>		
	<i>Passenger Trains</i>	<i>Intermodal Trains</i>	<i>Freight Trains</i>
<b>MILES PER HOUR</b>			
Jackson and Skip .....	79	70	60
Skip and Southport Jct. ....	60	40	40
Southport Jct. and Sty Docks .....	—	10	20

### 2. SPEED RESTRICTIONS:

	<i>Freight Trains Including Intermodal</i>	
	<i>Passenger Trains</i>	<i>Freight Trains</i>
<b>MILES PER HOUR</b>		
Mile 729.3 to Mile 731.5 — both tracks .....	30	30
Mile 748.2 to Mile 750.3 .....	75	50
Crystal Springs — MP 753 to Mile 754.1 (See Note B)	50	40
Hazlehurst — MP 761 to Mile 763.6 (See Note B) . . .	50	40
Mile 765.5 to Mile 767.6 — curve .....	75	50
Wesson — Mile 773.7 to Mile 774.4 (See Note B) . . .	—	40
Brookhaven — Mile 782.5 to Mile 783.2 (See Note B)	30	30
Summit — MP 804, road crossing(See Note B) . . . . .	50	50
MP 806 to Mile 810.7 .....	40	25
Fernwood Industrial Park:		
Approaching and over scale at Sanderson Farms . . .	—	3
Magnolia — Mile 814.1 Highway 48 (See Note B) . . .	50	40
Osyka — Mile 823.8 Liberty Street (See Note B) . . .	40	40
Kentwood — MP 829, Highway 38 (See Note B) . . . .	45	45
Tangipahoa — Mile 833.3 Highway 440 (See Note B)	45	45
Arnite — all street crossings between		
Mile 842.3 to Mile 844.4 (See Note B.) .....	35	35
Independence — Mile 849.9		
Fourth Street (See Note B) .....	25	25
Tickfaw — Mile 854.1 (See Note B) .....	60	45
Hammond — Mile 858.2 to Mile 859.5 .....	20	20
Ponchatoula — Mile 863.9, Pine Street(See Note B).	35	35
Ponchatoula — All street crossings		
Mile 863.6 to Mile 864.1 (See Note B) .....	—	35
Manchac Bridge — Mile 874.6, movable		
center span only .....	10	10
MP 887 to MP 888, all street		
crossings (See Note B) .....	50	50
Mile 890.2 to Mile 892.5 — Spillway Bridge .....	60	50
Skip — turnout, end of two main tracks .....	40	40
Martin Jct. to James Jct. (north leg of Wye) .....	10	10
Orleans Jct. — when using crossover .....	10	10
Mile 900.5 to Mile 902.3 .....	25	25
Mile 904.4 — crossing, north end		
Mays Yard (See Note B) .....	40	25
Harahan — all industry tracks .....	—	10

### 3. OPERATING CHARACTERISTICS:

#### YARD LIMITS:

Between:

Jackson .....	MP 729 and MP 736
Brookhaven .....	Mile 787.6 and Mile 775.4
McComb .....	Mile 801.7 and Mile 812.1
Mays Yard .....	Mile 908.8 and Mile 916.8

**SPECIAL INSTRUCTIONS****3. OPERATING CHARACTERISTICS:**

Westward KCS trains or engines must obtain permission from person in charge of yard at Jackson before passing East Jackson. Eastward trains or engines must obtain permission from the person in charge of yard at Jackson before fouling IC trains.

Northward trains must obtain permission from the person in charge of the yard at Jackson before passing Elton Jct.

Trains or engines must receive permission from the Control Operator before entering the Yard Limits at McComb. MS.

**BULLETIN BOARDS:**

North Jackson	Yard office, T&E locker room Engineers washroom
McComb	T&E locker room
South Yard	Yard office
Mays Yard	Conductor's register room Engine house
New Orleans	Supervisor's Office — U.P.T.
Sty Docks	Locker room

**TWO OR MORE MAIN TRACKS:**

Between:

Mile 729.2 and Mile 736  
Wesson Jct. and Mile 787.6  
Mile 801.7 and Fernwood Jct. (Mile 812.1)  
Skip and Mays Yard (Mile 904.1)

<i>No.</i>	<i>Location</i>
1	West
2	East

**ABS IS IN EFFECT:**

Between:

Mile 729.3 and MP 736  
Mile 775.4 and Mile 787.4  
Mile 801.7 and Fernwood Jct. (Mile 812.1)

**THE FIVE-MINUTE WAITING TIME IS SUSPENDED:**

At Brookhaven, before entering McComb District main tracks, trains from the Central District must first obtain permission from the train dispatcher and the way must be seen or known to be clear.

**THE WAITING TIME IS CHANGED TO TEN MINUTES:**

At Elton, when using crossover from No. 1 to No. 2 main track at Mile 735.1.

**CTC IS IN EFFECT:**

Between:

MP 736 and Mile 775.4	<i>Control Station</i> Train Dispr.
Mile 787.6 and Mile 801.7	Train Dispr.
Fernwood Jct. and East Bridge	Train Dispr.
East Bridge and Southport Jct.	East Bridge

**SPECIAL INSTRUCTIONS****3. OPERATING CHARACTERISTICS:****MANUAL INTERLOCKINGS:**

<i>Location</i>	<i>Control Station</i>
East Bridge . . . . . Junction . . . . .	East Bridge
Southport Jct. . . . . Junction . . . . .	East Bridge
Lambert . . . . . Junction . . . . .	East Bridge

**RAILROAD CROSSINGS, JUNCTIONS AND DRAWBRIDGES NOT INTERLOCKED:**

Unless otherwise provided, trains or engines must stop as follows:

Jackson                      KCS                      Junction

Train and engine movements through switch at junction of KCS and McComb Districts and movements on McComb District south of passenger station Jackson, will be made on the authority of yardmaster, either by radio communication or hand signals.

All Trains and Engines Must Approach the Following Crossings Prepared To Stop Unless The Way Can Be Seen To Be Clear.

Mile 920.6	NOPB	Crossing
Mile 916.7	NOPB	Crossing

**4. ILLINOIS CENTRAL OPERATING RULES:****5. DEFECTIVE EQUIPMENT DETECTOR LOCATIONS:**

Norfield (Mile 795.7)  
 Hazlehurst (Mile 764.52)  
 Tangipahoa (Mile 833.4)  
 Manchac (MP 869)  
 LaBranch (Mile 889.94)

**6. SPRING SWITCH LOCATIONS:**

<i>Location</i>	<i>Normal Position</i>
Mays Yard — 325 feet north of East Bridge. . . . .	For inbound lead

**7. FRA EXCEPTED TRACK:**

Elton (MP NN-180.5 to 181.3) All Yard tracks in North Yard, McComb, Mile Post 806.5 through 807.7 are excepted tracks with the following exceptions: Tracks Number 21, 505, 507, 508, 511, 513, 516 through 522 -- inclusive, 701, 702, and 704. Industrial Lead (formerly Old Natchez District) from the Switchtender at Jackson, MS, to Mile Post 6. All yard tracks in the (Old M.C. Yard) at Brookhaven, MS.

New Orleans, Mays Yard Rip Tracks three (3) and four (4). Maximum speed 5 MPH.

**8. LOCATION OF MEASURED MILES:**

<i>Southward</i>	<i>Northward</i>
MP 739 to MP 740	MP 803 to MP 802
MP 819 to MP 820	MP 888 to MP 887

**SPECIAL INSTRUCTIONS****9. JOINT OPERATIONS OF MAIN TRACK:**

Amtrak - Jackson to New Orleans  
KCS - Orleans Jct. to East Bridge

**10. SPECIAL CONDITIONS:**

Trains and engines must be preceded by flagman when passing over following street, highway, and railroad crossings:

Jackson                      High Street

The following street crossings located in New Orleans have visibility restriction for motor vehicles, therefore, engines operating over these crossings must be preceded by a flagman.

<b>TRACK</b>	<b>STREET CROSSINGS</b>
G.M. Lead (Harahan)	Wholesalers Parkway

Switch at north end A-1 Mays Yard must be lined for Track A-1 when not in use.

Engines must not enter the Intermodal Facilities at Sty Docks until receiving permission from Intermodal personnel.

Train, Engine and Hi-Rail movements on the Main Tracks and those Yardmasters and Dispatchers (Control Operators/Leverman) responsible for the following areas:

**MCCOMB DISTRICT**

between

Skip MP 898.6 and Southport Jct MP 908.6

Are under the jurisdiction of the Train Dispatcher, Desk 5, Homewood Operations Control Center. All Trains, Engines and Hi-Rail Equipment, including Foreign Line, must possess the Current General Order and verify same with the Train Dispatcher prior to entering the Main Tracks between these locations.

The Yardmaster in charge of Yard Limits (Baton Rouge District) may provide protection for trains to entering those limits without the Current General Order, **ONLY** after the Yardmaster has verified the Current General Order with Train Dispatcher.

**THAT PART OF RULE 902 READING AS FOLLOWS:**

Except at interlockings, trains granted track and time limits after stopping, may pass a signal displaying Stop indication without further authority to enter the limits or while within the limits.

**DOES NOT APPLY TO TRAINS OR ENGINES AT THE HOME SIGNALS GOVERNING THE MOVEMENT OVER THE MOVABLE CENTER SPAN AT MANCHAC BRIDGE.**



## SPECIAL INSTRUCTIONS

### 10. SPECIAL CONDITIONS:

#### BASE AND WAYSIDE RADIOS:

<i>Location</i>	<i>Channel</i>
Jackson	F2,F1
Gallman	F2
Brookhaven	F2,F1
McComb	F2,F1
Kentwood	F1
Hammond	F1
Mays Yard	F2
East Bridge	F2
Southport	F2
Sty Docks	F2
New Orleans	F2

All trains and engines must use channel **F1** between Mile 801.7 and Mile 812.1, McComb District trains between Mile 801.7 and MP 814 will use Channel **F2** to contact the Train Dispatcher.

### 11. TRACKS BETWEEN STATIONS:

<i>Name</i>	<i>Mile</i>	<i>Length</i>	<i>Connection</i>
Griffin Industries	739.6	888	North
Jackson Ind Park	740.1	Industry	South
Terry Storage	744.8-745.1	6674	Both
Gravel Storage	751.8-752.3	3598	Both
Kuhlman Electric	753	681	North
Copiah Ind Park	758.9	Industry	South
Hazlehurst Pass	760.8-761.6	4571	Both
Charles Donald Wood	761.9	1873	North
Kitchens Lumber	763.2	482	North
Royal Maid	763.5	444	North
Beauregard House Trk	772.5	1062	North
Hickman Pulpwood	793	2252	North
Boque Chitto Storage	793.4-794.4	5045	Both
Dixie Packaging	799.7	695	North
Polyflex A Spur	803.9	731	North
Summit House Trk	803.9-804.1	1477	Both
Lamb Lumber Co	804.3	1218	North
American Box	810.8	Industry	North
Metro-Pike Ind Park	811.9	Industry	North
Hankins Container	812.6	1417	South
Great Southern Box	812.9	1488	South
Terra International	813.8	1417	North
Southwest RR Serv	814.2	Industry	North
Kentwood K&E	828.6-829.1	2685	Both
Kentwood House	829.1	685	South
Kentwood Storage	830.1-831.1	5432	Both
Ozone Spring Water	837	704	South
Roseland Storage	841.2-842.2	5064	Both
Amite House Trk	843.2	209	North
Dykes	844.5	790	North
L.A. Paving	846.5	295	South
Gold Chemical	854.0	515	North
Pennington Seed	862.6	660	North
Old North Main	863.1	3960	North
Ponchatoula Ind	865.1	3247	South
Four Twenty Corp	900	1599	North

**BATON ROUGE DISTRICT**

TRACK CHART & SIDINGS		TRACK LENGTH	SWITCH LOCATIONS	MILE	STATIONS ↓ S T I C O S H ↑ T R O N ↑ H	YARD LIMITS	DEFECT DETECTORS
345.8	GLSR			9.7	ZEE 2.7	9.7	
				7.0	DELOMBRE 7.0		
361.1	KCS			347.3	SLAUGHTER 11.9		
				359.2	MARYLAND 3.3		
362.5	UP			362.5	U.P. JCT. 1.1		
				363.6	BATON ROUGE 1.2		
365.5	TO HAMMOND			364.8	BATON ROUGE JCT. 15.7		
		4,180	379.6 380.5	380.5	ST. GABRIEL 6.0		
				386.5	OLD GEISMAR 3.1		
				389.6	GEISMAR 4.4		
				394.0	BURNSIDE 11.2		
		4,455	404.1 405.2	405.2	CONVENT 5.0		
		3,596	410.1 411.2	410.2	REMY 3.0		
				413.2	LUTCHER 0.8		
				414.0	GRAMERCY 2.2		
		7,590	415.5 417.1	416.2	MT. AIRY 2.0		
				418.2	GARYVILLE 3.3		
				421.5	RESERVE 3.9		
		4,266	424.7 425.5	425.4	WALTER 0.6		
				426.0	LA PLACE 5.9		
				431.9	SELLERS 1.5		
				433.4	GOOD HOPE 4.0		
				437.4	DESTREHAN 2.7		
		7,617	438.4 439.9	440.1	ST. ROSE 3.4		
443.6	KCS			443.5	FRELLSEN JCT. 0.3	443.5	CTC
				443.8	JAMES JCT. 0.4		
				444.2	ORLEANS JCT.		

374.9

408.7

ABS

## SPECIAL INSTRUCTIONS

### 1. MAXIMUM SPEEDS:

	<i>Freight Trains</i>
	<b>MILES PER HOUR</b>
Mile 366.7 to Orleans Jct.....	40
Mile 366.7 to Zee.....	25

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### 2. SPEED RESTRICTIONS:

	<i>Freight Trains Including Intermodal</i>
	<b>MILES PER HOUR</b>
Mile 8.2 to MP 9 — curves.....	10
MP 366 to MP 367.....	10
MP 367 to MP 370.....	20
Mile 388.2 — crossover.....	25
Lutcher — Mile 413.1 to Mile 413.3 (See Note B) ...	20
Reserve — Mile 421.5 to Mile 422.2 (See Note B)...	25
Bridge Mile 429.9 to Mile 431.7.....	20
Mile 432.6 to Mile 433.5.....	25
Frellsen Jct. to Orleans Jct.....	25
James Jct. to Martin Jct. (north leg of Wye).....	10

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### 3. OPERATING CHARACTERISTICS:

#### YARD LIMITS:

Zee..... Mile 9.7 and 443.5

Southward trains must not pass South Boulevard Mile 366.7 until permission is granted from person in charge of yard at Baton Rouge and must not pass St. Gabriel until permission is granted from person in charge of yard at Geismar.

Northward trains must not pass switch at Mile 388.2 until permission is granted from person in charge of yard at Geismar and must not pass St. Gabriel until permission is granted from person in charge of yard at Baton Rouge.

#### BULLETIN BOARDS:

Baton Rouge Jct. .... T&E locker room  
Geismar ..... T&E locker room  
Reserve ..... T&E locker room

#### ABS IS IN EFFECT:

Between:

Mile 366.7 and Frellsen Jct.

#### THE FIVE-MINUTE WAITING TIME IS SUSPENDED:

Trains or engines may enter the main track between Mile 386.4 and Mile 391.3 without waiting five minutes after receiving permission from the person in charge of the yard at Geismar, and the way must be seen or known to be clear.

**SPECIAL INSTRUCTIONS****3. OPERATING CHARACTERISTICS:****CTC IS IN EFFECT:**

Between:

<i>Location</i>	<i>Control Station</i>
Frellsen Jct. and Orleans Jct. . . . .	Train Dispr.

**RAILROAD CROSSINGS, JUNCTIONS AND DRAWBRIDGES NOT INTERLOCKED:**

Unless otherwise provided, trains or engines must stop, as follows:

Mile 361.1	KCS	Crossing
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Crossing is equipped with color light signals. When train or engine is stopped by signal displaying red aspect operate the emergency release in accordance with posted instructions.

Mile 362.5	UP	Junction
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**NORMAL POSITION OF MAIN TRACK SWITCHES:**

Slaughter . . . . .	As last used
Baton Rouge — north end of track 1-A. . . . .	As last used
Baton Rouge Jct. (all Wye switches). . . . .	As last used

**4. ILLINOIS CENTRAL OPERATING RULES:****5. DEFECTIVE EQUIPMENT DETECTOR LOCATIONS:**

Burtville (Mile 374.95)  
Belmont (Mile 408.77)

**6. SPRING SWITCH LOCATIONS:**

None

**7. FRA EXCEPTED TRACK:**

General Foreman track, Storeroom track, Rip track and Roundhouse track at Baton Rouge, La.

**8. LOCATION OF MEASURED MILES:**

*Southward*  
MP 373 to MP 374

*Northward*  
MP 358 to MP 357  
MP 442 to MP 441

**9. JOINT OPERATIONS OF MAIN TRACK:**

KCS - Frellson Jct. to Orleans Jct.

**Safety A Condition  
Of Employment**

**SPECIAL INSTRUCTIONS****10. SPECIAL CONDITIONS:**

Train, Engine and Hi-Rail movements on the Main Track and those Yardmasters and Dispatchers (Control Operators/Leverman) responsible for the following areas

**BATON ROUGE DISTRICT**

between

Frellsen Jct MP 443.5 and Orleans Jct MP 444.2

Are under the jurisdiction of the Train Dispatcher, Desk 5, Homewood Operations Control Center. All Trains, Yard Engines and Hi-Rail Equipment, including Foreign Line, must possess the Current General Order and verify same with the Train Dispatcher prior to entering the Main Tracks between these locations.

The Yardmaster in charge of Yard Limits (Baton Rouge District) may provide protection for trains entering those limits without the Current General Order, **ONLY** after the Yardmaster has verified the Current General Order with Train Dispatcher.

At the beginning of each shift, the yardmaster at Baton Rouge and Geismar will verify with the desk five train dispatcher (824-6748) the current general order in effect on the Baton Rouge district. The Baton Rouge yardmaster will also verify the current general order on the Hammond district. The train dispatcher will give the ok time to the yardmaster who will write the ok time on the general order needed during their tour of duty.

All jobs must have a copy of the verified general order which will be observed on all trips within the yard limits on this district.

Except when authorized by Joint Authority, the following procedures are in effect for Track mounted equipment operating between Frellsen Jct. and Mile 366.7, Baton Rouge District.

Between Frellsen Jct. and Destrehan, contact Mays Yardmaster before leaving Frellsen Jct., northward, and before leaving Destrehan, southward. Mays Yardmaster will coordinate all moves.

Between Destrehan and Convent, contact the Agent/Clerk at Reserve before leaving Destrehan, northward, and before leaving Convent, southward. Reserve Agent/Clerk will coordinate all moves between these locations. During the hours the Reserve Office is closed, Mays Yardmaster will coordinate all moves between Mays Yard and Convent.

Between Convent and St. Gabriel, call Agent/Yardmaster at Geismar before leaving Convent, northward, and before leaving St. Gabriel, southward. Agent/Yardmaster at Geismar will coordinate all movements between these locations.

Between St. Gabriel and Mile 366.7, call person in charge of yard at Baton Rouge before leaving St. Gabriel northward and Mile 366.7 southward. Person in charge of yard at Baton Rouge will coordinate all moves.

Employees occupying the main track in Track mounted equipment at the aforementioned locations must coordinate all moves with Mays Yardmaster, Agent/Clerk Reserve, Agent/Yardmaster Geismar or person in charge of the yard at Baton Rouge, respectively, and must make known their present location at approximate 15 minute intervals via radio when moving between points on the Baton Rouge District.

**SPECIAL INSTRUCTIONS****10. SPECIAL CONDITIONS:****BASE AND WAYSIDE RADIOS, OPERATIONAL, 24 HOURS:**

<i>Location</i>	<i>Channel</i>
Baton Rouge	F2
Geismar	F2
Reserve	F2
LaPlace	F2

**11. TRACKS BETWEEN STATIONS:**

<i>Name</i>	<i>Mile</i>	<i>Length</i>	<i>Connection</i>
James River Corp	9.6	Industry	South
Zachary House Trk	352.4	300	South
Maryland Ind Trk	358.5	Industry	South
Gulf States Util	379.0	4203	South
Evergreen Ind Park	381.1	3959	North
Pioneer Lead	382.5	Industry	South
Bruns Storage	382.9-383.2	2396	Both
Cos-Mar	383.4	1175	North
Allied Chemical	384.8	Industry	South
Arcadian Chemical	384.8	Industry	South
Goliad	385.2	1250	North
Shell Oil	385.5	2087	South
Storage Trk Eastside	385.6-386.3	3755	Both
New Storage Westside	385.6-386.3	3479	Both
E.I. duPont	395.6	4075	South
Texaco	397.1	Industry	South
Railcar Cleaning	398.9	Industry	South
Zennoh Grain	399.9-400.1	Industry	Both
Occidental Chemical	403	Industry	South
Aqrico Chemical	403.5	Industry	North
Aqrico Chemical	403.5	Industry	North
Peavy Grain	410.1	Industry	North
Nalco Chemical	417.6	4467	South
E.I. duPont	423.8	Industry	North
Bayou Steel	428.9	Industry	South
LA Power & Light	429.5	Industry	North
River Bend	441.8-442.2	1774	Both
Delta Pet.	442.4	Industry	South



# CENTRAL DISTRICT

**87**

TRACK CHART & SIDINGS		TRACK LENGTH	SWITCH LOCATIONS	MILE	STATIONS ↓ T-COS ↑ H ↑ T-ROZ ↓	YARD LIMITS	DEFECT DETECTORS
<b>TO END</b>	<b>62.2</b>			53.6	<b>SILVER CREEK</b> —5.1—	53.1	<b>TWC</b>
				58.7	<b>FERGUSON</b> —3.2—		
		2,485	61.5 62.1	61.9	<b>WANILLA</b> —9.0—	63.0	
<b>TO CHICAGO</b>	<b>TO BOGALUSA</b> <b>82.4</b>			70.9	<b>WOOLWORTH</b> —11.4—		
				82.3	<b>BROOKHAVEN</b> —5.9—	81.0 82.4	
<b>TO NEW ORLEANS</b>	<b>TO NEW ORLEANS</b>			88.2	<b>ZETUS</b> —17.6—		
		2,360	105.7 106.2	105.8	<b>EDDICTON</b> —4.1—		
				109.9	<b>BUDE</b> —3.5—		
				113.4	<b>MEADVILLE</b> —5.7—		
				119.1	<b>KIRBY</b> —5.2—		
				124.3	<b>ROXIE</b> —11.6—		
		2,346	135.5 136.0	135.9	<b>FENWICK</b> —7.8—		
				143.7	<b>JOHNSVILLE</b> —5.0—	143.5	
		148.5	<b>NATCHEZ</b>	148.5			

## SPECIAL INSTRUCTIONS

**MILES PER HOUR**

**1. MAXIMUM SPEEDS**..... **40**

**2. SPEED RESTRICTIONS:**

*Freight Trains*

**MILES PER HOUR**

Mile 60.7 — bridge .....	10
Mile 62.3 — road crossing (See Note B) .....	10
Mile 83.5 — road crossing (See Note B) .....	20
Mile 88.5 — road crossing (See Note B) .....	25
Mile 93.3 — bridge (See Note C) .....	10
Mile 104.9 — bridge .....	10
Mile 114.8 — bridge .....	25
Mile 119.3 — bridge (See Note C) .....	10
Mile 119.3 — bridge .....	25
Natchez — Mile 148.5 to International Paper Company.....	10

NOTE C: — Restriction applies to trains with pulpwood and High Wide equipment

**SPECIAL INSTRUCTIONS****3. OPERATING CHARACTERISTICS:****YARD LIMITS:****BETWEEN**

Ferguson..... MP 63 and Mile 53.1  
 Brookhaven..... Mile 82.4 and MP 81  
 Natchez..... Mile 148.5 and Mile 143.5

**BULLETIN BOARDS:**

Ferguson..... Yard Office  
 Natchez..... T&E locker room

**TWC IN EFFECT:****BETWEEN:**

Wanilla and Natchez

**THE FIVE MINUTE WAITING TIME IS SUSPENDED:**

At Brookhaven, before entering McComb District main tracks, trains from the Central District must first obtain permission from the train dispatcher and the way must be seen or known to be clear.

**RAILROAD CROSSINGS AND JUNCTIONS NOT INTERLOCKED**

Wanilla ..... Bogalusa District

**NORMAL POSITION OF MAIN TRACK SWITCHES:**

Wanilla ..... As last used  
 South end of Ferguson Yard..... As last used

**4. ILLINOIS CENTRAL OPERATING RULES:****5. DEFECTIVE EQUIPMENT DETECTOR LOCATIONS:**

None

**6. SPRING SWITCH LOCATIONS:**

None

**7. FRA EXCEPTED TRACK:**

Between MP 53 and MP 58.

From Main Track switch south leg of the wye at Natchez Mile 148.5 to end of track at North Natchez.

Pea Vine track No. 118 at Brookhaven, MS.

**8. LOCATION OF MEASURED MILES:**

MP 133 to MP 132



**SPECIAL INSTRUCTIONS****9. JOINT OPERATIONS OF MAIN TRACK:****10. SPECIAL CONDITIONS:**

Trains and engines must be preceded by flagman when passing over following street and highway crossings:

Natchez	}	Brenham Avenue	Union Street
		Wall Street	
		Devereaux Street	
	}	Canal Street	Commerce Street
		Pine Street	Washington Street
		Broadway Street	Pearl Street
		Rankin Street	

**BASE AND WAYSIDE RADIOS, OPERATIONAL, 24 HOURS:**

<i>Location</i>	<i>Channel</i>
Ferguson	F1
Natchez	F2

**11. TRACKS BETWEEN STATIONS:**

<i>Name</i>	<i>Mile</i>	<i>Length</i>	<i>Connection</i>
Olincraft	80	610	North
Southern Warehouse	80.9	527	South
Charles Donald Wood	91.6	1164	South
Lucien House Trk	98.2	400	South
Industry Lead	109.1	IND	North
AFC Industries	109.3	269	North
Georgia Pacific	124.7	966	South
Storage Conn Trk	125.4	1296	South
Fiber Marketing	144.8	720	North
Feltus Brothers	145.0	983	North



**HAMMOND DISTRICT**

TRACK CHART & SIDINGS		TRACK LENGTH	SWITCH LOCATIONS	MILE	STATIONS	YARD LIMITS	DEFECT DETECTORS
0.8	KCS			43.7	HAMMOND 7.4	8.7	TWC 17.2
				36.3	ALBANY 9.2		
				27.1	DOYLE 6.6		
		6,050	20.7 19.5	20.5	CORBIN 6.5		
				14.0	DENHAM SPRINGS 6.1		
				7.9	SHARP 7.9		
				0.0	BATON ROUGE JCT.		

**SPECIAL INSTRUCTIONS**

**1. MAXIMUM SPEEDS:**

	<i>Freight Trains</i>
	<b>MILES PER HOUR</b>
Hammond to Mile 8.7 .....	49

**2. SPEED RESTRICTIONS:**

	<i>Freight Trains</i>
	<b>MILES PER HOUR</b>
Hammond to Mile 42.4 .....	10
Denham Springs Mile 15.8 Eden Church Road (See Note B) ..	35
Denham Springs Mile 14.7 Hatchell Lane (See Note B) .....	30
Denham Springs Mile 14.6 Centerville Road (See Note B) .....	30
Denham Springs Mile 14.1 Hummel Street (See Note B) .....	20
Denham Springs Mile 14.0 Range Street (See Note B) .....	30
Denham Springs Mile 13.7 River Road (See Note B) .....	30
Stevendale Road Mile 11.3 (See Note B) .....	20
Baton Rouge Mile 9.2 Flannery Road (See Note B) .....	35
Mile 7.7 Sherwood Forest Blvd. (See Note B) .....	10
Mile 6.3 Monterrey Blvd (See Note B) .....	10
Mile 4.8 Airline Hwy. (See Note B) .....	10
Mile 2.9 North Foster Dr. (See Note B) .....	10
Mile 1.6 Plank Road to Baton Rouge Jct. ....	10

**3. OPERATING CHARACTERISTICS:**

**YARD LIMITS:**

Between:

Baton Rouge Jct. .... Extends to Mile 8.7

**BULLETIN BOARDS:**

Baton Rouge Jct. .... T&E locker room

## SPECIAL INSTRUCTIONS

### 3. OPERATING CHARACTERISTICS:

**TWC IS IN EFFECT:**

Between:

Hammond and Sharp

**RAILROAD CROSSINGS PROTECTED BY GATES:**

*NORMAL  
POSITION:*

Mile 0.7 ..... KCS ..... As last used

**NORMAL POSITION OF MAIN TRACK SWITCHES:**

Baton Rouge Jct. .... As last used

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### 4. ILLINOIS CENTRAL OPERATING RULES:

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### 5. DEFECTIVE EQUIPMENT DETECTOR LOCATIONS:

*Locations*  
Lockhart (Mile 17.2)

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### 6. SPRING SWITCH LOCATIONS:

None

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### 7. FRA EXCEPTED TRACK:

None

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### 8. LOCATION OF MEASURED MILES:

*Westward*  
MP 42 to MP 41

*Eastward*  
MP 5 to MP 6

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### 9. JOINT OPERATIONS OF MAIN TRACK:

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### 10. SPECIAL CONDITIONS:

**BASE AND WAYSIDE RADIOS, OPERATIONAL, 24 HOURS:**

*LOCATION*  
Walker

*CHANNEL*  
F1

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### 11. TRACKS BETWEEN STATIONS:

<i>Name</i>	<i>Mile</i>	<i>Length</i>	<i>Connection</i>
Florida Parishes	39	400	North
Crown Zellerbach	33.1	2627	South
Crown Zellerbach	27.5	2700	North
Sunland Service	21.5	200	North
Wilson Steel	15.9	545	North
Vulcan Foundry	14.9	619	North
Baton Rouge Lumber	5.5	900	North
Airline Team Trk	5.3-5.1	1352	Both
Parish Properties	5.1	2213	North

**BEAUMONT DISTRICT**

TRACK CHART & SIDINGS		TRACK LENGTH	SWITCH LOCATIONS	MILE	STATIONS ↓ SOUTH ↑ NORTH	YARD LIMITS	DEFECT DETECTORS
					NORTH JACKSON		
		VIA McCOMB DISTRICT					
160.0	KCS				30		
				159.4	GULF YARD	162.4	
					-16.7	156.5	
				142.7	STAR		
					-6.4		
				136.3	BRAXTON		
					-7.8		
			128.5	MENDENHALL			
				-10.4			
			118.1	MAGEE			
			-6.7				
		7,268	113.0 111.6	111.4	SARATOGA	113.5	119.7
		VIA TAYLORSVILLE					
				111.4	SARATOGA	MB 111.4 MB 112.9	
					-10.2		
				121.6	MIZE		
					-8.7		
				129.8	TAYLORSVILLE		
	TO TAYLORSVILLE	7,268	113.0 111.6	111.4	SARATOGA	109.5	TWC
	111.3				-13.0		
		4,482		98.4	COLLINS		87.0
					-19.8		
		4,445	79.1 78.2	78.6	MAYBANK		
					-8.4		
70.0	NS			70.2	HATTIESBURG	73.0	
					-1.4		
KCS	67.5			68.8	BELL YARD	BH 20.6	
					-17.2		
				BH 7.6	NEW AUGUSTA		60.6
					-7.6		
				BH 0.0	BEAUMONT		
					-20.5		
		6,900	49.4 48.0	48.6	CLOY		
					-8.9		
				39.7	LUCEDALE	39.0	
					-1.9	37.0	
MSE	37.9			37.8	EVANSTON		
					-14.4		
				23.4	WILMER		31.5
					-7.0		
		4,027	17.2 16.4	16.4	SEMMESES		
					-10.1		
				6.3	BELT JCT.		
					-3.4		
				3.9	BAY SHORE JCT.		
					-3.9		
0.5	NS			0.0	MOBILE	8.0	

**SPECIAL INSTRUCTIONS****1. MAXIMUM SPEEDS:**

	<i>Freight Trains Including Intermodal</i> <b>MILES PER HOUR</b>
Gulf Yard to Mobile .....	49
Saratoga to Taylorsville .....	25

**2. SPEED RESTRICTIONS:**

	<i>Freight Trains Including Intermodal</i> <b>MILES PER HOUR</b>
Jackson — Mile 159.25 and Mile 158.9 (See Note B) .....	10
Mile 156.5 to MP 153 .....	25
Mile 149.2 (See Note B) .....	25
Star — Lead track to Shell Sulphur Plant .....	25
Star — Over scale track .....	5
Star — Wye .....	10
MP MB 130.1 — road crossing (See Note B) .....	10
MP 129 to MP 128 .....	25
Mile 128.8 — road crossing (See Note B) .....	20
Mile 128.5 — road crossing (See Note B) .....	20
Mile 128.1 — road crossing (See Note B) .....	20
Mile 122.64 (See Note B) .....	35
Mile MB 121.5 — road crossing (See Note B) .....	25
Mile 120.23 (See Note B) .....	35
MP 119 to MP 117 .....	25
Saratoga — North leg of Wye .....	10
MP 121 to Mile 121.1 (via Taylorsville) .....	10
Mile 124.8 to Mile 124.9 (via Taylorsville) curve .....	20
Mile 111.3 — road crossing (See Note B) .....	20
Mile 108.9 to Mile 109.5 (curve) .....	40
Mile 108.3 — road crossing (See Note B) .....	30
Mile 107.7 — road crossing (See Note B) .....	30
Mile 98.4 — road crossing (See Note B) .....	30
Mile 96.3 — road crossing (See Note B) .....	30
Mile 91.5 — road crossing (See Note B) .....	30
Mile 84.44 (See Note B) .....	35
Mile 77.07 (See Note B) .....	35
Mile 70.8 to Mile 69.9 — road crossings (See Note B) .....	10
Mile BH 18.5 to MP BH 16 curves .....	35
MP BH 16 to Mile BH 13.5 curves .....	25
Mile BH 7.5 — road crossing (See Note B) .....	25
MP BH 3 to Mile BH 67.9 curves .....	35
Beaumont — Highway 98 (See Note B) .....	35
Mile 64.4 — road crossing (See Note B) .....	35
Mile 64.1 — road crossing (See Note B) .....	35
Mile 60.4 — road crossing (See Note B) .....	30
Mile 50.2 — bridge .....	25
Mile 40.4 — road crossing (See Note B) .....	25
MP 21 (bridge) .....	30
Mile 13.3 — road crossing (See Note B) .....	35
Mile 11.21 (See Note B) .....	30
Mile 9.8 — road crossing (See Note B) .....	25
Mile 9.01 — road crossing (See Note B) .....	30
Mile 8.35 — road crossing (See Note B) .....	30
Mile 6.5 — road crossing (See Note B) .....	10
Mile 2.49 — road crossing (See Note B) .....	10
Mile 1.7 — road crossing (See Note B) .....	10

**SPECIAL INSTRUCTIONS****3. OPERATING CHARACTERISTICS:****YARD LIMITS:**

Between:

Jackson .....	Mile 162.4 and Mile 156.5
Saratoga .....	Mile 113.5 and Mile 109.5
Saratoga .....	Mile MB 111.4 and Mile MB 112.9
Bell Yard .....	MP 73 and Mile BH 20.6
Evanston .....	MP 39 and MP 37
Bay Shore Jct. ....	Extends to Mile 4.7 via old Meridian Route
Mobile .....	MP 0.0 and MP 8

Crews of trains or engines must obtain permission from person in charge of yard before fouling TASD lead, Porter Shop or Rip Track at Mobile.

Southward trains and engines departing Jackson must obtain permission from person in charge of yard before passing switch-tender.

Northward trains and engines must obtain permission from person in charge of yard Jackson before passing the north end of Pearl River Bridge (Mile 158.3).

**BULLETIN BOARDS:**

North Jackson .....	Yard office South switch shanty Engineer's wash room
Saratoga .....	Yard office
Bell Yard .....	Yard office
Mobile .....	Yard office

**TWC IS IN EFFECT:****BETWEEN:**

Gulf Yard and Mobile  
Saratoga and Taylorsville

**AUTOMATIC INTERLOCKINGS:**

Mobile — Industrial lead crossing ..... CSXT

**RAILROAD CROSSINGS, JUNCTIONS AND  
DRAWBRIDGES NOT INTERLOCKED:**

Unless otherwise provided, trains or engines must stop, AS FOLLOWS:

- |   |  |    |          |
|---|--|----|----------|
| { | Hattiesburg  | NS | Crossing |
|   | Crossing is equipped with color light signals. Member of crew will operate key release in accordance with posted instructions and must remain at crossing until leading end of movement occupies crossing. |    |          |
| { | Mobile   | NS | Crossing |
|   | This crossing must be approached prepared to stop short of crossing, and if no conflicting movement, may proceed without stopping.   |    |          |

**SPECIAL INSTRUCTIONS****3. OPERATING CHARACTERISTICS:****RAILROAD CROSSINGS PROTECTED BY GATES:**

Hattiesburg	Old MC main track and NS gravel lead	For NS
-------------	--	--------

**NORMAL POSITION OF SWITCHES:**

Saratoga	For Beaumont District
Hattiesburg	For Beaumont District
Bell Yard	For Beaumont District
Evanston	
(MSE interchange switch)	As last used
Belt Jct.	For Beaumont District
Bay Shore Jct.	For Beaumont District

**4. ILLINOIS CENTRAL OPERATING RULES:****5. DEFECTIVE EQUIPMENT DETECTOR LOCATIONS:**

*Location*  
Shipman (Mile 31.5)  
McLain (Mile 60.6)  
Sanford (MP 87)  
Magee (Mile 119.7)

**6. SPRING SWITCH LOCATIONS:**

None

**7. FRA EXCEPTED TRACK:**

MP NN-185.0 to 187.94 (Pearl River) Pearl River (MP GA-71.6 to Wells) MP GA-68.0. All spur tracks, yard tracks and industrial leads from East Jackson to Wells are included. Monroe Park Lead (Mobile, AL.)

**8. LOCATION OF MEASURED MILES:**

<i>Southward</i>	<i>Northward</i>
MP 157 and MP 156	MP 76 and MP 77
MP BH 20 and MP BH 19	MP 39 and MP 40
MP 65 and MP 64	MP 9 and MP 10

**9. JOINT OPERATIONS OF MAIN TRACK:****10. SPECIAL CONDITIONS:**

Use of any track other than main track including all turnouts and crossovers cannot exceed 10 MPH.

# Safety First

**SPECIAL INSTRUCTIONS****10. SPECIAL CONDITIONS:****BASE AND WAYSIDE RADIOS, OPERATIONAL, 24 HOURS:**

<i>Location</i>	<i>Channel</i>
Jackson	F1
Mendenhall	F1
Saratoga	F1
Collins	F1
Hattiesburg	F1
Evanston	F1
Semmes	F1
Mobile	F2

**11. TRACKS BETWEEN STATIONS:**

<i>Name</i>	<i>Mile</i>	<i>Length</i>	<i>Connection</i>
Carbonic	143.5	982	South
International Paper	131.3	2283	South
McCarty Enterprises	116.4	1390	North
Forest Energy	95.6	1480	South
International Paper	91.8	IND	South
Seminary Storage	91.3	200	South
Hattiesburg Brick	73	1335	South
Inland Container	72.5	949	North
Runaround Trk	72.3	400	Both
Murry Envelope	71.5	611	North
Hercules	71.5	2445	South
A & R Feed Mill	71.3	255	South
Southern Wood	BH23.1	716	North
C & E Equipment	BH21.9	937	South
New Augusta RR	BH10.1-BH9.1	5101	Both
Beaumont Plywood	BH1.1-BH0.7	2490	Both
McLain House Trk	61.6-61.5	1450	Both
Lucedale House Trk	39.9	1395	North
M & H Fertilizer	23.5	500	North





# BOGALUSA DISTRICT

**97**

TRACK CHART & SIDINGS	TRACK LENGTH	SWITCH LOCATIONS	MILE	STATIONS ↓ SOUTH      NORTH ↑	YARD LIMITS	DEFECT DETECTORS
			138.0	WANILLA	138.5	TWC
				—6.8—	137.2	
			131.2	MONTICELLO		
				—16.7—		
			114.5	WHITEBLUFF		
				—4.9—		
			109.6	MORGANTOWN		
				—6.1—		
			103.5	FOXWORTH		
				—5.7—		
			97.8	CHERAW		
				—8.4—		
			89.4	SANDYHOOK		
				—5.5—		
			83.9	ANGIE		
				—4.9—		
			79.0	VARNADO		
				—9.1—	75.6	
			70.0	BOGALUSA	70.0	

## SPECIAL INSTRUCTIONS

**1. MAXIMUM SPEEDS:** ..... 25

**2. SPEED RESTRICTIONS:**

	<i>Freight Trains</i>
	MILES PER HOUR
Bogalusa MP 76 to Mile 70.0 .....	10
Wanilla — Central District crossing .....	10
Mile 113.5 to Mile 110.5 .....	10
Bogalusa — Mile 71.6 (See Note B) .....	10

**3. OPERATING CHARACTERISTICS:**

**YARD LIMITS**

Between:

Wanilla ..... MP 138.5 and Mile 137.2  
 Bogalusa..... Mile 75.6 and Mile 70.0

Condition Yard Limits are in effect between MP 131 and Mile 138.5 from 2:01AM until 10:01 AM daily.

**BULLETIN BOARDS:**

Bogalusa..... Yard Office

**SPECIAL INSTRUCTIONS**

**3. OPERATING CHARACTERISTICS:**

**TWC IS IN EFFECT:**

Between:

Vanilla and Bogalusa

**RAILROAD CROSSINGS AND JUNCTIONS NOT INTERLOCKED:**

Vanilla . . . . . Central District

**4. ILLINOIS CENTRAL OPERATING RULES:**

**5. DEFECTIVE EQUIPMENT DETECTOR LOCATIONS:**

None

**6. SPRING SWITCH LOCATIONS:**

None

**7. FRA EXCEPTED TRACK:**

Between Mile Post 76 and MP 70

**8. LOCATION OF MEASURED MILES:**

MP 74 to MP 75

**9. JOINT OPERATIONS OF MAIN TRACK:**

**10. SPECIAL CONDITIONS:**

Trains using any track other than main track, including all turnouts and crossovers must not exceed 10 MPH.

**BASE AND WAYSIDE RADIOS, OPERATIONAL, 24 HOURS:**

<i>Location</i>	<i>Channel</i>
Bogalusa	F2

**11. TRACKS BETWEEN STATIONS:**

<i>Name</i>	<i>Mile</i>	<i>Length</i>	<i>Connection</i>
Rosella Wood Yard	135.2-135.0	1313	Both
Monticello House Trk.	131.6	500	North
Monticello Hardwood	131.5	500	South
White Bluff	114.6	1500	Both
Foxworth	103.7	3100	Both
Angie House Trk.	83.5	250	South
Crown Zellerbach	74.3	2660	South
Bogalusa Ind Park	72.6	Industry	South

## SPECIAL INSTRUCTIONS

When the rear car, or the entire train is set out on trains which have no caboose, a member of the crew must remove the rear end marking device from the cut of cars set out and install it on the rear end of their train, whether it be light engine or engine with cars. Light engines may be operated without the rear end marking device, in accordance with Rule 415. If scheduled to pick-up cars enroute, crews must not depart initial terminal without a rear end marking device unless train is equipped with a caboose.

**MAXIMUM SPEEDS:** Speeds shown are maximum authorized between points named but do not modify any rule or special instructions which may require lower speed. On districts where no passenger train or intermodal train speeds are shown, passenger trains and intermodal trains will be governed by maximum authorized speeds and lower speeds prescribed for freight trains.

**Intermodal Car;** TOFC/COFC Flat Cars, Multi-Platform Articulated Cars, Double Stack Cars and Auto Rack Cars.

**Intermodal Train;** a train consisting entirely of Intermodal Cars.

**Note;** for the purposes of determining **Maximum Authorized Speed**, a Loaded Intermodal Train is a train consisting entirely of loaded intermodal cars.

**Loaded Intermodal Car;** conventional TOFC/COFC single flat cars, including TTOX and single well double stack cars require at least one trailer or container per car; Multiple Unit TOFC/COFC solid drawbar connected cars require at least one trailer or container per unit (Unit described as having a drawbar or coupler on each end); Articulated five platform cars require at least one trailer or container on both end platforms and middle platform; Articulated less than five platform cars require at least one trailer or container on each platform; Auto Rack Cars are suitable loaded or empty. There is no need to differentiate between loaded and empty trailers or containers when making this determination.

### SPEED RESTRICTIONS:

Unless otherwise provided:

	<i>Psgr.</i>	<i>Freight</i>
	<b>MILES PER HOUR</b>	
Trains moving against current of traffic . . . . .	59	49
		<i>All Trains</i>
Through turnouts at power switches . . . . .		20 MPH
Through turnouts at sidings . . . . .		20 MPH
Through turnouts at spring switches . . . . .		20 MPH
On straight track at spring switches when springing points . . . . .		40 MPH
Through all crossovers and turnouts at other locations . . . . .		10 MPH

NOTE A—Restriction applies until leading end of the movement has passed the opposing home signal of the interlocking.

NOTE B—Restriction applies until leading end of the movement has occupied the road crossing.

. . . . .

Trains in excess of 13,000 gross tons, are restricted to a maximum speed of 50 MPH or not to exceed maximum speed for that district

. . . . .

TTOX cars without a trailer or container must not be the rear car in a train.

. . . . .

SPECIAL INSTRUCTIONS

When the temperature exceeds 90 degrees, as indicated by the last passed defective equipment detector, maximum train speed must be reduced as follows:

Passenger Train From 79 MPH to 65 MPH

Freight Trains From 60 MPH to 50 MPH

On districts where the maximum authorized speed is lower than those indicated above, maximum speed must be reduced by 10 MPH, but in no case lower than 30 MPH.

. . .

EMPTY welded rail flat cars must be handled on rear of train.

. . .

At meeting or passing points in TWC Territory trains will identify themselves to each other by announcing over the radio their Symbol, Engine Number and Direction.

. . .

When the controlling locomotive of a train or engine consist is not equipped with a speed indicator, the train or engine consist is restricted to a maximum speed of twenty (20) MPH.

. . .

Do not hump, kick, drop or allow to roll free any rack cars loaded with automobiles or couple with any more force than is necessary to make the coupling. Do not allow free rolling cars to couple directly to these cars.

. . .

A speed of 5 MPH must not be exceeded on tracks within limits of mechanical shop area signs.

. . .

When trains are operated through water, speed must not exceed 3 MPH and maximum depth of water, over top of lower rail, through which equipment may be handled, except when greater depths are authorized by special instruction is:

- Locomotives . . . . . 3 inches.
- Cars . . . . . 5 inches.

. . .

All conductors must report any Telemetry device failures on their delay reports and by radio to the train dispatcher or yardmaster at their final terminal.

If the rear end transmitting portion of the Telemetry device fails enroute in non-block signal territory, the train must stop, the device must be inspected, report the failure immediately to the train dispatcher, and be governed by instructions.

In addition to the train dispatcher's instructions, all trains meeting and passing in non-block territory must be advised that your Telemetry device is inoperative and that they must observe the device on the rear of your train before they may proceed. During hours of darkness, train speed must be reduced if necessary to enable crews on opposing trains to observe the device.

. . .

## SPECIAL INSTRUCTIONS

The following are maximum authorized speeds of engines and certain specialized equipment, except that where timetable district speeds are lower, then the lower speed will govern:

All SW type engines . . . . .	45 MPH
All other freight engines . . . . .	70 MPH
All ICX equipment except ICX air dumps (rear end only) . . . . .	40 MPH
Loaded welded rail flat cars must be handled on rear of train with buffer car on both ends and must not exceed . . . . .	40 MPH
Trains handling revolving machinery on own wheels, boom trailing when practical (except IC 100417 & IC 100418) . . . . .	25 MPH

In the states of Mississippi and Tennessee, "Cars must not be allowed to run over a street or highway crossing without an engine attached.

. . . . .

Locomotive prime mover car IC 100237 must be shoved to rest when making coupling with other cars. Free rolling cars must not be allowed to couple directly to this car; it must be handled in train next to engine at all times.

### COMPANY CAR IDENTIFICATION WITH PERMANENT SPEED RESTRICTION

INITIAL & NUMBER	USAGE	AAR CAR TYPE	SPEED RESTRICTION
ICG 100110 and 100112	Scale Test (Handle ahead of rear car)	M100	25 MPH
ICG 100405	Derrick Machinery	M250	25 MPH
IC 100417 and 100418	Derrick Wrecker	M190	45 MPH
ICG 100450	Pile Driver	M200	25 MPH
ICG 100464-100471	Pile Driver	M250	25 MPH
ICG 101104-101143	Air Dump	M120	40 MPH
ICG 101403	Jordan Spreader	M150	25 MPH
GMO 66364	Jordan Spreader	M140	25 MPH

### DEFECTIVE EQUIPMENT DETECTORS:

Any train stopped by a defective equipment detector for a defect and the car is destined for a district that does not have defective equipment detectors that car must be set out regardless or whether a defect is found or not.

1. Radio Talker detectors use the train radio system to notify a train crew of a defect in their train.
2. The defect(s) can be one or more of the following: Hot boxes, sticking brakes, dragging equipment or combination thereof. The "talker" takes the defect information and transmits it by radio directly to the train crew. Train crews must monitor the detector radio on the appropriate Channel and be governed by the information furnished. Each radio message from the "talker" will contain site location information, followed by various status messages.

When **NO** message is received from the "talker", train must be inspected in compliance with Timetable Special Instructions, Item 8.

When a **Defect** message is received from the "talker", the train must be stopped and inspected in compliance with Timetable Special Instructions, Items 6, 7 and 9. NOTE: A Three (3) second warning tone is emitted by the "talker" immediately upon a defect being detected.

All defect messages will be transmitted in the order of detection and the message will be transmitted twice.

The "no defect" message will be transmitted twice unless accompanied by "maintenance information".

**SPECIAL INSTRUCTIONS**

When defect messages are received and/or maintenance information received with a no defect message, the Train Dispatcher must be notified.

If more than one detector status message is received, train crew must comply with the most restrictive message.

3. While the engineer is stopping his train, the talker detector will notify the crew the location of the defect.

DETECTOR STATUS MESSAGES	TRAIN CREW RESPONSE
No Defects	Proceed
No defects— Maintenance Information	Proceed, notify Dispatcher
First hot box, east/west side XXXX axle	Stop train, inspect near indicated axle
First hot wheel, east/west side XXXX axle	Stop train, inspect near indicated axle
First dragging equipment, near XXXX axle	Stop train, inspect near indicated axle
No message	Inspect train—Timetable Instruction, Item 8
Incomplete message	Stop and inspect entire train

Detector messages may describe more than one defect, such as:

"First hot box east and west side, XXXX axle"

"Second hot box west side, XXXX axle"

"First dragging equipment near axle XXXX"

XXXX indicates the axle count from the head end of train,  
including locomotives, to the defect indicated.

**EXAMPLE OF "TALKER" MESSAGE**

"IC Railroad  
Equipment Defect Detector, Mile XXXX  
Total Axles XXXX—XXXX MPH  
No Defects  
End of Transmission"

4. If footing along track or terrain makes it impossible or hazardous for a member of crew to walk to the suspected car, the train may be pulled FORWARD, but not to exceed FIVE MILES PER HOUR, to a point where the member of crew on ground can inspect the suspected car. Such move MUST NOT be made if it would result in moving the suspected car over a facing point switch. Reverse movement must not be made until the suspected car has been inspected and found safe to move.
5. All rails will be identified in relation to timetable direction or track number. The train consist or wheel report must NOT BE USED for the purpose of identifying the car to be inspected. A member of crew must count the number of axles from the LEAD axle.
6. An on-the-ground inspection by a crew member must be made of the suspected car or diesel unit.

**SPECIAL INSTRUCTIONS**

On friction bearing cars, if there is no visual evidence of a hotbox, the lids of all the journal boxes must be opened (using a tool, if possible) on the reported side of the suspected car and feel the edge of the collar of the journal near the point that contacts the journal bearing. If journal end is noticeably hotter than adjacent journal ends, set out the car.

On roller bearing cars, check all journal bearings on the reported side of the suspected car or diesel unit with hand for excessive heat. Feel the underside of the journal and the adapter block located immediately under the truck side and above the bearing for the reported defect. If noticeably hotter than adjacent boxes or adapters, set out the car.

If the defect is sticking brakes, be sure the handbrake is in full release and retainer valve in direct release. It may be necessary to cut out air brakes on the suspected car.

If the defect is a cracked or broken wheel, brake rigging dragging or wheel with bad flat spots, extraordinary precaution must be taken to remove car or diesel unit from train. It may be necessary to leave the car or diesel unit standing until assistance can be received from the Mechanical Department. The train dispatcher must be notified of the condition.

If no defect is found on the car or diesel unit reported to be defective, the five cars or five diesel units on each side of the suspected car or diesel unit must be checked in the same manner as described above.

If a car or diesel unit is stopped a second time for a suspected defect, the car or diesel unit must be set out regardless of a lack of evidence, unless the initial inspection revealed brakes were sticking and corrective action had been taken.

7. After the suspected car or diesel unit has been inspected, a member of crew must report to train dispatcher the location of car in train, the car or diesel unit initial and number, journal location, type of bearing (friction or roller), nature of defect, if any, and disposition of car, whether defective or not. If car is not set out, the same report must also be made in writing to connecting crew and passed on to each succeeding crew or to yard forces at final terminal.

If radio communication is not available with the train dispatcher, a message containing the above information must be addressed to the train dispatcher and to the detector center and left at the next available point of communication. In addition, the conductor will make notation on his delay report, the name of the office where message was left.

8. Train crews will be notified when detectors are out of service. The train must be stopped within five miles on either side of the out-of-service detector to make a visual inspection of their train unless authorized by the train dispatcher that other employees will make the inspection of both sides of the train as it passes the vicinity of the out-of-service detector. If this exception is made, the speed of the train must not exceed TEN MILES PER HOUR to permit the other employees to make the inspection. Such employees will notify the crew upon completion of the inspection of the results. If this notification is not received, the train must be stopped immediately for inspection by the train crew.

**EXCEPTION FOR PASSENGER TRAINS ONLY:** When the crew of a passenger train has been notified that a hot box detector is out of service or when the detector center fails to get a reading on all or part of a passenger train, the train will proceed to the next regular station stop for a visual inspection.

**EXCEPTION FOR FREIGHT TRAINS ONLY:** When the crew of a freight train has been notified that a hot box detector is out of service or when the detector fails to get a reading on all or part of their train, the train dispatcher may authorize the train to proceed not exceeding 30 MPH to the next siding for a visual inspection.

**SPECIAL INSTRUCTIONS**

9. When a bad order car is set out from train, a message addressed to trainmaster, chief dispatcher and mechanical superintendent, must be left at the next available point of communication containing the following information:
- A. Train identity and engine number.
  - B. Delayed at (station) (time in and out).
  - C. Set out (car initial, number and contents).
  - D. Nature of defect (hotbox, brake rigging down, shifted load, etc.)
  - E. If hot box or wheel defect, which wheel.

In addition, the conductor will make notations on his delay report, the name of the office where message was left.

. . .

Movement through spring switches equipped with key operated time release will be governed as follows: If signal conveys Stop indication and it is known that the route ahead on main track is unoccupied and another train or engine is not approaching on adjacent track, trainman will insert switch key in the release box mounted on signal case or instrument case near dwarf signal, turn key clockwise and remove key after five seconds. Movement may then be made in accordance with rules. If signal does not clear in prescribed time, Rule 831 will govern.

. . .

Supervisors of the Operating Department (Transportation, Mechanical and Maintenance of Way) are authorized to ride the locomotive or caboose of trains during the performance of their duties, provided appropriate identification is furnished.

Scheduled employees must have appropriate authorization before they are permitted to ride in the locomotive or caboose of any train.

**FLAGGING DISTANCES**

Maximum Authorized Speed	Minimum Flagging Distance
0 - 10 MPH	1/4 mile
11 - 20 MPH	1/2 mile
21 - 30 MPH	3/4 mile
31 - 40 MPH	1 mile
41 - 50 MPH	1 1/4 mile
51 - 60 MPH	1 1/2 mile
61 - 70 MPH	1 3/4 mile
71 - 80 MPH	2 mile

