

LIVONIA SUBDIVISION (0455)

Mile Post	Rule 6.3	CP #'s	Radio Display: Livonia to Avon N. Jct.: 2727 -(*54) Avon N. Jct. to W. Bridge Jct. -2424		Sta. #'s	Siding Feet	
			SOUTH STATIONS	NORTH			
114.8	CTC	L115	LIVONIA (0.9)	BTX	TB114		
113.9 112.4		L114 L113	LIVONIA SIDING (2.1)		TB114	6700	
111.8		L112	CP L112 (1.5)				
110.3		L110	CP L110 (3.6)				
103.9 101.4		L104 L101	GROSSE TETE (8.9)		TB102	12338	
95.0			MORLEY BRIDGE (3.7)	(M/D)			
91.3 87.3 85.7		L091 L087 L086	ADDIS (10.3)	BTX	TB090	20277	
81.0		L081	CP L081 (Hold Signal) (4.4)				
76.6 75.0		L077 L075	WHITE CASTLE (8.0)	!	TB075	7251	
68.6 66.9		L069 L067	McCALL (3.5)		TB068	8061	
65.1 62.9		L065 L063	DONALDSONVILLE (11.2)	T!	TB065	11068	
53.9 52.2		L054 L052	ST. JAMES (12.1)	!	TB052	8480	
41.8 39.4		L042 L039	JOHNSON (10.9)	!	TB040	11816	
30.9		L031	CP L031 (Hold Signal) (4.0)				
26.9		L027	CP L027 (Hold Signal) (6.0)				
20.9		CTC 2MT	L021	AMA JCT. (1.5)		TB020	
19.4			L019	FARMERS (2.2)	X		
17.2			L017	SELLERS (0.8)	X	TB017	
16.4				CYTECH (Trk.2) (1.6)		TB016	
14.8			L916	AVON N. JCT. (0.4)	X		
14.4	L015		LIVE OAK (Trk. 1) (0.1)				
14.3	CTC-#2 YL-#1	L914	AVON S. JCT. (0.4)	YX			
13.9	YL 2MT	L014	WILLS (Trk.2) (2.5)	YX	TB013		
11.4			AVONDALE (1.2)	BY	C 806	Yard	
10.2			W. BRIDGE JCT. (X)UP(M)		TB010		
(104.6)							

SI-01 MAIN TRACK AUTHORITY CTC Between: MP 114.8 and MP 14.3; MP 14.3 and MP 13.9 (Trk.2). Yard Limits Between: MP 14.3 and MP 10.2 (Trk. 1); MP 13.9 and MP 10.2 (Trk. 2).																														
SI-02 MAXIMUM SPEED TABLE <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Maximum Speed</th> <th style="text-align: right;">MPH</th> </tr> </thead> <tbody> <tr> <td colspan="2">Between Mileposts</td> </tr> <tr> <td>114.8 and 10.2</td> <td></td> </tr> <tr> <td>(Except as Below).....</td> <td style="text-align: right;">60</td> </tr> <tr> <td>95.3 and 94.9.....</td> <td style="text-align: right;">35</td> </tr> <tr> <td>85.5 and 84.2.....</td> <td style="text-align: right;">20</td> </tr> </tbody> </table> <p>UP Passenger Trains: Between MP 114.8 and MP 69.0, where no permanent or temporary speed restrictions are in effect for freight trains, UPRR passenger trains may operate at ten (10) MPH above maximum authorized speed for freight trains.</p>	Maximum Speed	MPH	Between Mileposts		114.8 and 10.2		(Except as Below).....	60	95.3 and 94.9.....	35	85.5 and 84.2.....	20																		
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SI-04 MAIN TRACK DESIGNATIONS Two main tracks between Ama Jct. (MP 20.9) and West Bridge Jct. (MP 10.2).																														
SI-05 MILEPOST EQUATIONS - None.																														
SI-06 DTC BLOCK LIMITS - None.																														
SI-07 ITEM 13 TRAIN DEFECT DETECTORS <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%;">(#) 108.2</td> <td style="width: 33%;">(#) 71.2</td> <td style="width: 33%;">(#) 34.4</td> </tr> <tr> <td>(#) 100.9</td> <td>(#) 60.1</td> <td>(#) 22.1</td> </tr> <tr> <td>(#) 83.1</td> <td>(#) 45.2</td> <td></td> </tr> </table>	(#) 108.2	(#) 71.2	(#) 34.4	(#) 100.9	(#) 60.1	(#) 22.1	(#) 83.1	(#) 45.2																						
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SI-08 RULES ITEMS

Rule 6.32.2: Automatic crossing warning devices not working properly at MP 85.8, MP 86.5, MP 87.1, and MP 87.3 in Addis South siding only. Stop and a crew member on the ground must provide warning at the crossing unless otherwise instructed by a signal manager.

Rule 6.32.6: Do not block public crossings except in emergency at the following locations: Between MP 52.5 and MP 53.2 and between MP 101.7 and MP102.7.

Rule 8.11 (Switches in Sidings): Livonia Yard - No normal position for hand operated switch at the north end of the Departure Lead, leading to the siding.

ITEM 4 A, System Special Instructions:

Exception: Last paragraph revised to read: Do not move or switch more than eight locomotives within locomotive servicing facilities. However, within the Livonia Terminal area, not more than ten (10) locomotives may be moved between the locomotive servicing facility and the train yards when authorized by a local manager.

MTO Bulletins:

1. Crews operating on this subdivision in the Livonia Yard area must have a copy of the current "MTO Bulletin" available for reference. (Copy may be obtained in TCS as follows: "SW USE LIVO LIVO")
2. Crews operating on this subdivision in the Addis Yard area must have a copy of the current "MTO Bulletin" available for reference. (Copy may be obtained in TCS as follows: "SW USE AVOYELLES LIVO")

SI-09 FRA EXCEPTED TRACKS - None.

SI-10 BUSINESS TRACKS

Track Name	MP	STA. #S
Maringouin N.....	109.5	TB109
Sid Richardson	89.3	TB089
ShinTech	88.3	TB087
Dow	88.8	TB088
Allemania N.....	81.3	TB083
Georgia Gulf N.....	81.3	TB081
Central Farmers N.....	62.3	. . .
Ampro N.....	62.3	. . .
Melamine Chem. N.....	62.3	. . .
Triad N.....	62.3	TB063
Gulf	61.0	TB061
Koch Nitrogen N.....	55.6	TB056
Armant S.....	45.7	TB046
Waterford s.....	29.8	TB030
Taft	28.5	TB028
Monsanto	21.4	TB021
ADM	19.0	TB019
Service Foundry N.....	14.2	TB014

SI-11 INDUSTRIAL LEADS

Westbank Industrial Lead:(0456) W. Bridge Jct. (MP 10.2) to Algiers (MP 1.0), 9.2 miles long. Use Radio Display - 2020. Maximum Gross Weight - 143 tons.

FRA Excepted Tracks:

- Peters Road Lead;
- Continental Grain tracks;
 - 736, 737, 742, 741, 740, 739, 738,
 - 128, 747, 748, 749, 743, 744,745.

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum Gross Weight: - 143 tons.

SI-13 TRAIN MAKE-UP RESTRICTIONS - None.

SI-14 MISC. INSTRUCTIONS

Livonia Yard: Maximum speed over wheel retarders (Dowty) is 8 MPH. In addition do not exceed 6 MPH over wheel retarders when handling cuts of 20 or more cars in "Trim" mode.

Radio Communications at Livonia Yard will be Channel 6767 for trains and engines to receive instructions from the Yardmaster.

Special switch in service at the south end of Livonia Yard on the West Trim Lead. Instructions governing movement over this switch are as follows

1. Normal position for this switch is lined for movement to & from west trim ld. and Rec. Trk Ld.
2. Sw. pt. indicator in service located just south of switch on right side of West Trim Lead for northward movement.
3. Northward movement to Receiving Track Lead:

A sw. pt. indicator will display a GREEN aspect

4. Northward movement to West Trim Lead:

Stop end of movement within 25 feet south of switch (marked with yellow paint on tie) then line switch by hand. Wait one (1) minute to assure switch will remain lined. Switch point indicator will display a YELLOW aspect.

5. Southward movement from West Trim Lead:

Movement may run through switch. Switch will return to normal position (lined for Receiving Track Lead) within 20 seconds after the switch circuit is cleared.

OPERATION OVER MISSISSIPPI RIVER BRIDGE BETWEEN W. BRIDGE JCT. AND E. BRIDE JCT.:

**Trains in excess of 10,000 tons must have a helper on the rear. It is recommended that head end power on such trains be not less than 0.8 horsepower per ton to limit buff forces ahead of the helper(s). The maximum allowable amperage for helper consist for various levels of working horsepower, up to a maximum of 7,600 working horsepower, is shown in the table below. If the caboose is on the rear of the train, the helper must be cut in ahead of the caboose. If the caboose must be shoved against for an emergency to assist a stalled train, the maximum helper working horsepower is 6,000 and maximum amperage is 850. amps.

Total Working Horsepower of Rear End Helper:	*Max Amperage of Rear End Helper:
3000 or less	1300amps
3001 to 6000	1000amps
6001 to 7000	900amps
7001 to 7600	850amps

*Note: Locomotive short time ratings must not be exceeded.

** Loaded Unit Coal Trains will be governed by NOPB rules, general superintendent bulletins and special instructions.

DYNAMIC BRAKING: When using dynamic brakes, before entering or leaving turnout or crossover on descending grade, dynamic braking must be reduced to one-half of the maximum amperes, 500 feet before engine reaches the turnout or crossover and 1500 feet after passing through turnout or crossover, and if necessary, automatic brakes applied sufficiently so that speed of 15 MPH or allowable speed will not be exceeded until engine movement is clear of turnout or crossover.

Operation E. Bridge Jct. to Gentilly Yard via IC, NS and CSX RR.

Operation between Wills and Gouldsboro governed by instructions yardmaster Avondale.

Siding Johnson: During daylight hours, leave at least one crossing open to Evergreen Plantation.

Avondale: Trains and engines will contact Avondale Yardmaster before entering or departing the yard limits.