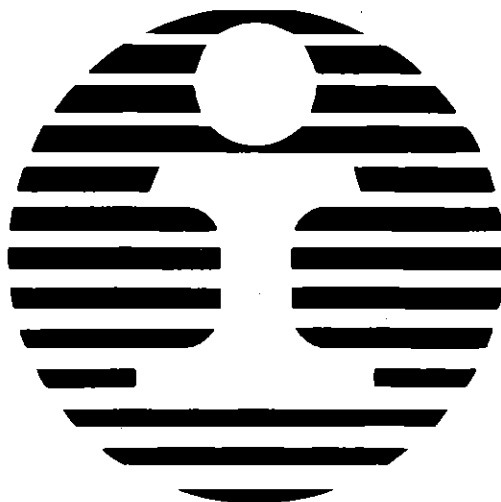


Illinois Central Railroad



System Timetable No. 3

**Effective 0001
Continental Time
Sunday, May 31, 1998**

E.L. Harris, Vice President of Operations

2 ILLINOIS CENTRAL RAILROAD SYSTEM

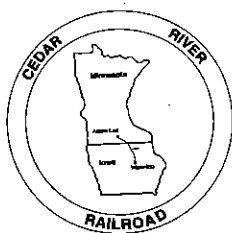
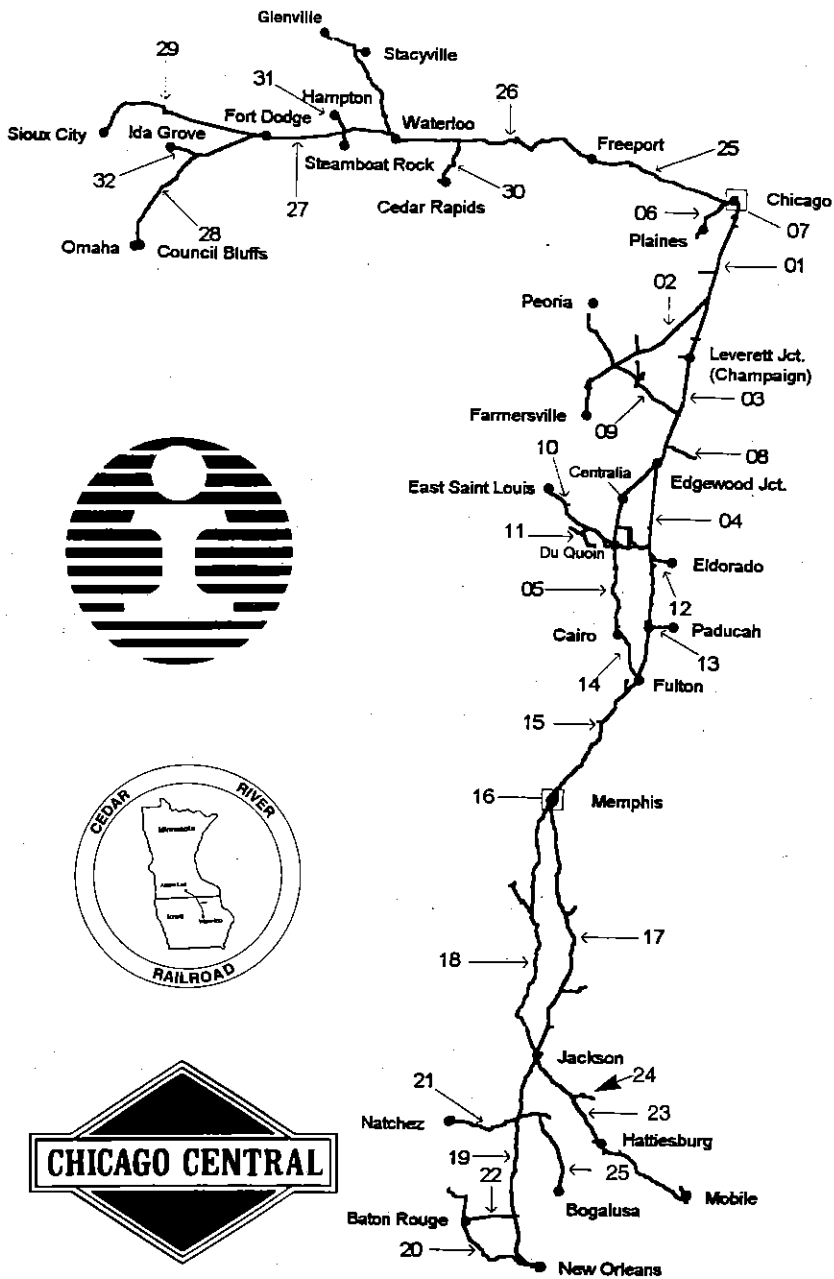


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4 SYSTEM COMPANY OFFICERS

G.T. TraftonVice President Transportation
T.F. Utroska.....General Manager Network Operations
L.E. MorrisAsst. Supt. Network Operations
P.D. Anderson.....Director Network Operations
T.W. BrowningDirector Network Operations
D.R. Secrest.....Director Network Operations
J.M. SullivanDirector Network Operations
R.L. Bennett.....Manager Network Operations
R.E. Orel.....Manager Network Operations
G.V. PaulsonManager Network Operations
R.D. Pippln.....Manager Network Operations
G. Talarico.....Manager Network Operations

Train Dispatchers

W.E. Berry	M.W. Miles
J.R. Childs	N.H. Minas
S.K. Coleman	F.W. Morrival
G.D. Chapel	J.M. Morrissey
J.E. Debner	J.L. Pilachowski
R.T. Eggleston	S.A. Porter
R.C. Haas	J.L. Rosenberg
B.J. Hattermer	D.A. Ryals
A.W. Helkkila	B.M. Sawyers
R.J. Hillberry	W.I. Shanafelt
A.D. Houston	T.G. Shearer
J.D. Hudson	D.A. Smetko
H.R. James	R.A. Tomera
P.T. Kirk	K.R. White
C.D. Mason	R.J. Woods
M.W. Miles	

Operating Practices

E.C. Anderson Director Rules and Operating Practices
M.J. Carter Supervisor Locomotive Engineers - Memphis
J.P. Deming Supervisor Locomotive Engineers - Centralia
C. Reed Supervisor Locomotive Engineers - Jackson
J.E. Johnson..... Supervisor Locomotive Engineers - Markham
W.O. Albritton Supervisor Locomotive Engineers - Waterloo

Access Code —1-800-621-8248

Director Network Operations Center —Access Code + 6750

Manager Network Operations Center — Access Code + 6755

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
- Desk #6** Grenada and Beaumont Districts 0700 - 1500 Mon. - Fri.
Access Code + 6853
- Desk #7** Chicago Central and Cedar River Railroads
Access Code + 3672

For commercial calls the following numbers should be used:

800 Numbers	Dispatcher's Desk
800-338-0726	One
800-338-0790	Two
800-338-0791	Three
800-338-0792	Four
800-338-0794	Five
888-361-6724	Six
800-711-3477	Seven
800-338-0796 or 0795	Director/Manager

TRAIN DISPATCHERS EMERGENCY RADIO CALL IN

(can only be used with a Touch Tone Pad).

1. Press normal number key.
2. Wait for answer-back tone.
3. Press 0 within 30 seconds after tone.
4. Wait for second answer back tone.
5. Dispatcher can now hear your conversaton.

ONLY to be used in an **EMERGENCY**.

IC PBX Operator, Chicago: 1-312-755-7500

CHEMTREC (Washington, D.C.): 1-800-424-9300

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

REGIONAL COMPANY OFFICERS**NORTHERN OFFICERS**

T.J. Goodwine, General Manager
Homewood

J.W. Peck, Superintendent Harvey	D.A. Lowe, Engr. Supt. Homewood
C.D. Sheridan, Asst. Supt. Harvey	C.W. Ables, Asst. Supt. Centralia
W.P. Sieruga, Asst. Supt. Glenn	S.K. Hester, Asst. Supt. Champaign
G. Anderson, Trainmaster Markham	T.A. Griffin, Trainmaster Effingham
J.H. Randall, Trainmaster Markham	D.G. Blasingame, Trainmaster Decatur
C.S. Alcoser, Trainmaster Glenn	L.S. Dial, Trainmaster Carbondale
N.A. Hoesley, Trainmaster Glenn	R.L. Koonce, Trainmaster Benton
S.K. Croy, Asst. Trainmaster Harvey	H.E. Watts, Trainmaster East St. Louis
	C.A. Metcalf, Asst. Trainmaster Centralia

SOUTHERN OFFICERS

J.P. Kay, General Manager
Jackson

L. W. King, Superintendent Memphis, TN.	J.A. Liepelt, Superintendent New Orleans
G.D. Adkins, Asst. Supt. Memphis	J.A. Sensing, Engr. Supt. Jackson
T.R. Blackwell, Asst. Supt. Memphis	W.J. Sheehan, Asst. Supt. Baton Rouge/Geismar
W.D. Hall, Dir. Corridor Operations Memphis	K.E. Creel, Dir. Corridor Oprns Jackson
T.D. Corzine, Trainmaster Jackson	C.S. Walton, Trainmaster Jackson
T.E. Evans, Trainmaster Memphis	M.L. Tullios, Trainmaster Jackson
J.R. Algee, Trainmaster Memphis	S.M. Kelly, Trainmaster Jackson
K.R. Orel, Trainmaster Memphis	P.L. Owens, Trainmaster Baton Rouge/Geismar
L.T. Bishop, Asst. Trainmaster Memphis	T.L. Miller, Trainmaster Baton Rouge/Geismar
D.L. Jones, Trainmaster Fulton	G.E. Burgess, Trainmaster Baton Rouge/Geismar
R.M. Dray, Corridor Mgr/TM Greenwood	F.A. Elkins, Corridor Mgr./TM New Orleans
L.G. Homan, Corridor Manager Memphis	R.D. Lord, Jr., Asst. Trainmaster New Orleans
C.B. Holcomb, Asst. Trainmaster Mobile	J.R. Kyzar, Trainmaster Brookhaven
	J.M. Burks, Trainmaster Hattiesburg

PASSENGER TRAINS

METRA AMTRAK METRA AMTRAK

EXCEPT SAT.&SUN. 19	EXCEPT SAT.&SUN. 17	DAILY 321	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	13:35	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 UNION STATION			06:25	07:05	08:58	12:01	18:43

METRA AMTRAK METRA AMTRAK

8 PASSENGER TRAINS SCHEDULES

PASSENGER TRAINS

AMTRAK

AMTRAK

DAILY 59	DAILY 391	SOUTH ↓	CHICAGO-NEW ORLEANS STATIONS	NORTH ↑	DAILY 58	DAILY 392
20:00	16:00		CHICAGO		arr 09:35	21:35
20:51	16:40		HOMEWOOD		08:14	20:32
21:24(*)	17:10		KANKAKEE		07:39(*)	19:59
	17:32		GILMAN			19:35
22:13(*)	18:01		RANTOUL		06:47(*)	19:09
22:37	18:25		CHAMPAIGN		06:33	18:55
23:18(*)	19:07		MATTOON		05:44(*)	18:08
23:43(*)	19:33		EFFINGHAM		05:17(*)	17:42
00:35(*)	20:21		CENTRALIA		04:28(*)	16:58
	20:50		DUQUOIN			16:19
01:35	21:30		CARBONDALE		03:33	16:05
03:40(*)			FULTON		01:26(*)	
04:25(*)			NEWBERN		00:36(*)	
06:45			MEMPHIS		22:53	
09:00			GREENWOOD		20:06	
09:59(*)			YAZOO CITY		19:06(*)	
11:09			JACKSON		18:06	
11:48(*)			HAZELHURST		17:14(*)	
12:10(*)			BROOKHAVEN		16:53(*)	
12:39(*)			McCOMB		16:26(*)	
13:45			HAMMOND		15:24	
arr 15:30			NEW ORLEANS		14:15	

(*) Indicates trains will stop only when instructed to do so.

CHICAGO DISTRICT

9

TRACK CHART & SIDINGS	SIDING LENGTH	SIDING SWITCH LOCATIONS	MILE	STATIONS ↓ HIGHS ↑ T-BOX	YARD LIMITS	DEFECT DETECTORS	DISTANCE FROM LEVERETT JCT.
Amtrak			W 4.4	BRIDGEPORT 1.6	4.4	CTC	125.1
			W 2.8	CERMAK 0.2			123.5
CR			W 2.6	21ST STREET 0.6			123.3
Metra			W 2.0	CLARK 0.8			122.7
			W 1.2 2.2	CHICAGO 2.4			121.9
			4.6	39TH STREET 3.5		CTC	119.5
11.7-12.0 NS			8.1	67TH STREET 6.4			116.0
14.6 CSSB			14.5	KENSINGTON 1.0		ABS	109.6
16.5 CSXT			15.5	WILDWOOD 4.5			108.6
17.9 IHB			20.0	HARVEY 3.5			104.1
19.5 GTW			23.5	HOMEWOOD 2.5	23.5		100.6
			26.0	VOLLMER 5.6				98.1
			31.6	STUENKEL 8.9			92.5
		10,519	41.2 43.2	40.5 PEOTONE 6.2		45.7	83.6
			46.7	MANTENO 2.8			77.4
55.2 CR		30,655	49.5 55.3	49.5 INDIAN OAKS 6.4			74.6
			55.9	KANKAKEE 1.6			68.2
			57.6	57.5 GAR CREEK 2.8			66.6
TO HERSCHER 60.3		13,224	60.3	60.3 OTTO 1.3		CTC	63.8
			60.4	61.6 S. OTTO 2.7			62.5
			64.3	CHEBANSE 4.8		68.7	59.8
			69.1	CLIFTON 4.0			55.0
80.6 TO CLINTON		11,025	70.6 72.9	73.1 ASHKUM 8.0			51.0
			81.1	GILMAN 6.5			43.0
			87.6	DELREY 15.2		89.6	36.5
		14,518	100.7 103.6	102.8 PAXTON 11.0		106.2	21.3
113.4 TO DEWEY		14,208	113.0 115.8	113.8 RANTOUL 10.3			10.3
			124.1	LEVERETT JCT.			0.0

T.T.#3

10 CHICAGO DISTRICT SPECIAL INSTRUCTIONS

	Loaded		
	Passenger	Intermodal	Freight
	MPH	MPH	MPH
1. MAXIMUM SPEED	79	70	60
	Passenger	Freight	
2. SPEED RESTRICTIONS	MPH	MPH	
Bridgeport - over bridge	25	25	
Bridgeport to 21st Street	30	25	
Cermak - through turnouts	10	10	
St. Charles Airline (Clark-CSX Bridge)	10	10	
21st Street to Chicago - Tracks 1 & 2	10	10	
Mile 2.2 to Mile 2.7 - Tracks 1 & 2	25	25	
Mile 2.7 to MP 4 - Tracks 1 & 2	65	50	
MP 4 - Curve - Tracks 1 & 2	60	40	
39th Street - through turnouts at power switches	10	10	
67th Street - through turnouts at power switches	10	10	
Kensington - through turnouts at power switches	10	10	
Kensington interlocking - Tracks 1 & 2	25	25	
MP 4 to Mile 23.5 - Tracks 1 & 2	65	50	
Harvey - through turnouts at power switches	10	10	
Homewood - through turnouts at power switches	20	20	
Mile 23.5 to MP 26 - Tracks 2 & 3	40	40	
MP 26 to Mile 31.6 - Track 1	—	50	
MP 26 to Mile 31.6 - Track 2	40	40	
Stuenkel - through turnouts at powers switches	40	40	
Peotone - through turnouts and siding	40	40	
Mile 55.2 to Mile 56.3	50	30	
Mile 81.1 - TP&W Crossing	50	30	
Mile 81.3 to Mile 87.3 - Track 2	60	60	
Delrey - through turnout end of Multiple Main Tracks	40	40	
Paxton - through turnouts and siding	40	40	
MP 113 to MP 114	60	60	

Trains or engines using any Track other than Main Track or sidings on the Chicago District must not exceed **RESTRICTED SPEED not to exceed 10 MPH** except on the following tracks:

Markham Yard

A Yard - Tracks 15 and 16

F Yard - Tracks 12-15, 17-20

Engine Thoroughfare between Harvey and Woodcrest

Thoroughfare 3 between Homewood and Kensington (Mile 14.8)

Thoroughfare 4 between Homewood and 95th Street (Mile 12.5)

Thoroughfare 7 between Harvey and Highlawn (Mile 17.9)

MIT Lead between Homewood and Harvey Yard Office

Otto to Lehigh Jct.

3. OPERATING CHARACTERISTICS

YARD LIMITS - in effect

Mile W4.4 and Mile 23.5 - Tracks 1 & 2

Bridgeport to Homewood

MULTIPLE MAIN TRACKS

Between Bridgeport and McCormick Place (Mile 2.8) Track 1 is the west track, (nearest Southwest Transit Tracks) and Track 2 is the east track. Between McCormick Place Mile 2.8 and Stuenkel, Illinois Central Railroad closely parallels the Metra Electric Line, which is identified by overhead catenary wires. IC Track 1 is the first track east of the Metra Electric Lines, with Track 2 located east of Track 1. Between Homewood and Vollmer, Track 3 is the first track east of Track 2.

Between Gilman and Delrey, Track 1 is the west track, and Track 2 is east of Track 1.

SPECIAL INSTRUCTIONS CHICAGO DISTRICT 11

ABS - in effect

67th Street to Kensington - Tracks 1 & 2 Signalled for movement
in both directions

Wildwood to Harvey - Yard Thoroughfare 3 & 4
Indian Oaks - on siding

CTC - in effect

Mile W4.9 to Mile W2.7	Train Dispatcher	Controlled by
Mile 2.2 to Mile 8.50 - Tracks 1 & 2	Train Dispatcher	
Kensington to Wildwood - Tracks 1 & 2 and Yard Thoroughfare 3 & 4	Train Dispatcher	
Wildwood to Homewood - Tracks 1 & 2	Train Dispatcher	
Homewood to Vollmer - Tracks 1, 2 & 3	Train Dispatcher	
Vollmer to Stuenkel - Tracks 1 & 2	Train Dispatcher	
Stuenkel to Leverett Jct.	Train Dispatcher	

MANUAL INTERLOCKINGS

21st Street	Amtrak/CR Crossing	21st Street	Controlled by
Clark	Metra Crossing	Clark St. Tower	
Kensington	CSSSB Crossing	Kensington Tower	

BULLETIN BOARDS

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

4. ILLINOIS CENTRAL OPERATING RULES - itemsNone

5. DEFECTIVE EQUIPMENT DETECTORS

Manteno (Mile 45.7)
Clifton (Mile 68.7)
Delrey (Mile 89.6)
Ludlow (Mile 106.2)

6. SPRING SWITCH LOCATIONS..... None

7. FRA EXCEPTED TRACK

Governors Park Lead
Kankakee - West 4 & 5, East 5,6, & 7
Kankakee - Scale Track
Kankakee - Sodium Track
Lehigh to Herscher Industrial Lead
Otto - Stone 1 & 2
Indian Oaks - Carter Lumber Track
Rantoul - East and West Industrial Leads

8. ACCURACY OF SPEED INDICATORS

Engineers shall test the accuracy of their speed indicators passing the following points.

MP 36 to MP 37 between Stuenkel and Peotone
MP 121 to MP 120 between Rantoul and Leverett Jct.

9. JOINT OPERATION OF MAIN TRACK

Chicago Operating Rules Association (CORA) Operating Guide is required to be in the possession of Illinois Central trains and engines operating on other carriers within the Chicago terminal District. This is trackage within the circumference of the Elgin, Joliet & Eastern Railroad (EJ&E). This replaces the requirement of carrying each railroad's timetable and operating rule book when operating on their trackage within these limits. Other carriers operating on the Illinois Central within these limits will be required to have the CORA Operating Guide in their possession, unless they operate outside these limits, in which case, IC operating rules and timetable are required.

12 CHICAGO DISTRICT SPECIAL INSTRUCTIONS

10. SPECIAL CONDITIONS

Amtrak Trains - Crew member of Amtrak Trains must report the time train passes Clark to the Homewood train dispatcher.

General Orders - 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.

High-Load Detector - A High-Load Detection and Indication System for Northward train movements on Track No. 1 and Track No. 2 is 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.

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. Cars over 17 feet high must not be left standing within 100 feet of a High-Load Detector. Cars tripping the High-Load Detector will not clear structures at the following locations: Mile 1.8 CTA Overhead - All Tracks; Mile 2.5 McCormick Place - All Tracks; Mile 9.9 (79th Street) - All Tracks; Mile 11.81 (95th Street) - All Tracks; Mile 14.9 (119th Street) - Main 1, 2 and Thoroughfare #3.

CN Facility - Trains entering and/or using thoroughfare tracks 4 and 7 between crossover at Highlawn (MP 18) and the IC/CN Intermodal facility at Harvey (Mile 20.4)

Dual control switch at CN Jct., Mile 19.5, and is controlled by the GTW Train Dispatcher at Pontiac, MI. Switch may not be lined by hand except on authority from GTW Train Dispatcher.

Dual control switch on Track 7 at 157th Street (the junction of MIT Lead and the CN Terminal Lead at Mile 20.4) and is DTMF radio controlled.

Dual control switches at 157th Street on the crossover from Track 7 to Track 4 at Mile 20.3 and are DTMF radio controlled.

SPECIAL INSTRUCTIONS **CHICAGO DISTRICT 13**

Between 2000 and 0600 daily, trains may not enter or use Track 7 between Mile 18.05 and CN Jct., without permission from GTW Train Dispatcher. No cars may be left unattended on this portion of Track 7 without the permission of the GTW Train Dispatcher except when switching Allied Tube Plant #2.

Trains may not enter or use Track 7 between CN Jct., and 157th Street (Mile 20.4) without permission from the General Yardmaster at Markham Yard.

Dual control switches at 157th Street are DTMF radio controlled by transmitting the discrete codes, using IC channel 1, shown on attachment. These switches may be lined by DTMF radio signal after permission to use the switches has been secured from Markham General Yardmaster. If these switches fail to line properly, they may be lined by hand, in accordance with Operating Rule 715, after permission is secured from the Markham General Yardmaster.

DTMF codes to control switches may be entered once train occupies approach circuit, as follows:

Northward from MIT or CN Terminal to Track 7 (Jct. switch) -- 300 feet south of junction switch.

Northward from MIT or CN Terminal to Track 4 via Track 7 (Jct. switch & crossover) -- 300 feet south of junction switch.

Southward from Track 7 to MIT or CN Terminal (Jct. switch) -- any location on Track 7 south of MP 18.

Southward from Track 4 to MIT or CN Terminal (Jct. switch & crossover) -- from hand-throw crossover between tracks 3 & 4 at Mile 20.2.

Note: Once train occupies approach circuit and requests a route using DTMF code, the route will remain lined for that move until:

- 1) Train uses the route or,
- 2) Train enters request to put signals at stop, waits two minutes, then requests another route or,
- 3) Signals time-out due to train being stopped on approach circuit, clear of conflicting route, for ten (10) or more minutes without using the requested route.

Trains entering or exiting Track 7 at CN Jct. will activate track side annunciators which will transmit messages on IC Channel 1 (72 72) and GTW channel 3 to indicate the distance northward to Mile 18.05 or southward to a point clear of crossover at 157th Street, as follows:

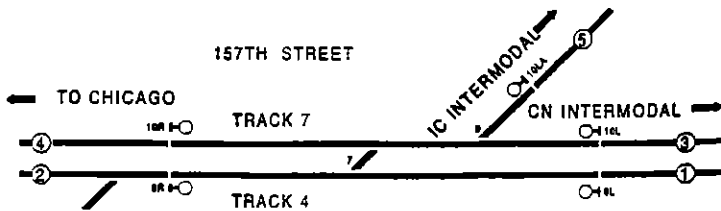
FOR NORTHWARD MOVEMENT FROM CN TERMINAL

North Train Detection System on line = CN Jct. is lined for move.
North Train Detection 2,000 feet = train is 2,000' from Mile 18.05.
North Train Detection 1,000 feet = train is 1,000' from Mile 18.05.
North Train Detection, Stop Train = train is at Mile 18.05

FOR SOUTHWARD MOVEMENT TO CN TERMINAL

South Train Detection System on line = GTW cleared at CN Jct.
South Train Detection 2,000 feet = train is 2,000' from 157th Street.
South Train Detection 1,000 feet = train is 1,000' from 157th Street.
South Train Detection, Stop Train = train is at 157th Street.

14 CHICAGO DISTRICT SPECIAL INSTRUCTIONS



SIGNAL	ROUTE	CODE NO.	POSITION	RULES
(8L)	① TO ②	9912	7NOR	805
(8R)	② TO ①	9921	7NOR	805
(8R)	② TO ③	9923	7REV, 9NOR	807
(8R)	② TO ⑤	9925	7REV, 9REV	810C
(10L)	③ TO ④	9934	7NOR, 9NOR	805
(10L)	③ TO ②	9932	7REV, 9NOR	810C
(10LA)	⑤ TO ④	9954	7NOR, 9REV	807
(10LA)	⑤ TO ②	9952	7REV, 9REV	810C
(10R)	④ TO ③	9943	7NOR, 9NOR	805
(10R)	④ TO ⑤	9945	7NOR, 9REV	810C
STOP	SIGNAL 8	9908	N/A	812
STOP	SIGNAL 10	9910	N/A	812

Rantoul - Trains and engines must be preceded by an employee on the crossing when passing over crossing at Highway 45 at Mile 33.2 on lead to Cargill Elevator.

BASE AND WAYSIDE RADIOS, OPERATIONAL, 24 HOURS

Location	Channel
67th Street Tower.....	F1 (72 72)
Kensington Tower.....	F1 (72 72)
Markham — A Yard.....	F1 (72 72)
Homewood.....	F1 (72 72)
Monee.....	F1 (72 72)
Kankakee.....	F1 (72 72)
Gilman.....	F1 (72 72)
Paxton.....	F1 (72 72)
Champaign.....	F1 (72 72)

11. LOCATIONS NOT SHOWN AS STATIONS

NAME.....	LOCATION.....	LENGTH.....	CONNECTION.....
MPEA Stub Track.....	3.3.....	93.....	North
Storage Track.....	3.6-4.3.....	3203.....	Both
GA. Pacific.....	32.7.....	1,000.....	South
Governors Gateway.....	32.9.....	8155.....	North
Diversatech.....	47.9.....	6162.....	South
Onarga.....	84.6.....	949.....	South
Gary Popel.....	99.9.....	472.....	South

GILMAN DISTRICT

15

TRACK CHART & SIDINGS		SIDING LENGTH	SIDING SWITCH LOCATIONS	MILE	↓ H ↑ H LOCOMOTIVES	STATIONS	↑ H ↓ H ZONES	YARD LIMITS	DEFECT DETECTORS	(DISTANCE FROM FARMERSVILLE)
TP&W	81.1			81.1		GILMAN 9.0		81.1 82.9		136.4
		10,336	90.2 92.4	90.1		THAWVILLE 5.5			ABS	127.4
				95.6		ROBERTS 4.6				121.9
				100.2		MELVIN 9.8			97.4	117.3
NS	110.3			110.0		GIBSON CITY 11.8			CTC	107.5
		8,634	110.3 112.1			BELLFLOWER 8.8				95.7
NS	130.5			130.6		FARMER CITY 4.4			ABS	86.9
		6,011	130.6 132.0			PARNELL 1.6			135.6	82.5
				136.6		FULLERTON 11.9				80.9
TO HEYWORTH	148.6			148.5		CLINTON 8.2		146.5 150.2		69.0
	TO END			156.7		KENNY 12.3			CTC	60.8
TO PEORIA	169.2	9,049	166.8 168.5	169.0		MT. PULASKI 4.2		166.7 170.3		48.5
	TO MATTOON	6,493	173.2 174.5	173.2		LAKE FORK 17.1			ABS	44.3
NS	190.2			190.3		STARNES 1.6		190.0		27.2
		3,591	191.0 191.9	191.9		AVENUE 2.9		192.2	CTC	25.6
TO K.C. JCT. 194.8				194.8		BRICK YARD 12.5				22.7
				207.3		CIMIC 10.2			TWC	10.2
TO CROWN MINE #3 218.0				217.5		FARMERSVILLE				0.0

SAFE

Behavior begins with You -

SET THE PACE!!

16 GILMAN DISTRICT SPECIAL INSTRUCTIONS

	Loaded	
	Intermodal	Freight
	MPH	MPH
1. MAXIMUM SPEED	60	50

	Loaded	
	Intermodal	Freight
	MPH	MPH
2. SPEED RESTRICTIONS		
Gilman - Both Legs of Wye.....	10	10
Mile 109.2 to Mile 110.3	25	25
Gibson City - NS Connection	25	25
Farmer City - NS Crossing	40	40
MP 140 to Mile 146.5	50	—
Mile 146.5 to MP 148	40	40
MP 148 to Mile 149.3	25	25
Mile 149.3 to MP 192	40	40
MP 168 to Mile 169.3	25	25
MP 192 to MP 195	10	10
MP 195 to Mile 217.5	40	40

Trains or engines using any Track other than Main Tracks or sidings on the Gilman District must proceed at **RESTRICTED SPEED not to exceed 10 MPH**, except on the following track: Between Mile 217.5 and Mile 220.7 proceed prepared to stop in half the range of vision not exceeding 25 MPH.

3. OPERATING CHARACTERISTICS

YARD LIMITS - in effect

Employee in charge

Mile 81.1 to Mile 82.9	Gilman	Train Dispatcher
Mile 146.5 to Mile 150.2	Clinton	Train Dispatcher
Mile 166.7 to Mile 170.3	Mt. Pulaski	Train Dispatcher
MP 190 to Mile 192.2	Starnes - Avenue	Train Dispatcher

No train or engine may occupy Yard Limits on the Gilman District without verbal permission of the train dispatcher.

No roadway worker may occupy Yard Limits on the Gilman District without Joint Authority or Foul Time.

TWC - in effect

Mile 82.9 to Mile 110.1
 Mile 112.1 to Mile 146.5
 Mile 150.2 to Mile 158.7
 Mile 170.3 to MP 190
 Mile 194.8 to Mile 217.5

ABS - in effect

Gilman to MP 110
 Mile 112.2 to Mile 158.7
 Mile 166.8 to Mile 192.2

CTC - in effect

Controlled by

Mile 110.1 to Mile 112.1	Train Dispatcher
Mile 158.7 to Mile 166.8	Train Dispatcher
Mile 192.2 to Mile 194.8	Train Dispatcher

MANUAL INTERLOCKINGS

Controlled by

Starnes	NS Crossing	NS Train Dispatcher
Mt. Pulaski	Peoria District Crossing.....	Train Dispatcher

AUTOMATIC INTERLOCKINGS

Farmer City

NS Crossing

RAILROAD CROSSINGS PROTECTED BY GATES

Clinton-South Industry Lead crossing with Gilman District. Gates are to be left lined for the Gilman District main track.

BULLETIN BOARDS

Clinton Crew Building
Mt. Pulaski Depot

4. ILLINOIS CENTRAL OPERATING RULES - Items

Rule 519 - Track extending from Brick Yard (MP AI 186) to KC Jct. (Mile AI 187.8) is designated Track other than Main Track, maximum speed 10 MPH. CTC is in effect. Northward trains must obtain permission from IC train dispatcher before passing KC Jct.

5. DEFECTIVE EQUIPMENT DETECTORS

Roberts (Mile 97.4)
Parnell (Mile 135.6)

6. SPRING SWITCH LOCATIONS

Normal Position

- (*) Thawville - both ends of siding Main Track
- (+) Farmer City - north siding switch... (NOTE 1) Main Track
- (+*) Farmer City - south siding switch Main Track
- Clinton - East Jct. Main Track
- (*) Mt. Pulaski - south siding switch Main Track
- (+*) Lake Fork - both ends of siding Main Track

- (*) Indicates Lunar light
- (+) Indicates key operated release

Note 1. Spring switch at Farmer City north siding switch is located within the automatic interlocking limits, and southward signal governing facing point movement is not equipped with a lunar light. When this signal displays Stop indication, be governed by Rule 706.

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

If signal conveys Stop indication on track being used and signal on adjacent track indicates proceed, and it is known that main track ahead is unoccupied and another train or engines is not approaching on adjacent track, a crew member will insert switch key into the release box located on side of relay house and operate the key release in accordance with posted instructions. After using key release, if signal does not clear in the prescribed time, Rule 832 will govern.

If signals on both main track and siding convey Stop indication, use of the key release is unnecessary, and Rule 831 will govern.

7. FRA EXCEPTED TRACK

Clinton - All tracks A Yard
Clinton to Heyworth Industrial Lead

8. ACCURACY OF SPEED INDICATOR

Engineers must test the accuracy of their speed indicators passing the following locations:

MP 87 to MP 88 between Gilman and Thawville
MP 179 to MP 180 between Lake Fork and Starnes

18 GILMAN DISTRICT SPECIAL INSTRUCTIONS

9. JOINT OPERATION OF MAIN TRACK

Norfolk Southern operates over IC main track between Gilman and Gibson City, and must keep radio tuned to IC Channel 1 (72 72) between these locations. Illinois Midland Railroad operates over IC main track Avenue to Cimic, and must keep radio tuned to IC Channel 1 (72 72) between these points. Gateway Western/Union Pacific Railroads operate over IC main track between Brick Yard and Avenue, and must keep radio tuned to IC Channel 1 (72 72) between these points.

10. SPECIAL CONDITIONS

Gilman - IC trains or engines must obtain TP&W Track Warrant before occupying TP&W Main Track.

Base and Wayside Radios, Operational 24 hours

<i>Location</i>	<i>Channel</i>
Gilman	F1 (72 72)
Gibson City	F1 (72 72)
Parnell	F1 (72 72)
Clinton	F1 (72 72)
Mt. Pulaski	F1 (72 72)
Springfield	F1 (72 72)

11. LOCATIONS NOT SHOWN AS STATIONS

<i>NAME</i>	<i>LOCATION</i>	<i>LENGTH</i>	<i>CONNECTION</i>
Illinois Power	141.3	290	North
Linn St. Storage Track	195.7	1509	North



CHAMPAIGN DISTRICT

19

TRACK CHART & SIDINGS	SIDING LENGTH	SIDING SWITCH LOCATIONS	MILE	STATIONS <small>↓ SOUTH</small> <small>↑ NORTH</small>	YARD LIMITS	DEFECT DETECTORS	DISTANCE FROM CENTRALIA		
NS 127.5	15,928	124.2 127.4	124.1	LEVERETT JCT. —3.7—	148.3 No. 2 Track 152.6	C T C	128.3		
	NS 137.1			127.8			CHAMPAIGN —1.8—	124.6	
CSXT-UP 149.9		11,155	137.2 139.1	129.6			HILLCREST —7.5—	CTC	122.8
	TO PEORIA 1728			137.1			TOLONO —4.8—	135.1	115.3
CR 199.3				141.9			PESOTUM —7.9—	A B	110.5
	EIRC 184.8			149.8			TUSCOLA —8.1—	170.9 174.6	ABS	102.6
TO NEWTON 199.9		12,080	161.2 163.5	157.9			ARCOLA —5.7—			94.5
	UP 229.4			163.6			HUMBOLDT —8.8—	165.3	88.8
CSXT 244.3				172.4			MATTOON —11.9—	199.3 203.0	ABS	80.0
	TO FULTON 214.8	12,207	184.5 186.7	184.3			NEOGA —14.9—			CTC	68.1
UP 229.4				187,734	EFFINGHAM —6.5—	206.1	CTC	53.2	
	CSXT 244.3			205.7	WATSON —8.9—			46.7	
UP 229.4				214.6	EDGEWOOD JCT. —3.9—	238.8	ABS	37.8	
	CSXT 244.3	18,917	214.5 218.5	218.5	LACLEDE —4.6—			33.9	
UP 229.4				223.1	FARINA —5.8—	247.2	ABS	29.3	
	CSXT 244.3			228.9	KINMUNDY —10.1—			23.5	
UP 229.4		15,959	235.0 238.0	239.0	TONTI —5.2—	252.4	ABS	13.4	
	UP 229.4			244.2	ODIN —3.0—			8.2	
UP 229.4				247.2	SANDOVAL JCT. —5.2—	252.4	ABS	5.2	
	UP 229.4			252.4	CENTRALIA			0.0	

Safety First



20 CHAMPAIGN DISTRICT SPECIAL INSTRUCTIONS

	<i>Passenger</i>	<i>Loaded Intermodal</i>	<i>Freight</i>
	MPH	MPH	MPH
1. MAXIMUM SPEED	79	70	60

	<i>Passenger</i>	<i>Freight</i>
	MPH	MPH
2. SPEED RESTRICTIONS		
Mile 124.25 through turnout at power switch	40	40
Mile 125.9 to Mile 127.3	60	40
Champaign - on siding (Mile 124.5 to Mile 127.1)	60	40
Champaign - on siding (Mile 127.1 to Mile 127.4)	25	25
Mile 127.4 - through turnout at power switch	25	25
Champaign - NS Crossing	30	30
Tolono - NS Crossing	50	30
MP 148 to MP 149 (Southward Trains only).....	—	50
Mile 148.3 - through turnout at power switch	25	25
Mile 148.3 to Mile 152.6 - (No. 2 Track).....	50	30
Mile 152.6 - through turnout at power switch	25	25
Tuscola - UP/CSXT Crossing.....	50	30
Mile 170.9 - through turnout at power switch	40	40
Mile 170.9 to Mile 174.6 (No. 2 Track)	60	40
Mile 172.3 to Mile 174.6 (No. 1 Track)	60	40
Mile 174.6 - through turnout at power switch	40	40
MP 198 to Mile 199.3	60	40
Mile 199.3 - CR Crossing	40	30
Mile 199.3 to MP 202	60	40
Mile 229.4 - UP Crossing	60	40
Mile 244.3 - CSXT Crossing	60	40
Mile 247.2 to MP 250 - (No. 1 Track)	—	50
MP 250 to Mile 252.4 - (No. 1 Track)	35	35
MP 250 to MP 252 (No. 2 Track)	50	50
MP 252 to Mile 252.4 (No. 2 Track)	35	35

Trains or engines on the Champaign District on Tracks other than Main Tracks or sidings must proceed at **RESTRICTED SPEED not to exceed 10 MPH**.
EXCEPTION, Restricted Speed applies on the following tracks:

- Champaign - Outbound Lead
- Mattoon - West 1, 2, 3, and 4

Restricted Speed does not apply on the controlled sidings at Tolono, Humboldt, Neoga, Effingham, Laclède, and Tonti. Maximum speed on these sidings is 20 MPH.

3. OPERATING CHARACTERISTICS

YARD LIMITS - in effect	Employee in charge
Mile 148.3 to Mile 152.6	Tuscola (Track 2 only)
Mile 170.9 to Mile 174.6	Mattoon
Mile 199.3 to MP 203.....	Effingham.....
Mile 247.2 to Mile 252.4	Centralia
	B Yard Operator

No train or engine may occupy Yard Limits on the Champaign District without verbal permission of the employee in charge of Yard Limits.

EXCEPTION: Verbal permission is not required when entering Yard Limits with a controlled signal indicating proceed at Tuscola, Mattoon, and Effingham.

SPECIAL INSTRUCTIONS **CHAMPAIGN DISTRICT 21**

No roadway worker may occupy Yard Limits on the Champaign District without Joint Authority or Foul Time.

MULTIPLE MAIN TRACKS

Mile 148.3 to Mile 152.6between Pesotum and Arcola
Mile 170.9 to Mile 174.6between Humboldt and Neoga
Mile 247.2 to Mile 252.4between Sandoval Jct. and Centralia

Track 1 is located to the west, and Track 2 to the east at the above locations.

ABS - In effect

Mile 148.3 to Mile 152.6 - Track 2 only - Signalled in both directions.
Mile 170.9 to Mile 174.6 - Tracks 1 & 2 - Signalled in both directions.
Mile 199.6 to MP 203
Mile 247.2 to Mile 252.4 - Tracks 1 & 2 - Track 1 signalled for southward movement, Track 2 is signalled for northward movement.

CTC - in effect

Leverett Jct. to Mile 170.9 **Controlled by** Train Dispatcher
Mile 174.6 to Mile 199.6 Train Dispatcher
MP 203 to Mile 247.2 Train Dispatcher

MANUAL INTERLOCKING

Tuscola* **Controlled by** UP/CSXT Crossing Train Dispatcher

*When home signal displays Stop indication and no conflicting movement is evident, communicate first with the train dispatcher, and then comply with instructions posted in the release box.

AUTOMATIC INTERLOCKINGS

Kinmundy UP Crossing
Odin CSXT Crossing

BULLETIN BOARDS

Champaign Yard Office
Mattoon Yard Office
Effingham Yard Office
Centralia Yard Office. Locomotive Office

4. ILLINOIS CENTRAL OPERATING RULES - Items

Rule 902 - At Tuscola manual interlocking. Rule 902 does not apply.

5. DEFECTIVE EQUIPMENT DETECTORS

Tolono (Mile 135.1)
Dorans (Mile 165.3)
Watson (Mile 206.1)
Tonti (Mile 238.8)

6. SPRING SWITCH LOCATIONS None

7. FRA EXCEPTED TRACK

Industrial Lead from Champaign to Seymour

8. ACCURACY OF SPEED INDICATOR

Engineers shall test the accuracy of their speed indicators passing the following locations:

MP 130 to MP 131between Champaign and Tolono
MP 176 to MP 177between Mattoon and Neoga
MP 246 to MP 247between Odin and Sandoval Jct.

9. JOINT OPERATION OF MAIN TRACK

Norfolk Southern operates on the Illinois Central main track between Champaign and Tolono. NS trains must keep radio tuned to IC Channel 1 (72 72) between these points.

10. SPECIAL CONDITIONS

Havana Lead - Automatic Crossing Devices on the Havana Lead between Mattis Avenue in Champaign and Seymour, may not be working properly. Train or engine movements must be made as prescribed by Rule 526, unless signals are seen to be working correctly.

Sandoval Jct. - Train Dispatcher Homewood will confer with B Yard Operator before authorizing southward train or engine movement past a stop indication at Sandoval Jct.

Sandoval Jct.- Centralia - B Yard Operator at Centralia will verify the current General Orders in effect on the Champaign and Centralia Districts with the train dispatcher. The train dispatcher will give an "OK" time to each, which the operator will write on each General Order. The operator will relay any restrictions that apply to train and engine movements that will remain within Yard Limits between Sandoval Jct. and Centralia, who will not be required to carry copies of the General Orders. This does not apply to movements that do not remain in the Yard Limits.

Train and engine movements originating at Centralia will receive their General Orders for the districts they will operate on, from the B Yard Operator. The operator will verify the General Orders with the train dispatcher, and write the "OK" time on each copy.

Roadway Workers should request Joint Authority to occupy either main track between Sandoval Jct. and Centralia for planned work. The B Yard Operator may authorize Roadway Workers to occupy either main track for a certain time period by use of Foul Time. Before granting Foul Time, the B Yard Operator will determine with the train dispatcher that blocking devices have been applied to the CTC and Interlocking machine on the affected track.

Trains or engines must obtain verbal permission from the B Yard Operator at Centralia before occupying main track in Yard Limits between Sandoval Jct. and Centralia.

Base and Wayside Radios, Operational 24 hours

<i>LOCATION</i>	<i>CHANNEL</i>
Champaign	F1 (72 72)
Tolono	F1 (72 72)
Tuscola	F1 (72 72)
Mattoon	F1 (72 72)
Effingham	F1 (72 72)
Edgewood.....	F1 (72 72)
Kinmundy.....	F1 (72 72)

11. LOCATIONS NOT SHOWN AS STATIONS

<i>NAME</i>	<i>LOCATION</i>	<i>LENGTH</i>	<i>CONNECTION</i>
Savoy	132.2	500	South
Galton	154.1	500	South
Dorans.....	167.5	2100	Both
R.R. Donnelly	169.0	1500	Both
Sigel	191.2	700	South
Howell Asphalt	197.0	3765	South
Alma	233.6	1700	South
Branch Jct.	250.1	2800	South

BLUFORD DISTRICT

23

TRACK CHART & SIDINGS	SIDING LENGTH	SIDING SWITCH LOCATIONS	MILE	STATIONS ↓ SOUTH ↑ NORTH	YARD LIMITS	DEFECT DETECTORS	DISTANCE FROM NORTH SIDING	
TO SOUTH DUQUOIN 62.9			0.0	EDGEWOOD JCT. 1.5		CTC	167.3	
	11,316	0.3 2.4	1.5	EDGEWOOD 17.8			165.8	
	14,369	17.2 20.1	19.3	GREENDALE 22.3		ABS	148.0	
			41.6	BLUFORD 2.7	39.8	28.3	125.7	
			44.3	FOSTER 12.0	44.3	49.2	123.0	
	10,525	55.2 57.3	56.3	DIANA 6.6			111.0	
			62.9	AKIN JCT. 0.4			104.4	
			63.3	RUST JCT. 5.7			104.0	
	9,642	68.0 69.9	69.0	KEGLEY 1.0			98.3	
			70.0	FERBER 8.0		75.6	97.3	
			78.0	BRUSHY CREEK 2.0			89.3	
			80.0	AMAX 3.9			87.3	
			83.9	SAHARA 3.5			83.4	
			83.8-84.0					
	TO BRUSHY CREEK 70.0 TO AMAX 78.0 TO SAHARA 80.0 83.8-84.0	10,610	86.4 88.4	87.4	SALINE 13.9		CTC	79.9
			101.3	ROBBS 9.2		91.3	66.0	
11,650		108.2 110.5	110.5	REEVESVILLE 9.1			56.8	
10,555		118.1 120.1	119.6	SEDGWICK 3.3		113.5	47.7	
			122.9	METROPOLIS JCT.			44.4	
VIA P & I RR								
PAL 2.3				JF 0.2	CHILES JCT. 2.0			41.3
				JF 2.2	MAXON 0.1			39.3
				JF 2.3	P & L JCT. 12.2			39.2
		9,920	13.5 15.5	JF 14.5	LOWES 17.6		21.9	27.0
	7,222	31.3 32.8	JF 32.1	WATTS 9.4			9.4	
			JF 40.7	NORTH SIDING			0.0	

REMEMBER CHARLIE MORECRAFT!!

24 BLUFORD DISTRICT SPECIAL INSTRUCTIONS

	MPH
1. MAXIMUM SPEED .....	.60
2. SPEED RESTRICTIONS	MPH
Mile 42.9 to MP 43 (Track 2) .....	.40
Foster - through turnout .....	.40
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
South Sedgwick - through turnout .....	.40
Maxon - PAL Crossing .....	.30
North Watts - through turnout .....	.40
South Watts - through turnout .....	.25
North Siding - through turnout .....	.25

Trains or engines using any Track other than Main Track or sidings on the Bluford District must proceed at **RESTRICTED SPEED not to exceed 10 MPH.**

Restricted Speed does not apply on the controlled sidings at Edgewood, Diana, Kegley, Saline, Reevesville, Sedgwick, Lowes, and Watts. Maximum speeds on sidings:

Edgewood .....	.20 MPH
Greendale	Restricted Speed
Diana .....	.20 MPH
Kegley .....	.20 MPH
Saline .....	.20 MPH
Reevesville .....	.20 MPH
Sedgwick .....	.40 MPH
Lowes .....	.20 MPH
Watts .....	.40 MPH

3. OPERATING CHARACTERISTICS

YARD LIMITS - in effect -

Employee in charge

Mile 39.8 to Mile 44.3

Bluford	Train Dispatcher
---------------	------------------

No train or engine may occupy Yard Limits on the Bluford District without verbal permission of the train dispatcher.

No roadway worker may occupy Yard Limits on the Bluford District without Joint Authority or Foul Time.

TWC - in effect -

Mile 2.4 to Mile 39.8

ABS - In effect -

Mile 2.4 to Mile 44.3

Tracks 1 & 2 are signaled for movement in both directions.

CTC - In effect -

Controlled by

Edgewood to Jct. to Mile 2.4

Train Dispatcher

Mile 44.3 to Mile JF 40.7

Train Dispatcher

MULTIPLE MAIN TRACK -

MP 40 to Mile 44.3

Track 1 is the east track, Track 2 is the west track

Trains will keep to the left unless otherwise instructed by the train dispatcher.

AUTOMATIC INTERLOCKINGS -

MaxonPAL Crossing
Rules 828 and 830 apply when a Stop indication is encountered.

BULLETIN BOARDS -

BlufordYard Office

4. ILLINOIS CENTRAL OPERATING RULES ItemsNone

5. DEFECTIVE EQUIPMENT DETECTORS

Helm Spur (Mile 28.3)	Lewis Spur (Mile 91.3)
Belle Rive (Mile 49.2)	Betz (Mile 113.5)
Droit (Mile 75.6)	Fancy Farm (Mile JF 21.9)

6. SPRING SWITCH LOCATIONSNormal Position

+*Greendale - both ends of siding	.....Main Track
+*Bluford - North End of Multiple Main Tracks	.....For Track 1

+Key operated release
*Lunar light

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

If signal conveys Stop indication on track being used and signal on adjacent track indicates proceed, and it is known that main track ahead is not occupied, and another train or engine is not approaching on adjacent track, a crew member will insert switch key into the release box located on the side of the relay house and operate the key release in accordance with instructions posted on the relay house. After using key release, if signal does not clear in the prescribed time, Rule 832 will govern.

If signals on both tracks convey Stop indication, use of the key release is unnecessary, and Rule 831 will govern.

7. FRA EXCEPTED TRACK

Sahara Mine Trackage - EXCEPT Wye Tracks and Lead to east end of Storage track.

8. ACCURACY OF SPEED INDICATOR

Engineers shall test the accuracy of their speed indicators passing the following locations:

MP 37 to MP 38	.....between Greendale and Bluford
MP JF 37 to MP JF 38	.....between Watts and North Siding

9. JOINT OPERATION OF MAIN TRACK

Illinois Central operates over P&I Railroad between Metropolis Jct. and Chiles Jct. IC Operating Rules apply.
Between P&L Jct. and CR Jct., IC operates over the Maxon District of the Paducah and Louisville Railroad. IC crews will keep radio tuned to IC Channel 1 (72 72) on the PAL.

10. SPECIAL CONDITIONS

Bluford - A crew member will communicate with the train dispatcher regarding exact location train will be yarded or left unattended. Dispatcher will keep record of this information.

Amax MIne Scale - When weighing train do not exceed 3 MPH over scale. Do not exceed 5 MPH over scale when train is not being weighed.

Paducah and Louisville Railroad - The Maxon District of the Paducah and Louisville Railroad (PAL) Maximum Speed 10 MPH between P&L Jct. and CR Jct. On Tracks other than Main Track, 8 MPH.

P&L Jct. to CR Jct., TPCS is in effect, and the following PAL rules apply:

230. On territory specified in the timetable or bulletin order, use of the main track will be authorized by track permit issued by the Train Coordinator.

Track Permits must be numbered consecutively each day, beginning at 12:01 a.m. and once in effect continue so until fulfilled or cancelled. They will be the only authority for movement issued within TPCS territory, except the main track may be used as prescribed by Rule 93 (*Yard Limits*). Within CTC limits, after receiving Track Permit, movement will be made on signal indication in accordance with CTC Rules.

General Orders will be issued, as required, to give notice of track or other conditions.

Work Train Protection and/or Joint Authority will be issued as required and will be numbered by using the Track Permit number issued to a Work Extra or foreman. Once issued, they will be retained and observed by that crew until released from any further duty.

231. The limits of a Track Permit must be designated by specifying track where required and exact points such as switches, mile posts or identifiable points, except station name may be used.

When a station name is used to designate the first named point, the authority will extend from the last siding switch or from the station sign if there is no siding.

When a station name is used to designate the second named point, the authority will extend to the first siding switch. If there is no designated siding, the main track must be cleared before reaching the station sign, or at a point specified at that station. At the second named point, the authority will extend to the last switch to the siding or to a point specified at that station when specific instructions include "hold main track at (last named point)."

If the Track Permit grants authority to work between stations, the limits will not include the main track between the switches of the siding at either of the stations named, unless the Track Permit specifies the train may hold main track at one or both of the stations.

232. The employee requesting Track Permit must inform the Train Coordinator of the movements to be made and, when applicable, track(s) to be used and time required.

When issuing Track Permits, the Train Coordinator must provide for protection against conflicting movements. When two or more trains are affected, Track Permit must be issued first to the train being restricted. All movements authorized by Track Permit must be recorded on the train sheet.

When transmitting each Track Permit, the Train Coordinator must record the required information on the form provided for that purpose, reading all information and instructions to be entered on Track Permit by receiving employee and underscore each item each time it is repeated.

233. The conductor and the engineer must have a copy of the Track Permit addressed to their train showing date, location where being copied and any specific instructions issued. When all the crew members are in the cab of the leading unit, only one copy of the Track Permit will be required. All information and instructions must be entered on the Track Permit form and repeated to the Train Coordinator by receiving employee, except that on trains when the transmission and repetition is being done by radio, only the employee who copied the Track Permit on the engine will repeat to the Train Coordinator. If radio communication is not available with caboose, the conductor must ride the engine.

After the Track Permit has been repeated to the Train Coordinator, he will check and, if correct, will give "OK" and the time and his initials. The OK time will be entered on the Track Permit by the receiving employee and by the Train Coordinator on his form. The receiving employee will repeat the OK time to the Train Coordinator. The Track Permit must not be considered to be in effect until OK time is shown on it. If the Track Permit restricts movement or authority previously granted, it must not be considered in effect by the Train Coordinator until acknowledgment of the OK time has been received.

Additions must not be made to a Track Permit after the OK time has been given by the Train Coordinator.

Track Permits may be relayed by employees, who must make record on Track Permit form.

Conductors and engineers are responsible to ensure that other members of the crew read Track Permits and have a definite and proper understanding of the requirements of Track Permits as soon as practical after they have been received. If necessary, other crew members must remind conductor and engineer of such requirements.

234. Specific instructions on Track Permits will be issued:

- To have Track Permit authority expire at a specified time.
- To provide flag protection to the rear as prescribed in Rule 99.
- To make all movements prepared to stop within one-half the range of vision, but not exceeding 10 MPH when limits are occupied by more than one train or engine.
- To provide for a train to move through the limits of a Work Extra by issuing Work Train Protection.
- To grant Joint Authority between a train and a foreman and to make all movements prepared to stop within one-half the range of vision, but not exceeding 10 MPH and stop short of men or machines fouling track.
- To report to Train Coordinator or a Senior Customer Service Representative when rear of train passes locations specified.
- "Other Specific Instructions" - These must be clear and concise and have but one meaning.

235. When a Track Permit is in effect and it is desired to change the limits or instructions, a new Track Permit must be issued with the desired instructions and include the words "Track Permit No. _____ is cancelled," giving the number of the Track Permit being cancelled, which then will no longer be in effect. When a Track Permit of a different date is cancelled, this date must be included.

236. Track Permit authorizes the train addressed to occupy the main track within the limits designated without flag protection unless otherwise specified on the Track Permit. Movements must be made as follows:

- (1) When authorized to "PROCEED FROM" one point to another, movement must be made only in the direction specified. The Train Coordinator must be promptly notified when the rear of the train has passed locations listed on the Track Permit.

28 BLUFORD DISTRICT SPECIAL INSTRUCTIONS

- (2) When authorized to "WORK BETWEEN" two specific points, movement may be made in either direction between those points.

237. Not more than one train or engine may be permitted to occupy the same or overlapping limits of a Track Permit at the same time, except when:

- (1) All trains or engines within the limits have been authorized to move only in the same direction and instructed to provide flag protection as prescribed by Rule 99; or
- (2) Two or more trains or engines performing switching or work train service have been notified of each other and instructed on Track Permit to make all movements prepared to stop within one-half the range of vision but not exceeding 10 MPH; limits are occupied by more than one train or engine within the overlapping limits; or
- (3) A train which is authorized to "PROCEED" in one direction only is instructed to protect against a work extra between specified limits, such train must not enter the specified limits until instructions have been received from the work extra.

238. If a time limit is not shown on the Track Permit, crew must report to the Train Coordinator when their train has cleared the limits. The Track Permit for an extra will be fulfilled when crew has reported train clear of limits.

If a time limit is shown on the Track Permit, train must be clear of the limits by the time specified and reported clear or protected as prescribed by Rule 99, unless another Track Permit has been obtained.

239. Before a Track Permit is cancelled, the train or engine affected must first be:

- (1) Given a new Track Permit; or
- (2) Clear of the main track; or
- (3) Protected as prescribed by Rule 99; or
- (4) Wholly within yard limits.

240. The word "FULFILLED" must be written through the number of each copy on the Track Permit when:

- (1) The time limit specified has expired; or
- (2) Crew member of an extra has reported train clear of the limits.

The word "CANCELLED" must be written through the number of each copy of the Track Permit when Track Permit has been changed as prescribed by Rule 235.

241. A Track Permit may be issued in the same manner as to trains or engines to permit men or machines to occupy or perform maintenance on main track without other protection and without the display of yellow, red and green rectangular signs.

A Track Permit must not be issued to protect men or machines within the same or overlapping limits with a train or engines unless:

- (1) All trains or engines authorized to occupy the same or overlapping limits have been authorized to move in one direction only and Track Permit authorizing men or machines specifies their authority is granted behind such trains or engines; or
- (2) All trains or engines authorized to occupy the same or overlapping limits have been notified on their Track Permit that joint authority is granted with a Foreman by stating the Joint Authority Number in the place provided on their Track Permit and have been issued the corresponding form stating "Joint Authority Granted with Foreman (name)" between specified locations.

Trains or engines must stop before entering the track limits of Joint Authority unless instructions are received from the foreman named in the Joint Authority or through the Train Dispatcher or Operator.

If instructions are not received from the foreman, train or engine must not enter the limits of Joint Authority.

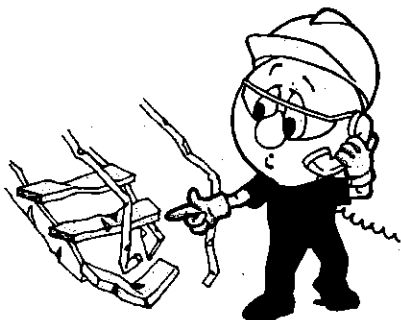
Base and Wayside Radios, Operational 24 hours

<i>LOCATION</i>	<i>CHANNEL</i>
Edgewood	F1 (72 72)
Bluford	F1 (72 72)
Ferber	F2 (54 54)
Tunnel 2	F2 (54 54)
Fulton	F1 (72 72)

11. LOCATIONS NOT SHOWN AS STATIONS

<i>NAME</i>	<i>LOCATION</i>	<i>LENGTH</i>	<i>CONNECTION</i>
Dan Spur	10.6	250	South
Shields Spur	31.4	672	South
Odum Spur	58.8	375	North
House Track	71.0	600	North
Allenby	81.7	600	Both
Lewis Spur	91.4	619	North
Fancy Farm	JF 22.0	930	South

**SEE IT - REPORT IT!
CALL
"S-A-F-E"
(7233)**



SAFETY IS MY RESPONSIBILITY!

Illinois Central Railroad

TRACK CHART & SIDINGS		SIDING LENGTH	SIDING SWITCH LOCATIONS	MILE	STATIONS	YARD LIMITS	DEFECT DETECTORS	DISTANCE FROM CAIRO
266.3	BNSF & NS			252.4	CENTRALIA	252.4	ABS	109.0
	253.1				6.2			
279.9	CSXT			258.6	IRVINGTON	258.6	273.5	102.6
	274.7				7.7			
287.4	TO REND LAKE MINE	17,263	273.6	266.3	ASHLEY		273.5	95.1
	274.7		276.9		7.5			
288.7	UP			273.8	BOIS		293.4	87.6
	288.7				6.0			
287.4	TO ST. LOUIS			279.8	TAMAROA		293.4	81.6
	287.4				5.7			
288.7	TO BENTON			285.5	ST JOHNS		293.4	75.9
	288.7				2.0			
287.4	TO ST. LOUIS			287.5	NORTH DUQUOIN		293.4	73.9
	287.4				1.3			
288.7	TO BENTON			288.8	SOUTH DUQUOIN		293.4	72.6
	288.7				1.6			
287.4	TO ST. LOUIS			290.4	DOWELL JCT.		293.4	71.0
	287.4				5.1			
288.7	TO BENTON			295.5	ELKVILLE		293.4	65.9
	288.7				12.6			
287.4	TO ST. LOUIS			308.1	CARBONDALE		293.4	53.3
	287.4				15.3			
288.7	TO BENTON			323.4	COBDEN		293.4	38.0
	288.7				5.3			
287.4	TO ST. LOUIS	10,564	325.8	328.7	ANNA		328.6	32.7
	287.4		327.8		12.1			
288.7	TO BENTON	13,664	340.9	340.8	WETAUG		340.2	20.6
	288.7		343.5		3.8			
287.4	TO ST. LOUIS			344.6	ULLIN		352.0	16.8
	287.4				7.5			
288.7	TO BENTON			352.1	VILLA RIDGE		352.0	9.3
	288.7				3.6			
287.4	TO ST. LOUIS			355.7	MOUNDS JCT.	355.7	ABS	5.7
	287.4				0.6			
288.7	TO BENTON			356.3	MOUNDS		ABS	5.1
	288.7				5.1			
287.4	TO ST. LOUIS			361.4	CAIRO	361.4	ABS	0.0
	287.4							

**SAFETY is our
OWN
Responsibility**

SPECIAL INSTRUCTIONS **CENTRALIA DISTRICT 31**

	<i>Loaded</i>		
	<i>Passenger</i>	<i>Intermodal</i>	<i>Freight</i>
	MPH	MPH	MPH
1. MAXIMUM SPEED	79	70	60

	<i>Passenger</i>		<i>Freight</i>	
	MPH	MPH	MPH	MPH
2. SPEED RESTRICTIONS				
Mile 252.4 to Mile 253.1 - BNSF Crossing.....	35		35	
Mile 253.1 to Mile 254.1 (No. 1 Track).....	40		35	
Mile 257.1 to Mile 258.6 (No. 1 Track).....	—		50	
Mile 266.3 - CSXT Crossing	50		30	
Bois - siding	20		20	
Mile 285.5 through turnout at power switch	40		40	
Mile 290.4 through turnout at power switch	40		40	
Mile 287.5 to Mile 288.7 (Head and Restriction).....	40		40	
Mile 305.7 - through turnout at power switch.....	40		40	
Mile 306.9 to MP 309 (Tracks 1 & 2).....	20		20	
MP 311 to Mile 323.4.....	50		40	
Mile 316.6 to Mile 318.4 - curves.....	45		40	
Mile 322.8 to Mile 323.2 - curves.....	45		40	
Mile 323.4 to Mile 328.7.....	60		40	
Mile 328.7 to Mile 337.5.....	50		40	
Anna - siding.....	20		20	
Mile 337.5 to Mile 338.1.....	45		40	
Mile 338.1 to Mile 339.2.....	50		40	
Wetaug - siding.....	20		20	
MP 342 - curve	60		60	
Mile 353.4 to Mile 354.4 - curves.....	65		60	
Mile 355.7 - through turnout at power switch.....	40		40	

Trains or engines using any Track other than Main Tracks or sidings on the Centralia District must proceed at **RESTRICTED SPEED not to exceed 10 MPH** except on the following tracks:

Rend Lake Mine Lead Bois to Mile 10.4

3. OPERATING CHARACTERISTICS

YARD LIMITS - in effect	Employee in charge
Mile 252.4 to Mile 258.6	Centralia to Irvington.....B Yard Operator
Mile 355.7 to Mile 361.4	Mounds Jct. to Cairo.....Train Dispatcher

No train or engine may occupy Yard Limits between Mounds Jct. and Cairo without verbal permission of the train dispatcher.

EXCEPTION: Southward trains receiving controlled signal to proceed at Mounds Jct. do not require verbal permission.

No roadway worker may occupy Yard Limits between Mounds Jct. and Cairo without Joint Authority or Foul Time.

Multiple Main Track

Mile 252.4 to Mile 258.6	Centralia to Irvington
Mile 285.5 to Mile 290.4	St. Johns to Dowell Jct.
Mile 305.7 to Mile 308.8	Carbondale
Mile 355.7 to Mile 361.4	Mounds Jct. to Cairo

Track 1 is the west track, Track 2 is the east track.

ABS - in effect

Mile 252.4 to Mile 258.6	Centralia to Irvington
Mile 355.7 to Mile 361.4	Mounds Jct. to Cairo

CTC - in effect

Mile 258.6 to Mile 355.7	Irvington to Mounds Jct.....Train Dispatcher
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32 CENTRALIA DISTRICT SPECIAL INSTRUCTIONS

MANUAL INTERLOCKING

Centralia BNSF Jct. **Controlled by**
B Yard Operator

AUTOMATIC INTERLOCKING

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

NORMAL POSITION OF SWITCHES

Bois **Normal Position**
East Wye switch As last used

BULLETIN BOARDS

Centralia B Yard Office, Locomotive Office
Cairo Yard Office

4. ILLINOIS CENTRAL OPERATING RULES - items

Rule 1107 - Trains and engines must obtain the current General Order prior to occupying the Rend Lake Mine Lead. Joint Authority may be issued to allow men or machines to occupy or perform maintenance on this track.

5. DEFECTIVE EQUIPMENT DETECTORS

Bois (Mile 273.5)
Dowell (Mile 293.4)
Anna (Mile 328.6)
Wetaug (Mile 340.2)
Villa Ridge (MP 352)

6. SPRING SWITCH LOCATIONS

Normal Position

(*) Centralia -
South Switch of F Yard to No. 1 Main Track No. 1 Main Track
Bois - North end of mine lead Siding

(*) Southward movement is governed by signal equipped with key release. Instructions are attached to the release box.

7. FRA EXCEPTED TRACK

All of Carbondale Yard except for: 3rd Rail
West Pass No. 2
East No. 6
Van Cleave lead.
North & South Legs of Wye

8. ACCURACY OF SPEED INDICATOR

Engineers shall test the accuracy of their speed indicators passing the following locations:

MP 263 to MP 264between Irvington and Ashley
MP 348 to MP 349between Ullin and Mounds Jct.

9. JOINT OPERATION OF MAIN TRACK.....None

10. SPECIAL CONDITIONS

Centralia-Irvington - B Yard Operator at Centralia will verify the current General Orders in effect on the Champaign and Centralia Districts with the train dispatcher. The train dispatcher will give an "OK" time to each, which the operator will write on each General Order. The operator will relay any restrictions that apply to train

Train and engine movements originating at Centralia will receive their General Orders for the districts they will operate on, from the B Yard Operator. The operator will verify the General Orders with the train dispatcher, and write the "OK" time on each copy.

Roadway Workers should request Joint Authority to occupy either main track between Centralia and Irvington for planned work. The B Yard Operator may authorize Roadway Workers to occupy either main track for a certain time period by use of Foul Time. Before granting Foul Time, the B Yard Operator will determine with the train dispatcher that blocking devices have been applied to the CTC and Interlocking machine on the affected track.

Trains or engines must obtain verbal permission from the B Yard operator at Centralia before occupying main track in Yard Limits between Centralia and Irvington.

Irvington - Train Dispatcher Homewood will confer with B Yard Operator before authorizing northward train or engine movement past a stop indication at Irvington.

Rend Lake Mine Lead - Trains or engines must obtain permission of the train dispatcher before occupying the Rend Lake Mine Lead between Bois and switch at UP junction.

Bois - Trains or engines must obtain permission of the train dispatcher before entering Bois siding from Rend Lake Mine Lead.

Base and Wayside Radios, Operational 24 hours

<i>Location</i>	<i>Channel</i>
Centralia.....	F1 (72 72)
Tamaroa.....	F1 (72 72)
Carbondale.....	F1 (72 72)
Cairo.....	F1 (72 72)

11. LOCATIONS NOT SHOWN AS STATIONS

<i>NAME</i>	<i>LOCATION</i>	<i>LENGTH</i>	<i>CONNECTION</i>
Richview.....	262.9	350	South
Radom.....	269.3	350	North
Dongola.....	338.4	3074	Both
Pulaski.....	347.9	490	North



TRACK CHART & SIDINGS		SIDING LENGTH	SIDING SWITCH LOCATIONS	MILE	STATIONS ↓ SOUTH ↑ NORTH	YARD LIMITS	DEFECT DETECTORS	DISTANCE FROM PLAINES		
	CHICAGO DISTRICT			3.5	BRIDGEPORT		CTC	37.5		
	CR			5.1	1.6 PANHANDLE	5.2	ABS	35.9		
	CSX			6.6	1.5 CORWITH			34.4		
	BNSF			7.9	1.3 LEMOYNE	33.1				
	BRC			10.3	2.4 GLENN	30.7				
	IHB			11.9	1.6 SUMMIT	29.1				
				13.1	1.2 ARGO	16.0		27.9		
				17.5	4.4 WILLOW SPRINGS			23.5		
				21.6	4.1 LAMBERT			19.4		
				25.3	3.7 LEMONT			15.7		
				32.9	7.6 LOCKPORT			8.1		
				36.7	3.8 JACKSON ST.			4.3		
	VIA UP									
	UP			38.5	SOUTH JOLIET	38.5				2.5
BNSF			41.0	2.5 PLAINES	41.1				0.0	

Friends
don't let friends
get hurt –
SPEAK UP!

SPECIAL INSTRUCTIONS **JOLIET DISTRICT 35**

	<i>Loaded</i>		
	<i>Passenger</i>	<i>Intermodal</i>	<i>Freight</i>
	MPH	MPH	MPH
1. MAXIMUM SPEED	79	60	40
		<i>Passenger</i>	<i>Freight</i>
		MPH	MPH
2. SPEED RESTRICTIONS			
Mile 3.5 to MP 7		30	30
Panhandle - CR/CSXT Crossing.....		10	10
Homan Avenue Crossing (Against the Current of Traffic).....		15	15
Corwith - through turnouts at power switches		10	10
Mile 7.9 - BRC Crossing		50	30
Lemoine - through turnouts at power switches		10	10
Mile 9.5 - through turnouts at power switches		20	20
Argo - IHB/CSXT Crossing		50	30
Mile 18.5 - curve		60	40
Mile 25.2 - curve		50	30
Mile 24.5 to Mile 25.6 (Against the Current of Traffic)		30	30
Mile 27.5 - curve		60	40
MP 32 to Mile 33.1 (Against the Current of Traffic)		30	30
Mile 39.4 to Mile 41.1		30	30
Plaines - through power switch to BNSF.....		30	30

Trains or engines using any Track other than Main Tracks on Joliet District must proceed at **RESTRICTED SPEED not to exceed 10 MPH.**

3. OPERATION CHARACTERISTICS

YARD LIMITS - in effect	Employee in charge
Mile 5.2 to Mile 16	Glenn
Mile 38.5 to Mile 41.1	South Joliet
	Corwith Operator
	Train Dispatcher

CONDITIONAL YARD LIMITS are in effect on both tracks between Mile 21.5 and MP 30 from 0400 until 1600 Monday through Friday. Train dispatcher is the employee in charge.

No train or engine may occupy Yard Limits on the Joliet District without verbal permission of the employee in charge.

No roadway worker may occupy Yard Limits on the Joliet District without Joint Authority or Foul Time.

MULTIPLE MAIN TRACKS

Bridgeport to Jackson Street

Track 1 is the west track, Track 2 is the east track.

TWC - in effect

Mile 16 to Mile 36.7between Argo and Jackson St.

ABS - in effect

Mile 5.2 to Mile 36.7
Mile 38.5 to Mile 41.1

Track 1 is signalled for southward movement.

Track 2 is signalled for northward movement.

CTC - in effect

Bridgeport to Panhandle **Controlled by**
Train Dispatcher

36 JOLIET DISTRICT SPECIAL INSTRUCTIONS

MANUAL INTERLOCKINGS

	Controlled by
Corwith.....	BNSF Crossing.....Corwith Operator
LeMoyno	BRC Crossing.....BRC Train Dispatcher
45 Crossover.....	North end Glenn Yard.....Corwith Operator
Argo	IHB/CSXT Crossing.....IHB Train Dispatcher
Plaines	BNSF Switch.....BNSF Train Dispatcher

RAILROAD CROSSINGS, JUNCTIONS AND DRAWBRIDGES

NOT INTERLOCKED

Panhandle..... CR/CSX Crossing.....All Trains must Stop

BULLETIN BOARDS

Chicago Union Station..... GB Office
Glenn..... Yard Office

4. ILLINOIS CENTRAL OPERATING RULES - items.....None

5. DEFECTIVE EQUIPMENT DETECTORS.....None

6. SPRING SWITCH LOCATIONS.....None

7. FRA EXCEPTED TRACK.....None

8. ACCURACY OF SPEED INDICATOR

Engineers shall test the accuracy of their speed indicators passing the following locations:

MP 16 to MP 17.....between Argo and Willow Springs
MP 30 to MP 31.....between Lemont and Lockport

9. JOINT OPERATION OF MAIN TRACK

Chicago Operating Rules Association (CORA) Operating Guide is required to be in the possession of Illinois Central trains and engines operating on other carriers within the Chicago Terminal District. This is trackage within the circumference of the Elgin, Joliet & Eastern Railroad (EJ&E.). This replaces the requirement of carrying each railroad's timetable and operating rule book when operating on their trackage within these limits. Other carriers operating on the Illinois Central within these limits will be required to have the CORA Operating Guide in their possession, unless they operate outside these limits, in which case, IC Operating Rules and timetable are required.

Between Jackson St. and South Joliet, Illinois Central operates over Union Pacific Railroad. IC crews must have current UP timetable and General Code of Operating Rules in their possession.

Illinois Central operates on BNSF main track between Plaines and Millsdale. IC crews must have current BNSF Chicago Division timetable and General Code of Operating Rules in their possession.

10. SPECIAL CONDITIONS

Push-Pull Passenger Trains - 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 indications 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, 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).

SPECIAL INSTRUCTIONS JOLIET DISTRICT 37

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 operating 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 ro that signal.

MP 20 - Before passing MP 20, northward trains must know that they will not be delayed for more than 30 minutes at Argo or Lemoyno. Trains that will be delayed must hold at MP 20 until movement can be made without further delay.

Locomotives must not be left idling for excessive periods of time between Mile 15.3 and MP 16.

Plaines - All trains and engines must Stop before entering the dumper at Commonwealth Edison. Locomotive bell must be rung continuously in that vicinity.

Do not exceed 5 MPH through dumper.

Unless otherwise instructed, conductors, after spotting loads to Commonwealth Edison, will remove end-of-train device and leave it inside the locomotive consist before tie-up.

Base and Wayside Radios, Operational 24 hours

<i>Location</i>	<i>Channel</i>
Glenn.....	F2 (54 54)
Lemont.....	F2 (54 54)
Joliet.....	F2 (54 54)

11. LOCATIONS NOT SHOWN AS STATIONS

<i>NAME</i>	<i>LOCATION</i>	<i>LENGTH</i>	<i>CONNECTION</i>
Rowell Chemical	19.9	1015	South
Dundae Cement.....	20.8	1633	North
Lambert Storage	22.0	4704	Both
Powell Duffryn	22.6	1560	South
Unocal Chemical #1	27.4	1380	North
Seneca Petroleum #1	27.5	515	North
Romeoville.....	29.8	1481	South
Annicco Contracting.....	31.1	737	South

NOW is the time for SAFETY

TRACK CHART & SIDINGS		SIDING LENGTH	SIDING SWITCH LOCATIONS	MILE	STATIONS	YARD LIMITS	DEFECT DETECTORS	DISTANCE FROM BELT CROSSING	
	JOLIET DISTRICT			4.4	BRIDGEPORT	↑ EAST ↓ WEST 8.3	CTC	3.9	
				5.5	1.1 IMX				2.8
				5.6	0.1 ASH STREET			ABS	2.7
				7.1	1.5 IN CROSSING				1.2
				8.3	1.2 BELT CROSSING				0.0

SPECIAL INSTRUCTIONS

- | | <i>Passenger</i> | <i>Freight</i> |
|--|------------------|----------------|
| | MPH | MPH |
| 1. MAXIMUM SPEED | 30 | 25 |
| <i>Passenger</i> <i>Freight</i> | | |
| MPH MPH | | |
| 2. SPEED RESTRICTIONS | | |
| Bridgeport - over bridge | 25 | 25 |
| Bridgeport - through turnouts | 10 | 10 |
| Mile 7.6 - Pulaski Road (Note B) | — | 20 |
| Belt Crossing - through turnouts at power switches | 10 | 10 |

Trains or engines using any Track other than Main Track on the Bridgeport District must proceed at **RESTRICTED SPEED not to exceed 10 MPH.**

3. OPERATING CHARACTERISTICS

YARD LIMITS - In effect -

Employee in Charge

Mile 2.6 to Mile 8.3 Bridgeport to Belt Crossing . . . Ash Street Operator

Roadway workers and on-track equipment may not occupy the main track on the Bridgeport District without Joint Authority, Track & Time in CTC, or Foul Time in ABS. Trains or engines must have verbal permission of the employee in charge of Yard Limits before occupying the main track.

EXCEPTION: Verbal permission for trains and engines is not required in CTC or between Bridgeport and Ash Street when operating with a controlled signal indicating proceed with the current of traffic.

MULTIPLE MAIN TRACK -

Chicago to Belt Crossing

Track 1 is the north track, and Track 2 is the south track.

ABS - in effect -

Mile 4.9 to Belt Crossing

Track 1 is signalled for westward movement, Track 2 is signalled for eastward movement.

SPECIAL INSTRUCTIONS BRIDGEPORT DISTRICT 39

CTC - in effect -	Controlled by
Bridgeport	Train Dispatcher

MANUAL INTERLOCKINGS -	Controlled by
Ash Street	CR/CSX Crossing
Belt Crossing	BRC Crossing
	BRC Train Dispatcher

AUTOMATIC INTERLOCKINGS -	
IN Crossing	BNSF Crossing

4. ILLINOIS CENTRAL OPERATING RULES Items None

5. DEFECTIVE EQUIPMENT DETECTORS None

6. SPRING SWITCH LOCATIONS None

7. FRA EXCEPTED TRACK None

8. **ACCURACY OF SPEED INDICATOR**
 Engineers shall test the accuracy of their speed indicators passing the following locations: None

9. **JOINT OPERATION OF MAIN TRACK**
 Chicago Operating Rules Association (CORA) **Operating Guide** is required to be in the possession of Illinois Central trains and engines operating on other carriers within the Chicago Terminal District. This is trackage within the circumference of the Elgin, Joliet & Eastern Railroad (EJ&E). This replaces the requirement of carrying each railroad's timetable and operating rule book when operating on their trackage within these limits. Other carriers operating on the Illinois Central within these limits will be required to have the CORA Operating Guide in their possession, unless they operate outside these limits, in which case, IC Operating Rules and timetable are required.

10. **SPECIAL CONDITIONS**
General Orders - 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 (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.

Bridgeport - Train Dispatcher Homewood will confer with Ash Street Operator before authorizing train or engine movement past a stop indication on the Bridgeport District.

40 BRIDGEPORT DISTRICT SPECIAL INSTRUCTIONS

Base and Wayside Radios, Operational 24 hours

<i>Location</i>	<i>Channel</i>
Glenn	F1 (72 72)
67th Street	F1 (72 72)

11. LOCATIONS NOT SHOWN AS STATIONS

<i>NAME</i>	<i>LOCATION</i>	<i>LENGTH</i>	<i>CONNECTION</i>
Crawford Yard .....	.8.0 .....	.Yard .....	.Both



EFFINGHAM DISTRICT

41

TRACK CHART & SIDINGS	SIDING LENGTH	SIDING SWITCH LOCATIONS	MILE	STATIONS	YARD LIMITS	DEFECT DETECTORS	DISTANCE FROM EFFINGHAM	
			155.0	INRD JCT. 4.5		TWC	21.9	
			159.5	LIS 3.5			17.4	
			163.0	WHEELER 3.6			13.9	
			166.6	DIETERICH 10.3			10.3	
			176.9	EFFINGHAM	176 ↑			0.0
	CHAMPAIGN DISTRICT							

SPECIAL INSTRUCTIONS

1. MAXIMUM SPEED MPH **40**

2. SPEED RESTRICTIONS MPH

Lis — curve on CIPS lead 10

Trains or engines using any Track other than Main Track on the Effingham District must proceed at **RESTRICTED SPEED** not to exceed **10 MPH**.

EXCEPTION: Restricted Speed applies on CIPS Lead

3. OPERATING CHARACTERISTICS

YARD LIMITS - in effect Controlled by

MP 176 to Mile 176.9 Non-Controlled

TWC - in effect -
MP 176 to MP 155

BULLETIN BOARDS
Effingham Yard Office

4. ILLINOIS CENTRAL OPERATING RULES Items None

5. DEFECTIVE EQUIPMENT DETECTORS None

6. SPRING SWITCH LOCATION None

7. FRA EXCEPTED TRACK None

8. ACCURACY OF SPEED INDICATOR
Engineers shall test the accuracy of their speed indicators passing the following locations. None

9. JOINT OPERATION OF MAIN TRACK
Illinois Central operates over the INRD main track between INRD Jct and Newton. INRD timetable and operating rules are in effect.
INRD operates over Illinois Central main track between INRD Jct and Lis.
INRD crew must keep radio tuned to IC Channel 1 (72 72) between these points.

10. SPECIAL CONDITIONS

Base and Wayside Radios, Operational 24 hours

Location Channel

Effingham F1 (72 72)

11. LOCATIONS NOT SHOWN AS STATIONS None

TRACK CHART & SIDINGS		SIDING LENGTH	SIDING SWITCH LOCATIONS	MILE	STATIONS	YARD LIMITS	DEFECT DETECTORS	DISTANCE FROM MATTOON
44.2	UP			9.2	IC JCT 0.1		TWC	109.9
				9.3	PEKIN 5.2			109.8
		5,554	13.9 15.2	14.5	SOUTH PEKIN 11.6			104.6
				26.2	DELAVAN 10.0			93.0
				36.2	HARTSBURG 8.0			83.0
TO SPFLD 55.3	TO GILMAN			44.2	LINCOLN 11.2		TWC	75.0
		4,730	54.2 55.3	55.4	MT. PULASKI 7.0	53.0 58.5		63.8
77.1	NS			62.4	LATHAM 14.1		TWC	56.8
				76.5	DECATUR 2.6	75.5 79.1		42.7
TO ELWIN 79.2	UP			79.1	DECATUR JCT. 7.7		ABS	40.1
		7,249	86.9 88.4	86.8	HERVEY CITY 17.1		97.5	32.4
103.8		3,464	102.8 103.5	103.9	SULLIVAN 9.5			15.3
				113.4	COLES 5.8		TWC	5.8
				119.2	MATTOON			0.0

**Be SAFE today,
Not SORRY tomorrow.**

SPECIAL INSTRUCTIONS **PEORIA DISTRICT 43**

1. MAXIMUM SPEED	MPH 40
 2. SPEED RESTRICTIONS	
	MPH
Mile 9.2 to MP 32	25
Mile 36.15 (Note B)	35
Mile 36.3 (Note B)	35
Mile 43.9 (Note B)	20
MP 44 to MP 46	20
MP 47 (Note B)	35
Mile 50.3 to MP 53	25
Mile 55.3 - Gilman District Crossing (Note A)	10
MP 68 (Note B)	35
Mile 68.3 (Note B)	35
Mile 73.5 to Mile 75.5	25
Mile 77.1 to Mile 79.1	20
Mile 79.1 to Mile 86.8	25
MP 103 to MP 105	25
MP 119 to Mile 119.2	10

Trains or engines using any Track other than Main Track or sidings on the Peoria District must proceed at **RESTRICTED SPEED** not to exceed 10 MPH except on the following tracks:

Mattoon West 1, 2, 3, and 4

3. OPERATING CHARACTERISTICS

YARD LIMITS - in effect

Employee in charge

MP 53 to Mile 58.5	Mt. Pulaski	Train Dispatcher
Mile 75.5 to Mile 79.1	Decatur	Decatur Yardmaster

No train or engine may occupy Yard Limits on the Peoria District without verbal permission of the employee in charge.

No roadway worker may occupy Yard Limits on the Peoria District without Joint Authority or Foul Time.

TWC - in effect

IC Jct to Mattoon

ABS - in effect

Mile 77.1 to Mile 86.8between Decatur and Hervey City

MANUAL INTERLOCKINGS

Controlled by

Lincoln	UP Crossing.....	UP Train Dispatcher
Mt. Pulaski	Gilman District Crossing	IC Train Dispatcher
Decatur	NS Crossing.....	NS Train Dispatcher

*UP Train Dispatcher's telephone 800-873-3749 Ext. 92063

AUTOMATIC INTERLOCKINGS

Sullivan UP Crossing

BULLETIN BOARDS

Peoria	P&PU Crew Building
Mt. Pulaski	Depot
Decatur	Yard Office and Runaround
Mattoon.....	Yard Office

4. ILLINOIS CENTRAL OPERATING RULES - Items

Rule 510 - Applies at Elwin at Mile 745.5 at CIS Jct.

Rule 519 - Between North Jct and MP 25 (former Decatur District) and between Decatur Jct and MP 746 (former Clinton District), track is designated Track other than Main Track.

5. DEFECTIVE EQUIPMENT DETECTORS

Bethany (Mile 97.5)

6. SPRING SWITCH LOCATIONSNone

7. FRA EXCEPTED TRACKNone

8. ACCURACY OF SPEED INDICATOR

Engineers shall test the accuracy of their speed indicators passing the following locations:

MP 17 to MP 18.....between South Pekin and Delavan
 MP 111 to MP 112.....between Sullivan and Coles

9. JOINT OPERATION OF MAIN TRACK

Illinois Central operates over P&PU main track between Wesley and IC Jct. P&PU Transportation Rules and Special Instructions of April 1, 1995 are in effect.

10. SPECIAL CONDITIONS

A.E. Staley Switching Lead Decatur - Automatic Crossing Devices at Faires Pkwy consist of highway traffic signals and rotating strobe light mounted atop traffic signal cantilever. When approaching crossing, and rotating strobe light nearest ICRR track is operating, train may proceed normally. If strobe light is not operating, train must stop and not proceed until signalled to do so by an employee on the crossing.

Departure - Trains will announce their departure time via radio when leaving Pekin, Delavan, Mt. Pulaski, and Decatur.

Base and Wayside Radios, Operational 24 hours

<i>Location</i>	<i>Channel</i>
Hartsburg.....	F1 (72 72)
Mt. Pulaski.....	F1 (72 72)
Decatur.....	F1 (72 72)
Mattoon.....	F1 (72 72)

11. LOCATIONS NOT SHOWN AS STATIONS

<i>NAME</i>	<i>LOCATION</i>	<i>LENGTH</i>	<i>CONNECTION</i>
Green Valley.....	20.7	1150	South
Emden.....	32.2	197	South
Chestervale.....	49.2	840	South
Bearsdale.....	71.8	2850	Both
PPG.....	83.4	949	Both
Dalton City.....	90.8	1362	North
Bethany.....	96.6	1342	North
Coles.....	113.5	5749	Both

**Think Safety
 Work Safely**

ST. LOUIS DISTRICT

45

TRACK CHART & SIDINGS	SIDING LENGTH	SIDING SWITCH LOCATIONS	MILE	STATIONS ↓ SOUTH ↑ NORTH	YARD LIMITS	DEFECT DETECTORS	DISTANCE FROM N. DUQUOIN
46.6 UP			6.2	CHURCH 5.3		23.0	63.8
			11.5	HIGH SWITCH 2.5			58.5
			14.0	BELLEVILLE 3.3			56.0
	11,364	18.5 20.6	18.6	WILDERMAN 4.2			52.7
			21.5	FREEBURG 3.5			48.5
			25.0	LEMENTON 3.6			45.0
	10,890	29.0 31.5	28.6	NEW ATHENS 4.3			41.4
			32.9	LENZBURG 4.5			37.1
			37.4	MARISSA 6.7			32.6
			44.1	LINGLE 2.4			25.9
60.6 UP	11,446	46.8 49.1	46.5	COULTERVILLE 10.7		51.7	23.5
	11,650	55.3 57.5	57.2	LAYFIELD 3.9			12.8
61.1			61.1	PINCKNEYVILLE 3.7			8.9
TO PYATTS	65.1		64.8	DENNY 4.5			5.2
	TO BURNING STAR MINE		6,075	GODDARD 0.7			0.7
TO CAIRO	TO CENTRALIA		70.0	NORTH DUQUOIN			0.0

Be SAFE today,
to ENJOY tomorrow.

46 ST. LOUIS DISTRICT SPECIAL INSTRUCTIONS

1. MAXIMUM SPEED	MPH 60
2. SPEED RESTRICTIONS	MPH
Mile 6.2 to Mile 12.9	40
Mile 12.9 to Mile 15.2	25
Wilderman - on siding	10
Mile 46.6 - UP Crossing	40
Mile 60.6 - UP Crossing	35
Mile 68.5 to MP 70 (Head end restriction)	20
North Duquoin - both legs of wye	10

Trains or engines using Track other than Main Tracks or sidings on the St. Louis District must not exceed **RESTRICTED SPEED not to exceed 10 MPH.**

3. OPERATING CHARACTERISTICS	
CTC - in effect	Controlled by
Church to North Duquoin	Train Dispatcher

AUTOMATIC INTERLOCKINGS

Coulterville	UP Crossing
Pinckneyville	UP Crossing

BULLETIN BOARDS

East St. Louis	Yard Office
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4. ILLINOIS CENTRAL OPERATING RULES - Items	None
--	------

5. DEFECTIVE EQUIPMENT DETECTORS

Freeburg (MP 23)	
Layfield (Mile 51.7)	

6. SPRING SWITCH LOCATIONS	None
---	------

7. FRA EXCEPTED TRACK

Pinckneyville to Pyatts	
-------------------------	--

8. ACCURACY OF SPEED INDICATOR

Engineers shall test the accuracy of their speed indicators passing the following locations:

MP 24 to MP 25	between Freeburg and New Athens
MP 66 to MP 67	between Denny and Goodard

9. JOINT OPERATION OF MAIN TRACK

Between Church and East St. Louis and between Valley and Wood River, Illinois Central operates over UP/GWWR main track. General Code of Operating Rules is in effect.

Between Bridge Jct. and Valley, Illinois Central operates over TRRA main track. TRRA timetable and operating rules are in effect.

Between Coulterville and Sparta, Illinois Central operates over Union Pacific Railroad main track. UP timetable and GCOR are in effect.

10. SPECIAL CONDITIONS

Base and Wayside Radios, Operational 24 hours

<i>Location</i>	<i>Channel</i>
East St. Louis	F2 (54 54)
Freeburg	F2 (54 54)
Layfield	F2 (54 54)

11. LOCATIONS NOT SHOWN AS STATIONS

<i>NAME</i>	<i>LOCATION</i>	<i>LENGTH</i>	<i>CONNECTION</i>
29th Street.....	12.3	1375	South
St. Clair Elevator.....	16.6	500	South
Old Northbound.....	16.7	3168	South
House Track	17.2	2648	South
W.R. Grace.....	40.9	300	South
Tilden	41.8	1488	North

AT ILLINOIS CENTRAL RAILROAD



**SAFETY IS MY
RESPONSIBILITY!**

NO INJURY IS ACCEPTABLE - ALL INJURIES ARE PREVENTABLE

TRACK CHART & SIDINGS		SIDING LENGTH	SIDING SWITCH LOCATIONS	MILE	STATIONS ↓ H ILOS ↑ NORTH	YARD LIMITS	DEFECT DETECTORS	DISTANCE FROM MILE 579.3
591.1 590.5	600.1 UP UP TO CAPT. MINE			603.0	END OF TRACK	598.0 ↑		23.7
		*6,634	601.0 599.8	599.6	BALDWIN			20.3
		*4,254	592.5 591.7	590.9	SPARTA			11.6
				581.4	PERCY			2.1
				579.3	END OF TRACK			0.0

SPECIAL INSTRUCTIONS

- 1. MAXIMUM SPEED** MPH
.....25
- 2. SPEED RESTRICTIONS** MPH
Percy Wye5
Captain Mine — scale3
Trains or engines using any Track other than Main Track or sidings on the Sparta District must proceed at **RESTRICTED SPEED not to exceed 10 MPH.**
- 3. OPERATING CHARACTERISTICS**
YARD LIMITS - in effect **Employee in charge**
MP 598 to MP 603 Train Dispatcher

No train or engine may occupy Yard Limits on the Sparta District without verbal permission of the employee in charge.
No roadway worker may occupy Yard Limits on the Sparta District without Joint Authority or Foul Time.

TWC - in effect
MP 598 to Mile 579.3

AUTOMATIC INTERLOCKINGS
PercyUP Crossing

NORMAL POSITION OF SWITCHES
Percy - Captain Mine LeadAs last used
Percy - North Wye SwitchAs last used

BULLETIN BOARDS
BaldwinLocker Room
- 4. ILLINOIS CENTRAL OPERATING RULES Items**None
- 5. DEFECTIVE EQUIPMENT DETECTORS**None
- 6. SPRING SWITCH LOCATIONS**None

7. FRA EXCEPTED TRACK None

8. ACCURACY OF SPEED INDICATORS

Engineers shall test the accuracy of their speed indicators passing the following points. None

9. JOINT OPERATIONS OF MAIN TRACK

Union Pacific Railroad operates over Illinois Central main track between Mile 590.5 and Mile 591.1. UP crews must keep radio tuned to IC Channel 2 between those locations.

Illinois Central operates over Union Pacific Railroad main track between Coulterville and Sparta. UP timetable (Sparta Branch) and General Code of Operating Rules are in effect.

10. SPECIAL CONDITIONS

Departure - Trains will announce their departure time via radio when leaving Baldwin and Percy.

BASE AND WAYSIDE RADIOS, OPERATIONAL, 24 HOURS

<i>Location</i>	<i>Channel</i>
Belleville	F2 (54 54)
Layfield	F2 (54 54)

11. LOCATIONS NOT SHOWN AS STATIONS

<i>NAME</i>	<i>LOCATION</i>	<i>LENGTH</i>	<i>CONNECTION</i>
Eden	589.4	1200	North

SAFETY
is a 24-hour-a-day job.



ELDORADO DISTRICT

TRACK CHART & SIDINGS		SIDING LENGTH	SIDING SWITCH LOCATIONS	MILE	SOUTH STATIONS ↓ SOUTH ↑ NORTH	YARD LIMITS	DEFECT DETECTORS	DISTANCE FROM ELDORADO
82.5	BNSF			70.9	SOUTH DUQUOIN			54.8
		*4,822	80.9 82.0	82.0	11.1 CHRISTOPHER			43.7
89.9	UP			89.7	7.7 BENTON			36.0
TO EDGWOOD	TO EDGWOOD			64.0	9.5 BOOTHBY			26.5
				63.3	0.7 RUST JCT		TWC	25.8
VIA BLUFORD DISTRICT								
TO FULTON				101.4	FERBER			19.0
TO KERR McGEE				110.8	9.4 GALATIA			9.6
				111.9	1.1 KM JCT.			8.5
1119-1122				120.4	8.5 ELDORADO			0.0

SPECIAL INSTRUCTIONS

- 1. MAXIMUM SPEED**..... MPH
 40
- 2. SPEED RESTRICTIONS**..... MPH
- South Duquoin - Wye 10
 - Mile 82.2 to Mile 82.3 (Note B) 25
 - Mile 82.5 - BNSF Crossing 20
 - MP 88 to Mile 90.7 20
 - Mile 90.7 to Akin Jct 25
 - Akin Jct - both legs of wye 10
 - Ferber - both legs of wye 10
 - KM Jct to Mile 112.5 10

Trains or engines using any track other than Main Track must proceed at **RESTRICTED SPEED not to exceed 10 MPH.**

3. OPERATING CHARACTERISTICS

TWC - In effect
 South Duquoin to Mile 112.5

MANUAL INTERLOCKINGS..... **Controlled by**
 Benton..... UP Crossing.....UP Train Dispatcher/DTMF

IC home signals at DTMF radio requested by transmitting the code 7#89 on IC Channel 2. This code may be entered after passing the "DTMF APPROACH" sign. Southward sign is at Mile 88.9, and the northward sign is at Mile 91.1.

SPECIAL INSTRUCTIONS **ELDORADO DISTRICT 51**

AUTOMATIC INTERLOCKINGS -

Christopher BNSF Crossing

NORMAL POSITION OF SWITCHES -

South Duquoin - East Wye Switch - Lined for the north leg of wye

Mile 112.1 - Kerr McGee Loop Track - Lined for the Loop Track

BULLETIN BOARDS -

Benton..... Locker Room

4. ILLINOIS CENTRAL OPERATING RULES - items

Rule 519 - Trackage between Mile 112.5 and Mile 120.48 is designated as Track other than Main Track, maximum speed 10 MPH.

5. DEFECTIVE EQUIPMENT DETECTORSNone

6. SPRING SWITCH LOCATIONSNone

7. FRA EXCEPTED TRACK

Mile 112.5 to Eldorado (MP 120.48)

8. ACCURACY OF SPEED INDICATOR

Engineers shall test the accuracy of their speed indicators passing the following locations: None

9. JOINT OPERATION OF MAIN TRACK

Illinois Central operates on Union Pacific Railroad main track at Benton. UP main track just south of dual control switch at Benton Jct is yard limits. UP main track from the dual control switch at Benton Jct northward is CTC. Permission must be obtained from UP train dispatcher before using dual control switch at Benton Jct. UP timetable and General Code of Operating Rules are in effect.

10. SPECIAL CONDITIONS

Mileposts - From the junction with the Centralia District at South Duquoin Mile 70.9 to Mile 93.1, the mileposts are ascending when moving in a southward direction. Mile 93.1 becomes Mile 69.75, and the mileposts become descending while continuing in a southward direction to the junction with the Bluford District at Akin Jct MP 63. Between Akin Jct and Kegley, Bluford District timetable and special instructions are in effect. From the junction with the Bluford District at Ferber Mile 101.3 to Mile 120.48 north of Eldorado, the mileposts are ascending while moving in a southward direction.

Base and Wayside Radios, Operational 24 hours

Location

Channel

Benton F2 (54 54)

11. LOCATIONS NOT SHOWN AS STATIONSNone

Commitment

Sincerity

=

RESULTS

Effort

TRACK CHART & SIDINGS	SIDING LENGTH	SIDING SWITCH LOCATIONS	MILE	↓ T-COS H STATIONS ↑ NOE-H	YARD LIMITS	DEFECT DETECTORS	DISTANCE FROM P & I JCT
TO EDGEWOOD 1.0			0.0	BURLINGTON JCT. 0.6	↑ 1.0		14.0
			0.6	RIVER JCT. 0.4			13.4
			1.0	METROPOLIS JCT. 1.9			13.0
	5,520	2.9 3.9	2.9	CHILES 1.2			11.1
			4.1	CHILES JCT. 5.3			9.9
			9.4	C.R. JCT. 0.1			4.6
	5,520	9.5 10.6	9.5	C.R. 3.0			4.5
			12.5	SOUTH YARD JCT. 1.5			1.5
			14.0	P & I JCT.			0.0
	TO FULTON 4.1						

SPECIAL INSTRUCTIONS

- MAXIMUM SPEED** MPH
40
- SPEED RESTRICTIONS** MPH
 - River Jct. - Wye connection 10
 - Metropolis Jct. - Ohio River Bridge 10
 - Mile 13.6 to Mile 13.8 - curve 10

Trains or engines using any Track other than Main Track or sidings on the P&I Railroad must proceed at **RESTRICTED SPEED** not to exceed 10 MPH.
- OPERATING CHARACTERISTICS**
 - YARD LIMITS - in effect -** **Employee in charge**
MP 0 to MP 1 Non-Controlled
 - CTC - In effect -** **Controlled by**
Mile 0.8 to P&I Jct. Train Dispatcher
 - BULLETIN BOARDS -**
Paducah PAL Yard Office
- ILLINOIS CENTRAL OPERATING RULES** Items None
- DEFECTIVE EQUIPMENT DETECTORS** None
- SPRING SWITCH LOCATIONS** None
- FRA EXCEPTED TRACK** None

8. ACCURACY OF SPEED INDICATOR

Engineers shall test the accuracy of their speed indicators passing the following locations:None

9. JOINT OPERATION OF MAIN TRACK

BNSF and PAL Railroads operate over P&I Railroad, and crews must keep radio tuned to IC Channel 2 (54 54).

Illinois Central operates on Paducah & Louisville Railroad between P&I Jct. and Paducah. IC crews will keep radio tuned to IC Channel 2 (54 54) while on the PAL. IC operates on BNSF trackage between Burlington Jct. and Joppa Jct. BNSF Beardstown Subdivision timetable and General Code of Operating Rules are in effect.

10. SPECIAL CONDITIONS

Paducah & Louisville Railroad - PAL operator Paducah will direct movements on the PAL Railroad. All main tracks are Yard Limits, maximum speed Restricted Speed not to exceed 10 MPH. 8 MPH on all PAL Tracks other than Main Track.

Base and Wayside Radios, Operational 24 hours

<i>Location</i>	<i>Channel</i>
Paducah	F2 (54 54)
Kirbyton	F2 (54 54)


11. LOCATIONS NOT SHOWN AS STATIONS

<i>NAME</i>	<i>LOCATION</i>	<i>LENGTH</i>	<i>CONNECTION</i>
Business Track .....	.8.2 .....	.2500 .....	.North

Operating Rules

A

Dictionary For Safety

TRACK CHART & SIDINGS	SIDING LENGTH	SIDING SWITCH LOCATIONS	MILE	STATIONS		YARD LIMITS	DEFECT DETECTORS	DISTANCE FROM CAIRO JCT	
				↓ H-COS	↑ H-TOZ				
			361.4	CAIRO		361.4	ABS	44.0	
				1.7					
			363.1	ILLINOIS		363.1			42.3
				364.5	BALLARD				40.9
				368.5	FILLMORE				36.9
				369.9	WICKLIFFE				35.5
				372.5	WESTVACO			CTC	32.9
				5.6					
		10,564	375.1 377.2	378.1	BARDWELL			384.6	27.3
				14.0					
		10,527	390.1 392.1	392.1	CLINTON				13.3
				402.6	BUDA		402.6	ABS	2.8
			2.2						
			404.8	SOUTH BUDA				0.6	
			0.6						
			405.4	CAIRO JCT		405.4		0.0	

SPECIAL INSTRUCTIONS

	Loaded		
	Passenger MPH	Intermodal MPH	Freight MPH
1. MAXIMUM SPEED	79	70	60

	Passenger		Freight	
	MPH	MPH	MPH	MPH
2. SPEED RESTRICTIONS				
Mile 361.4 to Mile 363.1	40		40	
Mile 363.1 to Mile 364.5	20		20	
Mile 364.5 to MP 366 (No. 1 Track)	50		40	
Mile 364.5 to MP 366 (No. 2 Track)	40		40	
Mile 366 to Mile 368.5 (No. 1 Track)	60		40	
MP 366 to Mile 368.5 (No. 2 Track)	60		50	
Mile 368.5 - through turnout at power switch	40		40	
Mile 368.5 to Mile 369.5	40		40	
MP 371 - curve	40		40	
Mile 371.3 - through cut	40		40	
Mile 372.5 - bridge	25		25	
MP 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	
Mile 402.6 - through turnout at power switch	40		40	

Trains or engines using any Track other than Main Track or sidings on the Cairo District must proceed at **RESTRICTED SPEED** not to exceed **10 MPH**.

3. OPERATING CHARACTERISTICS

YARD LIMITS - in effect

Employee in charge

Mile 361.4 to Mile 363.1 Cairo Train Dispatcher
 Mile 402.6 to Mile 405.4 Fulton Fulton Yardmaster

No train or engine may occupy Yard Limits on the Cairo District without verbal permission of the employee in charge.

EXCEPTION: Northward trains receiving controlled signal to proceed at Illinois do not require verbal permission.

No roadway worker may occupy Yard Limits on the Cairo District without Joint Authority or Foul Time.

MULTIPLE MAIN TRACKS

Mile 361.4 to Mile 363.1between Cairo and Illinois
 Mile 364.5 to Mile 368.6between Ballard and Fillmore
 Mile 402.6 to Mile 404.8between Buda and South Buda

Track 1 is the west track, and Track 2 is the east track.

ABS - in effect

Mile 361.4 to Mile 363.1
 Mile 402.6 to Mile 404.8 (Track 1)
 Mile 404.2 to Mile 402.6 (Track 2)

Track 1 & 2 are signalled for movement in both directions between Cairo and Illinois. Between Buda and South Buda, Track 1 is signalled for southward movements between Buda and Mile 404.8, and Track 2 is signalled for northward movements.

CTC - in effect

Controlled by

Mile 363.1 to Mile 402.6 Train Dispatcher

BULLETIN BOARDS

Cairo Yard Office
 Fulton Yard Office

4. ILLINOIS CENTRAL OPERATING RULES - items

Rule 510 - Applies at Cairo at CTRR crossing one mile south on old Cairo main track and between L-3 and L-4. It also applies at CTRR junctions at MP 500 and Old GM&O interchange.

5. DEFECTIVE EQUIPMENT DETECTORS

Arlington (Mile 384.6)

6. SPRING SWITCH LOCATIONS None

7. FRA EXCEPTED TRACK None

8. ACCURACY OF SPEED INDICATOR

Engineers shall test the accuracy of their speed indicators passing the following locations:

MP 375 to MP 376between Westvaco and Bardwell

9. JOINT OPERATION OF MAIN TRACK.....None

10. SPECIAL CONDITIONS

Departure - Northward trains departing Fulton must, on Channel 1, announce their train designation, departure time, and track being used between South Buda and Buda.

Southward trains entering Multiple Main Track at Buda must, on Channel 1 (72 72), announce their train designation and route to be used between Buda and South Buda.

Base and Wayside Radios, Operational 24 hours

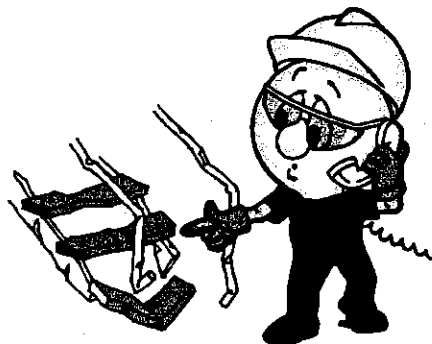
<i>Location</i>	<i>Channel</i>
Cairo	F1 & 2 (72 72) (54 54)
Fulton	F1 (72 72)

11. LOCATIONS NOT SHOWN AS STATIONS

<i>NAME</i>	<i>LOCATION</i>	<i>LENGTH</i>	<i>CONNECTION</i>
Ashby Lumber	399.2	1675	North

**SEE IT - REPORT IT!
CALL**

**"S-A-F-E"
(7233)**



SAFETY IS MY RESPONSIBILITY!

Illinois Central Railroad

FULTON DISTRICT

57

TRACK CHART & SIDINGS	SIDING LENGTH	SIDING SWITCH LOCATIONS	MILE	STATIONS	YARD LIMITS	DEFECT DETECTORS	DISTANCE FROM A YARD JCT				
TO CAIRO			JF 40.7	NORTH SIDING	↑ 270.8		128.8				
			269.2	1.6 CAIRO JCT.			127.2				
			269.4	0.2 FULTON			127.0				
			270.8	1.4 OAKS			125.6				
			272.6	1.8 S. OAKS			123.8				
		16,287	282.6 285.7	283.5			10.9 RIVES	112.9			
	TO UNION CITY			298.0			14.5 TRIMBLE	↑ 303.7		98.4	
			13,767	298.1 300.7			298.0			7.2 NEWBERN	91.2
							305.2			8.7 DYERSBURG	82.5
							314.2			15.8 CURVE	66.7
			11,174	330.0 332.2			330.3			7.4 RIPLEY	59.3
							337.5			10.0 RIALTO	49.3
			11,456	347.6 349.8			347.5			4.8 COVINGTON	44.5
							352.3			14.8 TIPTON	29.7
			10,241	365.1 367.2			367.1			6.9 MILLINGTON	22.8
				374.0	4.6 LUCY JCT.	18.2					
CSXT 387.8			378.6	1.8 WOODSTOCK	↑ 396.8		16.4				
			380.4	3.6 DENIE			12.8				
			384.0	3.4 HOLLYWOODYARD			9.4				
			387.4	0.5 LEEWOOD			8.9				
			387.9	VIA CSXT							
			390.0	AULON			6.8				
		390.1		390.0			5.6 "E" YARD	1.2			
			395.6	1.2 "A" YARD JCT (JOHNSTONYARD)	0.0						

Keep FOCUSED
On What You're Doing

58 FULTON DISTRICT SPECIAL INSTRUCTIONS

Loaded
Other
 Passenger Intermodal Intermodal Freight

	MPH	MPH	MPH	MPH
1. MAXIMUM SPEED North Siding to MP 294	79	70	60	60
MP 294 to Woodstock	79	60	60	50
Woodstock to MP 387	40	40	40	40
MP 387 to Mile 395.2	30	30	30	30

	MPH	MPH
2. SPEED RESTRICTIONS		
Mile 270.8 - curve (Track 1).....	30	25
Mile 282.6 (Note B)	50	50
Mile 283.1 to Mile 284.1 - curves	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
MP 310 to Mile 314.8 (Track 2)	40	40
Dyersburg - through turnouts power switches.....	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
Mile 351.2 to Mile 352.8 (Note B)	40	40
MP 353 - curve.....	70	50
Mile 354.9 - curve	70	50
Mile 355.8 - curve	70	50
Mile 357.7 - curve	70	50
MP 359 to Mile 359.7 - curve	50	40
MP 360 - curve.....	60	45
Mile 370.8 - curve	70	50
Mile 373.95 to Mile 374.6 (Note B)	60	—
Mile 380.5 - through crossover.....	10	10

SPECIAL INSTRUCTIONS **FULTON DISTRICT** 59

Trains or engines using any Track other than Main Track or sidings must proceed at **RESTRICTED SPEED** not to exceed **10 MPH**.

EXCEPTION: Restricted Speed without the 10 MPH restriction applies to the Track other than Main Track extending from Rives (Mile 283.5) through Union City to MP 450.

3. OPERATING CHARACTERISTICS

YARD LIMITS - in effect

Employee In charge

Mile JF 40.7 to Mile 270.8.....North Siding to Oaks.....Fulton Yardmaster
MP 384 to Mile 387.9Denie to LeewoodGen. Yardmaster Johnston
MP 390 to Mile 396.8Aulon to "A" Yard Jct.Gen. Yardmaster Johnston

No train or engine may occupy Yard Limits on the Fulton District without verbal permission of the employee in charge.

No roadway worker may occupy Yard Limits on the Fulton District without Joint Authority or Foul Time.

MULTIPLE MAIN TRACKS

Mile JF 40.7 to Mile 272.6

MP 310 to Mile 314.8

Mile 378.6 to Leewood

Aulon to "A" Yard Jct

Track 1 is the west track

Track 2 is the east track

ABS - in effect

Mile 383.8 to Leewood

Aulon to Mile 395.2

Tracks 1 & 2 are signalled for movement in both directions.

CTC - in effect

Mile 270.8 to Mile 384 Oaks to Denie Train Dispatcher

Controlled by

MANUAL INTERLOCKINGS

Leewood CSXT Jct. CSXT Train Dispatcher

Aulon CSXT Jct. CSXT Train Dispatcher

Controlled by

BULLETIN BOARDS

Fulton Yard Office

Dyersburg Yard Office

Woodstock Yard Office

Hollywood Yard Office

Johnston Yard T & E Room and Tower

4. ILLINOIS CENTRAL OPERATING RULES ItemsNone

5. DEFECTIVE EQUIPMENT DETECTORS

Newbern (Mile 303.7)

Mill Creek (Mile 322.5)

Henning (Mile 341.3)

Millington (Mile 376.6)

6. SPRING SWITCH LOCATIONS None

7. FRA EXCEPTED TRACK

Dyersburg - Dyer County Coop Lead

60 FULTON DISTRICT SPECIAL INSTRUCTIONS

8. ACCURACY OF SPEED INDICATOR

Engineers shall test the accuracy of their speed indicators passing the following locations:

MP 280 to MP 281between South Oaks and Rives
MP 376 to MP 377between Millington and Lucy Jct.

9. JOINT OPERATION OF MAIN TRACK

Between Leewood and Aulon, Illinois Central operates on main tracks of CSX Transportation. CSXT Operating Rules and timetable are in effect, and radio must be tuned to CSX Radio (94 94) CSXT operates on IC main track from Aulon to "A" Yard Jct. CSXT crews must keep radio tuned to IC Channel 2 (54 54) between these points.

10. SPECIAL CONDITIONS

"A" Yard Jct - Southward trains and engines will stop, and not proceed until permission is given by the General Yardmaster Johnston Yard.

Base and Wayside Radios, Operational 24 hours

<i>Location</i>	<i>Channel</i>
Fulton Yard	F1 (72 72)
Trimble	F1 (72 72)
Dyersburg	F1 (72 72)
Edith.....	F1 (72 72)
Drummond	F1 (72 72)
Woodstock	F1 (72 72)
Leewood	F1 (72 72)
Johnston Yard	F2 (54 54)

11. LOCATIONS NOT SHOWN AS STATIONS

<i>NAME</i>	<i>LOCATION</i>	<i>LENGTH</i>	<i>CONNECTION</i>
Obion.....	293.8	2007	North
Newbern Industrial Park.....	304.6	2186	South
Eldorado Chemical.....	304.7	541	North
Hutcherson Scrap	323.5	1116	South
Halls Industrial Park	324.3	5198	South
Tupperware	326.7	3276	South
Lauderdale Farmers.....	334.1	1170	North
Henning.....	343.9	1695	South
Tipton Farmers Coop	356.0	1181	South
Atoka.....	364.3	1525	South
Sandusky	374.8	470	South
Osmose.....	379.1	Industry	North
PCS Nitrogen	379.3	Industry	North

**Complacency
Courts
Disaster
THINK SAFETY**

MEMPHIS DISTRICT

61

TRACK CHART & SIDINGS	SIDING LENGTH	SIDING SWITCH LOCATIONS	MILE	↓ H-100'S STATIONS ↑	YARD LIMITS	DEFECT DETECTORS	DISTANCE FROM GRENADA WYE
			380.4	WOODSTOCK 8.9		CTC	17.1
			389.3	NORTH YARD 0.6		ABS	8.2
			389.9	PYRAMID 1.9			7.6
			391.8	MEMPHIS (CENTRAL STATION) 0.7		5.7	
			392.5	BROADWAY 1.8		5.0	
			394.3	Y & MV JCT. 0.4		3.2	
			394.7	SOUTH JCT. 2.1		ABS	2.8
			396.8	EAST JCT. 0.7			0.7
			397.5	GRENADA WYE			0.0

SPECIAL INSTRUCTIONS

1. **MAXIMUM SPEED** MPH
.....30
2. **SPEED RESTRICTIONS** MPH
 - MP 391 to Mile 392.5 10
 - MP 392.5 to Mile 394.4 20
 - MP 394.4 (Note B) 10

Train or engines using any Track other than Main Track on the Memphis District must proceed at **RESTRICTED SPEED not to exceed 10 MPH.**

EXCEPTIONS: Johnston Yard

A Yard Tracks: 10, 11, 13, 14, 15, 16, 17, 18, 19, 20, 21; 22, 23, 24, 31; 32, North & Southbound Mudlines.

C Yard Tracks: 8, 9, 11, 14, 15, 16, 17, 18, 19, 20, 21, 33, 36, and Y&MV Main

3. OPERATING CHARACTERISTICS

YARD LIMITS - in effect

Mile 380.66 to Mile 397.5 Woodstock to Grenada Wye

Train Dispatcher Homewood is Employee in Charge of the Yard Limits from CTC Woodstock to Memphis Central Station.

General Yardmaster at Johnston Yard is Employee in Charge of the Yard Limits from Memphis Central Station to Grenada Wye.

No train or engine may occupy Yard Limits on the Memphis District without verbal permission of the employee in charge.

No roadway worker may occupy Yard Limits on the Memphis District without Joint Authority or Foul Time.

62 MEMPHIS DISTRICT SPECIAL INSTRUCTIONS

MULTIPLE MAIN TRACKS

Mile 394.7 to Mile 396.8

Track 1 is the west track, Track 2 is the east track.

ABS - in effect

Mile 380.66 to Mile 391.8

Mile 394.5 to Grenada Wye

ABS in Multiple Main Track territory is signalled for movement in both directions.

CTC - in effect

Woodstock to Mile 380.66

AUTOMATIC INTERLOCKINGS

Pyramid Memphis Area Transit Authority Crossing

NORMAL POSITION OF SWITCHES

Junction switches at Mile 392.4 and Y&MV Jct will be left lined as instructed by the General Yardmaster Johnston Yard.

BULLETIN BOARDS -

Johnston Yard T&E Room and Tower

Woodstock Yard Office

President's Island Yard Office

4. ILLINOIS CENTRAL OPERATING RULES - items

Rule 832 - Between Mile 380.66 and Memphis Central Station, and between South Jct. and Grenada Wye, Rule 832 is modified to require that a crew member must open a switch and wait two minutes at the switch to establish block signal protection.

5. DEFECTIVE EQUIPMENT DETECTORSNone

6. SPRING SWITCH LOCATIONS

Normal Position

East Jct - Northward Lead from Johnston YardMain Track

East Jct - End of Multiple Main TracksTrack 2

7. FRA EXCEPTED TRACK

North Yard Tracks 21, 23, 24, 25, 26, 27, 28, 29, 30, 31, & 32

Bunge Lead east side

Grab Hill Lead Tracks

St. Joe Paper Co. Lead

Driving Park Lead

Orgill Lead and Tracks

President's Island - Kroehler Lead south of New Yard crossover.

8. ACCURACY OF SPEED INDICATOR

Engineers shall test the accuracy of their speed indicators passing the following locations: None

9. JOINT OPERATION OF MAIN TRACK

Illinois Central operates on Norfolk Southern main tracks between Broadway and Forrest Yard. NS Operating Rules and timetable are in effect. Illinois Central operates on Burlington Northern Santa Fe main tracks between Broadway and Tennessee Yard. BNSF timetable and General Code of Operating Rules are in effect. BNSF operates on IC main track Johnston Yard to Broadway.

SPECIAL INSTRUCTIONS MEMPHIS DISTRICT 63

Union Pacific Railroad operates on IC main track Broadway to Johnston Yard. Crews of foreign railroads must keep radio tuned to IC Channel 2 (54 54) when on IC property.

10. SPECIAL CONDITIONS

North Yard - When placing cars 85 feet or longer at Sheppard Paper, they must be left on Track 2.

Memphis - Trains and engines must be preceded by an employee on the crossing when passing over the following crossings:

Corrine Street
North Second at Cargill Molasses
North Second at Continental Grain Elevator
E. Georgia at Front Street
President's Island Lead: Texas Ave.
Kentucky Ave.
Kansas Ave.

Mallory Ave. - east of Latham
Latham - north of Mallory Ave.
River Port Road - east side of lead to MAPCO Refinery and Rivergate Industrial Park

Broadway - Unless otherwise provided, all trains and engines must stop for CSXT, BNSF, and UP crossings at Broadway when operating on the main track or wye tracks. Trains or engines using BNSF tracks through the southeast and southwest wyves must obtain permission from the BNSF train dispatcher 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.

South Memphis - West Side movements of high cars under the Y&MV overhead bridge at MAPCO Refinery, must be watched by a crew member for clearance under the bridge, and movement must be controlled so that cars can be stopped short of bridge when clearance is not sufficient.

East Jct - When home signal conveys Stop indication, if no conflicting movement is evident, after stopping train or engine will move immediately past the signal, but clear of conflicting route, stop and wait two minutes. If there still is no conflicting movement, train or engine may proceed at restricted speed to the next signal. Spring switches must be inspected in accordance with Rule 706.

Departure - Trains and engines will announce via radio, their departure when leaving Grenada Wye.

Base and Wayside Radios, Operational 24 hours

Location	Channel
Woodstock	F1 (72 72)
North Yard	F1 (72 72)

10. LOCATIONS NOT SHOWN AS STATIONS None

The Heart Of Safety Is Your Attitude!

TRACK CHART & SIDINGS		SIDING LENGTH	SIDING SWITCH LOCATIONS	MILE	STATIONS	YARD LIMITS	DEFECT DETECTORS	DISTANCE FROM JACKSON			
486.8	TO BRUCE			397.5	GRENADA WYE 17.9	397.5 406.0	456.0	206.1			
		3,190	415.2 416.2	415.4	HERNANDO 12.7			188.2			
				428.1	FANNIE MAY 14.8			175.5			
		1,925	443.3 443.7	442.9	SARDIS 9.2			160.7			
		4,675	452.2 453.1	452.1	BATESVILLE 7.5			151.5			
				459.6	POPE 14.0			144.0			
		3,190	473.3 473.9	473.6	BLANCHE 13.2			130.0			
				486.8	W.V.JCT. 5.5	485.5		116.8			
		640.2	CAGY	6,113	617.4 618.5	617.7		GRENADA 7.4	631.0	ABS	111.3
						625.1		ELLIOTT 4.4			103.9
2,429	629.2 629.8			629.5	DUCK HILL 11.0	99.5					
3,247	640.3 641.1			640.5	WINONA 8.0	88.5					
				648.5	CARROLL 2.7	80.5					
				651.2	VAIDEN 9.9	77.8					
2,759	660.9 661.6			661.1	WEST 9.5	67.9					
4,961	670.2 671.6			670.6	DURANT 14.9	668.0	58.4				
2,435	685.2 685.8			685.5	PICKENS 20.2	675.0	43.5				
				705.7	CANTON 11.2	704.5 707.1	23.3				
Yazoo District 727.3		4,692	716.4 717.3	716.9	MADISON 10.3	724.9	681.7	12.1			
				727.2	NORTH JACKSON 1.8			1.8			
				729.0	JACKSON			0.0			

TEAMWORK!!

It divides the task & *Doubles* the Success.

	MPH
1. MAXIMUM SPEED	40
2. SPEED RESTRICTIONS	MPH
Mile 397.5 to MP 403 .....	.30
Mile 422.5 - Coldwater River Bridge .....	.25
Mile 448.3 - Tallahatchie River Bridge .....	.10
Mile 451.5 to Mile 452.1 (Note B) .....	.35
MP 617 to MP 619 .....	.30
Pickens - siding .....	.10
Mile 705.2 to Mile 706.3 (Note B) .....	.30
Mile 725.3 to Mile 728.2 .....	.30

Trains or engines using any Track other than Main Track or sidings on the Grenada District must proceed at **RESTRICTED SPEED not to exceed 10 MPH.**

3. OPERATING CHARACTERISTICS

YARD LIMITS - in effect

Employee in Charge

Mile 397.5 to MP 406	Grenada Wye	Johnston Yardmaster
Mile 485.5 to MP 631	WV Jct. to Duck Hill	Non-Controlled
MP 668 to MP 675	Durant	Non-Controlled
Mile 704.5 to Mile 707.1	Canton	Non-Controlled
Mile 724.9 to MP 729	North Jackson to Jackson	Jackson Yardmaster

No train or engine may occupy controlled Yard Limits on the Grenada District without verbal permission of the employee in charge.

No roadway worker may occupy controlled Yard Limits on the Grenada District without Joint Authority or Foul Time.

TWC - in effect -

MP 406 to Mile 724.9

ABS - In effect -

Mile 397.5 to MP 729

AUTOMATIC INTERLOCKING

Winona

CAGY Crossing

NORMAL POSITION OF SWITCHES -

Grenada Wye-Switches are to be left lined as instructed by the Johnston Yardmaster.

BULLETIN BOARDS -

Johnston Yard	T&E Room and Tower
Grenada	Yard Office
Durant	Yard Office
North Jackson	Yard Office, T&E Locker Room, and Engineer's Washroom

4. ILLINOIS CENTRAL OPERATING RULES Items

RULE 519 - Track extending from WV Jct. (Mile 486.8) through Bruce Jct. (MP 603) to Mile 602.7 is designated Track other than Main Track.

RULE 526 - Example A of Rule 526 applies at Automatic Crossing Devices located on Tracks other than Main Tracks at:

Mile 640.4	.....	Winona Siding
Mile 640.8	.....	Winona Siding
Mile 670.5	.....	Durant auxiliary tracks only, not the siding or main track
Mile 716.9	.....	Madison Siding
Mile 717.2	.....	Madison Siding

RULE 832 - At Grenada Wye, Rule 832 is modified to require that a crew member must open a switch and wait two minutes at the switch to establish block signal protection.

5. DEFECTIVE EQUIPMENT DETECTORS

Batesville (MP 456)
Pickens (Mile 681.7)

6. SPRING SWITCH LOCATIONSNone

7. FRA EXCEPTED TRACK

Old Water Valley District MP 613 to Coffeerville
Grenada - North Yard the six tracks east of main track
 Memphis Hardwood Lead
 House Track
 Track 1 west of depot
 Coach and Scale Tracks east of depot
 All tracks in Tie Plant
Canton-Industrial Lead known as C&C Main.

8. ACCURACY OF SPEED INDICATOR

Engineers shall test the accuracy of their speed indicators passing the following locations:

MP 400 to MP 401	.....	between Grenada Wye and Hernando
MP 710 to MP 711	.....	between Canton and Madison

9. JOINT OPERATION OF MAIN TRACKNone

10. SPECIAL CONDITIONS

North Jackson - When crossing Mitchell Street Mile 726.5 on yard tracks or when crossing from the yard to the main track, employee must be on the ground at the crossing unless gates are in fully lowered position.

Derails are in place at Mile 727.2 and Mile 728.3 on Tracks 1A, 1B, South Thoroughfare and North Thoroughfare. Derails must be in the NON-DERAILING position, except they will be placed in the DERAILING position when mechanical department employees are working on these tracks.

Mileposts - Mileposts on the Grenada District are numbered south from Grenada Wye. At North Yard Grenada at Mile 491.09, the numbering changes to Mile 616.49. This numbering continues to the south end of the district.

Departure - All trains and engines must announce their departure via radio when leaving Fannie May, Batesville, Blanche, WV Jct., Grenada, Durant, Canton, Madison, and North Jackson.

Base and Wayside Radios, Operational 24 hours

<i>LOCATION</i>	<i>CHANNEL</i>
Senatobia	F2 (54 54)
Batesville	F2 (54 54)
Tillatoba	F2 (54 54)
Grenada	F2 (54 54)
Winona	F2 (54 54)
Durant	F2 (54 54)
Canton	F2 (54 54)
Jackson	F2 (54 54)

11. LOCATIONS NOT SHOWN AS STATIONS

<i>NAME</i>	<i>LOCATION</i>	<i>LENGTH</i>	<i>CONNECTION</i>
Quebecor	401.9	.726	North
Freeport Ind. Park	404.3	.5524	South
Shannon Lumber	405.9	.550	South
M.P.I.	424.6	.699	North
Coldwater	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	471.8	.800	South
La Pacific	623.6	.1993	South
Eskridge	633.5	.952	North
Sawyer	637.1	.450	North
Goodman	678.3	.745	North
Vaughan	691.9	.1455	South
Madison Co. Ind. Park	712.3	Industry	North
Air-Liquide	713.1	.527	North
MFC Services	715.5	.2030	North
Ridgeland	719.2	.618	South
Warehouse Services	723.5	.1600	North

Take Your Job

Seriously -

Not Yourself

TRACK CHART & SIDINGS		SIDING LENGTH	SIDING SWITCH LOCATIONS	MILE	↓ T-COS H STATIONS ↑ H-IRON	YARD LIMITS	DEFECT DETECTORS	DISTANCE FROM NORTH JACKSON	
MSDR	5.4			5.4	WEST JCT. -1.7	5.4	ABS	212.8	
				7.1	HULET 6.0			211.1	
	13.1			13.1	LAKEVIEW 7.4	12.9	15.2	205.1	
		9,553	18.5 20.4	20.5	LAKE CORMORANT 9.7			197.7	
		9,940	29.8 31.8	30.2	RIALS 18.6			188.0	
		9,860	46.8 48.7	48.8	CRENSHAW 18.6			169.4	
				66.4	MARKS 3.8			150.8	
		9,600	71.1 73.1	71.2	LAMBERT 12.1			147.0	
		10,000	81.3 83.3	83.3	BRAZIL 10.4			134.9	
		10,475	92.7 94.3	93.7	SWAN LAKE 11.3			124.5	
				105.0	PHILIPP 7.8			113.2	
		9,542	112.3 114.2	112.8	MONEY 7.8			105.4	
	122.4	CAGY			120.6	HUNTER 1.3	120.6	ABS	97.6
					121.9	YALOBUSHA 0.8			96.3
6,089			122.8 124.0	122.7	GREENWOOD 2.4	95.5			
				125.1	SOUTH GREENWOOD 5.9	93.1			
10,481			128.8 130.9	131.0	SIDON 6.8	87.2			
11,250			136.9 139.2	137.8	CRUGER 10.5	80.4			
9,184			148.0 149.9	148.3	GWIN 20.9	69.9			
10,600			167.7 169.9	169.2	DELTA 6.0	49.0			
				175.2	YAZOO CITY 5.0	43.0			
12,085			180.1 182.5	180.2	VALLEY 9.5	38.0			
9,350			189.9 191.8	189.7	ANDING 7.9	28.5			
				197.6	RAGIN 7.4	20.6			
9,816	203.7 205.7	205.0	FLORA 6.3	13.2					
8,750	211.0 212.8	211.3	CYNTHIA 3.2	6.9					
		214.5	HALSTON 3.7	3.7					
		218.5	NORTH JACKSON	217.2 218.6	0.0				

	<i>Passenger</i> MPH	<i>Loaded Intermodal</i> MPH	<i>Freight</i> MPH
1. MAXIMUM SPEED	79	70	60
2. SPEED RESTRICTIONS	<i>Passenger</i> MPH		<i>Freight</i> MPH
Mile 5.4 to Lakeview (Track 2-High Line)	30		30
Mile 5.4 to MP 6 (Track 1-Low Line)	30		30
MP 6 to Lakeview (Track 1-Low Line)	60		60
Lakeview - (Track 2-High Line) through turnout	25		25
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 - curve	70		—
MP 43 to Mile 45.3 - curves	45		40
Mile 45.3 to Mile 46.5 - curve	70		—
Mile 48.8 to Mile 49.5 (Northward Only)	60		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 Mile 68.5	60		60
MP 71 to MP 72	60		60
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		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 - curves	70		—
Mile 102.5 to Mile 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 (Note B)	30		30
Mile 122.4 - CAGY Crossing	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 (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 (Note B)	35		30
MP 174 to Mile 175.8 - curves	40		30
Mile 175.8 to MP 177 - curves	60		60
MP 177 to Mile 182.5	70		—
Mile 182.5 to MP 185	40		40
MP 185 to Mile 189.8	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		—
MP 212.2 to MP 215.0	60		60
MP 215.0 to Mile 217.2	40		40

70 YAZOO DISTRICT SPECIAL INSTRUCTIONS

Trains approach the following block signals not exceeding 55 MPH, unless aspect can be clearly seen to be displaying CLEAR indication:

<i>Southward</i>	<i>Northward</i>
112.1	114.3
189.7	128.8
	191.8

Trains or engines using any Track other than Main Track or sidings on the Yazoo District must proceed at **RESTRICTED SPEED not to exceed 10 MPH.**

3. OPERATING CHARACTERISTICS

YARD LIMITS - in effect -

	Employee in charge
Mile 5.4 to Mile 12.9West Jct. to Lakeview	Johnston Yardmaster
Mile 120.6 to Mile 125.1 . .Hunter to South Greenwood	Train Dispatcher
Mile 217.2 to Mile 218.6 . .North Jackson	Jackson Yardmaster

No train or engine may occupy Yard Limits on the Yazoo District without verbal permission of the employee in charge.

EXCEPTION: At Hunter and South Greenwood, a controlled signal indicating proceed will be permission to enter Yard Limits.

No roadway worker may occupy Yard Limits on the Yazoo District without Joint Authority or Foul Time.

MULTIPLE MAIN TRACK -

Mile 5.4 to Mile 12.9	West Jct. to Lakeview
---------------------------------	-----------------------

Track 1 (Low Line) is the west track, and Track 2 (High Line) is the east track.

ABS - in effect -

West Jct. to Lakeview (Track 1)	Signaled in both directions
Hulet to Lakeview (Track 2)	Signaled in both directions
Hunter to South Greenwood	

CTC - in effect -

	Controlled by
Lakeview to Hunter	Train Dispatcher
South Greenwood to North Jackson	Train Dispatcher

MANUAL INTERLOCKINGS -

	Controlled by
GreenwoodCAGY Crossing	Train Dispatcher

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

4. ILLINOIS CENTRAL OPERATING RULES ItemsNone

5. DEFECTIVE EQUIPMENT DETECTORS

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

6. SPRING SWITCH LOCATIONSNone

7. FRA EXCEPTED TRACK

Lambert - Wye Track

8. ACCURACY OF SPEED INDICATOR

Engineers shall test the accuracy of their speed indicators passing the following locations:

MP 17 to MP 18between Lakeview and Lake Cormorant
 MP 206 to MP 207between Flora and Cynthia

9. JOINT OPERATION OF MAIN TRACKNone

10. SPECIAL CONDITIONS

North Jackson - Southward trains must contact the Yardmaster at North Jackson before departing Cynthia.

Base and Wayside Radios, Operational 24 hours

<i>Location</i>	<i>Channel</i>
Walls	F1 (72 72)
Lambert	F1 (72 72)
Glendora	F1 (72 72)
Sidon	F1 (72 72)
Greenwood	F1 (72 72)
Gwin	F1 (72 72)
Eden	F1 (72 72)
Bentonia	F1 (72 72)
Valley	F1 (72 72)

11. LOCATIONS NOT SHOWN AS STATIONS

<i>NAME</i>	<i>LOCATION</i>	<i>LENGTH</i>	<i>CONNECTION</i>
Walls	15.4	300	South
Banks	25.8	1433	South
Pritchard	34.7	923	South
Savage	39.4	2051	Both
Ky-Tenn Clay	52.1	1033	North
United Clay	53.4	857	South
Sledge	54.3	3142	Both
Rising Sun	127.1	3521	North
Eden	164.05	1198	South
New Storage	171.0	6250	Both
Yazoo Industrial	176.8	Industry	South
Bentonia	193.0	2375	North
Memphis Hardwood	194.2	1014	South

**If you can't handle
 things on your own, call
 EMPLOYEE ASSISTANCE**

TRACK CHART & SIDINGS		SIDING LENGTH	SIDING SWITCH LOCATIONS	MILE	STATIONS	YARD LIMITS	DEFECT DETECTORS	DISTANCE FROM LAMPERT JCT
KCS	KCS			729.0	JACKSON	729.0		182.4
	TO MOBILE			729.2	0.2 SWITCHTENDER		ABS	182.2
	729.2			736.0	6.8 ELTON JCT.	736.0		175.4
		15,003	753.5 756.3	753.4	17.4 CRYSTAL SPRINGS		CTC	158.0
				762.5	9.1 HAZLEHURST			148.9
				763.6	1.1 J. PAUL	764.2		147.8
				775.4	11.8 WESSON JCT.	775.4	ABS	136.0
	TO SILVER CREEK			782.2	6.8 CENTRAL JCT.	782.2		129.2
				783.1	0.9 BROOKHAVEN		CTC	128.3
	TO NATCHEZ			801.7	18.6 SUMMIT JCT.	795.7		109.7
				806.9	5.2 McCOMB	801.7	ABS	104.5
				808.7	1.8 SOUTH YARD			102.7
				812.1	3.4 FERNWOOD JCT.	812.1		99.3
		9,642	823.5 825.5	823.9	11.8 OSYKA		833.4	87.5
		13,033	837.4 840.0	840.0	16.1 ARCOLA			71.4
		13,253	856.3 858.8	856.3	16.3 NATALBANY			55.1
				859.0	2.7 HAMMOND		869.0	52.4
	TO BATON ROUGE			874.2	15.2 NORTH MANCHAC			37.2
	858.8			874.5	0.3 MANCHAC		CTC	36.9
		10,835	887.3 889.6	887.6	13.1 FRENIER			23.8
				898.6	11.0 SKIP	889.9		12.8
	TO BATON ROUGE			900.5	1.9 MARTIN JCT.			10.9
				900.8	0.3 ORLEANS JCT.			10.6
	TO HARAHAH			903.5	2.7 NORTH MAYS			7.9
				904.4	0.9 MAYS YARD			7.0
					2.0			

MCCOMB DISTRICT SPECIAL INSTRUCTIONS 73

TRACK CHART & SIDINGS	SIDING LENGTH	SIDING SWITCH LOCATIONS	MILE	STATIONS ↓ SOUTH ↑ NORTH	YARD LIMITS	DEFECT DETECTORS	DISTANCE FROM LAMPERT JCT
<div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">NS UP</div> <div style="text-align: center;">NOUPT</div> </div> <div style="display: flex; justify-content: space-around; margin-top: 10px;"> <div style="text-align: center;">KCS</div> <div style="text-align: center;">NOPB</div> </div>			906.4	EAST BRIDGE JCT. — 2.2 —			5.0
			908.6	SOUTHPORT JCT. — 2.8 —	908.8		2.8
			921.3	LAMPERT JCT.	921.3		0.0

1. MAXIMUM SPEEDS

	<i>Passenger</i> MPH	<i>Loaded Intermodal</i> MPH	<i>Freight</i> MPH
Jackson to Skip Jct.	79	70	60
Skip Jct to Southport Jct	60	40	40
Southport Jct to Lampert Jct	—	10	20

2. SPEED RESTRICTIONS

	<i>Passenger</i> MPH	<i>Freight</i> MPH
Mile 729.3 to Mile 731.5 - Both Tracks	30	30
Mile 748.2 to Mile 750.3	75	50
MP 753 to Mile 754.1 (Note B)	50	40
MP 761 to Mile 763.6 (Note B)	50	40
Mile 765.5 to Mile 767.6 - curve	75	50
Mile 773.7 to Mile 774.4 (Note B)	—	40
Mile 782.23 - Power switches to Central District	—	10
Mile 782.5 to Mile 783.8 (Note B)	30	30
MP 804 - Road Crossing (Note B)	50	50
Mile 806.3 to Mile 810.7 (Both Tracks)	40	25
Fernwood Industrial Park scale at Sanderson Farms	—	3
Mile 814.1 - Highway 48 (Note B)	50	40
Mile 823.8 - Liberty Street (Note B)	40	40
MP 829 - Highway 38 (Note B)	45	45
Mile 833.3 - Highway 440 (Note B)	45	45
Mile 842.3 to Mile 844.4 - all road crossings (Note B)	35	35
Mile 849.9 - Fourth Street (Note B)	25	25
Mile 854.1 (Note B)	60	45
Mile 858.2 to Mile 859.5	20	20
Mile 863.6 to Mile 864.1 - Ponchatoula all road crossings except Pine Street (Note B)	—	35
Mile 863.9 - Pine Street crossing (Note B)	35	35
Manchac Bridge - Mile 874.6 (Movable Span Only)	25	25
MP 887 to MP 888 - all road crossings (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.	10	10
Orleans Jct - through crossover	10	10
Mile 900.5 to Mile 902.3	25	25
Mile 904.4 - crossing north end Mays Yard (Note B)	40	25
Mays Yard-Rip Tracks 3 and 4	—	5
Harahan - all industry tracks	—	10

Trains or engines using any Track other than Main Track or sidings on the McComb District must proceed at Restricted Speed not to exceed 10 MPH.

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3. OPERATING CHARACTERISTICS

YARD LIMITS - In effect

Employee in Charge

MP 729 to MP 736	Jackson	Jackson Yardmaster
Mile 775.4 to Mile 782.2	Wesson Jct. - Central Jct.	Train Dispatcher
Mile 801.7 to Mile 812.1	McComb	Train Dispatcher
Mile 908.8 to Mile 921.3	East Bridge Jct - Lampert Jct	East Bridge Operator

No train or engine may occupy Yard Limits on the McComb District without verbal permission of the employee in charge.

EXCEPTION: At Wesson Jct-Brookhaven and Summit Jct-Fernwood Jct, a controlled signal indicating proceed will be permission to enter the limits.

No roadway worker may occupy Yard Limits on the McComb District without Joint Authority or Foul Time.

Northward trains must contact Jackson Yardmaster before passing Elton Jct.

Westward KCS trains must contact Jackson Yardmaster before passing East Jackson.

ABS - in effect

Mile 729.3 to MP 736	(*) Jackson to Elton Jct
Mile 775.4 to Mile 782.2	(**) Wesson Jct to Brookhaven
Mile 801.7 to Mile 812.1	(*) Summit Jct to Fernwood Jct

(*) Track 1 is signalled for southward movement, and Track 2 is signalled for northward movement.

(**) Tracks 1 & 2 are signalled in both directions.

CTC - in effect

Controlled by

MP 736 to Mile 775.4	Train Dispatcher
Mile 782.2 to Mile 801.7	Train Dispatcher
Mile 812.1 to Central Ave	Train Dispatcher

MULTIPLE MAIN TRACKS

Mile 729.2 to MP 736	Track 1 is the west track
Wesson Jct to Mile 782.2	
Mile 801.7 to Mile 812.1	Track 2 is the east track
Skip to North Mays	

MANUAL INTERLOCKINGS

Controlled by

Mile 908.8 to Mile 921.3	East Bridge Jct to Lampert Jct	East Bridge Jct
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RAILROAD CROSSING, JUNCTIONS AND DRAWBRIDGES NOT INTERLOCKED

Unless otherwise provided, all train and engines must stop at KCS crossing in Jackson.

BULLETIN BOARDS

North Jackson	Yard Office, T&E locker room, Engineer's washroom
McComb	Yard Office
Brookhaven	Yard Office
South Yard	Yard Office
Mays Yard	Conductor's register room, Enginehouse
East Bridge Jct	Tower
NOUPT	Supervisor's Office
Stuy Docks	Locker room

4. ILLINOIS CENTRAL OPERATING RULES

Rule 708 - The third paragraph of Rule 708 is modified at Mays Yard, when working through the crossover that connects one switching lead to another, switching movements may be made on either lead without lining both switches of the crossover under the following conditions:

- The Switches are under the control of a crew member doing the switching.
- Permission is received from Mays Yardmaster.
- The way is seen or known to be clear.

Rule 902 - That part of Rule 902 reading, *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 within the limits,* does not apply at the home signals governing movement over the movable span of the Manchac Bridge.

5. DEFECTIVE EQUIPMENT DETECTORS

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

6. SPRING SWITCH LOCATIONSNone

7. FRA EXCEPTED TRACK

- Brookhaven - All yard tracks in Old M.C. Yard
- McComb-North Yard all yard tracks except Tracks 21, 505, 507, 508, 511, 513, 516-522, 701, 702, and 704.
- Mays Yard Rip Tracks 3 and 4.

8. ACCURACY OF SPEED INDICATORS

Engineers shall test the accuracy of their speed indicators passing the following locations.

- MP 739 to MP 740 between Elton Jct and Crystal Springs
- MP 802 to MP 803 between Summit Jct. and McComb
- MP 819 to MP 820 between Fernwood Jct. and Osyka
- MP 887 to MP 888. between Manchac and Skip

9. JOINT OPERATION OF MAIN TRACK

Illinois Central operates over New Orleans Union Passenger Terminal trackage between Southport Jct. and NOUPT. IC crews must have NOUPT timetable and General Code of Operating Rules in their possession between these points. Movements will be directed by Clara Street Tower.

Kansas City Southern operates over Illinois Central main track between Orleans Jct and East Bridge Jct. KCS crews must keep radio tuned to IC Channel 2 between these points.

Between Lampert Jct (IC MP 921.3 - NOPB MP J 0.3) and Jena Street (IC Mile 916.7) Illinois Central and New Orleans Public Belt Railroad jointly operate the main track. Maximum speed for Loaded Intermodal Trains is 10 MPH, Freight Trains 20 MPH. Rule 509 is in effect, and all movements of trains, engines, on-track equipment, and Roadway Workers will be directed by the Control Operator at East Bridge Jct.

NOPB Stations listed WEST to EAST are as follows:

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Mile Post	STATIONS
J 0.3	LAMPERT JUNCTION
0.0	ORLEANS-JEFFERSON PARISH LINE
1.2	FERN STREET CROSSOVER
2.5	AUDUBON PARK CROSSOVER
3.3	COTTON WARE HOUSE YARD
4.4	STUY DOCKS YARD
7.4	RACE STREET YARD

NOPB main track is identified by single vane red switch targets. When the target is parallel to the track, the switch is properly lined for the main track. When the target is perpendicular to the track, the switch is lined reverse. Between Eagle Street (NOPB MP 0.4) and Henry Clay Crossover (MP 3.0), the track north of the main track formerly called the West Track is now the Running Track, and is also jointly operated.

IC crews will keep radio tuned to IC Channel 2, and NOPB crews will remain on NOPB channel between these points.

10. SPECIAL CONDITIONS

Manchac Bridge - Southward trains at North Manchac and Northward trains at the North Siding Switch at Manchac are governed by a Bridge-Locked Indicator Light located on the backside of the opposing home signal. The Bridge-Locked Indicator Light is a lunar light with a black "L" on the lens. It will illuminate only when the home signal displays Stop indication, and the movable span of the bridge is fully lowered and locked. Before authorizing a train or engine past a Stop indication, the train dispatcher will determine from the crew that the Bridge-Locked Indicator Light is illuminated.

To provide for movement of Roadway Workers and on-track equipment, key switch lockout boxes are located at the north and south approaches to the movable span. When activated, the lockout prevents any remote operation of the bridge. Follow these steps:

TO LOCKOUT REMOTE OPERATION

1. Contact Mays Yardmaster to lower the bridge.
2. Operate the key switch marked "DISABLE" before entering the movable span.
3. Proceed over the bridge when the indicator lamp is illuminated.

TO RELEASE REMOTE OPERATION

1. After having passed over the movable span, operate key switch marked "ENABLE"
2. Exit bridge.

Mays Yard- Trains and engines must be preceded by an employee on the crossing when passing over Wholesalers Parkway on the GM Lead (Harahan).

The switch at the north end of Track A-1 must be lined for A-1 when not in use.

Yardmaster Mays Yard will verify the current General Order on the McComb and Baton Rouge Districts with the train dispatcher at the beginning of each shift, and may provide protection for trains or engines entering the main track without it.

Southport Jct. - Amtrak crews must report time passing Southport Jct. to the Train Dispatcher Homewood.

MCCOMB DISTRICT SPECIAL INSTRUCTIONS 77

Stuy Docks - Engines must receive permission from Intermodal personnel before entering the facility.

BASE AND WAYSIDE RADIOS, Operational 24 hours

<i>Location</i>	<i>Channel</i>
Jackson	F2, F1 (54 54) (72 72)
Gallman	F2 (54 54)
Brookhaven	F2, F1 (54 54) (72 72)
McComb	F2, F1 (54 54) (72 72)
Kentwood	F1 (72 72)
Hammond	F1 (72 72)
Mays Yard	F2 (54 54)
East Bridge Jct.	F2 (54 54)
Southport Jct.	F2 (54 54)
Stuy Docks	F2 (54 54)

NOTE: Southward trains must change to Channel 1 at Magnolia, MP 814.

Northward trains must change to Channel 2 at Magnolia, MP 814

11. LOCATIONS NOT SHOWN AS STATIONS

<i>NAME</i>	<i>LOCATION</i>	<i>LENGTH</i>	<i>CONNECTION</i>
Griffin Industries	739.6	.888	North
Jackson Industry Park	740.1	Lead	South
Terry Storage	745	.6674	Both
Gravel Storage	752	.3598	South
Kuhlman Electric	753	.681	North
Gallman Ind Park	758.9	Industry	Both
Hazelhurst Pass	761	.4571	Both
Charles Donald Wood	761.9	.1873	North
Kitchens Lumber	763.2	.482	North
Signature Works	763.5	.444	North
Beauregard	772.5	.1062	North
Hickman Pulpwood	793	.2252	North
Boque Chitto Storage	794	.5045	Both
Dixie Packaging	799.7	.695	North
Polyflex A Spur	803.9	.731	North
Summit	804	.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
Terra International	813.8	.1417	North
Southeast RR Serv	814.2	Industry	North
Magnolia	814.5	.4500	Both
Kentwood	829	.8802	Both
Ozone Spring Water	837	.704	South
Roseland Storage	842	.5064	Both
Amite	843.2	.209	North
Dykes	844.5	.790	North
LA Paving	846.5	.295	South
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	SIDING LENGTH	SIDING SWITCH LOCATIONS	MILE	STATIONS		YARD LIMITS	DEFECT DETECTORS	DISTANCE FROM ORLEANS JCT.		
				H-COS ↓	NORTH ↑					
365.5 TO HAMMOND			364.8	BATON ROUGE JCT.				79.4		
				15.7		366.7	374.9	637.		
	4,180	379.6 380.5	380.5	ST. GABRIEL	6.0	↑ ↓	408.7	57.7		
			386.5	OLD GEISMAR	3.1			54.6		
			389.6	GEISMAR	4.4			50.2		
			394.0	BURNSIDE	11.2			39.0		
	4,455	404.1 405.2	405.2	CONVENT	5.0			34.0		
	3,596	410.1 411.2	410.2	REMY	3.0			31.0		
			413.2	LUTCHER	0.8			30.2		
			414.0	GRAMERCY	2.2			28.0		
	7,590	415.5 417.1	416.2	MT. AIRY	2.0			26.0		
	4,861	418.2 419.2	418.2	GARYVILLE	3.3			22.7		
			421.5	RESERVE	3.9			18.8		
	4,266	424.7 425.5	425.4	WALTER	6.5			12.3		
			431.9	SELLERS	1.5			10.8		
			433.4	GOOD HOPE	4.0			6.8		
			437.4	DESTREHAN	2.7			4.1		
	7,617	438.4 439.9	440.1	ST. ROSE	3.4			0.7		
443.6 KCS McCOMB DIST.			443.5	FRELLSEN JCT.						0.4
			443.8	JAMES JCT.	0.3					0.0
			444.2	ORLEANS JCT.	0.4					



SPECIAL INSTRUCTIONS BATON ROUGE DISTRICT 79

1. MAXIMUM SPEED	MPH 40
2. SPEED RESTRICTIONS	MPH
Mile 8.2 to MP 9 - curves (Zee Ind. Lead)	10
MP 366 to MP 367	10
MP 367 to MP 370	20
Mile 388.2 - crossover	25
Mile 421.5 to Mile 422.2 (Note B)	25
Mile 429.9 to Mile 431.7 - bridge	10
Mile 432.6 to Mile 433.5	25
Mile 443.5 to Mile 444.2	25
Mile 443.8 to Martin Jct.	10

Trains or engines using any Track other than Main Track or sidings on the Baton Rouge District must proceed at **RESTRICTED SPEED not to exceed 10 MPH**, except the following location:

Zee Industrial Lead - Mile 366.7 to Mile 9.7 - maximum speed **Restricted Speed**.

3. OPERATING CHARACTERISTICS

YARD LIMITS - in effect -

Employee in charge	
Mile 366.7 to Mile 443.5	See Item 10 Special Conditions

ABS - in effect -
Mile 366.7 to Frellsen Jct.

CTC - in effect -

Controlled by	
Frellsen Jct. to Orleans Jct.	Train Dispatcher

BULLETIN BOARDS -

Baton Rouge Jct.	T&E Locker Room
Old Geismar	Depot
Geismar	T&E Locker Room
Reserve	T&E Locker Room

4. ILLINOIS CENTRAL OPERATING RULES Items -

Rule 519 - Trackage north of Mile 366.7 extending to Mile 345.84 is designated Track other than Main Track, named Zee Industrial Lead. Contact Baton Rouge Yardmaster before occupying this track.

Rule 525 - Ashland Road crossing at Mile 389.2 may be blocked with engines or cars for up to 45 minutes except between the hours of 0645 and 0730 and between 1545 and 1630 daily. During those hours, the crossing may not be blocked for coupling or switching movements. If the crossing has been blocked for 45 minutes, it must be cleared to allow vehicular traffic that is waiting to cross.

Rule 831 - On the Baton Rouge District, the control operator must be contacted instead of the train dispatcher at home signal displaying Stop indication in ABS Territory.

Rule 832 - Trains and engines must first obtain Main Track Permission in Yard Limits before complying with Rule 832.

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5. DEFECTIVE EQUIPMENT DETECTORS

Burtville (Mile 374.95)
Belmont (Mile 408.77)

6. SPRING SWITCH LOCATIONSNone

7. FRA EXCEPTED TRACK

Baton Rouge: General Foreman Track
Storeroom Track
Rip Track
Roundhouse Track

8. ACCURACY OF SPEED INDICATOR

Engineers shall test the accuracy of their speed indicators passing the following locations:

MP 375 to MP 376between Baton Rouge Jct. and St. Gabriel
MP 441 to MP 442between St. Rose and Frelsen Jct.

9. JOINT OPERATION OF MAIN TRACK

Kansas City Southern Railroad operates on Illinois Central main track between Frelsen Jct. and Orleans Jct. KCS crews must keep radio tuned to IC Channel 2 (54 54) between these points.

10. SPECIAL CONDITIONS

General Orders - At the beginning of each shift, Baton Rouge Yardmaster, Geismar Agent/Yardmaster, and Reserve Clerk/Operator, and Mays Yardmaster will verify the current General Orders for the Baton Rouge, Hammond, and McComb Districts with the train dispatcher. The train dispatcher will give the "OK" time to the employee who will write it on the General Orders needed during their tour of duty.

Frelsen Jct. - Train Dispatcher Homewood will confer with Mays Yardmaster before authorizing northward train or engine movement past a Stop indication on the Baton Rouge District at Frelsen Jct.

Main Track Permission - In addition to Rule 509 (Yard Limits), the following Rules concerning MAIN TRACK PERMISSION apply for operation between Mile 366.7 and Frelsen Jct. On-Track Equipment and roadway workers may work under the authority of Joint Authority instead of Main Track Permission.

OCCUPYING THE MAIN TRACK - Before occupying the main track, trains, engines, on-track equipment, and roadway workers must receive written Main Track Permission (MTP). The employee requesting MTP will state name, occupation, location, and train or other identification. The employee will then copy and repeat the permission granted. The control operator will check it as it is repeated, and if repeated correctly will give "OK", the time and his initials, which the employee will write on the MTP form. The MTP is not in effect until the "OK" time is shown on it. The employee requesting MTP must retain the written MTP form during the entire tour of duty.

Employees must report to the control operator when they have cleared the limits and the position of any main track switches that were not returned to their normal position.

DESIGNATED LIMITS - MTP limits must be designated by Signal 366.7 (Beginning of ABS south of Baton Rouge Jct.), North Siding Switch St. Gabriel (Mile 379.6), Signal 407.3, CTC Frelsen Jct. or mile post location.

DIRECTION OF MOVEMENT - When trains, engines, on-track equipment, or roadway workers receive permission to proceed from one point to another, they may move only in the direction specified.

When they receive permission to "Work Between" two specific points, they may move in either direction between those points.

OVERLAPPING LIMITS WITH ON-TRACK EQUIPMENT OR ROADWAY WORKERS - Before a train or engine receives permission to occupy the same limits with on-track equipment or roadway workers, the employee in charge of the on-track equipment or roadway workers will establish "Working Limits" within the overlapping limits. The train or engine must be instructed to remain clear of the "Working Limits." Working Limits may be established using:

1. A flagman with instructions and capability to hold all trains or equipment.
2. A red flag or red light.

TRAINS AUTHORIZED JOINTLY WITH ANY ON-TRACK EQUIPMENT OR ROADWAY WORKER MUST, UNLESS OTHERWISE INSTRUCTED BY THE FOREMAN NAMED OR THE CONTROL OPERATOR, MOVE AT RESTRICTED SPEED WITHIN THE LIMITS. TRAINS MUST STOP BEFORE PASSING A RED FLAG OR RED LIGHT, AND NOT PROCEED UNLESS AUTHORIZED BY THE EMPLOYEE IN CHARGE.

BACK-UP MOVEMENTS - In MTP territory, Rule 504 of the Illinois Central Railroad System Operating Rules is modified as follows:

A train or engine may back up on a main track to pick up a crew member under the following conditions:

1. *Control operator gives permission, and verifies that no other authority or Joint Authority is in effect within the same or overlapping limits.*
2. *Movement does not enter or foul a private or public crossing except as provided by Rule 525 (Cars Shoved Over Crossing).*
3. *Movement does not enter the territory of another control operator.*
4. *Movement does not exceed 10 MPH.*

When movement is made under these conditions, restricted speed does not apply.

PERMISSION EXPIRED - When permission has an expiration time shown, train, engine, on-track equipment, or roadway workers must be clear before that time. If additional time is required, it must be received before the previous time expires. If the control operator cannot be contacted, permission is extended until contact has been made.

Control Operators and Limits - Control Operators responsible to issue Main Track Permission and their territory are as follows:

Baton Rouge Yardmaster: Beginning of ABS (Mile 366.7) the signal north of the North Siding Switch St. Gabriel (Mile 379.3)

Geismar Yardmaster/Agent: Signal north of North Siding Switch St. Gabriel (Mile 379.3) to Signal 407.3 between Convent and Remy.

Mays Yardmaster: Signal 407.3 between Convent and Remy to CTC Frellsen Jct. (Mile 443.5)

82 BATON ROUGE DISTRICT SPECIAL INSTRUCTIONS

Base and Wayside Radios, Operational 24 hours

<i>Location</i>	<i>Channel</i>
Baton Rouge	F2 (54 54)
Geismar	F2 (54 54)
Reserve	F2 (54 54)
LaPlace	F2 (54 54)



11. LOCATIONS NOT SHOWN AS STATIONS

NAME	LOCATION	LENGTH	CONNECTION
Evergreen Ind Park	381.1	3959	North
Pioneer Lead	382.5	Industry	South
Bruns	383.3	Lead	Both
Allied Chemical	384.8	Industry	South
Arcadian Chemical	384.8	Industry	South
Goliad	385.2	1250	North
Shell Oil	385.5	2087	South
Eastside Storage Track	386.0	3755	Both
Westside Storage Track	386.0	3479	Both
E. I. duPont	395.6	4075	South
Texaco	397.1	Industry	South
Railcar Cleaning	398.9	Industry	South
Helvetia	400.0	Lead	Both
Occidental Chemical	403.0	Industry	South
Rail Marine Facility	403.2	Industry	Both
Agrico Chemical	403.5	Industry	North
Naico 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	442.0	1774	Both
Delta Petroleum	442.4	Industry	South



TRACK CHART & SIDINGS		SIDING LENGTH	SIDING SWITCH LOCATIONS	MILE	STATIONS ↓ WEST ↑ EAST	YARD LIMITS	DEFECT DETECTORS	DISTANCE FROM NATCHEZ	
TO END	62.2			53.6	SILVER CREEK 5.1	58.0	94.5	95.1	
				58.7	FERGUSON 3.2			90.0	
		2,485	61.5 62.1	61.9	WANILLA 9.0	63.0		86.8	
TO BOGALUSA	82.4			70.9	WOOLWORTH 11.4		TWC	77.8	
				82.3	BROOKHAVEN 5.9	79.5 85.0		66.4	
TO CHICAGO	TO NEW ORLEANS			88.2	ZETUS 17.6	143.5		94.5	60.5
		2,360	105.7 106.2	105.8	EDDICETON 4.1		42.9		
				109.9	BUDE 3.5		38.8		
				113.4	MEADVILLE 5.7		35.3		
				119.1	KIRBY 5.2		29.6		
				124.3	ROXIE 11.6		24.4		
				135.9	FENWICK 7.8		12.8		
				143.7	JOHNSVILLE 5.0		5.0		
				148.5	NATCHEZ		148.0		0.0

SPECIAL INSTRUCTIONS

1. MAXIMUM SPEED	MPH	40
2. SPEED RESTRICTIONS	MPH	
Mile 60.7 - bridge		10
Mile 62.3 - Bogalusa District Crossing		20
Mile 82.3 - power switches		10
Mile 93.3 - bridge		10
Mile 104.9 - bridge		10
Mile 114.8 - bridge		25
Mile 119.3 - bridge (Note C)		10
Mile 119.3 - bridge		25

Trains or engines using any Track other than Main Track or sidings on the Central District must proceed at **RESTRICTED SPEED** not to exceed 10 MPH.

NOTE C: Restriction applies to trains with High-Wide Equipment.

3. OPERATING CHARACTERISTICS

YARD LIMITS - in effect		Employee in charge
MP 58 to MP 63	Ferguson	Non-Controlled
MP 79.5 to MP 85	Brookhaven	Non-Controlled
Mile 143.5 to MP 148	Natchez	Non-Controlled

TWC - in effect
MP 63 to Mile 79.5
MP 85 to Mile 143.5

RAILROAD CROSSINGS, JUNCTIONS AND DRAWBRIDGES NOT INTERLOCKED

Vanilla

..... Bogalusa District Crossing

BULLETIN BOARDS

Ferguson

..... Yard Office

Brookhaven

..... Yard Office

Natchez

..... T&E Locker Room

4. ILLINOIS CENTRAL OPERATING RULES Items

RULE 519 - Trackage east of MP 58 is designated Track other than Main Track.
All trackage west of MP 148 is designated Track other than Main Track.

RULE 702 - Main track switches at Vanilla and the west end of Ferguson yard may be left lined and padlocked in the position last used. Rule 702 does not apply.

5. DEFECTIVE EQUIPMENT DETECTOR

Williams (Mile 94.5)

6. SPRING SWITCH LOCATIONS

..... None

7. FRA EXCEPTED TRACK

MP 53 to MP 58
Natchez-Track other than Main Track from Mile 148.5 to end of track at North Natchez
Brookhaven-Pea Vine Track No. 118

8. ACCURACY OF SPEED INDICATOR

Engineers shall test the accuracy of their speed indicators passing the following locations:

MP 132 to MP 133

..... between Roxie and Fenwick

9. JOINT OPERATION OF MAIN TRACK

..... None

"I WILL work SAFE Today!!"

10. SPECIAL CONDITIONS

Natchez - Trains and engines must be preceded by an employee on the crossing when passing over the following crossings:

Brenham Avenue	Broadway Street
Union Street	Rankin Street
Wall Street	Commerce Street
Devereaux Street	Pearl Street
Canal Street	Martin Luther King Drive

Departure - Trains will announce their departure time via radio when leaving Ferguson, Wanilla, Brookhaven, Eddiceton, Bude, Roxie, Fenwick, and Johnsville.

Base and Wayside Radios, Operational 24 hours

<i>Location</i>	<i>Channel</i>
Ferguson	F1 (72 72)
Williams	F2 (54 54)
Natchez	F2 (54 54)

11. LOCATIONS NOT SHOWN AS STATIONS

<i>NAME</i>	<i>LOCATION</i>	<i>LENGTH</i>	<i>CONNECTION</i>
Cobbs .....	.91.6	.1164	.West
Lucien .....	.98.2	.400	.West
Storage Conn Track .....	.125.4	.1296	.West
Georgia Pacific .....	.126.6	.600	.West



HAMMOND DISTRICT

87

TRACK CHART & SIDINGS	SIDING LENGTH	SIDING SWITCH LOCATIONS	MILE	STATIONS	YARD LIMITS	DEFECT DETECTORS	DISTANCE FROM BATON ROUGE JCT
			43.7	HAMMOND -7.4-		TWC 17.2	43.7
	2659*	35.7 36.4	36.3	ALBANY -9.2-			36.3
			27.1	DOYLE -6.6-			27.1
	6,050	20.7 19.5	20.5	CORBIN -6.5-			20.5
			14.0	DENHAM SPRINGS -6.1-			14.0
			7.9	SHARP -7.9-			7.9
			0.0	BATON ROUGE JCT.			0.0

SPECIAL INSTRUCTIONS

- | | |
|---|-------------------------|
| 1. MAXIMUM SPEED | MPH
49 |
| 2. SPEED RESTRICTIONS | MPH |
| Mile 43.7 to Mile 42.4 | 10 |
| Mile 15.8 - Eden Church Road (Note B) | 35 |
| Mile 14.7 - Hatchell Lane (Note B) | 30 |
| Mile 14.6 - Centerville Road (Note B) | 30 |
| Mile 14.1 - Hummel Street (Note B) | 20 |
| Mile 14.0 - Range Street (Note B) | 30 |
| Mile 13.7 - River Road (Note B) | 30 |
| Mile 11.3 - Stevendale Road (Note B) | 20 |
| Mile 9.2 - Flannery Road (Note B) | 35 |
| Mile 7.7 - Sherwood Forest Blvd. (Note B) | 10 |
| Mile 6.3 - Monterrey Blvd (Note B) | 10 |
| Mile 4.8 - Airline Hwy. (Note B) | 10 |
| Mile 2.9 - North Foster Drive (Note B) | 10 |
| Mile 1.6 - Plank Road to Mile 0.0 | 10 |

Trains or engines using any Track other than Main Track or sidings on the Hammond District must proceed at **RESTRICTED SPEED not to exceed 10 MPH**.
EXCEPTION: Between Mile 8.7 and Baton Rouge Jct. proceed at Restricted Speed.

- 3. OPERATING CHARACTERISTICS**
YARD LIMITS - in effect

TWC - in effect -
Hammond to Mile 8.7

RAILROAD CROSSINGS PROTECTED BY GATES -
Mile 0.7 Baton Rouge Jct., KCS Crossing, gates are to be left in the position last used.

BULLETIN BOARDS -
Baton Rouge Jct. T&E Locker Room

88 HAMMOND DISTRICT SPECIAL INSTRUCTIONS

4. ILLINOIS CENTRAL OPERATING RULES Items

RULE 519 - Trackage between Baton Rouge Jct. and Mile 8.7 is designated as Track other than Main Track. Baton Rouge Yardmaster must be contacted before occupying this track.

RULE 702 - Baton Rouge Jct., switches are to be left lined and padlocked in the position last used. Rule 702 does not apply.

5. DEFECTIVE EQUIPMENT DETECTORS

Lockhart (Mile 17.2)

6. SPRING SWITCH LOCATIONSNone

7. FRA EXCEPTED TRACKNone

8. ACCURACY OF SPEED INDICATOR

Engineers shall test the accuracy of their speed indicators passing the following locations:

MP 16 to MP 17between Denham Springs and Corbin

MP 40 to MP 41between Albany and Hammond

9. JOINT OPERATIONS OF MAIN TRACKNone

10. SPECIAL CONDITIONS

Departure - Trains will announce their departure time via radio when leaving Hammond, Corbin, and Sharp.

Base and Wayside Radios, Operational 24 hours

LocationChannel
WalkerF1 (72 72)

11. LOCATIONS NOT SHOWN AS STATIONS

NAME	LOCATION	LENGTH	CONNECTION
Florida Parishes	.39	.400	.North
Crown Zellerbach	.33.1	.2627	.South
Sunland Service	.21.5	.200	.North
Adel Steel	.15.9	.545	.North
Vulcan Foundry	.14.9	.619	.North

There is NO Substitute for SAFETY

BEAUMONT DISTRICT

89

TRACK CHART & SIDINGS		SIDING LENGTH	SIDING SWITCH LOCATIONS	MILE	SOUTH STATIONS ↓ ↑	NORTH STATIONS ↑ ↓	YARD LIMITS	DEFECT DETECTORS	DISTANCE FROM MOBILE	
TO TAYLORSVILLE	111.3			160.0	SWITCHTENDER		↑ 156.6		187.1	
				159.4	-0.6 GULF YARD				186.5	
				142.7	-16.7 STAR				169.5	
				128.5	-14.2 MENDENHALL				155.6	
				118.1	-10.4 MAGEE				119.7	
				111.4	-6.7 SARATOGA			113.5	145.2	
			7,268	111.6	-13.0 COLLINS			109.5	TWC	138.5
				113.0	98.4				87.6	125.5
			4,445	79.1	78.6					105.7
			78.2	MAYBANK						
70.0	NS			70.2	8.4 HATTIESBURG		73.0		97.3	
KCS	67.5			68.8	-1.4 BELL YARD		BH 20.6		95.9	
MSE	37.9			51.01	-16.3 OLD AUGUSTA		39.0 37.0		79.6	
				24.90	BH 10.1 BH 9.1			60.2	71.1	
					BH 1.0				71.1	
					BH 1.1 BH 0.7				70.1	
				6,900	49.4 48.0				49.6	
					48.6				49.6	
					39.7				40.7	
					LUCEDALE				40.7	
					37.8				38.8	
					EVANSTON				31.5	
0.5	NS			23.4	-14.4 WILMER		8.0 ↓		24.4	
				3,300	-7.0 SEMMES				17.4	
					17.2 16.4				17.4	
					16.4				17.4	
					10.1				17.4	
			6.3			7.3				
			BELT JCT.			7.3				
			3.9			3.9				
			BAY SHORE JCT.			3.9				
			0.0			0.0				
			MOBILE			0.0				

Set your mind -
ALWAYS BE CAREFUL!

90 BEAUMONT DISTRICT SPECIAL INSTRUCTIONS

1. MAXIMUM SPEED	MPH	49
2. SPEED RESTRICTIONS	MPH	
Mile 159.25 to Mile 158.9 (Note B)		10
Mile 156.5 to MP 153		25
Star - Lead Track to Shell Sulphur Plant		25
Star - Scale Track		5
Star - Wye		10
MP 129 to MP 128		25
MP 119 to MP 117		25
Saratoga - North Leg of Wye		10
Mile 111.3 - Road Crossing (Note B)		20
Mile 108.9 to Mile 109.5 - curve		40
Mile 70.8 to Mile 69.9 - Road Crossings (Note B)		10
Mile BH 18.5 to MP BH 16 - curves		35
MP BH 16 to Mile BH 13.5 - curves		25
MP BH 3 to Mile 67.9 - curves		35
Mile 69.1 - Highway 198 Crossing (Note B)		35
Mile 50.2 - bridge		25
MP 21 - bridge		30
Mile 6.5 - Road Crossing (Note B)		10

Trains or engines using any Track other than Main Track or sidings on the Beaumont District must proceed at **RESTRICTED SPEED not to exceed 10 MPH.**

Exception: Between Belt Jct. (Mile 6.3) and CSXT Crossing (Mile 1.1) on the Frascati Lead, trains and engines proceed at Restricted Speed.

3. OPERATING CHARACTERISTICS

YARD LIMITS - In effect -

	Employee in charge
Mile 162.4 to Mile 156.5.....	Jackson..... Jackson Yardmaster
Mile 113.5 to Mile 109.5.....	Saratoga..... Train Dispatcher
MP 73 to Mile BH 20.6.....	Bell Yard..... Non-Controlled
MP 39 to MP 37.....	Evanston..... Train Dispatcher
MP 8 to MP 0.....	Mobile..... Non-Controlled

No train or engine may occupy Yard Limits without verbal permission where there is a designated employee in charge.

No roadway worker may occupy Yard Limits without Joint Authority or Foul Time where there is a designated employee in charge.

TWC - in effect

Mile 156.5 to MP 8

AUTOMATIC INTERLOCKING

Frascati Lead.....CSX Crossing

RAILROAD CROSSINGS PROTECTED BY GATES-

Hattiesburg on Old MC Main Track and NS Gravel Lead, gates are to be left lined for the Norfolk Southern.

BULLETIN BOARDS -

Saratoga..... Yard Office
Bell Yard..... Yard Office
Mobile..... Yard Office

BEAUMONT DISTRICT SPECIAL INSTRUCTIONS 91

4. ILLINOIS CENTRAL OPERATING RULES None

5. DEFECTIVE EQUIPMENT DETECTORS

Shipman (Mile 31.5)
McLain (Mile 60.2)
Sanford (Mile 87.6)
Magee (Mile 119.7)

6. SPRING SWITCH LOCATIONS None

7. FRA EXCEPTED TRACK

Mile NN 185.4 to Mile NN 187.94 (Pearl River)
Mile GA 71.6 to MP GA 68 (Wells)
East Jackson to Wells: All Spur Tracks
All Yard Tracks
All Industrial Leads
Monroe Park Lead - Mobile

8. ACCURACY OF SPEED INDICATOR

Engineers must test the accuracy of their speed indicators passing the following locations:

MP 155 to MP 156between Gulf Yard and Star
MP 9 to MP 10between Belt Jct. and Semmes

9. JOINT OPERATION OF MAIN TRACK None

10. SPECIAL CONDITIONS

Mileposts - On the Beaumont District are numbered north from Mobile. At Beaumont at Mile 69.17, the numbering changes to MP BH 0.0. Mile post numbers continue to get higher until Mile BH 24.74 becomes Mile 68.25. That numbering continues to the north end of the district at Mile 160.07.

Jackson - Trains and engines must be preceded by an employee on the crossing when passing over the following crossings:

Silas Brown Street
Flowood Industrial Lead
Highway 468

Hattiesburg - NS Crossing, MP 70 is equipped with color light signals. Crew member will operate key release according to posted instructions, and must remain at the crossing until the leading end of the movement occupies the crossing.

Bell Yard - When road switchers are on duty, trains arriving at Bell Yard must contact the road switcher before passing MP 73 southward and Mile BH 20.6 northward.

Evanston - Mississippi Export interchange track switch may be left in the position last used.

Mobile - At Belt Jct, the track to Frascati is designated as Track other than Main Track.

All trains and engines must approach NS crossing prepared Stop, and if no conflicting movements, may proceed over crossing without stopping

Permission must be obtained from the employee in charge of the yard before train or engines foul the TASD Lead, Porter Shop, or Rip Track.

92 BEAUMONT DISTRICT SPECIAL INSTRUCTIONS

Departure - Trains will announce their departure time via radio when leaving Gulf Yard, Star, Mendenhall, Magee, Saratoga, Hattiesburg, Beaumont, Cloy, Evanston, Semmes, and Belt Jct.

Base and Wayside Radios, Operational 24 hours

<i>Location</i>	<i>Channel</i>
Jackson.....	F1 (72 72)
Mendenhall.....	F1 (72 72)
Saratoga.....	F1 (72 72)
Collins.....	F1 (72 72)
Hattiesburg.....	F1 (72 72)
Evanston.....	F1 (72 72)
Semmes.....	F1 (72 72)
Mobile.....	F2 (54 54)

11. LOCATIONS NOT SHOWN AS STATIONS

<i>NAME</i>	<i>LOCATION</i>	<i>LENGTH</i>	<i>CONNECTION</i>
International Paper	131.3	2283	South
Tyson Foods	116.4	1390	North
Forest Energy	95.6	1480	South
International Paper	91.8	LEAD	South
Seminary Storage	91.3	200	South
Leaf	55.9	300	South
C & E Equipment	BH 21.9	937	South
McCallum	BH 18.7	200	South
McLain	61.7	625	South
Latonia Russel Spur	28.8	300	South
M & H Fertilizer	23.5	500	South



TAYLORSVILLE DISTRICT

93

TRACK CHART & SIDINGS	SIDING LENGTH	SIDING SWITCH LOCATIONS	MILE	STATIONS ↓ T-COS ↑ ↑ NORTH ↓	YARD LIMITS	DEFECT DETECTORS	DISTANCE FROM TAYLORSVILLE
To To			111.4	SARATOGA	↑ 112.9		18.4
Mobile Jackson			121.6	102 MIZE			8.2
			129.8	82 TAYLORSVILLE	↓ 127.0		0.0

SPECIAL INSTRUCTIONS

- | | |
|--|---------------------------|
| 1. MAXIMUM SPEED | MPH
..25 |
| 2. SPEED RESTRICTIONS | MPH |
| Saratoga - North and South Legs of Wye | ..10 |
| MP MB 121 to Mile MB 121.1 | ..10 |
| Mile MB 124.8 to Mile MB 124.9 (curve) | ..20 |
| Trains or engines using any Track other than Main Track on the Taylorsville District must proceed at RESTRICTED SPEED not to exceed 10 MPH. | |
| 3. OPERATING CHARACTERISTICS | |
| YARD LIMITS - in effect | Employee in charge |
| Mile MB 111.4 to Mile MB 112.9 | Non-Controlled |
| MP MB 127 to Mile MB 129.8 | Non-Controlled |
| TWC - In effect | |
| Mile MB 112.9 to MP MB 127 | |
| 4. ILLINOIS CENTRAL OPERATING RULES items | None |
| 5. DEFECTIVE EQUIPMENT DETECTORS | None |
| 6. SPRING SWITCH LOCATIONS | None |
| 7. FRA EXCEPTED TRACK | None |
| 8. ACCURACY OF SPEED INDICATOR | None |
| Speed indicator is to be checked before operating on the Taylorsville District. | |
| 9. JOINT OPERATION OF MAIN TRACK | None |
| 10. SPECIAL CONDITIONS | None |
| 11. LOCATIONS NOT SHOWN AS STATIONS | None |

ATTITUDE

THE PAINT BRUSH OF OUR MINDS

BOGALUSA DISTRICT

TRACK CHART & SIDINGS	SIDING LENGTH	SIDING SWITCH LOCATIONS	MILE	STATIONS ↓ H T C O S ↑ ↑ Z O C H T ↓	YARD LIMITS	DEFECT DETECTORS	DISTANCE FROM BOGALUSA
<p>To Brookhaven To Ferguson</p>			138.0	WANILLA — 6.8 —	138.5 137.2	TWC	68.1
			131.2	MONTICELLO — 16.7 —			61.3
			114.5	WHITEBLUFF — 11.0 —			44.6
	3,100	104.2 103.7	103.5	FOXWORTH — 5.7 —			33.6
			97.8	CHERAW — 8.4 —			27.9
			89.4	SANDYHOOK — 5.5 —			19.5
			83.9	ANGIE — 4.9 —			14.0
			79.0	VARNADO — 9.1 —			9.1
			70.0	BOGALUSA	75.6 70.0		0.0

SPECIAL INSTRUCTIONS

- 1. **MAXIMUM SPEED** **25 MPH**
- 2. **SPEED RESTRICTIONS** **MPH**
 Wanilla - Central District Crossing 10
 Mile 113.5 to Mile 110.5 10

Trains or engines using any Track other than Main Track or siding on the Bogalusa District must proceed at **RESTRICTED SPEED not to exceed 10 MPH.**

- 3. **OPERATING CHARACTERISTICS**
YARD LIMITS - in effect - **Employee in charge**
 Mile 138.5 to Mile 137.2 Wanilla Non-Controlled
 Mile 75.6 to MP 70 Bogalusa Non-Controlled

Conditional Yard Limits are in effect between Mile 137.2 and MP 131 from 0200 until 1000 hours daily. This also is Non-Controlled Yard Limits.

TWC - in effect -
 Mile 137.2 to Mile 75.6

RAILROAD CROSSINGS, JUNCTIONS AND DRAWBRIDGES

NOT INTERLOCKED -

Wanilla Central District Crossing

BULLETIN BOARDS -

Bogalusa Yard Office

- 4. ILLINOIS CENTRAL OPERATING RULES ItemsNone
- 5. DEFECTIVE EQUIPMENT DETECTORSNone
- 6. SPRING SWITCH LOCATIONSNone
- 7. FRA EXCEPTED TRACKNone

8. ACCURACY OF SPEED INDICATOR

Engineers shall test the accuracy of their speed indicators passing the following locations:

MP 74 to MP 75between Bogalusa and Varnado

- 9. JOINT OPERATIONS OF MAIN TRACKNone

10. SPECIAL CONDITIONS

Departure - Trains will announce their departure via radio when leaving Sandy Hook, Foxworth, White Bluff, and Wanilla.

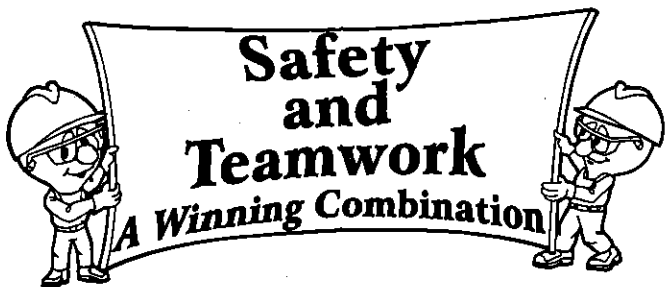
Bogalusa - Yard operations are to use radio channel 3.

Base and Wayside Radios, Operational 24 hours

<i>Location</i>	<i>Channel</i>
Bogalusa	F2 (54 54)

11. LOCATIONS NOT SHOWN AS STATIONS

<i>NAME</i>	<i>LOCATION</i>	<i>LENGTH</i>	<i>CONNECTION</i>
Rosella	135.2	1313	Both



- 1. **MAXIMUM SPEEDS** - Speeds shown are maximum authorized between points named, but do not modify any rule or special instruction which may require a lower speed. On districts where no passenger and/or intermodal train speeds are shown, passenger and intermodal trains will be governed by 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: Intermodal Maximum Authorized Speed, applies only to Loaded Intermodal Trains, which consist entirely of loaded intermodal cars.

Loaded Intermodal Train - Conventional TOFC/COFC single flat cars, including TTOX and single well double stack 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; 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.

2. SPEED RESTRICTIONS

PASSENGER FREIGHT
MPH MPH

Trains moving against the current of traffic 59 49

MPH

Through turnouts at power switches 20
Through turnouts at sidings 20
Through turnouts at spring switches 20
Through all crossovers and turnouts at other locations 10
In Mechanical Department shop areas 5
Movements on or off turntables 1

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

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

13,000 Tons - Trains in excess of 13,000 trailing tons are restricted to a maximum speed of 50 MPH. On districts where the maximum speed is less than 50 MPH, that speed will apply.

Harmonic Rock - Under certain conditions, operation of trains between 13 and 19 MPH can cause derailments due to harmonic rocking of cars. Freight trains other than coal trains and trains consisting entirely of empty equipment, which cannot maintain a speed of 19 MPH, must reduce speed to not exceed 13 MPH until speed can be maintained at 20 MPH or greater. This procedure does not apply to trains operating on an ascending grade where stall may occur. This restriction only applies on jointed rail.

High Temperature - When the temperature exceeds 90 degrees, as indicated by the last passed defective equipment detector, the maximum speed of trains must be reduced as follows:

Passenger Trains From 79 MPH to 65 MPH
Freight Trains From 60 MPH to 50 MPH

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

Approaching Automatic Grade Crossing Warning Device - Do not exceed 45 MPH from the whistle post to the crossing, when equipped with Automatic Grade Crossing Warning Device. This applies only to trains consisting of any combination of 3 or less engines and/or cars.

When multi-platform cars are in the train, each platform will be considered as one car.

High Water - When trains are operated through water, speed must not exceed 3 MPH, and the maximum depth of water over the top of the rail must not exceed 3 inches for locomotives and 5 inches of cars.

3. EQUIPMENT RESTRICTIONS

The following are maximum speeds. Where timetable district speeds are lower, the lower speed will govern:

	MPH
SW type locomotives	45
All other freight locomotives	70
Lead locomotive without speed indicator	20
Lead locomotive without event recorder	30
Scale Test cars ICG 100110 and 100112	25
Air Dump Cars IC 101138-101143	45
All other air dump cars	35
Panel Rail loaded on CCWX 3500, 3501, 3503, 3506, 3507, 3509, 3510, and 3511	30
Welded Rail Flat Cars - Loaded	40
(REAR END ONLY LOADED OR EMPTY with buffer at both ends)	
Russel Snowplow CC 108500 (Unless otherwise authorized)	25
Wedge Snowplows	40
All Jordan Spreaders (Unless otherwise authorized)	25
All Pile Drivers (Unless otherwise authorized)	25
Trains handling revolving machinery on own wheels, boom trailing when practical (except IC 100417 & IC 100418)	25

Locomotive prime mover car IC 100237 must be shoved to rest when making coupling with other cars. Cars moving under their own momentum must not be allowed to couple directly to this car. When in a train, it must be handled directly behind the locomotive at all times.

REAR END ONLY - Rear end only cars must be placed within 5 cars of the rear of the train.

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

DTTX - When instructed by Defective Equipment Detector to stop and inspect any articulated double stack freight cars with reporting marks of "DTTX," the car(s) must be set out regardless of the results of the inspection of the car(s).

SWITCH ENGINES - Unless otherwise instructed, when using multiple unit switch engine consists, the units are to be positioned "front-to-front," so that cab of each unit is at either end of the consist.

DITCH LIGHTS- Each locomotive operated at a speed greater than 20 MPH just prior to and during movement over public highway-rail grade crossings, shall display Ditch Lights to the front of the lead locomotive, in addition to the headlight. A lead locomotive with only one operative ditch light must be repaired or switched to trail before departure from the initial terminal inspection.

When one ditch light has failed after departure from the initial terminal, it must be repaired no later than the next calendar day inspection.

A lead locomotive with two failed ditch lights may proceed only to the next location where repairs can be made. A non-complying locomotive tag must be filled out and placed on the isolation switch stating, "BO Ditch Lights" and show "20 MPH maximum speed over public Highway-Rail grade crossings," as the speed restriction.

Ditch light replacement bulbs are 75 volts, while headlight replacements are 32 volt bulbs.

4. 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 of whether a defect is found or not.

- a. Radio Talker detectors use the train radio system to notify a train crew of a defect in their train.
- b. 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 h.

When a **Defect** message is received from the "talker", the train must be stopped and inspected in compliance with Timetable Special Instructions, Items f, g and i. 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".

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.

- c. 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 h
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"

- d. 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.
- e. 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.
- f. An on-the-ground inspection by a crew member must be made of the suspected car or diesel unit.

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.

- g. 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.

- h. 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.

- i. 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.

5. SNOW PLOW INSTRUCTIONS

Trains handling snow plows ahead of engine are governed by the following:

- a. An absolute block must be maintained in advance of train.
- b. Train must be stopped prior to meeting or being passed by another train.
- c. Train must not exceed 25 MPH through stations, yards and interlockings and sound whistle signal 410(7) frequently.
- d. When entering snow drifts where there is a possibility of ice existing, particular attention must be given to the facing of the drift, cleaning flangers, etc., to allow the snow plow to go under the ice instead of over.

6. GRADE CROSSING ACCIDENTS

Conductors must send to the Risk Manager responsible for the territory, the original Accident Report and copies of Delay Report, Track Warrants, General Orders, and Train Consist, when involved in a grade crossing accident. Conductor and Engineer must send to the Risk Manager, copies of time book or record of miles, and any notes made for that trip.

7. DIMENSIONAL SHIPMENTS

All dimensional shipments must be cleared for movement through the Network Operations Center.

8. SIDINGS

(*) Next to the footage length of a siding as shown on timetable pages, indicates that there are derrils on both ends of the siding.

9. QUALIFICATIONS OF LOCOMOTIVE ENGINEERS

Illinois Central engineers who have not operated over a district in the past year, and Chicago Central & Cedar River engineers who have not operated over a district in the past three years must do so with a pilot. Engineers who have never qualified over a district may not operate without a qualified Engineer-Pilot. Before acceptance of a call to duty in these situations, the engineer must make that fact known to the person making the call to service.

Some promoted and qualified engineers retain seniority rights in train service. Changes in manpower requirements may result in some of these engineers returning to brakeman or conductor assignments. When this occurs, these individuals may be permitted to operate the locomotive under the provisions of Rule 8, provided that the activity does not interfere with their assigned duties, and they have the consent of the working engineer of the crew. The location where this may be permitted is not limited to territories where the person was previously qualified. These instructions apply only to persons who were promoted and qualified as an engineer while an employee of this company. For persons who had their seniority restricted while an engineer, that restriction will remain in effect. Persons who were disqualified while an engineer are not permitted to operate a locomotive. Only persons holding a valid Locomotive Engineer Certificate may be allowed to operate a locomotive or train. This does not apply to persons who operate locomotives without cars totally within a designated servicing area that is protected by blue signals.

10. END-OF-TRAIN DEVICES

All conductors must report any telemetry device failures on their delay reports and by radio to the train dispatcher as soon as it occurs. Yardmaster at the final terminal must also be notified.

If the rear end transmitting portion of the telemetry device fails enroute in non-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-sigaled territory must be advised that the telemetry device is inoperative and that it must be observed before the opposing train may proceed. During hours of darkness, train speed must be reduced if necessary to enable crews on opposing trains to observe the device.

11. INTERMODAL FACILITIES

All intermodal ramp tracks will be protected by derails and red signs with white letters reading "MEN WORKING". Red signs and associated derail locks may be applied and removed only by intermodal facility employees.

When a red "MEN WORKING" sign with or without a derail is displayed protecting a track or cars at an intermodal facility:

- Rolling equipment must not be coupled to or moved
- Rolling equipment must not pass the red sign
- Other equipment must not be placed so as to block or reduce the view of the red sign.

NOTE: A red sign may be displayed on an intermodal track to protect lift equipment or other devices, and the track may not be occupied by rail equipment.

12. LOCOMOTIVE HOTLINE

When employees have comments, questions, or problems to report on any Illinois Central or Chicago Central locomotives, a Voice Mail message can be left at extension 6729, or (708) 206-6729. This number is constantly monitored to ensure prompt action to the reports.

13. SMOKING POLICY

Smoking is not permitted in any area within the office facilities of the Illinois Central Railroad System. This includes classrooms, meeting rooms, rest rooms, eating rooms, and offices within shop facilities.

Smoking is also prohibited in locomotives cabs, cabooses, locker rooms, and automobiles or other vehicles used to transport employees.

Company vehicles other than those used to transport employees, smoking is prohibited unless all occupants agree otherwise. This includes work equipment and machines.

The prohibition of smoking does not apply to non-office work areas within shop facilities, and maintenance of way, signal and communications tool houses, unless for safety reasons, an area is designated "non-smoking."

14. INSTRUCTIONS FOR HANDLING HAZARDOUS MATERIALS

A crew member of a train transporting hazardous material must have a waybill, bill of lading, or train consist with the required information, for each shipment. The document must show:

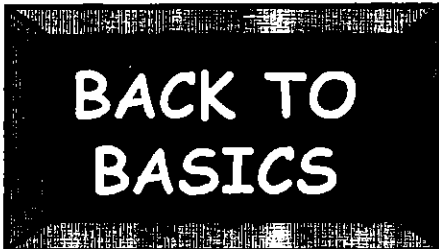
- (1) The proper shipping name of the material
 - (2) The hazard class
 - (3) The "UN" or "NA" number if required, and
 - (4) The total quantity of the hazardous material covered by the description, with the exception of packaging containing only residue of hazardous material.
- Hazardous material must not be handled "no bill."

A crew member must also have a train consist or similar document indicating the position in the train, of each car containing hazardous material, except when the position is changed or the placarded car is placed in the train, by a member of the crew.

Paperwork for hazardous materials, export shipments, etc. must be passed to the relieving conductor at crew change points. When not immediately relieved, paperwork must be left where next conductor can retrieve. Upon reaching final destination, paperwork must be turned in at the destination office.

Train crew members must have a current copy of the DOT Emergency Response Guide in their possession while on duty.

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