

St. Louis Terminal

ROUTE GUIDE



St. Louis Terminal Route Guide

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ST. LOUIS TERMINAL ROUTE GUIDE

The St. Louis Terminal is part of the St. Louis Service Unit. It is an important interchange point for the Union Pacific Railroad and the other Eastern Carriers.

The St. Louis Terminal has five subdivisions that enter the complex. These subdivisions include the (Springfield (0029), Pana (0044), Jefferson City (0065), Chester (0060), and Desoto (0080). It also includes one primary industrial lead, the Lesperance Street Industrial Lead (0082). The yardmaster of Dupo controls the train movements in all of the yards and industrial leads inside the terminal. The yards and industrial leads controlled by the Dupo Yardmaster include Dupo, 12th Street, Lesperance Street, Ivory, Sarpy, and Cotton Belt Yards as well as the Lesperance Street Industrial Lead.

The terminal is dispatched by the Terminal Railroad Association of St. Louis (TRRA). They have two dispatchers which handle trains inside the terminal, the West Belt and Merchants Dispatchers. These dispatchers also handle rail traffic over the two rail bridges in St. Louis. These include the Merchants and MacArthur Bridges.

Inside the terminal we interchange with six different railroads. Direct to the NS, CNIC, CSXT, BNSF, Alton and Southern (ALS) and the Terminal Railroad Association (TRRA). We also interchange to the NS, BNSF, and the KCS thru the TRRA and ALS.

The St. Louis Terminal also has two coal customers and one grain customer that handle unit trains into their facilities. These customers are Hillcrest (Ameren Electric Meramec Plant), Cahokia Marine (Kinder Morgan), and Italigrani Grain Elevator.

Please Note: These pictures, information, and maps contained in this document are for information purposes only. They are not drawn to scale though precautions have been made to ensure that the information is accurate.

Thanks go out to every employee in the St. Louis Terminal who donated their time and information to make this document a reality. Without their time and knowledge this route guide would not have been possible.

Team Members:

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ST. LOUIS TERMINAL PHONE NUMBERS

Union Pacific:

Yardmaster Dupo:	618-286-0421
Manager Dupo:	618-410-4279
Roundhouse Foreman:	618-286-0495
Roundhouse Cell:	618-719-1610
Car Forman:	618-286-0496
Car Foreman Cell:	618-410-8771
Chief Clerk:	618-482-7755
NCSC:	800-243-5417
OSS:	402-544-5555
RMCC:	888-877-7267
Dupo Crew Room:	618-286-0432
ALS Crew Room:	618-482-3555
Intermodal Gate House:	618-482-0476
Jefferson City Dispatcher:	531-210-4024
Chester Sub. Dispatcher:	531-210-4033
Springfield Sub. Dispatcher:	531-210-4028
Desoto Sub. Dispatcher:	531-210-4028
Pana Sub. Dispatcher:	402-636-1754
St. Louis Corridor MGR	402-636-7442
Iowa Corridor MGR (Peoria Sub)	402-636-7404

Alton and Southern:

Crest Yardmaster:	618-482-7744
West End Bowl:	618-482-7763
Manager:	618-482-7745

Burlington Northern Santa Fe:

Yardmaster:	314-768-7039
Command Center	314-378-3176

CSX Rose Lake:

Yardmaster:	618-482-2680
IB Dispatcher:	317-267-4611
IB Dispatcher:	317-267-4530

Patriot Rail:

Yardmaster: 314-366-4396

Kansas City Southern:

Yardmaster: 618-482-3961

Dispatcher Console 3 816-346-2533

09:00-17:00 Mon.-Fri.

Dispatcher Console 7 816-346-2537

17:00-09:00 Mon.-Fri. & Weekends

Norfolk Southern Railroad:

Yardmaster Luther Yard: 314-679-1752

Yardmaster AO Smith: 314-679-1761

Terminal Railroad Association of St. Louis:

West Belt Dispatcher: 618-451-8474

Merchants Dispatcher: 618-451-8478

Yardmaster: 618-451-8411

Trainmaster: 618-451-8410

Addresses:**Dupo Yard Office**

3412 Carondelet Ave.

Dupo, IL 62239

Madison Yard Office

1848 Wayne Lanter Ave.

Madison, IL 62060

Lesperance Street Yard Office

104 Carroll St.

St. Louis, MO 63104

Wann Yard Office

301 Rueter Rd.

Wood River, IL 62095

ST. LOUIS RADIO CHANNELS

Union Pacific:

Chester Sub:	096-096	*34
Desoto Sub:	091-091	*14
Dupo Yard Road:	024-024	
Dupo Yard Switching:	059-059	
Dupo Shuttle:	065-065	
Dupo Mechanical/Fuel:	065-065	
Jefferson City Sub	074-074	*27
Lesperance Street Yard:	032-032	
Madison:	052-052	
Pana:	020-020	*31
Springfield Sub:	030-030	*14

Alton and Southern:

West End Bowl:	015-015	Controls west end of yard
Crest: yard to MP 6.5	089-089	Controls east end of yard
Crest: MP 6.5 to MP 21	044-044	
Car Department	071-071	

Burlington Northern Santa Fe

Lindenwood Yard	095-095
Cuba Sub Dispatcher	070-070

CSX Rose Lake

IB Dispatcher	064-064
Yard Master	008-008

Patriot Rail

Yardmaster 042-042

Kansas City Southern

KCS Dispatcher 090-090 1
KCS Operations (Yardmaster) 060-060

Norfolk Southern Railroad:

Southwest Dispatcher Wood River 092-092 #351
Southwest Dispatcher Brooklyn 048-048 #351

Terminal Railroad Association of St. Louis:

West Belt Dispatcher 026-026
Merchants Dispatcher 026-026
Eastbound Yardmaster 026-026

NOTES:

ALTON & SOUTHERN RAILROAD

The A&S uses Yard Limits and Direct Traffic Control (DTC) to move trains from the A&S Yard to Lenox Tower. There are both single track and double track with six blocks total. There are two interlocking's, and Yard Limits/ABS. Switches also have lighted indicators on the stands. DTC authority is giving by the Crest Yardmaster. You release the block when the rear of your train is clear of the block. Crest Yardmaster may tell you to clear the blocks all at once or individually. The DTC books are available from the UP Valley Chief Clerk, along with the A&S Timetable, and yard map, you should have both.

Lighted switch indicators are as follows: Yellow aspect switch is normal. Lunar aspect switch is reversed. Red aspect is stop and inspect, contact yard master.

Yard Limits are from MP 4.20 to MP 11.00 and MP 18.66 to MP 20.90.

DTC limits are from MP 11.00 to MP 18.66.

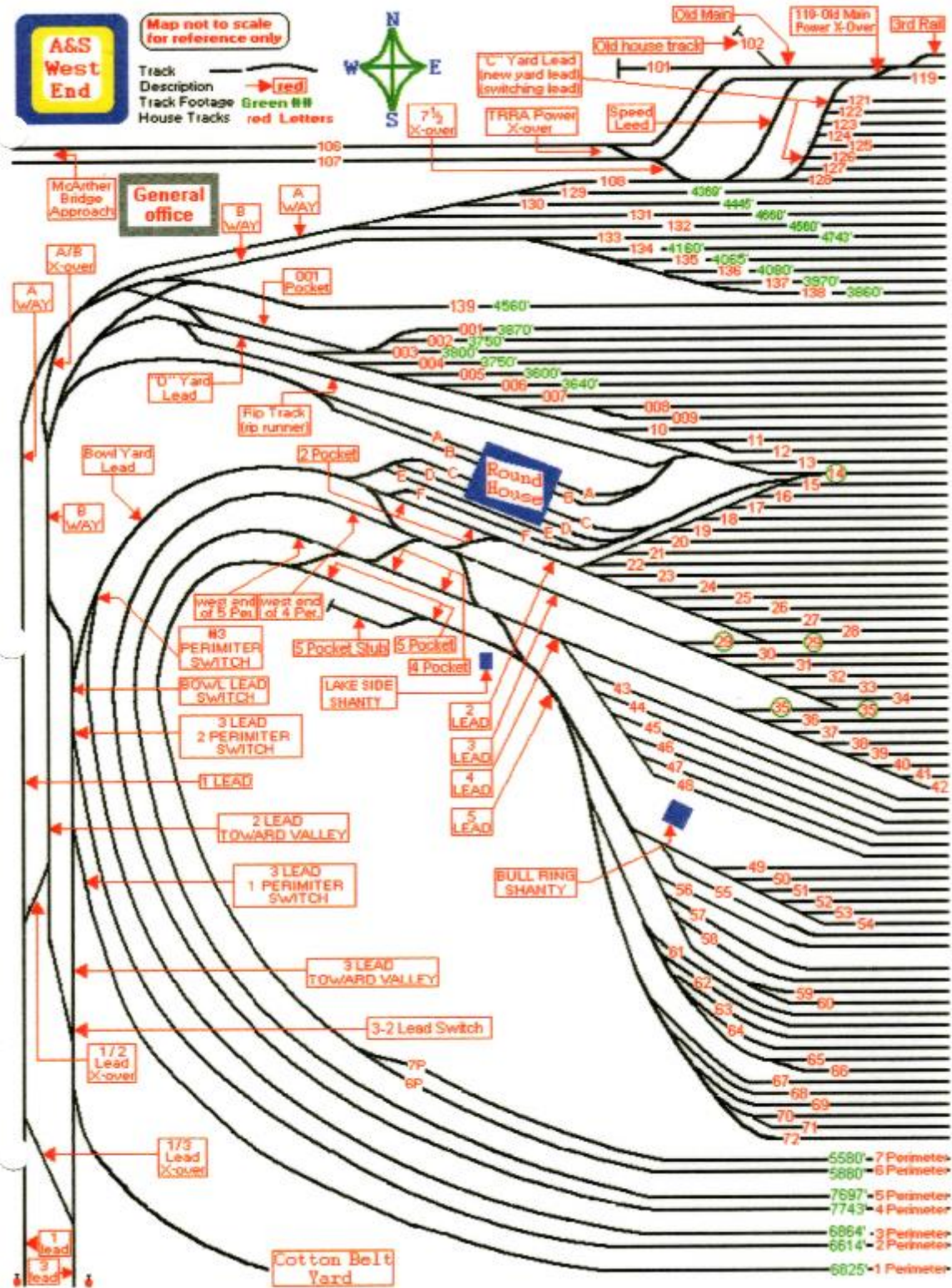
Van Block	Track 1	MP 11.00 to MP 13.50
Mack Block	Track 2	MP 11.00 to MP 13.50
Troy Block	Single	MP 13.65 to MP 14.40
Granite Block	Track 1	MP 14.63 to MP 17.40
CNW Block	Track 2	MP 14.63 to MP 17.40
Pontoon Block	Single	MP 17.54 to MP 18.66

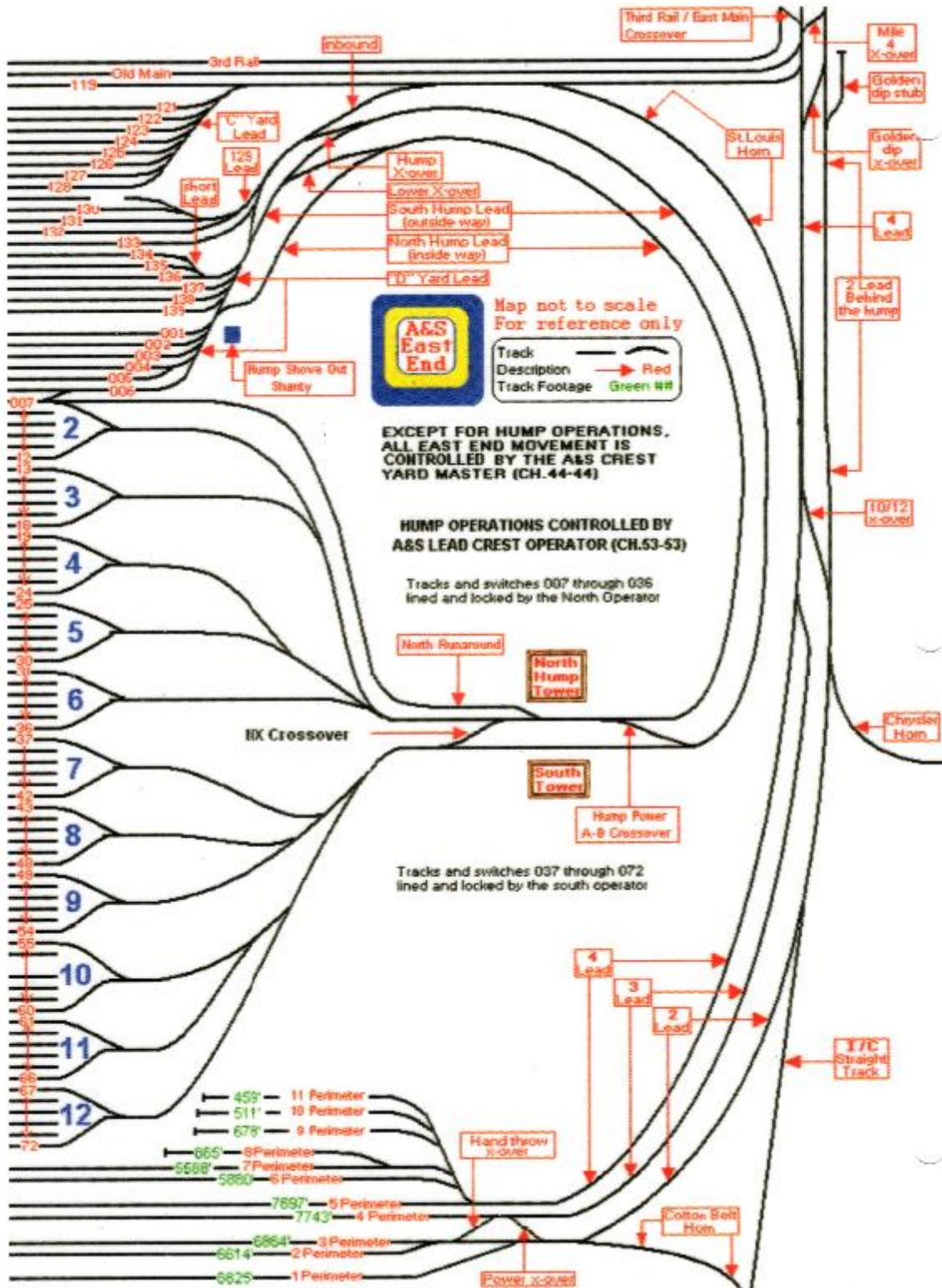
A&S Perimeter Tracks to MacArthur Bridge

1. Once you arrive on your train, and you're ready to depart. Contact the Terminal West Belt Dispatcher on 026-026 and ask for a route out of the A&S.
2. Contact Crest Yardmaster on 089-089 and tell him the route West Belt gave you. Proceed with his instructions.

A&S Perimeter Tracks to Valley through Cotton Belt Yard

1. Once you arrive on your train, and you're ready to depart. Contact Crest Yardmaster on 089-089 and get a route out of the Cotton Belt Yard.
2. When you are approaching the West End of the yard, first contact the ALS West End Bowl on 015-015 for permission to use the West End of Cotton Belt Lead Track, and then call Terminal West Belt Dispatcher on 026-026. Give him your location and tell him where you need to go. He will have you pull down to the signal at Valley Junction, or hold back clear of lead.





Radio Channels

West End Bowl	015-015
Crest Yard Master- yard to MP 6.5	089-089
Crest Yard Master- MP 6.5 to MP 21	044-044 tone 4444
Car Department	072-072
C Yard Switcher	078-078
Hump Channel	053-053

Distance Between Crossings Gateway Subdivision

Southern – South Switch new crossover 3 rd rail.....	1500'
North Switch new crossover to clearance circuit N/E 3 rd rail.....	7950'
Lake Drive West Track to N/E 3 rd rail clearance.....	2950'
Southern – Lake Drive.....	6478'
Lake Drive – Hill Brick.....	5950'
Hill Brick – Bunkum.....	5885'
Bunkum – Forest.....	5113'
Forest – HN Cabin.....	2438'
HN Cabin – Collinsville.....	4300'
Collinsville – Route 111.....	3700'
Route 111 – MP 13.50.....	9250'
Double Track Jct. – NKP Jct.....	4650'
CNW Block Sign to 500' mark Edwardsville Road.....	6612'
CNW Block Edwardsville Road to Mockingbird Lane 500' mark.....	5143'
Granite Block sign to 500' mark Edwardsville Road.....	7350'
Granite Block Edwardsville Road to Mockingbird Lane 500' mark.....	5388'
Mockingbird Lane - Cargill Drive.....	3540'
Cargill Drive - Pontoon Road.....	1640'
Pontoon Road - Morrison Road.....	4544'
Morrison Road – East Chain of Rocks Road.....	4385'

Granite City Yard

AA Siding.....	5491'
CNW #1.....	3430'
CNW #2.....	3430'

Mitchell Yard

Mitchell #1.....	9000'
Mitchell #5.....	9000'
Mitchell #6.....	9000'

Gateway Yard

West End Third Rail – Southern Signal.....	4745'
Old Main (TRRA signal) - #6 Switch.....	8600'
119 TRRA signal – Hand Throw Crossover.....	7266'

North to Lenox Tower from the A&S Yard

1. Once you arrive on your train, and you're ready to depart. Contact the Crest Yardmaster for departing instructions. Most of the time you will be on the East Perimeter Tracks. He may give you some blocks at this time, be ready to copy.
2. Once departed, your Yard Limits starts at MP 4.20. The NS Southern Interlocking is at MP 4.50 it is an automatic interlocker with a distance signal. Let the Crest Yard Master know if you are delayed here.
3. The first hold point is called the "Power Plant" at MP 6.5.
4. Yard Limits/ABS Limits are MP 7.9 to MP 8.4. This is basically a curve indicator. If the aspect is green you may proceed. If its red you must stop and proceed at restricted speed.
5. Bunkum Road MP 8.5 is another holding spot. You cannot go by here unless you have Block Authority for Mack or Van Block. Also you need a signal from CSX IB Dispatcher at "HN" Cabin.
6. Once you have your Block Authority either the Van Block (No. 1 main) or Mack Block (No. 2 main). Contact the IB Dispatcher on 064-064 tone 7#. Tell him the lineup you need for "HN" Cabin, MP 9.8.
7. Double Track Junction, MP 13.58 is also a holding spot. Double track goes to single track at this location.
8. Troy Block is your next block; this is single track.
9. Nickle Plate Junction MP 14.56 is where the Granite Block (main 1) and CNW Block (main 2) are the next set of double track blocks. Granite Block has a 20 MPH speed restriction curve at MP 14.70 to MP 14.90.
10. AA Siding is in the Granite Block MP 16.14 to MP 17.26. Derails are on both ends.
11. CNW Yard is MP 16.31 to MP 17.17 and can be accessed from both blocks. There are 2 Tracks CNW 1 and CNW 2.

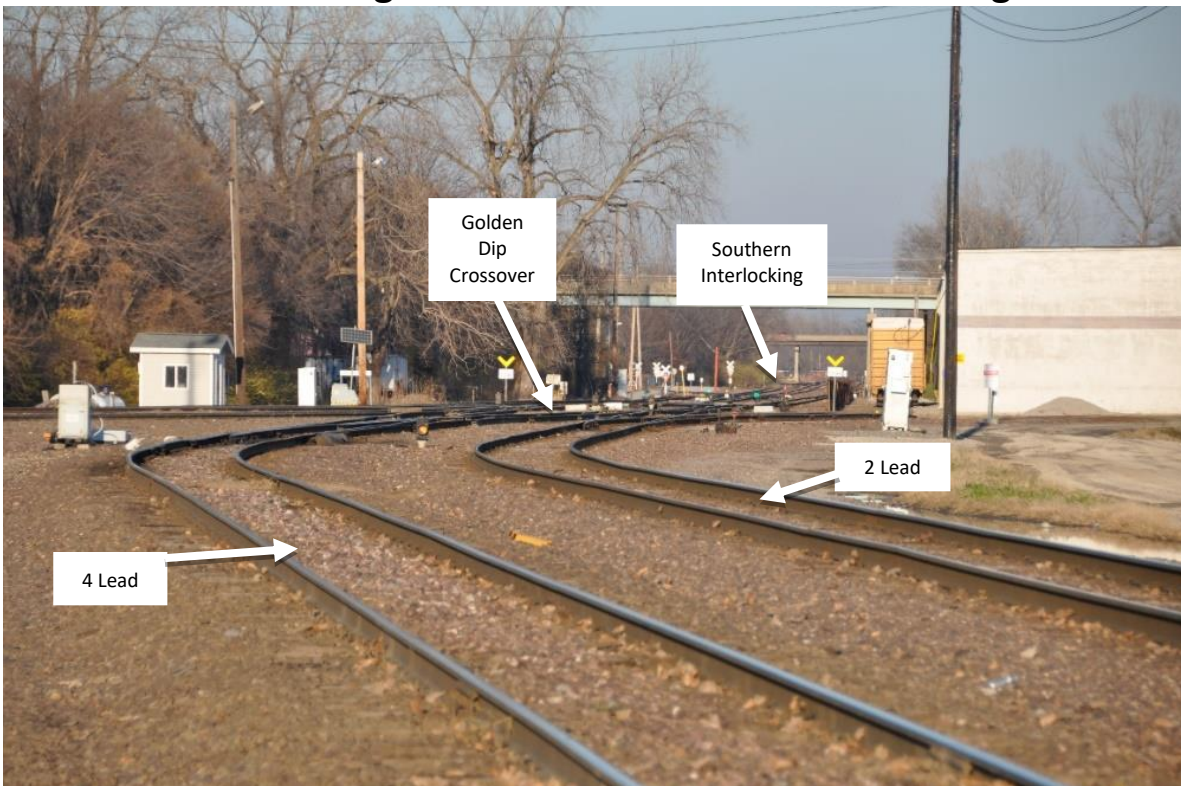
12. Somewhere between Nickle Plate Jct. and School House Jct. You need to call the Springfield Sub. Dispatcher 030-030 *14 and tell them your location and the route you need to go, up the Springfield Subdivision or Pana Subdivision.
13. School House Junction MP 17.47 is where Granite and CNW go back to single main track which is the Pontoon Block.
14. Yard Limits start at the end of Pontoon Block MP 19.16 to MP 21.00. Lenox Tower Interlocking.
15. Mitchell Yard also starts at MP 19.95 and ends at MP 20.71. There are 3 tracks in this yard, number 1, 5, and 6. Derails are on both ends.
16. Lenox Tower is at MP 21.00 and also the end of the A&S property. The end of Mitchell Yard there is a road called Hard Road. Also watch out for all the switches to make sure your lined for your movement. You must report clear of property to Crest Yard Master.

NOTES:

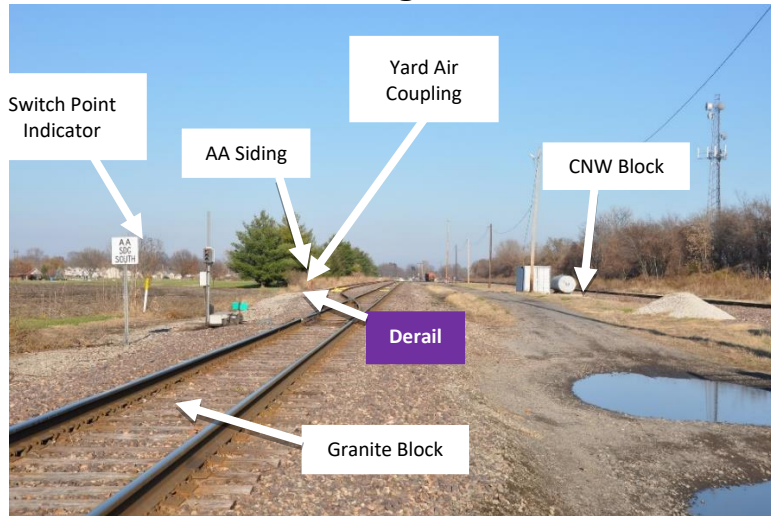
A&S coming out of the Perimeter Tracks



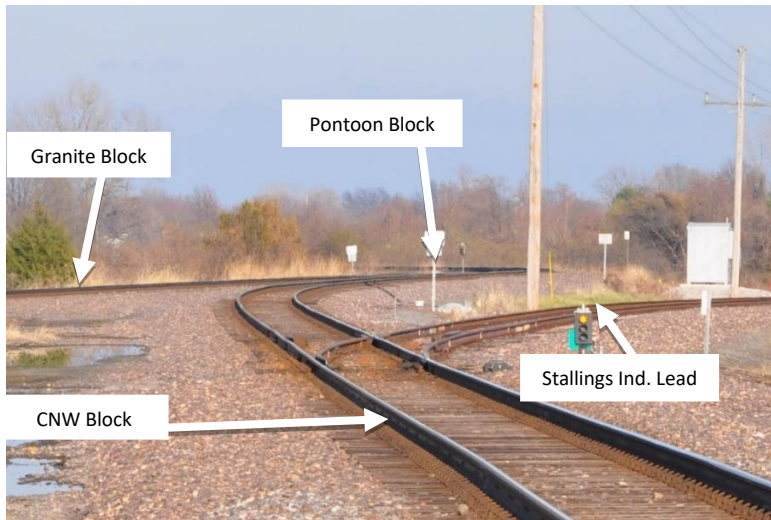
A&S looking towards the Southern Interlocking



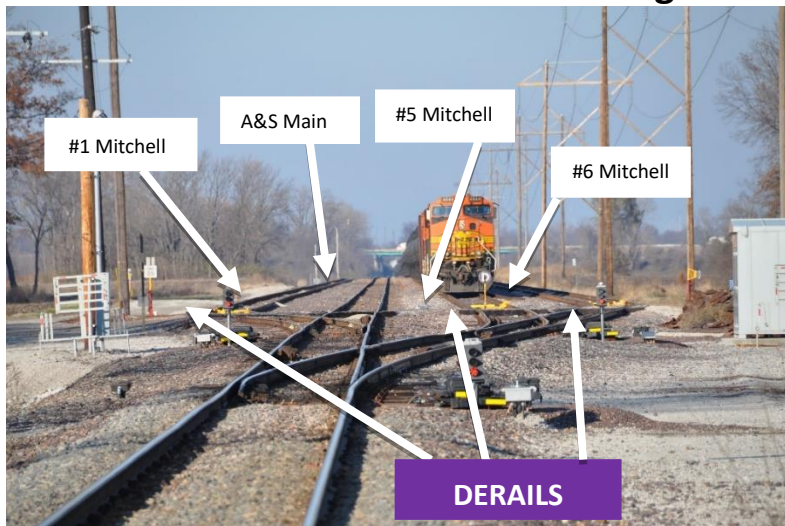
A&S AA Siding North View



A&S School House Jct.



South End A&S Mitchell Yard Looking North



Mitchell Yard looking North at Lenox Tower Signal

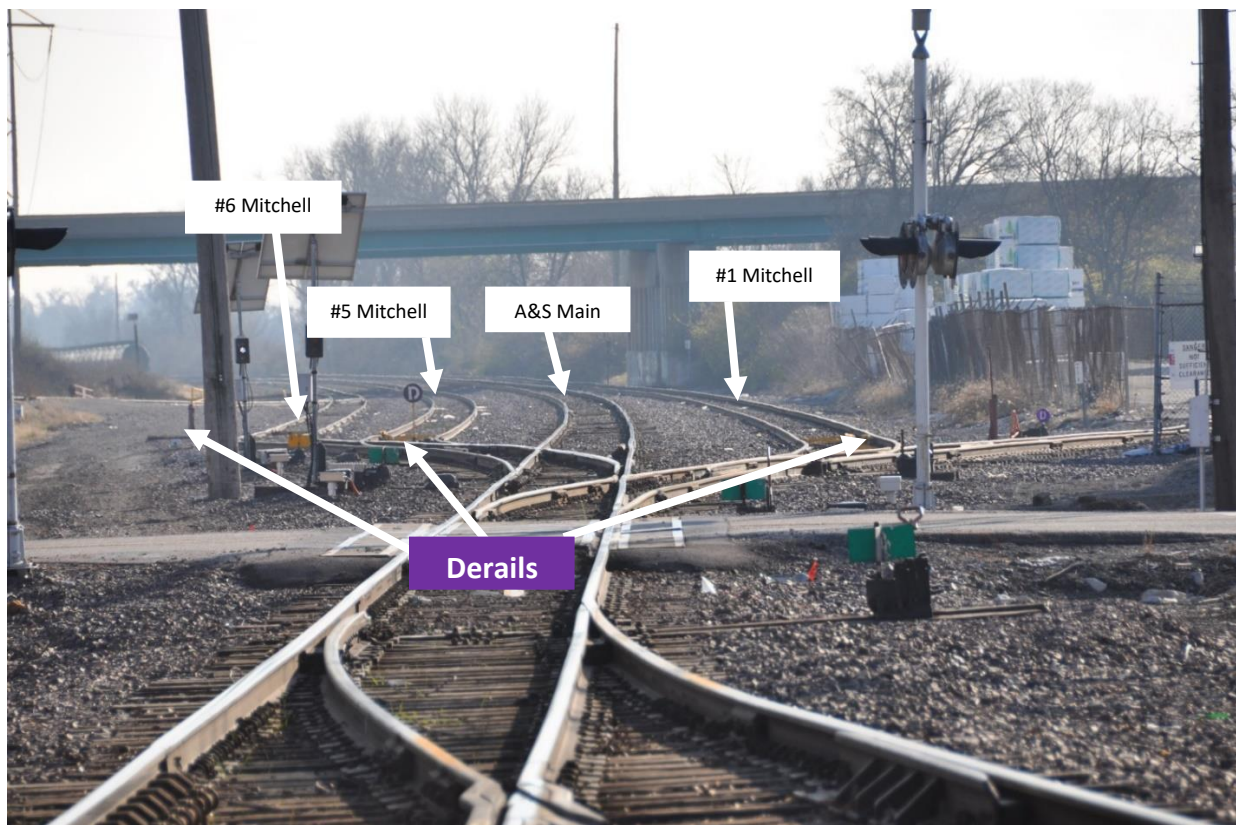


Lenox Tower to the A&S Yard

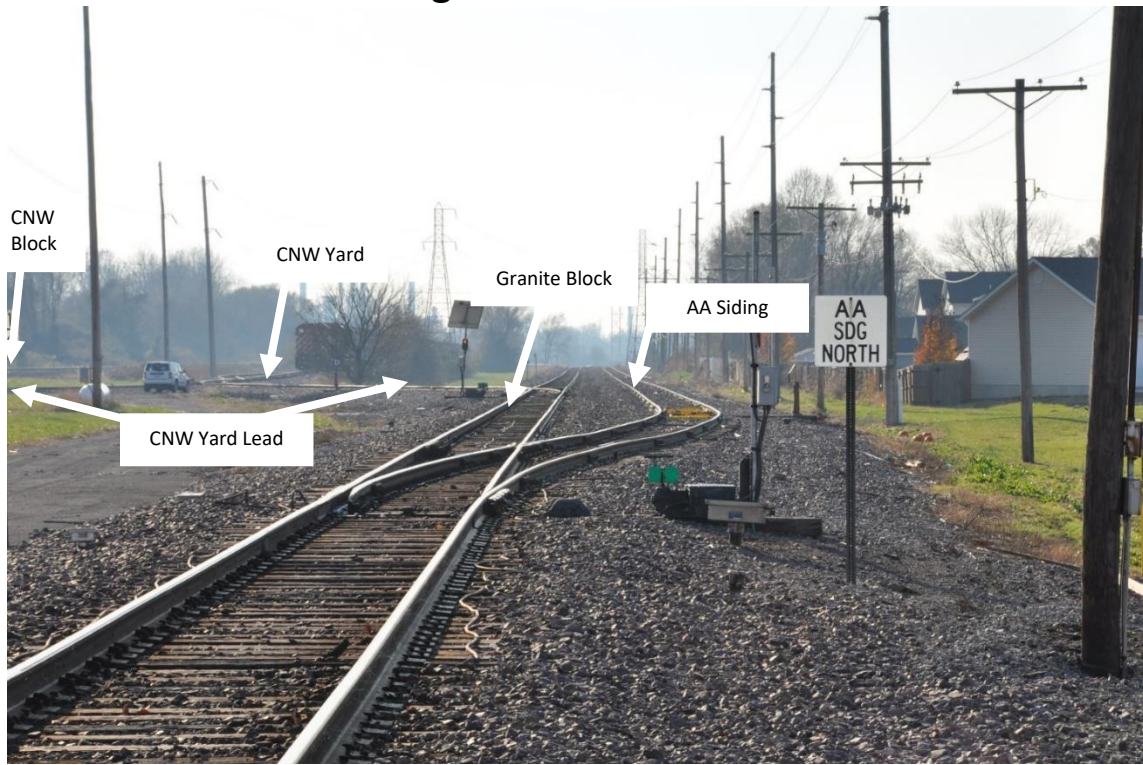
1. When approaching Lenox Tower contact, A&S Crest Yardmaster on 044-044. Ask for permission onto A&S Property. Crest can also give you Block Authority at this time. When you receive your permission onto the property, call Springfield Sub Dispatcher on 030-030, and inform them you have permission onto the A&S.
2. Yard Limits are MP 20.90 to MP 18.66. You will be going thru Mitchell Yard, making sure you are lined for your route. The yard tracks have derails on both ends. You need to stop at the south end of the yard, not fouling the switches, if you don't have the first block.
3. Pontoon Block is the first block MP 18.66 to MP 17.54. This leads into School House Junction MP 17.47.
4. Granite Block (No.1 Main) and the CNW Block (No. 2 Main), MP 17.40 to MP 14.63. You can stop at the end of either blocks, without fouling any crossings. There is a 20 MPH speed restriction on the curve in the Granite Block MP 14.90 to MP 14.70.
5. Nickle Plate Junction MP 14.56 takes you back to single main track, and into the Troy Block.
6. Troy Block MP 14.40 to MP 13.65 is a single track block that goes into Double Track Junction MP 13.58.
7. Double Track Junction splits back into two different blocks. Van Block (No.1 Main) and the Mack Block (No. 2 Main) MP 13.50 to MP 11.00.

8. Crest Yardmaster may tell you to hold at Route 111, MP 13.50. This is also a holding spot for “HN” Cabin Interlocking MP 9.8.
9. When Crest Yardmaster gives you permission past “HN” Cabin. Contact the IB Dispatcher on 064-064 tone 7#. Tell him the lineup you need for “HN” Cabin.
10. Yard Limits start at MP 11.00 to 4.20.
11. Yard Limits/ABS Limits are MP 8.4 to MP 7.9. This is basically a curve indicator. If the aspect is green you may proceed. If its red you must stop and proceed at restricted speed.
12. You next holding spots is the Power Plant MP 6.5 and Missouri Ave. MP 4.8. You will stop at the distance signal for the NS Southern at Missouri Ave.
13. Crest Yardmaster will tell you to call him when you get a clear at the NS Southern Interlocking at MP 4.50. He will then give you yarding instructions for your train.

South into Mitchell Yard

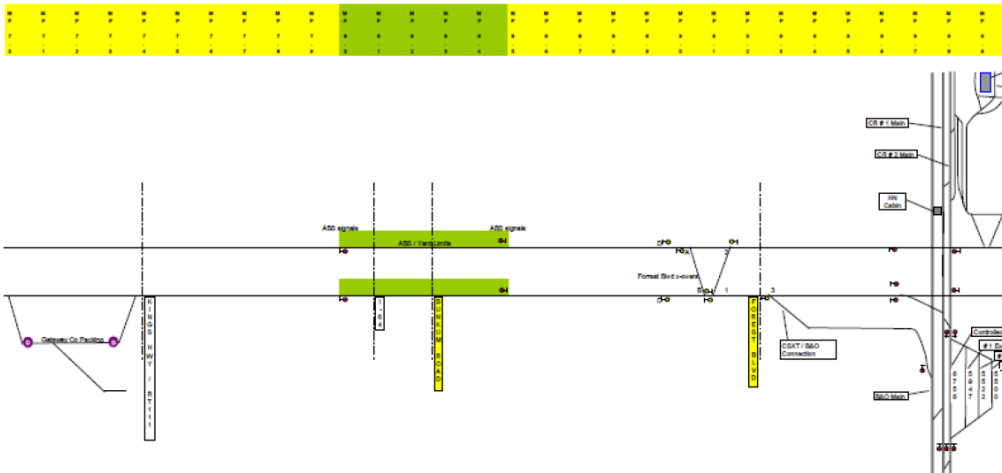
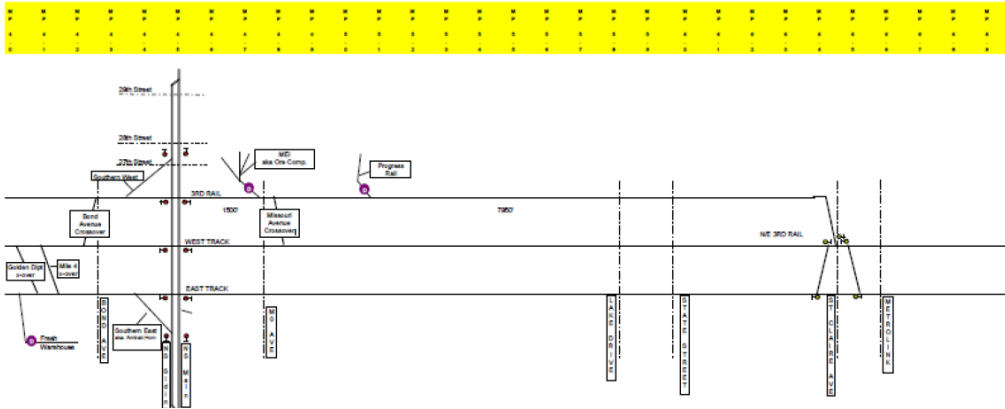


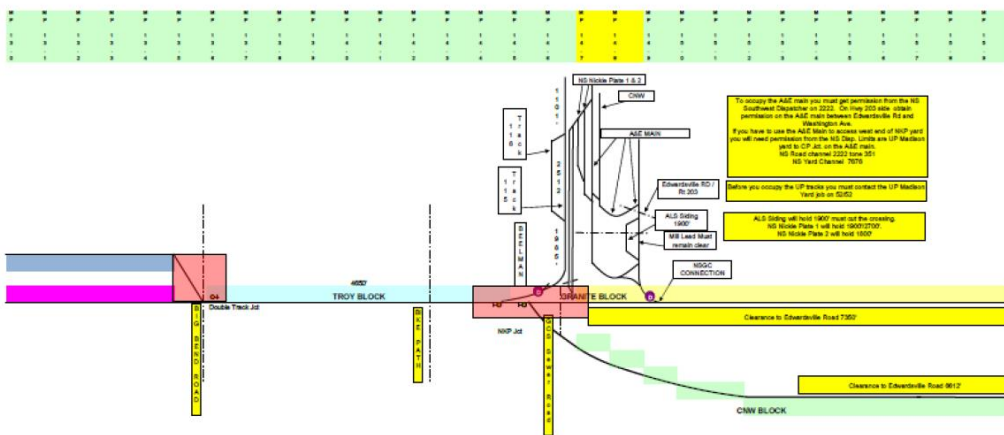
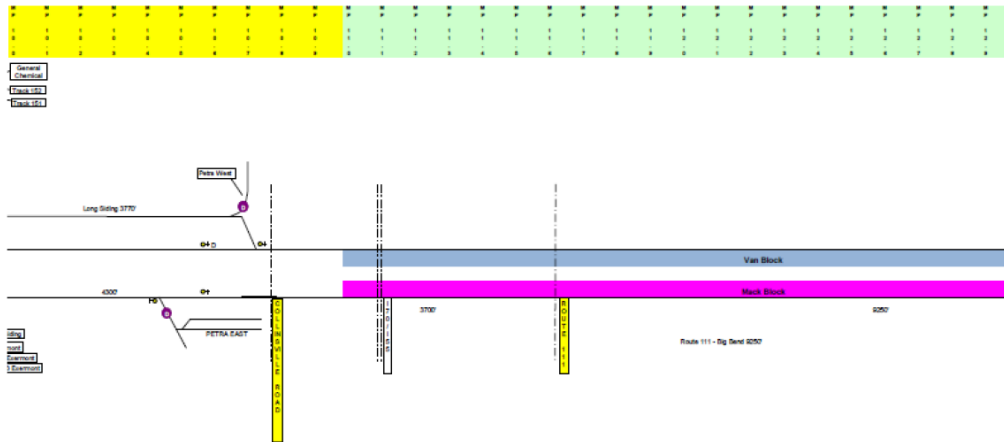
A&S Looking South at the Granite Block

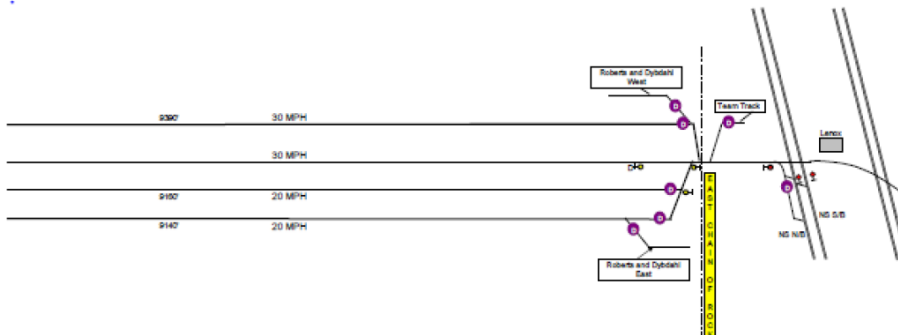
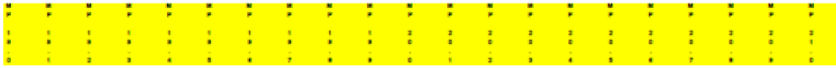
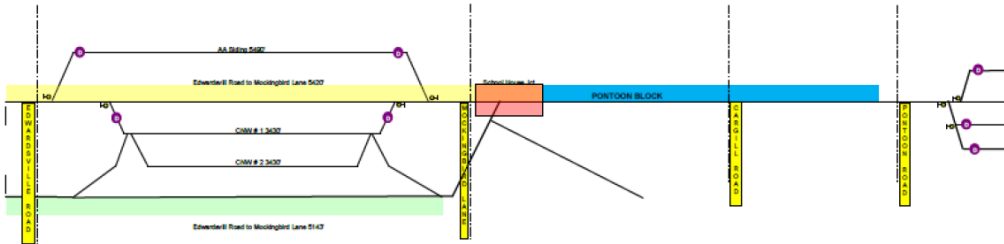
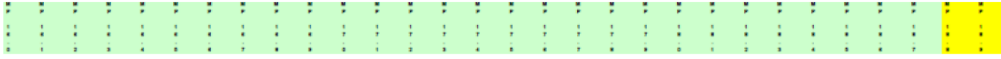


A&S Double Track Jct. looking South









SITE SPECIFIC INSTRUCTIONS

SUBJECT: LIGHT ENGINE MOVEMENTS IN DP CONFIGURATION- SITE SPECIFIC ST. LOUIS TERMINAL/A&S

LIGHT ENGINE MOVES IN DP CONFIGURATION MAY BE MOVED FROM THE YARD TO THE SECUREMENT LOCATION IN ST LOUIS TERMINAL LIMITS. TRAIN LINE MUST BE CUT IN AND CREW MUST VERIFY THE BRAKES APPLY AND RELEASE ALL LOCOMOTIVES MUST BE CONVENTIONALIZED AND PROPERLY SECURED BEFORE CREW DETRAINS NOTE: DP TRAINS TERMINATING AT THE ALS, CREWS CAN BE RELIEVED BY THE UTILITY PERSON FOR SECUREMENT OF THE REAR DP LOCOMOTIVE; THIS INFORMATION CAN BE OBTAINED FROM THE UTILITY PERSON OR THE YARDMASTER.

SUBJECT: ALTON & SOUTHERN (A&S) AND COTTON BELT YARDING GUIDELINES

A&S bowl yardmaster governs movements at west end of gateway and/or cotton belt yards. Bowl yardmaster radio display 015-015. A&S crest yardmaster governs movements at east end of gateway yard, cotton belt yard and gateway subdivision. Crest yardmaster radio display 089-089 for yard movements and movements on gateway subdivision between mp 4.20 and mp. 6.50. A&S crest yardmaster also governs movement between mp 6.50 and mp 21.00 on gateway subdivision on radio channel 044-044. DTC authority, securement, job briefing and main track movement communication must be made on 044-044, tone 559.

Enroute instructions

all trains enroute to the A&S gateway yard or cotton belt yard from the west and south must contact the A&S bowl yardmaster on radio channel 015-015.

Trains from the west must make this contact prior to arrival at Grand Ave.

Trains from the south must make this contact after passing north Dupo and again upon arrival at south valley jct. When train receives a proceed indication at south valley jct. Crew must advise a&s bowl yardmaster that they have a signal to proceed. Trains from the north must continue to make contact on arrival at Lenox using radio channel 044-044.

Trains destined for cotton belt yard must contact up Dupo yardmaster for a track to yard in if advised they are yarding in tracks 1, 2, and 3, tracks 4 through 15 are under the direction of the A&S bowl yardmaster. Regardless of track yarding

instructions, A&S bowl yardmaster must be advised of tracks used.

Terminating trains

Trains terminating at the Alton & Southern and gateway yard will contact the yardmaster at the A&S for yarding instructions. If delayed, notify the Dupo yardmaster with train symbol and arrival time. The Dupo yardmaster will contact the manager on duty and give the arrival time and train symbol. These instructions must be continued each hour until the train has been yarded.

Trains coming from the north past Lenox may have to use an alternate means to contact the Dupo yardmaster if the radio will not reach. **Car department radio display 071-071.**

Dual control switches

prior to lining dual control switches by hand, authority must be obtained from yardmaster in charge of switch. Information on switches controlled by yardmasters can be referenced in the current A&S timetable pages 4 and 5